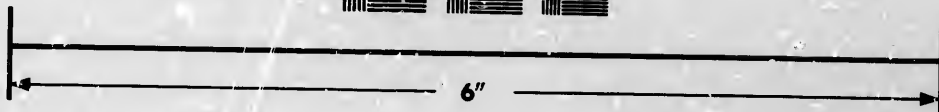
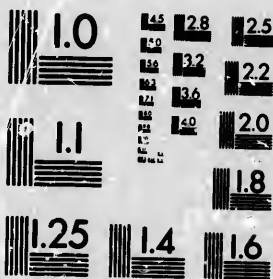


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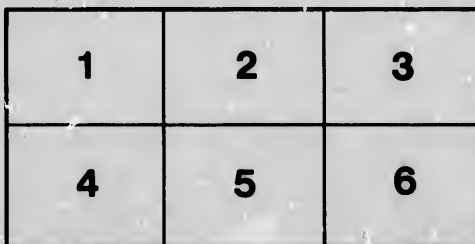
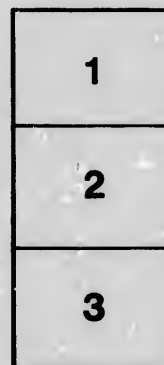
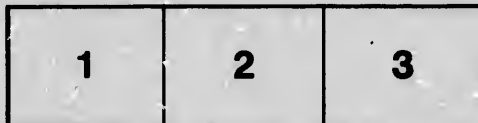
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KABURY'S ATLAS

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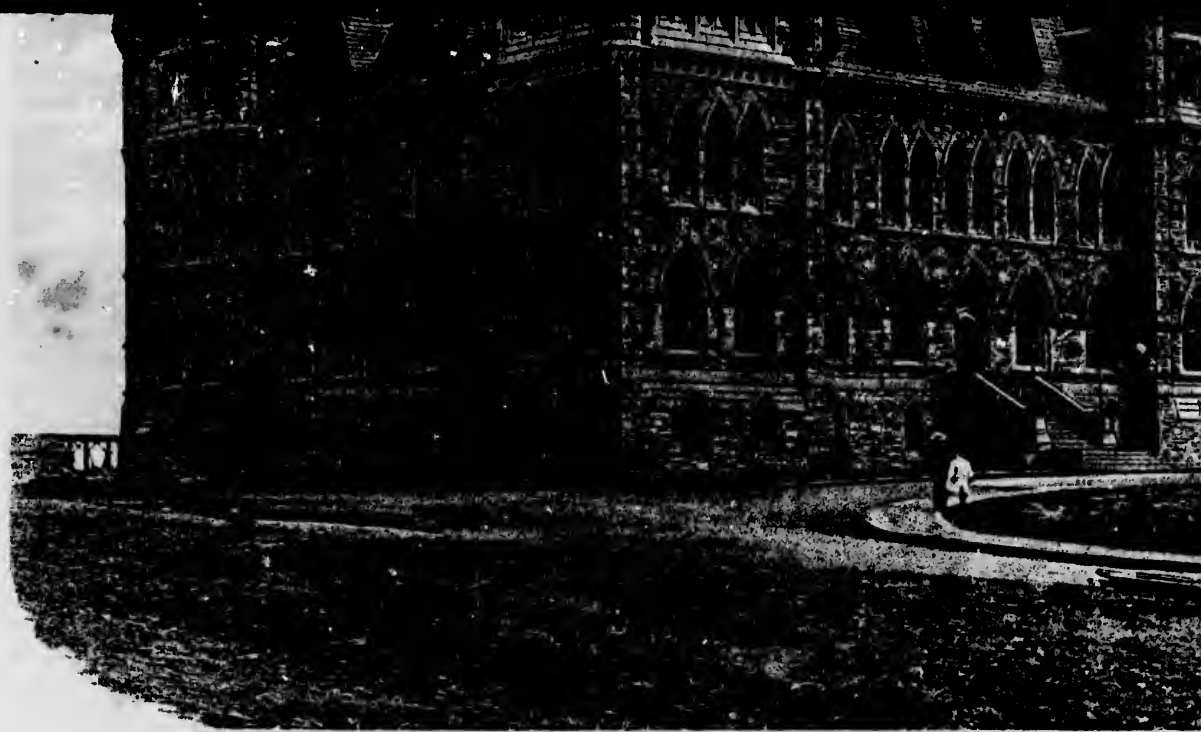
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LATE PROFESSOR OF CIVIL ENGINEERING

AUTHOR OF MAPS AND ATLASES OF CANADA WEST, MICHIGAN,
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AND OF VARIOUS COUNTIES IN THE UNITED STATES OF AMERICA,
ONTARIO, QUEBEC, NEW BRUNSWICK,

PUBLISHED BY

GEORGE N. TAYLOR

MONTREAL, TORONTO

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NOTE.—ERRORS AND OMISSIONS. It is quite impossible to avoid omissions in a work of this extent. Some of them, indeed, arise from the changes which occur while the work is in progress. Persons noticing them will confer a favor by indicating them so that they may be rectified in future editions.

Address GEO. N. TACKABURY, or H. F. WALLING, Montreal, Canada.

PREFACE.

ORIGINAL PLAN OF THE WORK.

The work now presented to our patrons, at a considerably later date than was originally intended, was commenced in the autumn of 1871. We then proposed to publish an atlas in which special information of the Province of Ontario was to be given in a series of maps of all of its counties, on the scale of six miles to an inch, with a minuteness of detail, extending to the representation and laying out of townships into concessions and lots. It was to contain a general map of the Dominion, separate maps of each of the Provinces, enlarged plans of the cities in Ontario and Quebec and various auxiliary maps illustrating the Geology, Climate and Resources of the country, together with a general map of Europe.

CHANGE OF PLAN.

At the urgent solicitation of citizens of Montreal and other parts of the Province of Quebec it was deemed advisable, after a considerable portion of the country had been canvassed, to enlarge the scope of the work and give the same minute details for this Province that were proposed for Ontario, by adding a series of county maps on the same scale of six miles to an inch. In order to accomplish this it has been found necessary to increase the size of the pages from that originally intended, viz: $13\frac{1}{2} \times 16\frac{1}{2}$, to 14×18 inches. We have also added a double page general map of the United States. By this means, while the patrons of the work get a considerably larger amount of valuable information than had been agreed upon, it is expected that the increased sale will warrant the additional trouble and expense.

UNEXPECTED DIFFICULTIES.

The construction of these additional maps has been attended with far more labour and expense than was anticipated. The materials available for this purpose, in the form of plans of surveys, differ widely in their reliability, in the scale upon which they are drawn, and in the amount of detail exhibited. No systematic survey of the Province was ever made, but detached plans of all the settled portions, and of considerable areas which still remain unsettled, are contained in the archives of the Crown Land Department at Quebec. The work of compiling and uniting all the various and frequently discordant materials into one harmonious series of

maps, so as to eliminate the largest amount of error, has been extremely perplexing and difficult. It would, of course be, preposterous to claim that perfect accuracy has been attained. But the promise is made, that all errors which may hereafter be discovered, and indicated to the author or publisher, will be corrected in future editions. Of course the change in the plan of the Atlas has caused a delay in the time of its completion, but we trust our patrons will feel that the additional value given to the work will far more than compensate for the delay thus caused.

GENERAL UTILITY OF MAPS.

A few words relating to the value of works of this kind may not be out of place. In promoting emigration to a new country their usefulness is clearly evident. Since they show the topographical features of the country, its rivers, lakes, mountains, prairies, etc., with their geographical relations, the immigrant is thereby able to compare inducements held out to him in the way of convenience of access, proximity to previous settlements and to markets for his produce, and thus to avoid a leap in the dark when selecting his future home. Other things being equal, a country which has been explored and its attractive features intelligibly represented on a good map would far more rapidly become settled than a "terra incognita."

But the usefulness of maps does not cease with the first occupation of a country. On the contrary, the more it becomes settled the greater the need of an exact and minute knowledge of its topography. New facilities for conveyance and travel are continually required. Centres of trade, of manufactures, of the administration of local government and of great educational institutions grow up to meet the wants of the people. Easy access to these cities and villages, and from them to more distant places, becomes indispensable, whence occurs a continued multiplication of the public highways. The location and construction of these public works must be preceded by a careful determination of the most favorable routes. The necessity for first consulting an accurate map of the different routes proposed is obvious.

EDUCATIONAL USES.

Besides the direct practical uses of local maps they have an educational value, of which it is well not to lose sight. Instruc-

tion in the geography of the whole world is very properly taught, in an elementary way, even in the primary schools, as a branch of the most common education. There can be no doubt that this would be most advantageously supplemented if not preceded, by a careful study of the minute geography of the student's own province, county and immediate vicinity. Even a child forms a better idea of the nature and uses of a map when he is able to observe and compare the relative position of familiar haunts and to trace out the routes of his rambles about his home.

CONSTRUCTION OF THE MAPS.

Nearly all of the maps in this atlas, including those of the Counties in Ontario and Quebec, are from original drawings by Mr. Walling, aided by a competent corps of assistants. Among these may be mentioned the names of Thomas W. Baker and Melville Clemens, who rendered very valuable services in preparing the Ontario maps; also of H. S. Packard and B. T. Thulstrup, who finished the final draughts for photo-lithographing, of the Counties of Quebec. The excellent mechanical execution of these draughts is made manifest by the process of reproducing them, the maps of the counties in the Atlas being fac-similes, on a reduced scale, of the original drawings.

LATITUDES AND LONGITUDES.

No trigonometrical survey of the whole country or of any considerable portion of it having been made, the most reliable mode of connecting together, with any degree of accuracy, the detached surveys of different sections, was by ascertaining, astronomically, the latitudes and longitudes of a great many conveniently located points. This is a simple process in theory, but in practice it requires instruments of the nicest precision, and the exercise of great care and skill in their use.

Latitudes north of the equator are ascertained by measuring the angles of altitude above the horizon, of the north pole of the heavens, near the pole star. Longitudes, or more properly differences of longitude, are determined by measuring the intervals of time which elapse between the passages of a star across the meridians of the places in question, thus making use of the dynamical principle that the rotation of the earth on its axis is precisely uniform in its angular velocity. The initial or zero point for longitudes

is usually taken at Greenwich Observatory, London.

Places whose latitudes and longitudes are established, not only have their positions fixed relatively to each other, but their locations become known relatively to the whole earth. Accordingly maps based upon such determinations can readily be extended or incorporated into more general maps.

Important improvements have been made within a few years by American astronomers in the use of the electric telegraph in these measurements, so that the accuracy of the determinations does not, as formerly, depend upon the exact running of chronometers, carried from the initial point to the place whose difference of longitude is to be determined. The differences of longitude between many points in Canada and the United States, measured from Greenwich Observatory, and from one point to another, have been precisely determined by the use of the telegraph and chronograph in connection with transit observations of stars, so that we are enabled to correct previous maps based upon less accurate determinations.

BAYFIELD'S CHARTS.

The most extensive connected surveys in the Dominion are incorporated in the excellent series of charts by Admiral H. W. Bayfield, published by the British Admiralty. These charts form the most convenient available basis for the construction of maps of the territory contiguous to the water areas which they cover, giving accurate contours of the coast, with its bays, inlets and islands. They also serve to fix the relative positions of adjacent surveys of townships otherwise detached from each other.

NATIONAL BOUNDARY SURVEY.

For laying down the boundaries of Ontario and Quebec, the accurate maps of surveys made under the Treaty of Washington of 1842 were followed. The portion of the National boundary then surveyed extends from the River St. Lawrence at St. Regis, a few miles below Cornwall, nearly on the forty-fifth parallel of north latitude to the north-east corner of the State of Vermont, dividing the States of New York and Vermont from the Province of Quebec. From this point the surveyed boundary extends north-easterly, easterly and southerly to a monument at the source of the St. Croix River. With this river it separates the States of New Hampshire and Maine from the Provinces of Quebec and New Brunswick. These surveys were made by Colonel Robinson of the Royal Engineers and Colonel Graham of the United States Topographical Engineers.

Some time after the completion of the surveys, the stations upon it whose longitude had been determined by the Commission were connected by a careful triangulation with

those of the United States Coast Survey. A small discrepancy of some few seconds of time was found between the longitude determinations of the two surveys, those of the Coast Survey being referred to Cambridge Observatory in Massachusetts. The longitude of this place relative to Greenwich Observatory had been determined more carefully than that of any other point on the American Continent, by frequently conveying chronometers between the two stations.

It happens, rather curiously, that telegraphic determinations made since the laying of the Atlantic Cable agree almost precisely with the longitudes as fixed by the Boundary Line Commission. This result, however, must be regarded rather as accidental than as indicating a superiority of instruments or of care in using them on the part of the Commission, the original discrepancy being quite too small to be attributed to such a cause.

GEOLOGICAL SURVEY MAPS.

In carrying out the Geological Survey of Canada, it was found necessary to supply the want of good topographical maps of the sections whose geology was to be examined by making original maps as occasion required. This has been done over considerable areas in a very careful manner, not only by compiling such surveys as were available, but by actually surveying many lakes, rivers, streams and other topographical features of the country. The Reports of the Geological Survey contain maps which have been found very useful in compiling the present Atlas, more particularly the map of the South Western part of the Province of Quebec, compiled and drawn by Robert Barlow, the draughtsman of the Survey.

COUNTY MAPS.

Separate County maps of nearly every county in the Province of Ontario, and of several in the Province of Quebec, have been published from time to time, and many of them contain valuable information not otherwise available.

Maps of the following counties have been prepared and published by or under the direction of Mr. Walling, from odometer surveys of the roads in connection with the original surveys of the concessions and lots: Counties of Halifax, Pictou, Colchester, Cumberland, Hants, Annapolis, Digby and Yarmouth,—Nova Scotia; counties of Westmoreland, Albert, Kings and St. Johns,—New Brunswick; counties of Wolfe, Compton, Richmond, Stanstead, Shefford, Brome, Missisquoi, Rouville and Iberville, with the independent township of Sherbrooke,—Quebec; and counties of Addington, Lennox, Frontenac, Leeds, Grenville, Lanark, Renfrew, Carleton, Russell, Prescott, Stormont, Dundas, and Glengary,—Ontario. These maps gave not only townships, roads and concessions, but farms, residences and names of owners.

Similar maps have been made of many of the Western Counties of Ontario, by Geo. C. Tremaine, Geo. R. & G. M. Tremaine, John Ellis & Co., C. Rankin and other local surveyors.

MATERIALS FURNISHED BY GOVERNMENT OFFICERS.

We gratefully acknowledge favors received from various Government Officers in Ontario and Quebec in the way of furnishing materials needed for preparing the Atlas.

JOHN DEWE, Esq., General Post Office Inspector of the Dominion, has furnished a very large amount of information relating to the locations of Post Offices in the Provinces of Ontario, Quebec, Manitoba and British Columbia, by marking them upon a set of plans furnished to him for that purpose.

Mr. E. F. King Division P. O. Inspector for the Montreal Division, has also taken a lively interest in the work, which he has most kindly manifested by laborious personal services in verifying the locations of Post Offices, and in carefully examining and correcting the Gazetteer part of the work relating to the Province of Quebec. Mr. W. G. Sheppard, Mr. M. Sweetnam and Mr. G. Griffin, Division P. O. Inspectors of the Quebec, Toronto and London Divisions, have also furnished valuable information relating to their respective districts.

To E. E. Taché, Esq., Assistant Commissioner of the Crown Land Department, Quebec, we feel under deep obligation. Mr. Taché has exhibited a most friendly disposition towards the undertaking, and has been unsparing in kindly acts of assistance and courtesy. He has generously loaned the use of his own excellent map of the Province of Quebec which appears on pages, 116 et seq. It occupies three double pages of the Atlas and is lettered in French, rendering it very convenient for the large class of citizens of the Province who speak that language.

Mr. Taché is now engaged upon a larger and more extensive map of the same kind, a project whose execution will confer a substantial benefit upon the Province and the Dominion.

Besides allowing us access to the archives of the Crown Land Department, Mr. Taché has also given the benefit of his thorough knowledge of them, and has selected from the heterogeneous collections of the office such plans of surveys as were most reliable and best adapted to correct the errors in previously obtained materials.

In constructing the map of the City of Montreal, use has been made, by the kind consent of its author, of the map published in 1872 by John Johnston, C. E., now Chief Draughtsman, Dominion Lands Office. Our map has been extended to include the principal suburban villages, with their recently laid out streets, and the new railroads

which are being brought into the city on the north side.

Mr. Johnston has completed the draught of a large wall map of the Dominion of Canada, which is now passing through the press of the Burland-Desbarats Lithographing Co., in this city, having been photographed by them. This map is highly commended for comprehensiveness and accuracy.

We are indebted to Andrew Russell, Esq., of the Census Department for information relating to the boundaries of Electoral Divisions in Ontario, and to Alfred Patrick, Esq., clerk of the House of Commons at Ottawa for the loan of tracings of the Wells map of Lower Canada, deposited in the Dominion Archives at Ottawa. Also, to both these gentlemen for many courteous attentions while collecting materials at Ottawa.

Mr. Thomas Devine, Surveyor-in-Chief, Crown Land Office, Toronto, has furnished maps of Surveys published by that Department for the Province of Ontario.

Lieut. Col. G. Dennis, Surveyor-General, has furnished the maps of the Provinces of Manitoba and British Columbia, which have been reproduced for this Atlas.

Many other persons have kindly furnished valuable information on a variety of subjects connected with the work. Among those to whom we are thus indebted are the heads of several of the Departments at Ottawa and their assistants, Superintendents and Chief Engineers of many of the Railway Companies, City Engineers, Provincial Land Surveyors in Ontario and Quebec, Postmasters, and many other public officers and private individuals.

To each of those who have thus favored us, without attempting to mention individual names, we tender sincere thanks.

RAILWAY AND STEAMBOAT FACILITIES.

We take occasion here to acknowledge with gratitude the universal kindness and liberality of the officers of the various Railway and Steamboat Companies throughout the country towards our enterprise. With scarcely an exception, they have granted us free passes while engaged in the prosecution of the work, and have, in various other ways manifested their interest in it. Our thanks are especially due to the Grand Trunk, Great Western, Canada Southern, Central Vermont, and South Eastern Railways in Canada, and to the Rome, Watertown and Ogdensburg, Northern, Concord, Boston and Maine, Boston, Lowell and Nashua, Boston, Concord and Montreal and Passumpsic Railroads in the United States; also to the Canadian Navigation Co., the Richelieu Co. and the Ottawa River Navigation Co.

DESCRIPTIVE MEMOIRS.

We congratulate our patrons upon the extremely valuable series of descriptive memoirs which precede the maps in this work. When the Atlas was commenced, twenty pages were allotted for this part of the work, but it has been gradually extended as the work progressed, until it now includes nearly one hundred pages, equivalent to about five hundred ordinary octavo pages.

The subjects of the memoirs are more or less intimately connected with the general plan of the work, which aims at a comprehensive presentation of the entire Dominion, with its prominent physical and civil features. The authors will be generally recognized as eminently qualified for the tasks they have performed by great familiarity with the special subjects treated, as well as by general scientific and literary ability. Each article having been set up in type and stereotyped about in the order of its reception from the author, no regular sequence has been preserved.

TOPOGRAPHY AND PHYSICAL GEOGRAPHY.

The first paper on the Topography and Physical Geography of the Province of Ontario and Quebec is by Dr. T. Sterry Hunt, who acquired the high scientific reputation which he now enjoys during the twenty years or more that he was engaged as chemist to the Geological Survey of Canada. He has recently resigned that position and taken the chair of Geology in the Massachusetts Institute of Technology at Boston. The paper, though brief, is comprehensive, and presents in a bold outline sketch all the prominent features of Canadian topography, as seen from a geologist's point of view. It finely illustrates the intimate connection between the geology and topography of a country.

GEOLOGY.

There are several papers upon the Geology of the different Provinces. The first is by Mr. Robert Bell of the Geological Survey, describing the rock formations of Ontario and Quebec. It gives a résumé of the results arrived at through the laborious researches of the Survey during the past thirty years. During nearly all of this period the Survey was carried on under the direction of Sir Wm. E. Logan, who, though having in 1869 resigned his directorship, still continues to manifest great interest in it, and devotes much of his time to the researches connected therewith. The present director of the Survey, Mr. Alfred R. C. Selwyn, formerly of the British Geological Survey, and for many years Director of the Geological Survey of the Province of Victoria in Australia, succeeded Sir William in 1869.

The following list comprises the present staff of the Survey:

A. R. C. Selwyn, F.R.S., F.G.S., Director.
B. J. Harrington, Ph. D., Chemist and Mineralogist.

E. Billings, F.G.S., Palæontologist.

James Richardson, Robert Bell, F.G.S. H. G. Vennor, F.G.S. Walter McOuat, B.A. Charles Robb, C.E. Arthur Webster, Scott Barlow, H. Y. L. Brown, Robert W. Ellis,	}	Field
		Geologists
	}	and
		Explorers.

Robert Barlow, Chief Draughtsman, G. R. Grant, Accountant, John Marshall, Clerk, Thomas C. Weston, Lapidary and Collector, Christian Hoffman, Assistant Chemist, Joseph White, Librarian, Michael McFarren, housekeeper,	}	Office
		and
	}	Museum
		Staff.

Referring to the paper of Mr. Bell, it will be seen that all the rocks of Upper and Lower Canada, except those belonging to what is called the Superficial Geology, are of very remote antiquity, no later rocks than those of Devonian age being found.

Within the boundaries of the Dominion, and extending towards its northern limits—the Arctic Ocean—are found the oldest rocks in the known world, with evidences that here was the land which became earliest elevated above the level of what was then, probably, an universal ocean. The earliest remains of animal life, the "Eozoon," together with some strong indications of vegetable life, are found in these ancient Laurentian rocks, and have excited intense interest among geologists.

The sketch of the Geology of Nova Scotia by Hugh Fletcher gives an interesting description of the formations of that Province, which include the Carboniferous rocks and many valuable beds of Coal. Some account is given of the Iron and Coal deposits, already very important sources of wealth, and the Gold deposits, which bid fair to become so in the future.

New Brunswick Geology is represented in a sketch by Mr. M. H. Perley, who describes the general formations, with some account of the Mines, Minerals and Quarries of the Province.

A valuable set of tables giving Mining Statistics for the entire Dominion, prepared by Mr. Chas Robb of the Geological Survey, completes the series of Geological Papers.

GEOLOGICAL MAP.

This map, which will be found on pages 14 and 15, has been prepared from information furnished by Mr. Selwyn, the Director of the Geological Survey. The map covers all of the British Possessions in North

America and extends far enough to the South to include New York on the Atlantic coast and San Francisco on the Pacific.

So little is really known of the geological structure of the greater part of this vast region, that only the great general divisions of formations can be indicated, and the manner in which even these are distributed over the immense unexplored regions must of course be to a great extent conjectural.

The authorities for the great northern wilderness are the observations of Sir James Richardson during his voyage in search of Sir John Franklin; the map showing the country between Lake Superior and Vancouver's Island, made by Dr. James Hector, who accompanied Capt. Palliser's Exploring Expedition in 1858-60 as Geologist; and a Geological Sketch Map presented with a paper by A. K. Isbister to the London Geological Society, May 16th, 1868, and published in the Transactions of the Society. The geology of the north-western part of the United States is taken from Hitchcock and Blake's recent Geological Map of the United States.

For the Eastern Provinces of the Dominion, Ontario, Quebec, New Brunswick, Nova Scotia and Prince Edward's Island; and for the North-eastern parts of the United States the geology is derived from the large map of the Geology of Canada by Sir Wm. E. Logan, published in 1869.

The authority for Newfoundland is the recent map by Mr. Alexander Murray, the Geologist of that Province.

The map may therefore be relied upon as nearly accurate in its representations of the southern portion, while it presents all that is known of the northern regions.

ZOOLOGY.

The memoir upon this subject by Professors Nicholson and Ellis is very judiciously adapted for popular reading, and gives a comprehensive account of those native vertebrate animals "which have some claim for mention on account of their usefulness to man, or for the injuries which they cause, or on account of peculiarities of especial interest."

Since writing it Professor Nicholson has resigned his chair at the University of Toronto, and has recently been appointed to a Professorship in Durham University, England.

HISTORY.

The Civil History of the Dominion is from the pen of Dr. H. H. Miles, formerly Professor of Mathematics in the University of Bishop's College, Lennoxville, and author of "School History of Canada" "Canada under French Regime," etc.

Of course in a work like this, an elaborate history is not called for, but Dr. Miles memoir will be found to give a fair and impartial statement of the principal important

events which have occurred, from the earliest settlement of the country to the confederation of the various Provinces, to form the "Dominion of Canada" in 1867.

RAILWAYS.

The chapter on Railways has far exceeded the limits at first intended for it. The descriptions of the principal roads, which are given by Mr. Trout in his "Railways of Canada," have been taken, with such alterations as have been rendered necessary by changes since that work was published in 1872.

The officers of several of the newer roads have themselves furnished the descriptions of them which have been adopted.

In addition to the Railways of Canada, we have given descriptions of such roads in the United States as are more or less intimately connected with the Canadian system, forming routes from Canadian Cities to different portions of the States. It is believed that the information here given will be found quite useful to Canadian travellers and business men.

CANADIAN STEAM NAVIGATION.

The next paper is a more systematic and homogenous one, prepared by Dr. Canniff of Toronto. He has gone into the subject of Canadian Steam Navigation, *en amore*, in the most thorough and exhaustive manner.

Commencing with the earliest introductions of steamboats he brings the history down to the present time, taking each distinct area of operations by itself, from the Upper Lakes to the ocean, and including the Ocean Steam Navigation of the Country.

The list of all the steamboats in the Dominion will be found convenient for reference.

HISTORY OF EDUCATION.

Interesting and accurate accounts of the growth and present condition of the noble Educational Institutions of Canada are given in Dr. Hodgins' Sketches, commenced on page 32, for Ontario, and afterwards extended to include the other Provinces of the Dominion.

Ample evidence is presented in these sketches that the people of Canada are not behind other enlightened nations in recognizing that the education of the youth of a country is a sure provision for its prosperity, and for its power to keep pace with other nations in the rapid progress of modern times.

CLIMATOLOGY.

Few persons could be found so bold as to attempt what has been accomplished by Lorin Blodget in the map showing the variations of temperature and the distribution of rainfall throughout the entire British Possessions in North America.

Owing to the sparseness of the stations of observation,—those of the great northern

region being confined to a few trading-posts of the Hudson's Bay Company,—and to the general want of systematic discrimination on the part of observers, even in the more populous localities, Mr. Blodget's task has been an extremely difficult one. The map and paper which he has furnished, however, will doubtless form a most valuable supplement to his great work on American Climatology, which, with his other similar researches, have given him an honorable prominence among meteorologists.

GAZETTEER.

Business men and others will find the Lists of Villages, etc., in the Provinces of Ontario and Quebec, commencing on page 183, of great utility in various ways. If, for example, goods are to be forwarded to a place of which information is needed, the tables will give the nearest railway and station, or river and landing, the town, county, population and page in the Atlas where the place is represented on the county maps.

A great deal of labor has been expended upon these tables, and they are believed to be reasonably correct. Valuable assistance in their compilation was rendered by Miss Annie Timmis, Miss I. S. Parson and Miss J. D. Wolcott. Miss Wolcott also assisted in copying and reducing plans of townships in the Province of Quebec.

ENGRAVING AND LITHOGRAPHING.

The copper plates for the maps of Ontario counties were engraved by the late Mr. D. G. Johnson, Mr. J. M. Atwood engraved the map of the Province of Ontario, and Messrs. Rolph Smith & Co., and Woodward & Grant, of Toronto, have made the additions and corrections upon the Ontario county maps made necessary by changes which have occurred while the work has been going on, such as the construction of new railways, opening of new post offices, etc., thus bringing the work up to the present time.

The map of the Dominion of Canada and that of the city of Montreal were engraved by Mr. L. E. Neuman, and those of Nova Scotia and New Brunswick by Mr. J. Scheller.

The map of Europe was furnished by G. W. C. & B. Colton & Co.

PRINTING, COLORING AND BINDING.

Nearly all the printing, both of the maps and letter press, has been done by the Desbarats Lithographing Co. The remaining part of the letter press has been printed by the Lovell Printing and Publishing Co. The paper was furnished by Alexander Buntin & Co.

The coloring is by Mr. M. Neher, and the binding by the Lovell Printing Co., all of Montreal.

CONTENTS.

PHYSICAL GEOGRAPHY AND TOPOGRAPHY.

BY T. STERRY HUNT.

p 9

Basin of the St. Lawrence; Aren; Mountain Ranges; Notre Dame and Shicklock Mountains; Laurentides; General Divisions; LAURENTIAN REGION; APPALACHIAN REGION; CHAMPAIGN REGION.

GEOLOGY OF ONTARIO AND QUEBEC.

BY ROBERT BELL.

p 11

Limited range of formations; Laurentian System; Upper and Lower LAURENTIAN ROCKS; their Economic Minerals; Eozoon; Other indications of animal and plant life; HERONIAN SERIES; Metallic ores; UPPER COPPER BEARING ROCKS OF LAKE SUPERIOR; LOWER SILURIAN SERIES; Potsdam formation; Calciferous formation; Chazy formation; Quebec Group; Birdseye and Black River formations; Trenton formation; Utica formation; Hudson River formation; MIDDLE SILURIAN SERIES; Medina formation; Clinton formation; Niagara formation; Guelph formation; Anticosti Group; UPPER SILURIAN SERIES; Onondaga formation; Lower Helderberg Group; DEVONIAN SERIES; Oriskany formation; Corniferous formation; Hamilton formation; Portage and Chemung Group; CARBONIFEROUS SERIES; Bonaventure formation; SUPERFICIAL GEOLOGY; GEOLOGICAL MAP.

ZOOLOGY.

BY H. ALLEYNE NICHOLSON AND W. H. ELLIS.

p 17

Animals described; MAMMALIA; Ungulata; Carnivora; Rodentia; Insectivora; Chiroptera; BIRDS; Raptores; Scansores; Insessores; Ransores; Gallatores; Natatores; REPTILIA; Lacertilia; Ophidia; Colubrida; Crotalide; Chelonia; AMPHIBIA; Anomra; Urodela; FISHES; Selachii; Ganoida; Teleostei; Cyclosemi; Septocardi.

HISTORICAL SKETCH.

BY H. H. MILES.

p 21

Discovery; Society of 100 Associates; Seigneuries; Company of Montreal; Sulpicians; Engages; Indian incursions; Reprisals; Sovereign Council; Early French Canadians; Frontene; Bishop Laval; Recollets; Royal Intendants; Seven Years' War; Capture of Quebec; Capitulation to the English Military Government; King's Proclamation; Dissatisfaction; Compromise; American Revolutionary War; Montgomery's Defeat at Quebec; Effect of the War on Canada; "United Empire Loyalists;" Iroquois Indians; Sir Guy Carleton; Establishment of Upper and Lower Canada; New Constitutions; Dissensions; War between England and United States; Unsuccessful Invasions of Canada; Establishment of Peace; Renewal of Dissensions; Insurrections; Progress of the Country; Union of Upper and Lower Canada; Subsequent Legislation; Seat of Government; Confederation; Dominion of Canada; Table of Areas, Populations, Origins, &c.; Other Statistical tables.

EDUCATIONAL SYSTEM OF ONTARIO.

BY J. GEORGE HODGINS.

p 32

Private Schools; Influence of teachers from the United States; First Legislation; Land Grants for Public Schools; Bishop Strachan; Schools at Cornwall and Toronto; District Grammar Schools; Want of Elementary Schools; Establishment of Common Schools; School Libraries; Indian Schools; University of Victoria College; Additional Land Grants; Victoria College; Queen's College; Friends' School at Bloomfield; Knox College; Regiopolis College; St Joseph's College; Kings College; Provincial Normal School; University of Toronto; University of Trinity College; Improvements in the School System; Albert University; Deaf and Dumb School at Belleville; Wesleyan Female College; Hellmuth Colleges; Roman Catholic Convent Schools; Improved Legislation; High Schools; Collegiate Institutes; Meteorological observations; Museum; Maps and Apparatus; Meteorological Stations; Educational Depository; Summary of Progress; Main Features of Public and High School Systems.

RAILWAYS.

COMPILED FROM VARIOUS SOURCES.

p 36

Early Transportation by Water; Waggon Roads; Railways; American Railways; Canadian Railways. Grand Trunk Railway—Question of

Route; Question of Gauge; Interprovincial Negotiations; Consolidation; Capital Stock; Buffalo and Lake Huron; Capital Account; Change of Gauge; International Bridge.—Great Western Railway—Detroit and Milwaukee Railway; Change of Gauge; Steamboat Service; Branch Lines; Galt and Guelph; Toronto and Hamilton; Sarnia Branch; Air Line; Petrolia Branch; Wellington, Grey and Bruce; London and Port Stanley; Summary.—Northern Railway; St. Lawrence and Ottawa; Brockville and Ottawa; Interecolonial; Nova Scotia; European and North American; Windsor and Annapolis; Midland; Cobourg, Peterborough and Marmora; South Eastern; Kingston and Pembroke; North Shore; Port Whithy and Port Perry; Toronto, Grey and Bruce; Toronto and Nipissing; Canada Southern—Prospective Business; Grades and Curves; Transfer at Detroit River; Financial—Montreal and Champlain; Carillon and Grenville; St. Lawrence and Industry; Province Line; Central Vermont, Northern Division; Montreal and Vermont Junction; Stanstead, Shelburne and Chambly; London, Huron and Bruce; Montreal, Portland and Boston; Massachusetts Valley; Sault Ste Marie; Quebec and Gosford; Canada Central; Credit Valley; Lewis and Kenbec; Canadian Pacific; Port Dover and Lake Huron. MAP OF CANADIAN PACIFIC RAILWAY.

MAIN LINES

FROM CANADIAN CITIES TO PLACES IN THE UNITED STATES.

p 65

EAST AND SOUTH: Grand Trunk Railway—Montreal, and Quebec to Portland, Boston, etc.; to Bangor, Halifax, etc.; to the Mountains and Lake Regions; Quebec to Boston; to Lake Memphremagog, Lake Winnepegosaukee, etc.; to New York—Central Vermont Railway—Extent of lines; Montreal to Boston via Lowell; via Lawrence; Montreal to New York; Montreal to the Northern and Central parts of New York State—South Eastern and Passumpsic Railways—Montreal and Quebec to Lake and Mountain Regions; to Boston and New York—Boston, Concord and Montreal—Montreal and Quebec to White Mountains and Boston; Lake and Mountain Regions to New York and Boston. FROM THE MARITIME PROVINCES: Interecolonial and European and North American Railways. LINES BETWEEN BOSTON AND NEW YORK: Old Colony and Newport Line; Providence and Stonington Lines; New York and New England Railroad; Worcester and Springfield Route. FROM OTTAWA, PRESCOTT EASTERN ONTARIO: Central Vermont Railroad; Rome, Watertown and Ogdensburgh Railroad. WEST AND SOUTH: Grand Trunk Railway, Buffalo and Lake Huron Division; Great Western Railway; Canada Southern Railway; New York Central and Hudson River Railway; Erie Railway; Michigan Central Railroad.

CANADIAN STEAM NAVIGATION.

BY WM. CANNIFF.

p 67

Introduction; Area of Canadian Waters; Early Navigation; Introduction of Steam Navigation; First Steamer on the Lakes; Bay of Quinté Steamers; Lake Ontario Steamers; Lake Erie and the Upper Lakes; Lake Huron; Georgian Bay; Lake Simcoe and the Muskoka Lakes; Upper Waters of River Trent, Lake Scogog, etc.; Ottawa River Steamers; Upper Ottawa; Rideau Canal; St. Lawrence; Lower St. Lawrence; Nova Scotia Steamers; New Brunswick Steamers; Newfoundland Steamers; Prince Edwards Island; Government Subsidies; Steamboat Legislation; Department of Marine and Fisheries; Steamboat Inspection; FLEET OF STEAMERS IN THE DOMINION; Ontario, Huron and Superior Division; West Ontario Division; East Ontario Division; Montreal Division; Quebec Division; Three Rivers Division; Nova Scotia and New Brunswick Division; Government Steamers; Atlantic Steamers; Cunard Line; Canadian Transatlantic Steam Navigation; Allan Line; Dominion Line; Temperley Line.

GEOLOGY OF NOVA SCOTIA,

BY HUGH FLETCHER.

p 83

Table of Geological Formations; LAURENTIAN; LOWER SILURIAN, Potsdam or Auriferous Series; Quebec Group; MIDDLE AND UPPER SILURIAN; DEVONIAN; CARBONIFEROUS; Lower Carboniferous; Millstone Grit; Coal Measures; Cumberland Coal-Field; Pictou Coal-Field; Inverness and Richmond Coal-Field; Eastern or Sidney Coal-Field. TRIASSIC; Post Cretaceous; Glacial Deposits; Post Glacial Deposits; Modern Deposits.

GEOLOGY OF NEW BRUNSWICK.

BY M. H. PERLEY.

p 86

PRIMARY ROCKS; Trap Rocks; LOWER SILURIAN; UPPER SILURIAN;
LOWER CARBONIFEROUS; CARBONIFEROUS; TERTIARY; Pliocene; Allu-
vium; MINES, MINERALS AND QUARRIES.

MINERAL STATISTICS.

BY CHARLES ROBB.

9

Ontario; Quebec; Nova Scotia; Gold; New Brunswick; British Co-
lumbia; Newfoundland; General Summary.

EDUCATIONAL SYSTEM OF CANADA.

BY J. G. HODGINS.

PROVINCE OF QUEBEC.....p 92

First School; Jesuit College of Quebec; Ursuline Convent of Quebec;
Grand Séminaire de Quebec; Petit Séminaire; Christian Brothers;
College of Montreal; Legislative Action; Royal Institution; McGill
College; Fabrique Act; Girls' School; Normal School; Legislation;
Various Institutions; Present School Laws; Statistics.

PROVINCE OF NOVA SCOTIA.....p 93

First Educational Efforts; King's College, Windsor; Dalhousie College,
Halifax; Other Colleges and Academies; Normal Schools; Grammar

Schools; Common Schools; Deaf and Dumb Institution; Acadian
School; Private School.

PROVINCE OF NEW BRUNSWICK.....p 95

Educational Efforts and Progress; Common or Parish Schools; Gram-
mar Schools; New Brunswick University; Other Colleges and
Academies.

PROVINCE OF PRINCE EDWARD ISLAND.....p 96

PROVINCE OF NEWFOUNDLAND.....p 96

PROVINCE OF BRITISH COLUMBIA.....p 97

PROVINCE OF MANITOBA.....p 97

CLIMATE OF BRITISH NORTH AMERICA.

BY LOREN BLOUNT.

p 100

MAPS TO ILLUSTRATE CLIMATOLOGY.....p 98, 99

Temperature; Rain Fall; Summary of observations.

GAZETTEER.

List of Railroads, Stations and Distances.....104

" " Consular Agents.....105

" " Cities, Villages, Post Offices, Ac., Ontario.....183

" " Cities, Villages, Post Offices, Ac., Quebec.....205

INDEX TO MAPS.

GENERAL MAPS.

	Pages
Canadian Pacific Railway.....	62, 63
Dominion of Canada, colored to show Geological formations....	14, 15
Dominion of Canada, to illus- trate Climatology.....	98, 99
Dominion of Canada, showing Civil Divisions.....	102, 103
Map of the United States.....	176, 177
Map of Europe.....	180, 181

MAPS OF THE PROVINCES.

British Columbia.....	106, 107
New Brunswick.....	109
Manitoba.....	110, 111
Nova Scotia.....	112
Newfoundland.....	113
Prince Edward Island.....	112
Quebec, Western Part.....	116, 117
" Central Part.....	120, 121
" Eastern Part.....	124, 125
Ontario.....	128, 129

COUNTY AND DISTRICT MAPS.

COUNTIES OF ONTARIO.

Algoma District.....	126, 127
Addington.....	144, 145
Brant.....	138
Bruce.....	142
Carleton.....	156
Dundas.....	157
Durham.....	140, 141
Elgin.....	134
Essex.....	131
Frontenac.....	144, 145
Glengary.....	157
Grenville.....	156
Grey.....	143
Haldimand.....	138
Halton.....	150
Hastings.....	144, 145
Huron.....	135
Kent.....	131
Lambton.....	134
Lanark.....	156
Leeds.....	156
Lennox.....	144, 145

COUNTIES OF QUEBEC.

Argenteuil.....	149
Arthabaska.....	152
Bagot.....	153
Beauce.....	167
Beauharnois.....	149
Bellechasse.....	161
Berthier.....	148
Bonaventure.....	169, 172, 173
Home.....	153
Chambly.....	149
Champlain.....	152
Charlevoix.....	174
Chateauguay.....	149
Chicoutimi.....	164, 165
Compton.....	166
Dorchester.....	161
Drummond.....	153
Gaspé.....	172, 173
Hochelagx.....	149
Huntingdon.....	149
Iberville.....	153
Jacques Cartier.....	149

	Pages
Joliette.....	148
Kamouraska.....	174
Laprairie.....	149
L'Assomption.....	149
Laval.....	149
Lévis.....	161
L'Islet.....	161
Lotbinière.....	161
Maskinonge.....	148, 152
Mégantic.....	167
Missisquoi.....	153
Montcalm.....	148
Montmagny.....	161
Montrency.....	161
Napierville.....	149
Nicolet.....	152
Ottawa.....	163
Pontiac.....	162
Portneuf.....	160
Quebec.....	160
Richelieu.....	152
Richmond.....	153
Rimouski.....	169, 172
Rouville.....	153
Saguenay.....	165, 168
Shefford.....	153
Sherbrooke (town of).....	153
Soulanges.....	149
St Hyacinthe.....	153
St John.....	149
St Maurice.....	152
Stanstead.....	153
Temiscouata.....	169
Terrebonne.....	149
Two Mountains.....	149
Vaudreuil.....	149
Verchères.....	149
Wolfe.....	166
Yamaska.....	152

CITY MAPS.

Hamilton.....	158
Kingston.....	170
London.....	159
Montreal.....	136, 137
Ottawa.....	155
Quebec.....	171
Toronto.....	132, 133

A BRIEF SKETCH OF THE PHYSICAL GEOGRAPHY AND TOPOGRAPHY

OF THE PROVINCES OF ONTARIO AND QUEBEC,

CONSTITUTING THE FORMER PROVINCE OF CANADA.

BY T. STERRY HUNT, LL.D., F.R.S., ETC.

LATE CHEMIST TO THE GEOLOGICAL SURVEY OF CANADA.

THE great basin of the St. Lawrence, in which the provinces of Ontario and Quebec formerly known as Upper and Lower Canada are situated, has an area of about 530,000 square miles. Of this, including the gulf of St. Lawrence, the river and the great lakes, to Lake Superior inclusive, about 130,000 square miles are covered with water, leaving for the dry land of this basin an area of 400,000 square miles, of which about 70,000 belong to the United States. The remaining 330,000 square miles constitute the provinces of Ontario and Quebec. With the exception of about 50,000 square miles belonging to Quebec, and extending from the line of New York to Gaspe, the whole of this territory lies on the north side of the St. Lawrence and the great lakes.

On either side of the valley of the lower St. Lawrence is a range of mountainous country. These ranges keep close to the shores for a considerable distance up the river; but about 100 miles below the city of Quebec, where the river is fifteen miles wide, the southern range begins to leave the margin, and opposite to Quebec is thirty miles distant. From this point it runs in a more southwestern direction than the river-valley, and opposite Montreal is met with about fifty miles to the southeast, where it enters Vermont, and is there known as the Green Mountain range, which forms the eastern limit of the valley of Lake Champlain. In Canada, this range, stretching from the parallel of 45° north latitude to the Gulf is known as the Notre-Dame Mountains, but to its northeastern portion, the name of the Shickshock Mountains is often given.

The flank of the northern hills, known as the Laurentides, forms the north shore of the river and gulf, until within twenty miles of the city of Quebec. It then recedes, and at the latter city is already about twenty miles distant from the St. Lawrence. At Montreal the base of the hills is thirty miles in the rear, and to the westward of this it stretches along the north side of the Ottawa River for about 100 miles, and then runs southward across both the Ottawa and the St. Lawrence, crossing the latter river a little below Kingston, at the Thousand Islands, and entering New-York. Here the Laurentides spread out into an area of about 10,000 square miles of high lands, known as the Adirondaek country, and lying between the Lakes Champlain and Ontario. The narrow belt of hill-country which connects the Adirondaeks with the Laurentides north of the Ottawa, divides the valley of the St. Lawrence proper from that of the great lakes, which is still bounded to the north by a con-

tinuation of the Laurentides. The base of these, from near Kingston, runs in a western direction, at some distance in the rear of Lake Ontario, until it reaches the southwest extremity of Georgian Bay on Lake Huron; after which it skirts this lake and Lake Superior, and runs northwestward into the Hudson Bay Territory. This great northern hill-region consists in large part of the oldest known rocks of the globe, to which the name of the Laurentian series has been given, and occupies, with some exceptions, the whole of the province northward of the limits just assigned. We shall designate it as the LAURENTIAN REGION. Over considerable portions of this area along Lakes Huron and Superior to the north of Lake Ontario, and farther eastward on Lake Temisaming are other and most recent series of crystalline rocks; but as the country occupied by these, is geographically similar to the Laurentian, it is for convenience here included with it.

To the south of this region the whole of Canada west of Montreal, with the exception of the narrow belt of Laurentian country described as running southward across the Ottawa and St. Lawrence Rivers, is very level. The same is true to the eastward of Montreal until we reach the Notre-Dame range of hills, already described as passing southward into Vermont, and in its north-eastern extension as bounding the lower St. Lawrence valley to the south. This valley may be regarded geographically as an extension of the great plains of western Ontario and central New-York, with which it is connected through the valley of Lake Champlain. This level country to the south of the Laurentides in the two parts of the province is occupied by similar rock formations, and constitutes the CHAMPAIGN REGION of Canada, the surface of which is scarcely broken, except by a few isolated hills in the vicinity of Montreal, and by occasional escarpments, ravines, and gravel-ridges farther westward.

The next area to be distinguished consists of the Notre-Dame range on the south side of the St. Lawrence, which forms the belt whose course has just been described, with an average breadth of from thirty to forty miles. To the south and east of this is a district of undulating land, which extends to the boundaries of the province in that direction. These two districts may for convenience in farther description be classed together. They include the region which is generally known as the *Eastern Townships*. By this term they are distinguished from the *Seigniories* which bound

them to the north and west. To the north-east however, along the Chaudière River, some few seigniories are found within the geographical limits of this region, which as it is the northeastern prolongation of the great Appalachian Mountain system may be designated as the APPALACHIAN REGION, and for convenience will be described before noticing the Champaign region.

The whole of the province is well watered with numerous large and small rivers, and in the mountainous districts there are great numbers of small lakes, more than 1,000 of which are represented on the maps.

THE LAURENTIAN REGION.

The great tract of country thus designated has for its southern boundary the limits already assigned, and stretches northward to the boundary of the provinces in that direction, which is the height of land dividing the waters of the St. Lawrence basin from those of Hudson Bay. Its area is about 200,000 square miles, or six tenths of the whole land of the province. This region is composed chiefly of crystalline rocks, for the most part silicious, or granite-like in character, consisting of quartzite, syenite, gneiss and other related rocks. These are broken up into ridges and mountain peaks, generally rounded in outline and covered with vegetation. The summits in the neighbourhood of the city of Quebec are some of them from 2,000 to 2,500 feet in height, and in other parts attain 4,000 feet or more; but the general level of this region may be taken at about 1,500 feet above the sea, although it is much less in the narrow belt which crosses the province of Ontario east of Kingston. Through the hard gneissic rocks of this region run numerous bands of crystalline limestone which from their softness give rise to valleys, often with a fertile soil. The hill-sides are generally covered with little else than vegetable mould, which sustains a growth of small trees, giving them an aspect of luxuriant vegetation. But when fire has passed over these hills, the soil is in great part destroyed, and the rock is soon laid bare. In the valleys and lower parts of this region however, there are considerable areas of good land, having a deep soil, and bearing heavy timber. These are the great lumbering districts of the country, from which vast quantities of timber, chiefly pine, are annually exported, and constitute a great source of wealth to the province. These valleys are in most cases along the line of the bands of

limestone, whose ruins contribute much to the fertility of the soil. Lines of settled country running many miles into the wilderness are found to follow, these belts of soft calcareous rock on the north side of the Ottawa valley.

The settlements in this region are along its southern border, and at no great altitude above the sea. In the higher parts, the rigor of the climate scarcely permits the cultivation of cereals. It is probable that no great portion of this immense region will ever be colonized, but that it will remain for ages to come covered with forests. These, if husbanded with due care, will remain a perpetual source of timber for the use of the country and for exportation: besides affording, with proper facilities for transportation, an abundant supply of fuel to the more thickly settled districts, where the forests have nearly disappeared, and where, from the severity of the long winters, an abundant supply of fuel is of the first necessity. There are other reasons why this great forest-region should be protected. The vegetation and the soil, which now cover the hill-sides, play a most important part in retaining the waters which here fall in the shape of rain or snow. But for this covering of soil, the rivers and mill-streams which here take their rise, would like the streams of southern France and of the north of Italy, be destructive torrents at certain seasons and almost dried-up channels at others. The effect of this great wooded area in tempering the northern winds and moderating the extremes of climate is not to be overlooked in estimating the value of the Laurentian region; which moreover contains inexhaustible mines of rich iron ores besides copper, lead, marbles, and other mineral substances of economic importance.

II.

THE APPALACHIAN REGION.

Under this head, as already explained, is included the belt of hill-country in the province of Quebec south of the St. Lawrence, with the region on its southeast side extending to the frontier, and forming a succession of valleys, which may be traced from the headwaters of the Connecticut northeastward to the Bay of Chaleurs.

The area whose limits are thus defined is about 30,000 square miles. The hills of the range which traverses it are composed, like those of the Laurentian region, of crystalline rocks; but these are softer than the greater part of the rocks on the north shore, and yield by their wearing-down a more abundant soil. Some of the hills in this range attain an elevation of 4,000 feet above the sea, and the principal lakes in the valley on the southeastern side, Memphremagog, Aylmer, and St. Francis, are from 750 to about 900 feet above the sea-level. This region is well wooded, and when cleared is found in most parts to have an abundant soil, generally sandy and loamy in character, and well fitted for grazing and for the cultivation of Indian corn and other grains. Great attention is now paid to the raising of cattle, and the growing of wool, and within the last few years the best breeds of sheep have been successfully introduced from England and from Vermont. Draining and improved methods of farming are in many parts practised, and the agricultural importance of the southern portions of this region

is yearly increasing. This region moreover abounds in metallic ores, marbles, slates, etc.

III.

THE CHAMPAIGN REGION.

The limits of the great plains of Canada have already been defined in describing those of the two preceding regions. These plains, which may be called the champaign region, occupy about three tenths of the two provinces, and are, as we have seen, divided into two parts by a low and narrow isthmus of Laurentian country, which runs from the Ottawa to the Adirondacks of New-York. To the eastward of this division, the present region includes the country between that river and the St. Lawrence, and all between the Laurentides on the north and the Notre-Dame hills on the southeast; while to the westward it embraces the whole of the province of Ontario south of the Laurentian region, including the great area lying between the Lakes Ontario, Erie and Huron, generally known as the southwestern peninsula of Canada. The whole of this region from east to west is essentially a vast plain, with a sufficient slope to allow of easy drainage. The distance from Quebec to the west end of Lake Superior is about 1,200 miles, yet this lake is only 600 feet above the sea-level, while Lake Erie is 565 feet, and Lake Ontario 232 feet above the sea. The land on the banks of the St. Lawrence and its lakes, either near the margin, or not very far removed, generally rises to a height of from fifty to one hundred and fifty feet, and from this level very gradually ascends to the base of the hills which bound the region.

Unlike the two regions already described, these great plains are underlaid by beds of paleozoic rocks, consisting of sandstones, limestones, and shales. These are but little disturbed, and are generally nearly horizontal; but over by far the greater part of the region they are overlaid by beds of clay, occasionally interstratified with or overlaid by sand and gravel. These superficial strata, which are in some parts several hundred feet in thickness are, throughout the eastern division, in great part of marine origin, and date from a time when this champaign region was covered by the waters of the ocean; while throughout the western division the clays are more probably of fresh-water origin. It results from the distribution of these superficial strata, that the soil over the greater part of the region consists of strong and heavy clays, which in the newly cleared portions are overlaid by a considerable thickness of vegetable mould. In the eastern division, a line drawn from the city of Quebec to Ottawa, and two others from these points converging at the outlet of Lake Champlain, will enclose a triangular area of about 9000 square miles, which is very nearly that occupied by the marine clays. These are overlaid, chiefly around the borders of this space, by more sandy deposits, which are well seen near Three Rivers, and about Sorel. They form a warm but light soil, which yields good crops when well manured, but is not of lasting fertility. The greater part of this area however is covered by a tenacious blue clay, often more or less calcareous, and of great depth, which constitutes a strong and rich soil bearing in abundance crops of all kinds, but particularly adapted for wheat, and was in former times noted for its great fertility. These clay lands

of the province of Quebec have been for a long time under cultivation, and by repeated cropping with wheat, without fallow, rotation, deep plowing or manure, are now in a great many cases unproductive, and are looked upon as worn out or exhausted. A scientific system of culture, which should make use of deep or sub-soil ploughing, a proper rotation of crops, and a judicious application of manures would however soon restore these lands to their original fertility. The few trials which within the last few years have been made in the vicinity of Montreal and elsewhere, have sufficed to show that an enlightened system of tillage, with sub-soil draining, is eminently successful in restoring these lands; which offer at their present prices good inducements to skilled farmers. Besides grain and green crops, these soils are well fitted for the culture of tobacco, which is grown to some extent in the vicinity of Montreal. Notwithstanding the length of the winter season in the province of Quebec, the great heat and light of the summer, and the clearness of the atmosphere enable vegetation to make very rapid progress.

The mineral resources of this champaign region in Quebec and Eastern Ontario are chiefly confined to stones for building, paving, lime and cement, stone for glassmaking, and peat. Large peat-bogs are very numerous parts of this region, and may be made to furnish an abundant supply of fuel. This part of the country is also remarkable for the great number and variety of its mineral springs.

To the northeast of the city of Quebec, besides the plains which border the river, there is a considerable area of low-lying clay land, cut off from the great St. Lawrence basin by Laurentian hills, and occupying the valley of Lake St. John and of a portion of the Saguenay. Here is a small outlying basin of paleozoic rocks, like those about Montreal, and overlaid in like manner by strong and deep clays, which extend over the adjacent and little elevated portion of the Laurentian rocks, and form a soil as well fitted for cultivation as any part of the lower St. Lawrence valley. The valley of this lake is probably not more than 300 feet above the sea, and from the sheltered position the climate is not more rigorous than that of the city of Quebec. Several townships have within a few years been laid out in this valley, and have attracted large numbers of French Canadians from the older parishes in the valley of St. Lawrence.

The western part of the champaign region, commencing near Kingston, and including all the southern portion of the province of Ontario, is the most fertile and productive part of Canada. Like the plains further eastward, its soils consists chiefly of strong clays, overlaid here and there by loam, sand, and gravel. In the natural state nearly the whole of this region supported a fine growth of timber, in great part of hard-wood species, but presented however various local peculiarities. Thus, the banks of the Grand river from Galt to Brantford were remarkable for a sparse growth of oaks, free from underwood, and known as oak-openings. These are said to have been pasture-grounds of the Indians, brought to this condition and kept in it by partial clearing, and by the annual burning of the grass. The object of this was to attract the deer, who came to feed upon the herbage. (See on this point, Marsh's *Man and Nature*, page

137). The soil of these plains is a light sandy loam, very uniform in character, and generally underlain by coarse gravel. Though fertile, and of an easy tillage, this and similar soils will not support the long continued cropping without manure which is often practiced on the clay lands both of Ontario and Quebec.

The valley of the Thames, together with the rich alluvial flats which extend from it northward to the North Branch of Bear Creek, and southward nearly to the shore of Lake Erie, is remarkable for its great fertility, and its luxuriant forest growth. The soil is generally clay, with a covering of rich vegetable mould, and is covered in the natural state with oak, elm, black-walnut and white-wood (*Liriodendron tulipifera*) trees of large size, together with fine groves of sugar-maple. Towards

the mouth of the Thames, and on the borders of Lake St. Clair is an area of natural prairie of about 30,000 acres. It lies but little above the level of the lake, and is in large part overflowed in the time of the spring floods. The soil of this prairie is a deep unctuous mould, covered chiefly with grass, with here and there copses of maple, walnut and elm, and with willows dotting the surface of the plain. Numbers of half-wild horses are pastured here and doubtless help to keep down the forest growth. The characters of the surface are such as to suggest that it has been at no distant period reclaimed from the waters of the adjacent lake.

In no part of the provinces have skilled labour and capital been so extensively applied to agriculture as in western Ontario, and the

result is seen in a general high degree of cultivation, and in the great quantities of wheat and other grains which the region annually furnishes for exportation; as well as in the excellent grazing farms, and the quantity and quality of the dairy-produce which the province affords. This western portion of the province, from its more southern latitude, and from the proximity of the great lakes, enjoys a much milder climate than the other parts of Canada. The winters are comparatively short, and in the more southern sections the peach is successfully cultivated, and the chestnut grows spontaneously.

The mineral resources of this region, like those of the eastern portion of the champaign district, are comparatively few. Besides building-stones, lime and cements, however, may be added gypsum, salt and petroleum.

SKETCH OF THE GEOLOGY OF ONTARIO AND QUEBEC.

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The rock-formations of the provinces of Ontario and Quebec, although spreading over a great geographical area, are comparatively limited in geological range, extending apparently no higher than the Lower Carboniferous with the addition of the superficial deposits of Post-tertiary age. In the following sketch, it is proposed to give such a description of these formations and their geographical distribution as will render the accompanying map intelligible, together with notes on the economic minerals of the two provinces.

LAURENTIAN SYSTEM.—This ancient crystalline formation underlies the whole of the rest of the rocks of the continent, and is probably more extensively developed in British North America than anywhere else in the world.

The Laurentian rocks occupy a vast area, extending over nearly the whole of the north-eastern part of the continent, from the great lakes and the St. Lawrence to the Arctic regions. This area has a general rounded outline, of which Hudson's Bay and Straits occupy the centre. A few outlying patches of newer rocks occur within its limits. The most extensive of these is on the south-western side of Hudson's Bay. It embraces nearly the whole of Greenland and Labrador. From the Straits of Belle Isle its southern limit corresponds with the north shore of the Lower St. Lawrence nearly to Quebec; from which it keeps a few miles north of the river and strikes the Ottawa about sixty miles above Montreal. Thence it follows the north bank of this stream to the Chats above Ottawa City, where it crosses the river and runs southward to the St. Lawrence at the Thousand Islands. Here the main body of the Laurentian system is connected by a narrow neck, only about five miles wide, with an outlying patch of the same system, occupying a triangular area of about 10,000 square miles in the north-eastern part of the State of New York. The Adiron-

dack Mountains are within this area. From the Thousand Islands, the southern boundary of the great Laurentian region runs west to the Georgian Bay and holds the northern shores of Lake Huron and Lake Superior as far as the Nipigon River, with the exception of those portions which are occupied by the Huronian rocks and which will be described further on. The southern outline of the Laurentian country is broken by the basin of the Nipigon, which is occupied by rocks of the "Upper Copper-bearing Series" of Lake Superior. From the western side of the Nipigon Basin the Laurentian rocks strike south-west into the State of Minnesota, keeping a considerable distance to the north-west of the shore of Lake Superior, the intervening belt consisting principally of Upper Copper-bearing strata. In Minnesota the boundary of the formation sweeps round and assumes a northerly course returning into British territory at the Lake of the Woods. From the United States boundary the western limit of the formation runs north-westward for an immense distance, passing through Lake of the Woods, Lake Winnipeg, Athabaska Lake, Great Slave Lake and Great Bear Lake and comes to the shore of the Arctic Ocean near the mouth of the Coppermine River.

The Laurentian rocks have been studied more or less all the way from Labrador to Lake Winnipeg, and from their southern limits to the latitude of James's Bay. They have been found to consist mostly of crystalline felspathic rocks in the form of reddish and greyish gneisses. These are occasionally interstratified with mica-schist, quartzite, crystalline limestone and magnetic iron ore. There are also intrusive masses of granite, syenite, trap and porphyry. Sir Wm. Logan divides them into the Upper and Lower Laurentian formations, the former being apparently unconformable to the latter and characterized by the

trilinic or soda and lime felspars while orthoclase or potash felspar prevails in the Lower Laurentian. The gneisses of the Lower Laurentian in addition to the orthoclase, are largely made up of quartz and mica, while the anorthites, constituting the Upper Laurentian, are almost destitute of these minerals. The Moisie River, the upper Saguenay, the country north of Montreal and Parry Island in Georgian Bay, are localities of these Upper Laurentian rocks.

The limestones of the Lower Laurentian are most abundant in the country to the north and south of the Ottawa and have not been detected at all in the extreme east or west. Three great bands of crystalline limestone, having an aggregate thickness of about 3,500 feet, occur in the county of Argenteuil, where Sir Wm. Logan has traced out the structure of these rocks in considerable detail. The total thickness of a section, which he measured in this region, amounts to 32,750 feet or upwards of six miles of strata. Here as everywhere in the Laurentian region, the beds are greatly corrugated and usually dip at high angles to the horizon. The general strike in this central region is a little west of south or nearly at right angles to the southern boundary of the formation; but in the country north of Lake Superior it is generally about W. S. W.

The great region occupied by the Laurentian rocks cannot be said to constitute a "range" of mountains, although the greater part of it is mountains, or rather, hilly. The hills have a general rounded or mammillated character; the bare rock usually appearing on their summits, while the spaces between them are occupied by lakes, swamps, marshes or bogs and occasionally in some parts, by fertile valleys. In the southern parts of the great Laurentian area the vegetable mould, usually supports a growth of trees, even on the tops of the hills, so that many large tracts have a thickly

wooded appearance; but the timber belongs mostly to coniferous species and is frequently destroyed by the great fires that sweep over these districts, giving the country the same barren rocky character as prevails in the north. The Laurentian hills nowhere attain any great elevation, the highest known points being in the Adirondacks where they reach 5,000 feet, and in the country between Quebec and the upper Saguenay where some points attain nearly 3,000 feet above the sea. The height of land between the basin of the St. Lawrence and the waters flowing to Hudson's Bay, all the way from Labrador to the country beyond Lake Superior, from numerous observations, does not appear to average more than 1,500 feet above the sea level, and the general elevation of the Laurentian country, especially to the north, is considerably less than this.

As a further illustration of the low altitude of the Laurentian country, may be mentioned the fact that the Nelson and Churchill Rivers flow over it on their courses to the sea, after traversing newer formations to the west.

Although the Laurentian country has generally the mammillated character that has been described, there are large areas of a comparatively level character, especially on and north of the watershed beyond Lakes Huron and Superior. Here the hard gneiss is buried under great accumulations of clay, gravel and sand, which, under a better climate, would yield a productive soil.

The corrugated character and the unequal hardness of the Laurentian strata, under the denuding glacial action of past geological times, have given rise, not only to the mammillated hills of the Laurentian region, but also to the depressions which hold its countless lakes and the channels between the thousands of islands along the northern shores of the Georgian Bay and the Lower St. Lawrence; while nearly all the great lakes of North America, and the fifth of the St. Lawrence, are found along the junction of the old Laurentian rocks and the newer strata to the south and west of them.

The principal economic minerals of the Laurentian system consist of iron, lead, plumbago, phosphate of lime, mica, iron pyrites, barytes, marbles, mill-stones, building and flag-stones, besides ornamental stones, such as felspars and porphyries. Small quantities of copper, molybdenum and gold have also been found.

Until a few years ago the Laurentian rocks were supposed to be azoic or without evidence of life having existed during their formation. It is now, however, pretty well established that the forms known as *Eozoon* are fossils allied to some more modern types and to the Foraminifera of the present day, so that creatures of similar organization have lived from the most ancient to the most recent times. The presence of graphite and other forms of carbonaceous matter, of phosphate of lime and the carbonate of lime, in such abundance, and even the iron ores, are believed also to imply the existence of animal and plant life during the Laurentian period.

HURONIAN SERIES.—These rocks are the first that overlie the Laurentian and immediately succeed them in geological time. In the provinces under discussion, they have been recognized by Sir William Logan in the *Geology of Canada* as occurring only in the region to the north of Lakes Huron and Superior. They occupy numerous areas of greater or less di-

mensions among the Laurentian rocks and give rise to a country having similar physical characters. On the north side of Lake Huron, Mr. Murray (now Geologist of Newfoundland) has traced out the subdivisions of this series over a large area and measured a vertical section of about 18,000 feet. In this region the Huronian rocks consist of great interstratified bands of white, grey, greenish and reddish quartzites (or altered sandstones), jasper-conglomerates, slate-conglomerates, interstratified with diorites, together with bands of yellow chert and grey siliceous limestone. The eastern limit of these rocks runs from Sheba-onaning on Lake Huron, northeasterly to Lake Temiseaming on the Ottawa, but the boundary of the formation to the north and west has not yet been defined.

On Lake Superior the Huronian rocks occur at Goulais and Batchawana Bays, at Michipicoten River and westward, on both sides of the Pic River, on the Slate Islands and on the north side of Thunder Bay. In the country north of Lake Superior these rocks are largely developed in the neighbourhood of Lake Nipigon, Long Lake and the Albany River. The beautiful conglomerate, consisting of red jaspers embedded in white quartz, has not been found further west than Goulais Bay, nor have any of the limestones of this series been found except north of Lake Huron. The Huronian rocks of Lake Superior and the country north of it consist of grey and reddish diorites, argillaceous and dioritic slate-conglomerates, intrusive granite and syenite, impure banded schistose iron ores, quartzite, imperfect gneisses and a great variety of dioritic, micaceous, argillaceous, siliceous, chloritic, epidotic, hornblende, talcoid, felspathic and dolomitic schists. The mica-schists appear to be more abundant than any of the others.

The Huronian rocks are not so completely altered as the Laurentian, and although the cleavage or bedding of the crystalline schists usually approaches a vertical attitude, they are never contorted like the Laurentian gneiss. The strike both on Lake Huron and Lake Superior is not far from east and west. The most important metals hitherto found in the Huronian series consist of gold, silver, copper and iron, but lead, nickel, and perhaps tin, have also been met with. The silver occurs on the north side of Thunder Bay and the gold, with silver, west of Shebandowan Lake and in smaller quantities in other places. Although iron ore has been found in the Huronian rocks in many places on the north side of Lake Superior, it has never as yet been met with in sufficient purity to induce capitalists to work it. The famous iron mines of Marquette on the south shore occur in rocks of this age and it is probable that valuable mines of iron will one day be discovered on the Canadian side of the lake. The copper ores are more abundantly and more frequently met with in the diorites and dioritic schists than in any of the other rocks of this formation. In addition to metallic ores, the Huronian rocks yield fine whetstones and hones, quartzite for glass-making and clay slates, which in some places appear to be fit for roofing. Some beds of the jasper conglomerate are uniform and compact, affording a handsome ornamental stone, while others are drusy or porous and would apparently make excellent millstones.

UPPER COPPER-BEARING ROCKS.—Around

Lake Superior and Nipigon a great series of unaltered strata is met with, in which no fossils have yet been found. These have been called the "Upper Copper-bearing rocks." Their thickness amounts apparently to more than 12,000 feet or nearly two and a half miles. They are largely developed all along the north-west side of Lake Superior from Fond du Lac to St. Ignace and thence northward throughout the basin of the Nipigon. The lowest 1,200 feet consist of banded chert, dark clay slates and grey argillaceous sandstones and shales, interstratified with beds of trap and cut by trap dykes. These are the silver-bearing rocks of Lake Superior. The next higher 1,400 feet consist of white grey red and mottled sandstones and conglomerates and reddish indurated marl. A promising vein of lead and copper ore near Black Bay is situated in this marl, and limestone is found with the same rock near Thunder Cape. These two groups are followed by from 6,000 to 10,000 feet of interstratified sandstones, conglomerates, amygdaloidal and other trap rocks and the whole series is capped by a great overflow of columnar trap or basalt, which, on Lake Superior, is sometimes 400 or 500 feet thick and on Lake Nipigon upwards of 600 feet. The picturesque scenery of Lake Nipigon and the northern parts of Lake Superior is due to the bold cliffs and island formed by these basaltic rocks.

THE LOWER SILURIAN SERIES in Ontario and Quebec is divided into the following seven formations, here given in ascending order: (1) Potsdam, (2) Calciferous in Ontario, Levis in Quebec, (3) Chazy in Ontario, Sillery in Quebec, (4) Birdseye and Black River, (5) Trenton, (6) Utica, (7) Hudson River. The names of the geological formations in Canada are mostly those which had been previously adopted by the American geologists and are retained by us for the sake of convenience of comparison in the two countries.

(1.) *The Potsdam formation* is so called after the town of that name in the north-eastern part of New York State. In the western part of its distribution in Canada, it consists of a hard light grey sandstone and is estimated to be from 300 to 700 feet thick. It is evidently a shallow water or shore deposit and is found skirting the Laurentian rocks in the neighbourhood of Kingston and from the Thousand Islands northward to the Ottawa. It is again developed where the Ottawa joins the St. Lawrence and thence north-eastward along the base of the Laurentian hills, and southerly from Beauharnois around the flanks of the Adirondacks in the State of New York. In some parts of the province of Quebec there is a great deposit of black shale, which is supposed to have been formed in deep water at the same time that the sandstones, just described, were being deposited along the shore, or perhaps somewhat earlier.

(2.) The name of the *Calciferous formation* alludes to its lime-bearing character. Its principal development in Ontario is between the St. Lawrence and Ottawa on either side of a line drawn from Brockville to Ottawa City. The formation has here a maximum thickness of about 300 feet and consists mostly of a dark bluish grey magnesian limestone. The Ramsay Lead Mine is situated in this formation, which is equivalent to the lead-bearing limestone of Missouri. In the Mingan Islands, on

the north side of the Lower St. Lawrence, this formation is represented by about 250 feet of greyish, somewhat arenaceous magnesian limestone. The Lévis formation in the province of Quebec, which is supposed to be a greater development of rocks of about the same age as the calciferous, will be noticed under the Quebec Group.

(3.) *The Chazy formation* is so named after a town in Clinton County in New York. It occurs principally in the valley of the Ottawa from Pembroke to Montreal and between this river and the St. Lawrence and also between Montreal and Lake Champlain. In these regions the formation consists of about 150 feet of greyish limestones, sandstones and shales. The limestones, particularly at Montreal, yield good building stone, and the sandstones are worked in some places for the same purpose.

This formation is again met with in the Mingan Islands, where it consists of about 300 feet of limestones with some sandstones and shales.

The Quebec Group, which is largely developed in the province of Quebec, south of the St. Lawrence, consists of the Lévis formation, overlaid by the Sillery sandstones. The former division as already mentioned, appears to correspond to a great enlargement of the calciferous formation, while the Sillery sandstones would be equivalent to the Chazy. The Quebec group occupies a broad belt of country, extending from Vermont northeastward to the city of Quebec, and thence along the south side of the St. Lawrence all the way to Gaspé. The rocks of the Lévis formation constitute the greater part of the group and upon them the Sillery sandstones lie in isolated basins. Along its northern border, the Lévis formation consists principally of greyish, greenish and reddish shales, with grey sandstone and limestone conglomerates. Some of these strata contain fossils, especially near the city of Quebec. But in the southern part of the belt the formation is made up of a great variety of crystalline schists, such as have been mentioned as occurring among the Huronian rocks, together with clay-slates, diorites, serpentine, soapstone and dolomite. This metamorphic region is rich in economic minerals, among which may be mentioned gold, silver, antimony, copper and iron ores, iron pyrites, chromic iron, magnesite, limestone and serpentine marbles, soapstone and roofing slate. The Quebec group is estimated to have a total thickness of about 7,000 feet.

(4.) *The Birdseye and Black River formations* are united as one in Canada and, along with the next, constitute the Trenton group. The term Birdseye has reference to the appearance of a fossil in these rocks and Black River to the stream of that name which enters the eastern extremity of Lake Ontario in New York State. The rocks of this formation consist of bluish and dark grey bituminous limestones with interstratified shales amounting in thickness to perhaps 150 to 200 feet. In the province of Ontario the formation runs from Penetanguishene along the south side of the Laurentian hills to Kingston, and surrounds the Trenton basin between the Ottawa and St. Lawrence. In Quebec it runs from the foot of Lake Champlain to Montreal and thence, between the St. Lawrence and the Laurentian hills, to Montmorency. The building stones

of Kingston, Cornwall and Pointe Claire and part of what are used at Ottawa are derived from this formation.

(5.) *The Trenton formation* takes its names from Trenton in the State of New York. In Ontario it is found in the northern part of St. Joseph's and Grand Manitoulin Island and on the smaller islands between the latter and the north shore of Lake Huron. North of Lake Ontario, it occupies a broad belt of country extending from the Prince Edward peninsula westward to Georgian Bay and embracing the whole tract around Lake Simcoe. It also forms a considerable basin between the Ottawa and St. Lawrence east of Ottawa City. In the province of Quebec, it is largely developed near Montreal and thence, north of the St. Lawrence, towards Quebec, and southward to Lake Champlain. It is also found in outlying patches near the St. Lawrence from Quebec to the Saguenay and again on the southwest side of Lake St. John. The maximum thickness of the Trenton formation proper in both provinces is about 600 feet. It consists, throughout, of bituminous limestones, mostly dark grey in color, and interstratified with more or less bituminous shale. The best building stones of Ottawa, Montreal and Quebec are quarried from beds of this formation.

(6.) *The Utica formation* takes its name from Utica in New York. Although the formation has a thickness of only about 100 feet in Ontario and 300 in Quebec, it is everywhere easily recognized, not only by its fossils, but also by its persistently uniform lithological character, which is that of a black bituminous slate or shale. It is found on some of the northern points of the Grand Manitoulin Island and runs through the country from Collingwood on Georgian Bay to Whitby on Lake Ontario. It is also found in the vicinity of Ottawa City. In Quebec it forms a narrow strip on the east side of the Trenton formation from Lake Champlain, by way of St. John's, to Montreal and thence north of the St. Lawrence to Beaufort. It also occurs on the west side of Lake St. John. Before the discovery of petroleum in such abundance, the Utica shales near Collingwood were distilled and yielded about five per cent. of bituminous oil.

(7.) *The Hudson River formation* (so called after the Hudson in New York) consists, in Ontario, of about 700 feet of drab-colored clays, marls and shales, interstratified with bands of sandstone and limestone. It is found along the northern part of Manitoulin Island, the southwest side of Georgian Bay and thence through the country to Toronto. A small patch of the formation occurs southeast of Ottawa City and another at Lake St. John north of Quebec. This formation appears to underlie the country from Lake Champlain to Lake St. Peter, and thence near the St. Lawrence to Quebec. In this section it appears to consist principally of green and grey arenaceous shales and grey sandstone and to have a thickness of about 2,000 feet. A narrow strip of the black shales along the north shore of the county of Gaspé are supposed to be of the same age. The formation is largely developed along the north side of the island of Anticosti, where it consists entirely of greyish limestones, having a thickness of nearly 1,000 feet.

THE MIDDLE SILURIAN SERIES consists of the four following formations, in ascending order: [8] Medina, [9] Clinton, [10] Niagara,

[11] Guelph; the three first mentioned constituting the Anticosti group.

[8.] *The Medina formation* (named after Medina in New York) consists of red and green marls and sandstones with a band of grey sandstone at the top. It begins on the southwest side of Georgian Bay, where it has a thickness of about 200 feet and runs southward to the head of Lake Ontario, where the thickness has increased to 600 feet, and thence continues all along the south shore of Lake Ontario. In the province of Quebec, it is represented by some outlying patches of red shale near the south side of the St. Lawrence between Montreal and Quebec.

[9.] *The Clinton formation* (from Clinton county in New York) consists of from 80 to 180 feet of greenish and drab grey shales and thinly bedded siliceous and argillaceous limestones of the same color, together with a thin red shaly and very ferruginous layer known as the "iron ore band." This formation runs through the centre of the Manitoulin Island, the peninsula between Georgian Bay and Lake Huron and continues southward to the head of Lake Ontario, from which it strikes east across the Niagara River and through the State of New York almost to the Hudson.

[10.] *Niagara formation.* With the exception of about 80 feet of underlying bluish black shale on the Niagara River, this formation in Ontario consists almost entirely of magnesian limestone. It forms the rock over which the Falls of Niagara are poured, as well as the summit of the escarpment or "mountain" all the way from Queenston to Hamilton. From Hamilton it turns round the head of Lake Ontario and runs northward to Owen Sound and through the Indian Peninsula and all the islands of the Manitoulin group, and continues round the north and west sides of Lake Michigan. The formation begins in Herkimer County, N. Y., and increases in thickness as it proceeds westward. At Niagara Falls the limestone has attained 164 feet, at Hamilton about 240, at Owen Sound about 400 and on the Manitoulin Islands about 450 feet. Near Niagara and Hamilton it is tolerably compact and of a dark grey color, but in going northward it becomes much lighter, more thickly bedded and crystalline. The escarpment marking the northern and eastern limit of the Niagara formation, constitutes the principal physical feature in this part of Canada. It rises abruptly almost everywhere along its course and forms above it a broad plateau of level land. In the Blue Mountains near Collingwood this plateau attains an elevation of about 1,200 feet over Lake Huron or upwards of 1700 feet above the sea.

The Niagara formation is again met with on Lake Temiscaming, on the Upper Ottawa, where it consists of limestones and arenaceous beds with conglomerates, which together are estimated by Sir William Logan to amount to from 300 to 500 feet.

At Port Daniel on the Bay of Chaleurs there is a section of 3,340 feet of red, green and grey shales and greyish limestones containing fossils belonging to this formation.

A broad belt of strata of the age of the Niagara formation extends around the southern and western sides of James's and Hudson's Bays, forming a great extent of low level country. These rocks consist of drab and cho-



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Cape McClintock

Parry Islands

PRINCE PATRICK ISLAND

HEAL ISLAND

BATHURST ISLAND

Melville Sound

PRINCE OF WALES ISLAND

WOLLASTON LAND

VICTORIA LAND

KING WILLIAM ISLAND

Boothia

WOLASTON LAND

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WOLASTON LAND

WOLASTON LAND

100° LONG. 55° WEST 50° FROM 45° GREENWICH 75°

North Devon

North Somerset Island

Cockburn Island

Boothia Gulf

Boothia

Boothia

Boothia

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75° 70° 65° 60° 55° 50° 45° 40° 35° 30° 25° 20° 15° 10° 5° 0°

North Lincoln

North Devon

North Somerset Island

Cockburn Island

Boothia

Boothia

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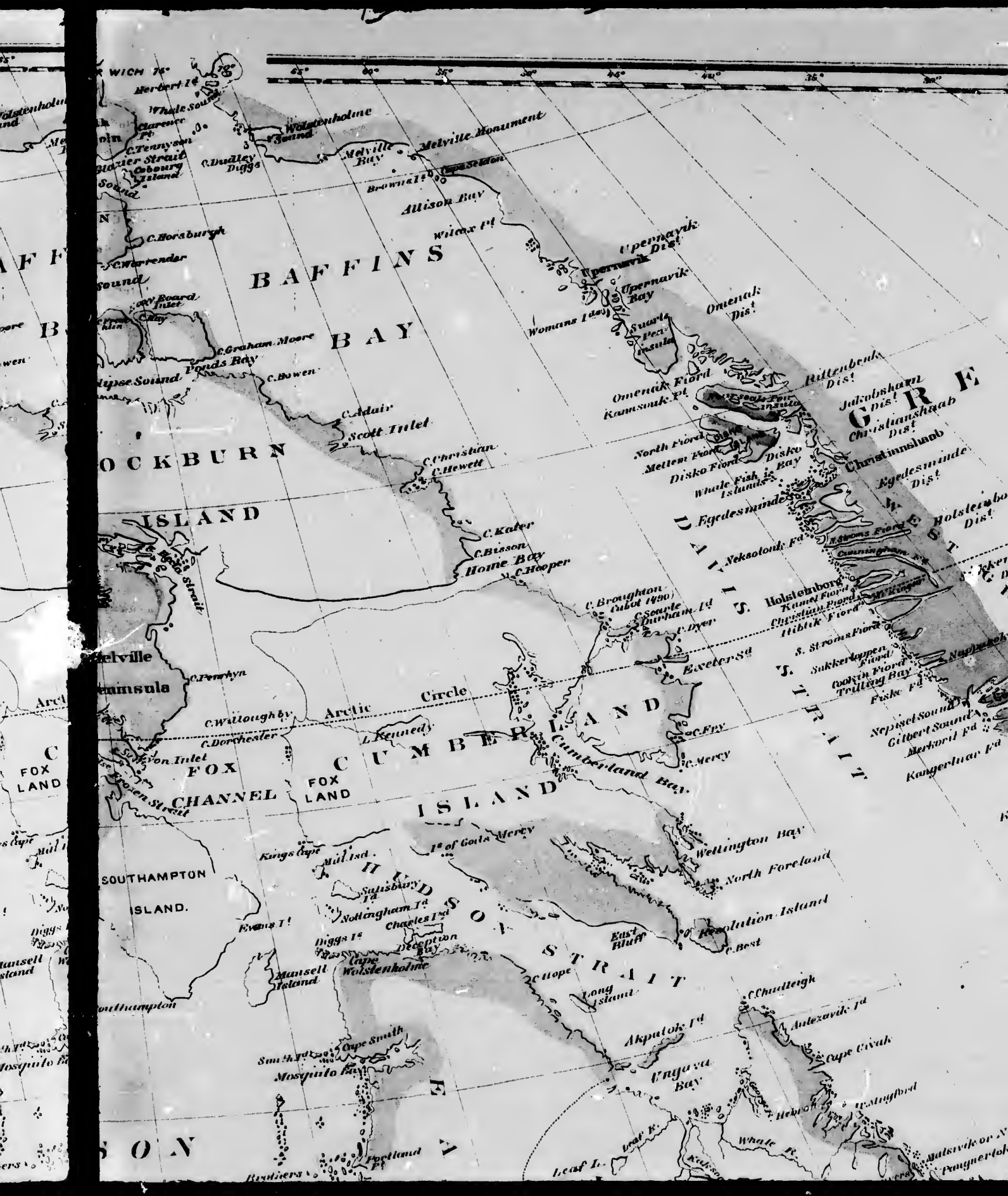
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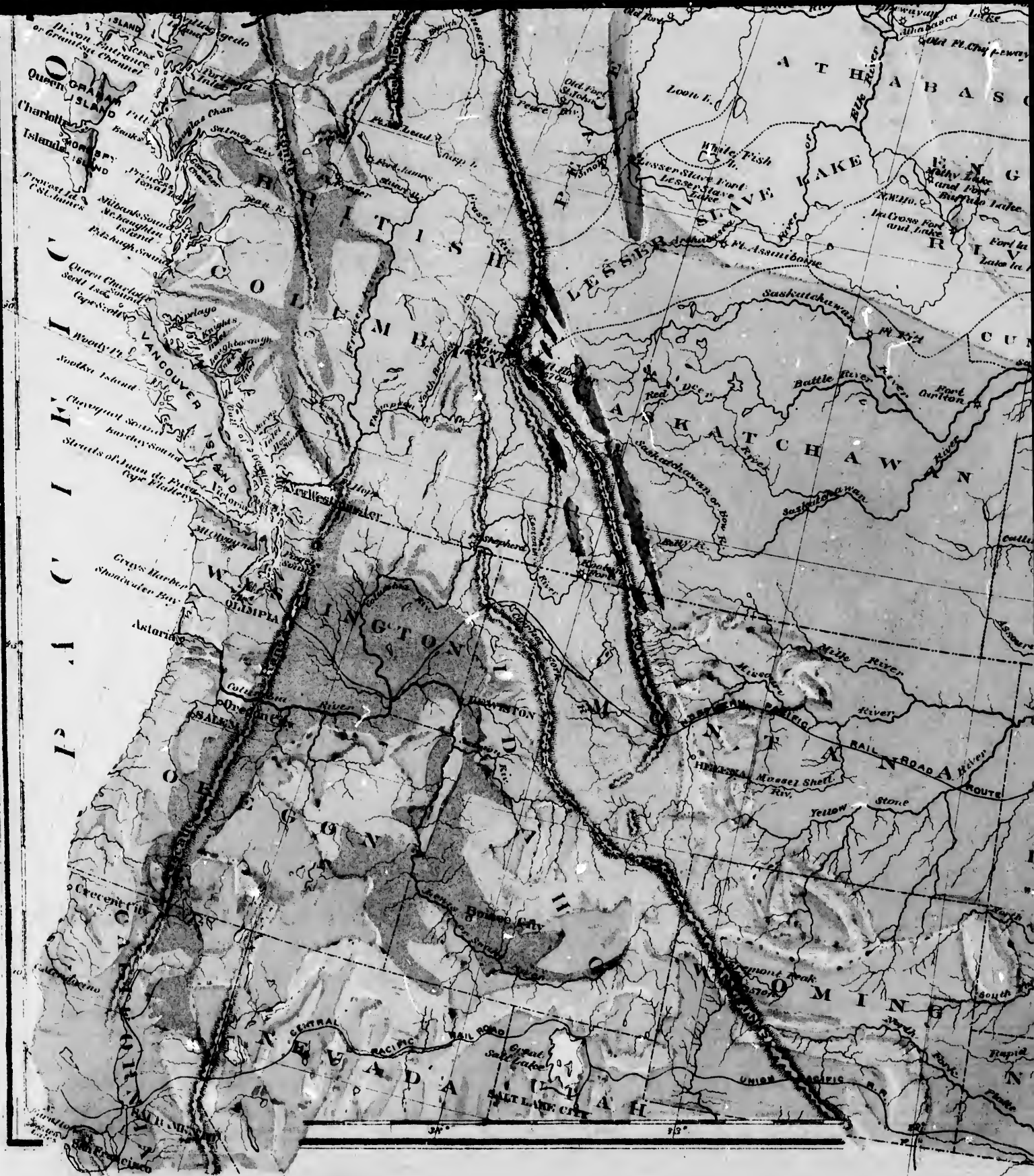
HUDSON





EXPLANATION OF THE COLORS.

Tertiary.	}	[Light Gray Box]
Cretaceous.		
Triassic.	}	[Dark Gray Box]
Permian.		
Carboniferous.	}	[White Box]
Devonian.		
Upper Silurian.	}	[White Box]
Middle Silurian.		
Lower Silurian.		



HUDSON BAY



S O N

Y

R N

A N Y

ERIOR

LAKE MICHIGAN

LAKE SUPERIOR

S.

L A K E

RUPERT RIVER

MOOSE RIVER

ABBITTIBBE

LAKE HURON

LAKE ST. CLAIR

LAKE ONTARIO

LAKE ERIE

VERMONT

NEW HAMPSHIRE

MASSACHUSETTS

RHODE ISLAND

WEST

EAST

70

Portland Pt
Brookings
King George
Hopewell Head
Bakers Cove
North Betchers
South Betchers

Clackout
C. Hemmilla Mama
Lang Id
C. Jones
Beurs
N. Cobb
JAMES BAY
St. John
Grey Goose
Twins
Algoniska

Albany Pt
Cashed Shoal
Charlton Id
Hannah Bay
Moose Pt
St. Louis
Hannah No

Isle Royale
Keweenaw Pt
Keweenaw Bay
White Fish
See Marie

Milwaukee
Grand Haven
Chicago

Leaf L.
Deaf R.
Whale R.
Kachoon R.
Hobok
St. Augustin
Matsvik or New
Pangnetok
Port Moresby
Davis In
Wollcummahagon L.
Pottusitkopau L.
Meshukama L.

West Main River
Rupert Riv
East Main Port
Rupert Riv
St. Lawrence
Point Levi
Three Rivers
St. John
St. Albans
Waterbury
Nimrod
Windsor
Concord
Portsmouth
Apex Ann
Massachusetts Bay
Cape Cod
Narrhucket Id

St. John
St. Albans
Waterbury
Nimrod
Windsor
Concord
Portsmouth
Apex Ann
Massachusetts Bay
Cape Cod
Narrhucket Id



Devonian.

Upper Silurian }
 Middle Silurian }
 Lower Silurian.

Cambrian (Huronian.)
 Laurentian, Gneiss, Granite and Crystalline
 Rocks of uncertain
 age.

volcanic.

MAP
 of the
DOMINION OF CANADA
 Colored to show the principal
GEOLOGICAL FORMATIONS

The Geology is derived from Logan's Geological
 Map of Canada and other sources of
 information supplied by
 A. R. C. SELWYN, F.R.S., F.G.S.,
 Director of the Geological Survey of Canada.

late colored shales and marls and yellowish grey limestones, lying almost horizontally.

(11.) *The Guelph formation*, so named from the town of Guelph in Ontario, is found only in this province. It consists of a magnesian limestone and begins near the Niagara River, following the summit of the Niagara formation round the head of Lake Ontario and through the western peninsula to the east shore of Lake Huron, in the northern part of the County of Bruce. It is also found in several places on the south side of the Grand Manitoulin Island. It spreads over a considerable breadth of country and attains its maximum thickness (about 160 feet) in the middle of its course. In the Niagara peninsula the dolomites of this formation are dark grey bituminous and somewhat crystalline, but in going north, they soon become of a buff or cream color and have a granular texture resembling sandstone. These dolomites form excellent building stones and have been largely used at Galt, Guelph, Elora and Fergus.

In the island of Anticosti the subdivisions of the Middle Silurian are not recognizable, but this series is here represented by a great development of highly fossiliferous limestones, to which the name of the Anticosti group has been given. These limestones are mostly of various shades of grey and are interstratified with occasional bands of shale. The total thickness of the group is nearly 1,400 feet.

THE UPPER SILURIAN SERIES consists of (12) the Onondaga formation and (13) the Lower Helderberg group.

(12.) *The Onondaga formation* derives its name from Onondaga in New York State. It enters Canada on the Niagara River above the falls and runs west to the Grand River, where gradually turning to the north-west, it comes to Lake Huron at the mouth of the Saugeen and then turns southward down the shore of the Lake to Goderich. In Wayne County, N. Y., the formation has a thickness of 700 feet, but at the Niagara River this appears to be reduced to less than 300. It has, however, probably increased again considerably before reaching Lake Huron. The formation consists principally of thinly bedded yellowish and drab-colored clayey dolomites and greenish and drab shales with some of a red color, especially near the base. On the banks of the Saugeen River, in the County of Bruce, some thick beds of dolomite occur, which are of a buff color and would make excellent building stone. At Walkerton drab-colored beds of the character of lithographic stone have been found in the same formation. But the principal economic products of these strata are the gypsum beds along the Grand River and the brine which is manufactured into excellent salt in Clinton, Goderich and Kincardine. The brine appears to proceed from beds of rock salt which have been penetrated in some cases in boring the wells.

(13.) *Lower Helderberg Group.* This group, although largely developed in the vicinity of the Helderberg Mountains in New York, where it is separated into five divisions by the American geologists, diminishes rapidly in proceeding westward, and all that reaches the province of Ontario is a portion of the lower or Water line division. This is found principally in the township of Bertie, opposite Buffalo and consists chiefly of greyish dolomite from twenty to forty-five feet thick. At St. Helen's

Island and elsewhere in the vicinity of Montreal, Dr. Dawson has detected some very small outliers of this formation which appear to have been caught in the trap-rock of that region, and it is supposed that the great body of the formation has subsequently been swept away by denudation.

In the County of Gaspé this formation is represented by thinly bedded grey cherty limestones and greenish argillaceous shales, having a total thickness of about 2,000 feet. These rocks are brought to the surface in parallel belts by a series of anticlinals, along which they usually dip to either side at high angles. They are supposed to be the source of the petroleum which is found in this region.

DEVONIAN SERIES.—In the provinces under consideration the Devonian series consists of (14) the Oriskany, (15) the Corniferous and (16) the Hamilton formations and (17) the Portage and Chenung group.

(14.) The Oriskany formation in Ontario consists of only about twenty-five feet of grey and brownish sandstone, running along the base of the next higher formation (with which it constitutes the Upper Helderberg group) from the Niagara River as far as the township of Windham, beyond which it has not been met with. Some of the fossiliferous sandstones near Gaspé Bay appear to belong to this formation.

(15.) *The Corniferous formation* (so called from the prevalence of chert or hornstone in it) covers the greater part of the western peninsula of Ontario south-west of a line drawn from the mouth of the Grand River on lake Erie, to the mouth of the Saugeen on lake Huron. In this region it consists mostly of greyish limestones, enclosing considerable quantities of fossil corals and is estimated at 160 feet in thickness, although in Michigan it is said to attain 350 feet. The petroleum of southwestern Ontario is believed to originate in this formation and to ascend and accumulate in the next one above.

(16.) *The Hamilton formation* (so named from Hamilton village, in Madison County, N. Y.) occurs pretty extensively between Lake Erie and the southern extremity of Lake Huron. It consists of greyish clays and soft shaly marls (the "soapstone" of the well-borers) interstratified with some limestone and arenaceous bands, and is estimated to have a thickness of about 300 feet.

(17.) *Portage and Chenung group.*—These rocks, which are so extensively developed in the States of New York, Pennsylvania and Michigan, are represented in Ontario by only a band of black bituminous shale not exceeding thirteen feet in thickness, which occurs in the townships of Brooke and Warwick and at Kettle Point in Bosanquet. But in the peninsula of Gaspé there is a series of grey, green and red sandstones and shales, known as the Gaspé sandstones, and measuring about 7,000 feet in thickness, which are of an equivalent age with this group. They are seen, dipping for the most part at high angles, all around Gaspé Bay and in the adjoining country to the south and west. They have yielded an interesting series of Devonian plants.

In addition to the formations above described there is a great series of rocks extending all along the southeastern border of the province of Quebec from Vermont to the Bay of Chaleurs, which appear to be mostly of Upper

Silurian and Devonian age. They consist principally of impure limestones, sandstones, argillites and mica-schists, in some places partly altered and in others having a slaty cleavage. They sometimes dip at nearly vertical angles, like the crystalline schists of the metamorphic portion of the Quebec group, but in general, are not highly inclined to the horizon. These strata have not yet been so perfectly studied as the other paleozoic rocks of Canada. The only economic materials so far found in them consist of limestone-marble, such as that of Dudswell, lead ore and a little gold in some quartz veins.

CARBONIFEROUS SERIES.—No rocks of the carboniferous period have been discovered in Ontario, but in the province of Quebec the lower part of the series is represented by

(18.) *The Bonaventure formation*, which receives its name from Bonaventure Island situated on the east coast of Gaspé, and composed entirely of these rocks. The formation consists of about 3000 feet of red sandstones and coarse reddish calcareous conglomerates and occurs in patches near the coast all the way round the eastern and southern sides of the peninsula from Gaspé Bay to the head of the Bay of Chaleurs. This part of the carboniferous series lies a great way below the productive coal measures.

SUPERFICIAL GEOLOGY.—The foregoing comprise all the older or fundamental rock-formations of Ontario and Quebec. Above them, the remainder of the great geological scale is entirely wanting until we arrive at the Post-tertiary period, which is represented in our superficial gravels, clays and sands.

In every part of the country the surface of the harder rocks, especially where they have been recently uncovered, are found to be worn down and marked by parallel grooves. These were produced during the drift period by the action of large masses of ice in the form of either glaciers or ice-bergs, moving over the rocks with loose gravel or stones beneath them. The general course of the grooves is southward, varying more or less to the east or west in different parts of the country. It was the same agency which transported southward the large quantities of boulders and finer materials which constitute the drift, boulder-clay or hard-pan which is everywhere spread over the country and out of which the overlying stratified clays, sands and gravels, have been mostly derived by the subsequent action of water. The drift at any locality consists of the broken, crushed and worn fragments of the rocks of the place, mixed with a variable amount of transported materials. The proportions of these latter (making allowance for differences in durability) are in the inverse ratio of the distances which they have been carried; so that while we find isolated boulders and small quantities of fine fragments at considerable distances from their native seat, the great bulk of the drift is made up of the debris of rocks which exist *in situ* close by.

The stratified clays and sands of the two provinces appear to have been deposited under different circumstances. Those of Quebec and the eastern part of Ontario contain abundance of marine shells together with bones of some sea fishes and mammals, while none have been found west of the longitude of Kingston. The only organic remains as yet found in the western province consist of land and fresh-

water shells and fragments of wood in some of the more recent deposits. But clays containing a variety of marine shells have lately been discovered by the writer beyond the height of land, north of Lake Superior. The marine shells have been found in the province of Quebec up to a height of 470 feet above the present sea, an elevation sufficient to carry the salt water over a great part of Ontario, supposing the present relative levels of the land to have been maintained and, as now, no obstacle to have existed to prevent the westward flow of the sea. In Quebec, the lower plains are overspread by a great deposit of marine clay. The principal area of this deposit, which has been called the Leda Clay, (from a small shell which occurs in it) would be enclosed by a triangle formed by drawing straight lines between Ottawa, Quebec and the foot of Lake Champlain. The ground rises in all directions from the centre of this area which is surrounded by a broad irregular border of the erlying Saxicava

sand, so called from one of its characteristic shells. The same clays and sands are found in the valley of the upper Saguenay and along the south side of the St. Lawrence for more than 200 miles below Quebec. The Leda clay yields red bricks while those made from the lower clay formation of Ontario are of a creamy color. This latter formation is called the Erie clay and is of a blue color and stiff tenacious character. It has a thickness amounting, in some places, to about 200 feet and is spread over nearly the whole country between Lake Erie and the main body of Lake Huron. It also occurs along the north shore of Lake Ontario and between the Ottawa and St. Lawrence as far east as Ottawa City. Overlying the Erie clay unconformably, there is a deposit of thinly stratified clay, usually of a brown color, which is found in many places all over the province from the longitude of Ottawa to Lake Superior; but it is most largely developed in the valley of the Saugeen River, from which circumstances the formation has been

called the Saugeen clay. It appears to be of fresh-water origin and yields red bricks. Between the Ottawa River and Georgian Bay and in the country north of Lake Huron a fine yellowish sand is extensively spread over the Laurentian and Huronian rocks and has been named the Algoma sand. Deposits of sand of comparatively recent date and containing fresh water shells, are found along the Grand River and the Thames and in many places around the shores of Lakes Ontario, Erie and Huron. The largest of these extends south-eastward from the head of Georgian Bay. The remains of the extinct mammoth which have been found at Burlington Heights and elsewhere belong to deposits of this class.

A great accumulation of gravel (which has been named after the township of Artemisia) spreads over the high ground of Ontario between Brantford and Owen Sound. A long spur, known as the Oak Ridge, leaves this in the township of Albion and runs eastward as far as the great bend of the Trent in Sidney.

ZOOLOGY.

BY H. ALLEYNE NICHOLSON, M. D., D. Sc., F. R. S. E. &c.

AND W. H. ELLIS, M. A., M. B.

In giving an account of the Zoology of Canada, it is hardly necessary to say that nothing more can be attempted here than simply to give a general idea of the more important wild animals of the country. It would be easy to give approximately accurate lists of the quadrupeds, Birds, Fishes, Reptiles, &c., of Canada; but it does not appear that the repulsiveness of such collections of scientific names would be compensated for by any useful purpose which they would serve in what professes to be merely a general and popular sketch. Here, therefore, it will be sufficient to select for brief notice those wild animals only which have some claim for mention on account of their usefulness to man, or for the injuries which they cause, or, lastly, on account of peculiarities of especial interest. In accordance with this principle, we shall confine ourselves wholly to a consideration of the *Vertebrate* animals of Canada, leaving the *Invertebrates* wholly out of sight. There is the less to regret in this omission, as the *Invertebrates* of Canada are as yet but very imperfectly known, except as regards the fauna of the coast, whilst they are of much less general interest than the *Vertebrates*.

CLASS I.

MAMMALIA.

In considering the quadrupeds, or Mammals, of Canada, it will be well to pass each order under review, selecting for mention the more important examples of each. In so doing there are several orders which require no notice as they possess no Canadian representatives. The orders in question are the *Quadrumania* (monkeys), the *Marsupialia* (Kangaroos, Opossums &c.), the *Proboscidea* (Elephants), the *Edentata* (Sloths, Armadillos, and

Ant-eaters), the *Monotremata* (Duckmole, and Spiny Ant-eater), and the *Sirenia* (Manatees and Dugongs). The *Cetacea* (Whales and Dolphins) will also be left unnoticed, as its members inhabit the sea and cannot be said to be strictly Canadian. There remain six orders of Quadrupeds, which are more or less abundantly represented by Canadian species.

ORDER 1.—*UNGULATA* (*Hoofed Quadrupeds*):—All the Ungulates of Canada belong to the group of the Ruminants, and there are several which are of considerable interest and importance. Foremost amongst these comes the great Moose or true Elk (*Alces palmatus*), the largest member of the Deer family. The moose is quite as large as a horse, standing about six feet high at the shoulder; and in appearance it is somewhat clumsy and heavy. Its antlers are comparatively short, but are very widely dilated and terminate in a series of points along their outer edges. They are confined to the male, and are laid back horizontally when the animal is running. The Moose frequents the woody regions of the Fur countries to their most northern limit, and it feeds mainly upon the foliage of trees. Its hair is coarse and brittle; but the skin furnishes a thick pliable leather, and the flesh is highly esteemed as food. The Wapiti (*Cervus Canadensis*) is the representative in Canada of the European Stag and is sometimes, but wrongly, called the American Elk. "It is a true stag, with horns five or six feet in length and much branched. It stands about four and a half feet in height at the shoulder, and is light chestnutred in summer and grayish in winter. The flesh is coarse; but the skin yields an excellent leather." The Wapiti is not found further to the north than the 56th or 57th parallel of latitude, but it extends its range southwards into the United States. It is stated by

Sir John Richardson to live chiefly on grass and the young shoots of willows and poplars. Under the name of "Caribou" are known two nearly related varieties of Deer, which are hardly, if at all, distinguishable from the Reindeer (*Cervus tarandus*) of northern Europe. The Woodland Caribou is found in the wooded portions of Canada; whilst the Barren-Ground Caribou retires to the woods in winter only, and passes the summer on the coasts of the Arctic Seas, or in the so-called "Barren Grounds." The Caribou is highly valued for its flesh and skin; but it has not been domesticated, as is the case with the European Reindeer.

The Prong-horn or Cabree (*Antilocapra Americana*) is not one of the true Deer, but is an Antelope, as shown by its possession of hollow horns surrounding a central core of bone. It does not extend further north than the fifty-third parallel of latitude, but is very abundant on some parts of the Saskatchewan.

The only Canadian representative of the family of the Sheep (*Ovidae*) is the Bighorn or Rocky Mountain Sheep (*Ovis montana*), which inhabits the range of the Rocky Mountains as far north as the sixty-eighth parallel of latitude. It is very much larger than the domestic Sheep, sometimes attaining a weight of as much as three hundred and fifty pounds; and the males are furnished with enormous horns. The females have small horns like those of a goat. Of the family of the Oxen (*Bovidae*) a very interesting form is the Musk-Ox, or, as it is often called, the Musk-Sheep (*Oribos moschatus*). This singular animal inhabits the Barren Grounds, lying to the north of the 60th parallel. It derives its name from the musky odour which it emits, and it is remarkable for the great length of its hair. Its horns are very broad at the base, and the animal is only

about as big as a moderately-sized Highland ox. The only other American Ox is the Bison (*Bison Americanus*), wrongly spoken of as the "Buffalo." This species formerly occurred in innumerable herds over a great portion of North America, but it has been gradually driven westwards, and has been much reduced in numbers. It is remarkable for its enormous head and shaggy mane, and for the possession of a conical hump between the shoulders.

The Bison is largely killed for its flesh and skin, and in too many cases, for sport alone.

ORDER 2.—CARNIVORA (*Bears of Prey*):—Carnivorous animals are abundant in Canada, though they are fortunately for the most part of small size. Indeed, it is from this order that most of the more valuable furs of commerce are obtained. Many Canadian species of the order are known, and most of these can be merely mentioned.

Of the family of the cats (*Felidae*) the most important species is the Canadian Lynx or "Loup-Cervier" (*Lynx Canadensis*). Like all the Lynxes this animal has tufted ears, and its size is inconsiderable (length about three feet). It is a perfectly harmless animal so far as man is concerned, and it lives principally upon the American Hare. It is largely killed for the sake of its skin, which is of considerable commercial value. The Puma (*Felis concolor*), commonly known as the "Cataamount," is a much more formidable animal than the preceding; but its range has become much restricted.

Of the family of the Wolves, Dogs, and Foxes (*Canidae*) the largest species is the White and Grey Wolf (*Lupus occidentalis*), the colour of which varies from white to grizzly gray. This animal is very abundant throughout the North American continent; but it rarely attacks man, unless hard pressed for food, and in packs. There seems to be little doubt but that the Indian dog is the lineal descendant of this species of Wolf. The Red Fox (*Vulpes fulvus*) is very closely similar to the common European species, and possesses similar predatory habits. The Cross Fox and the Silver or Black Fox are considered to be mere varieties of the Red Fox. The skin of the Red Fox has considerable commercial value, and is largely exported to Europe. The Arctic Fox (*Vulpes lagopus*) abounds in high northern latitudes, not coming further south than the 50th parallel. The fur in winter is pure white, but it is considered of small value.

Of the Weasel family (*Mustelidae*) are several Canadian species which are largely sought after for their fur. Chief amongst these is the Pine Marten (*Mustela Americana*), which yields the beautiful and valuable fur known as Hudson Bay Sable. The so-called American Sable is obtained from another animal of this family, the little Black Mink (*Mustela vison*). The Ermine Weasel also occurs in Canada, but its fur is much less valuable than either of the preceding. Allied to the true Weasels are the Skunks, (*Mephitis*), one species of which is not uncommon in Canada. The Skunks, though sufficiently inoffensive animals, have gained an evil notoriety for the intensely disgusting odour of the secretion of glands placed under the tail. The family of the Badgers (*Melidae*) is represented by the American Badger or "Stiffleur" (*Taxidea Labradorica*), the Canadian Otter (*Lutra Canadensis*), and the Wolverine (*Gulo tascus*). This last mentioned animal occurs also

in northern Europe and Asia, and though a very voracious and destructive animal it hardly deserves the name of "Glutton" often applied to it.

Of the family of the Bears (*Ursidae*) the two most important species are the Grizzly Bear, and the common Black Bear, of which the latter has much the widest range. The Grizzly Bear, (*Ursus ferox*) is one of the largest and most ferocious of the family, and is found in the Rocky Mountains and the plains to the east of them, extending as far north as the 61st parallel. The Black Bear (*Ursus Americanus*) is widely distributed over Canada, and is of by no means rare occurrence. It is much smaller than the Grizzly, its total length seldom exceeding five feet. It lives chiefly upon berries and roots, and rarely meddles with human beings. The animal is largely killed for the sake of its fur.

ORDER 3.—RODENTIA:—By far the most important of the Rodent animals is the Beaver (*Castor fiber*), distinguished from all other members of the order by its horizontally-flattened scaly tail. The Beavers are essentially aquatic in their habits, and their practice of damming up the streams which they frequent is well known. The colour of the hair is reddish brown, and the fur is of the greatest value as an article of commerce.

Another interesting Rodent is the Canada Porcupine (*Erethizon dorsatus*), which is very abundant in many places. It differs from the European Porcupine in having short spines which are half hidden in the hair; and it attains a length of from two to three feet. It is a perfectly harmless and very sluggish animal, and is stated to pass much of its time in sleep. Its flesh is relished by the Indians, but hardly suits those who are not accustomed to it.

The other Canadian Rodents belong mainly to the groups of the Squirrels (*Sciurida*), the Mice and Rats (*Murida*), and the Hares and Rabbits (*Leporida*). Of the Squirrels the commonest forms are the Red Squirrel (*Sciurus Hudsonius*), the Grey Squirrel (*S. cinereus*) and the Chipmunk (*Tamias striatus*). There are also examples of the Flying Squirrels (*Pteromys*), and of the nearly allied group of the Marmots. The Dormice of the old world are not represented in Canada, but there are many true (*Murida*). Canada also possesses representatives of groups more or less related to the Mice, such as the Jumping Mouse (*Jaculus Hudsonius*), and the Musk-rat (*Fiber zibethicus*). Of the family of the Hares and Rabbits the most abundant Canadian species are the Northern Hare (*Lepus Americanus*) and the Polar Hare (*Lepus glarialis*).

ORDER 4.—INSECTIVORA:—The Insectivorous Quadrupeds are not well represented in Canada, though some of the members of this order are very abundant and are very widely distributed. The group represented by the Hedgehogs of the Old World is unknown in Canada. The family of the true Shrew Mice (*Soricida*) is represented by several species of small importance. The family of the Moles (*Talpida*) is represented by the common Shrew-Mole (*Scalops aquaticus*), distinguished from the genuine Moles by having the feet webbed. The eyes in this singular animal are quite rudimentary, and its power of vision must be of the most limited description. Like the European Mole it burrows below the surface of the soil, descending only to small depths, and throwing up at intervals little hillocks of earth. The

Star-nosed Mole (*Candylura cristata*) is also an inhabitant of Canada. It resembles the European Mole and Shrew-Mole in its habits; but is distinguished from both by the fact that the nose is surrounded by a fringe of fleshy processes.

ORDER 5.—CHEIROPTERA:—The last order of the Quadrupeds which needs notice is that of the *Cheiroptera*, comprising only the Bats. All the Bats of Canada live upon insects, and belong, therefore, to the large group of the Insectivorous *Cheiroptera*. They would appear to be entirely referable to the common genus *Vespertilio*, but they have not yet received the examination which they deserve.

CLASS II.

BIRDS.

The number of birds known in Canada is already very great, and will doubtless be considerably increased by future researches. Here it will be sufficient to take the orders of birds *seriatim*, mentioning simply the more important examples of each.

ORDER 1.—RAPTORES (*Birds of Prey*): The order *Raptores* comprises the Eagles, Hawks, Falcons, and Owls; and it is very largely represented in Canada. The more important Canadian species of this order are the Peregrine Falcon (*Falco anatum*), the Sparrow Hawk (*Accipiter fragillarius*), the Goshawk (*Astur atricapillus*), the Red-tailed Hawk (*Buteo borealis*), the Red-shouldered Hawk (*Buteo lineatus*), the Marsh Hawk (*Circus Hudsonius*), the Bald Eagle (*Haliaeetus leucocephalus*), the Golden Eagle (*Aquila Canadensis*), the American Fish-Hawk (*Pandion Carolinensis*), the Great Horned Owl (*Bubo Virginianus*), the Mottled Owl (*Scops asio*), the Long-eared Owl (*Otus Wilsonianus*), the Barred Owl (*Syrnium nebulosum*), the Cinerous Owl (*Syrnium cinereum*), the Sparrow Owl (*Nyctale Richardsoni*), and the Snowy Owl (*Nyctea nivea*).

ORDER 2.—SCANSORES (*Climbing Birds*):—This order includes the Parrots, Toucans, Trogons, Cuckoos, and Woodpeckers, of which only the two last are represented in Canada. The chief Canadian species of this order are the Yellow-billed Cuckoo (*Coccyzus Americanus*) the Black-billed Cuckoo (*Coccyzus erythrophthalmus*) the Hairy Woodpecker (*Picus villosus*), the Yellow-bellied Woodpecker (*Sphyrapicus varius*), the Pileated Woodpecker or Black Woodcock (*Hylotanus pileatus*), the Red-headed Woodpecker (*Melanerpes erythrocephalus*), and the Golden-winged Woodpecker (*Colaptes auratus*).

ORDER 3.—INSUSSORES (*Perchers*):—The great order of the Insussorial or Perching birds includes a vast number of species, out of which it will only be possible to make a limited selection. The family of the Humming-birds (*Trochilida*) is represented in Canada by a single species, the Ruby-throated Humming-bird (*Trochilus colubris*). The family of the Swifts (*Cypselida*) has also but a single Canadian representative, the Chimney Swallow (*Chaetura pelagica*). The family of the true Swallows (*Hirundinidae*) is represented by the Barn Swallow (*Hirundo Americana*), the Cliff Swallow (*H. lunifrons*), the Bank Swallow (*H. riparia*), the White-breasted Swallow (*H. bicolor*), and the Purple Martin (*Frogue purpurea*). The Goshawkers (*Caprimulgida*) are represented by the Whip-poor-will (*Aotostomus vo-*

riferus), and the Night Hawk (*Chordeiles papue-
tae*). The King-fishers (*Alcedinidae*) are represented by the Belted King-fisher (*Ceryle alcyon*). Of the Fly-catchers the most familiar species are the King bird (*Tyrannus Carolinensis*), and the Phoebe bird (*Sayornis fuscus*). The Thrushes (*Melospiza*) are known by many species, of which the commonest are the Wood Thrush (*Turdus mustelinus*), and the Robin (*Turdus migratorius*), with the nearly related Cat Bird (*Mimus Carolinensis*). The Crested Wrens (*Regulus*), the Titmice (*Parus*), the Nuthatches (*Sitta*), the Creepers (*Certhia*), the tree Wrens (*Troglodytes*), and the Warblers (*Sylviidae*) are represented by Canadian species, the last of these by many forms. The Tanagers are personated by the Scarlet Tanager (*Pyranga rubra*), and the Chatterers by the Cedar Bird (*Ampelis cedrorum*). The Shrikes are not unrepresented, and the great family of the Finches comprises many well known Canadian birds. The family of the Starlings (*Sturnella*) comprises many familiar birds, such as the Bobolink, the Cow bird, and the Baltimore Oriole. The family of the Crows (*Corvidae*) is represented by the American Crow (*Corvus Americanus*), the Raven, and the Blue Jay (*Cyanura cristata*), with the less common Canada Jay (*Perisoreus Canadensis*).

ORDER 4.—RASORES (*Scratchers*):—The order of the Scratching Birds includes the two distinct groups of the Pigeons (*Columbidae*), and the Game-birds (*Gallinacei*). The only common Canadian species of the former is the wild Pigeon (*Cotopistis migratoria*), which resides permanently in Canada except in the most severe cold weather. The Gallinaceous section of the (*Rasores*) is more largely represented, the chief Canadian forms being the Canada Grouse or Spruce Partridge (*Tetrao Canadensis*), the Ruffed Grouse or, as it is wrongly called, the Partridge (*Bonasa umbellus*), the Virginian Quail or Partridge (*Oryz. Virginianus*), and the wild Turkey (*Melagris gallopavo*). The name of "Partridge" applied to the first three of these birds is exceedingly inappropriate, as there are no true Partridges in Canada.

ORDER 5.—GRALLATORES (*Waders*):—The wading Birds are well represented in Canada. In the family of the Herons (*Ardeidae*) we have, amongst others, the great Blue Heron (*Ardea herodias*) the Great Bittern (*Botaurus lentiginosus*), and the Night Heron (*Nycticorax nycticorax*). In the family of the Charadriidae or Plovers, are various true Plovers, Oyster-catchers, and Turnstones. The great family of the Scolopacidae includes numerous well known birds such as the Woodcock (*Philohela minor*), Wilson's Snipe, many Sandpipers, and three species of Curlew. The family of the Rallidae, lastly, includes such familiar birds as the Marsh Hen (*Rallus elegans*), the Virginia Rail (*R. Virginianus*), and the Coot (*Fulca Americana*).

ORDER 6.—NATATORES (*Wading Birds*):—The order of the Waders is very numerously represented by Canadian Birds. The family of the *Cygnidae* includes the rare American Swan (*Cygnus Americanus*), and the Trumpeter Swan (*C. buccinator*). The family of the Geese (*Anserinae*) is represented by the Snow Goose (*Anser hyperboreus*), the Canada Goose (*Bernicla Canadensis*), and other less abundant species. The family of the Ducks (*Anatidae*) has many Canadian representatives of which the most important are the Mallard (*Anas boschas*), the Black Duck (*A. obscura*), the Pintail Duck (*Querquedula acuta*), the Blue-winged Teal (*Querquedula discors*), the Shoveller (*Spatula clypeata*), the

Gadwall (*Chaulestus streperus*), the American Widgeon (*Mareca Americana*), the Summer Duck (*Aix sponsa*), the Canvas-back Duck (*Aythya vallisneria*), and the Eider Duck (*Somateria mollissima*). The Gulls (*Laridae*), the Cormorants (*Phalacrocoracae*), the Terns (*Sterna*), the Petrels (*Procellariidae*), the Divers (*Colymbus*), the Grebes (*Podiceps*), the Shearwaters (*Puffinus*), the Guillemots (*Uria*), the Auks (*Alca*), and the Puffin (*Mormon*) are also represented by Canadian species.

CLASS III.

REPTILIA.

In Reptiles the blood is not perfectly oxygenated and hence their temperature is much the same as that of the medium which they inhabit. Their integument is furnished with plates or scales. They breathe by means of lungs throughout their life.

Of the order *Lacertilia*, the Lizards, only one or two inconspicuous species occur in Canada.

The *Ophidia* or Serpents have no visible limbs, no breast bone, and no movable eyelids.

The family *Colubridae*, Serpents without poison fangs and without appendages to the tail comprise most of the ordinary harmless snakes.

To the genus *Coluber* belongs the Black Snake, (*C. constrictor*), a snake which is from three to six feet in length, black above, slate coloured beneath. It is a bold and active snake, and will even climb trees in pursuit of eggs and young birds.

C. punctatus the Ring Snake, and *C. vernalis*, the pretty little Grass Snake, are common species.

The Striped Snake, (*Tropidonotus tenia*) inhabits swampy places and lives on frogs and mice.

The family *Crotalidae* possess moveable poisonous fangs in the upper jaw, and no other teeth in that jaw. The most remarkable serpents of this family belong to the genus *Crotalus* which is marked by an appendage to the tail consisting of several horny plates, by the motion of which the creature can produce a noise. Hence the popular name of Rattlesnakes applied to the snakes of this genus.

C. durissus, the Northern Rattle-snake, attains a length of three or four feet. It is of a reddish brown colour, mottled with irregular black blotches. When alarmed it gives warning by vibrating its rattle. Fatal results very rarely follow from the bite of the Canadian rattle-snake.

The order *Chelonina*, Tortoises and Turtles are without teeth, the jaws forming a kind of horny beak and are enclosed in a case of bone covered with horny plates. The aquatic species are known as Turtles and do not reach so far north as the Canadian coasts, although they have been captured off New York.

The Snapping Turtle, (*Chelonna serpentina*) is a singular and repulsive looking creature. It attains a considerable size. It lives on frogs and fish, and frequently seizes and devours young ducks. It is sometimes called the Alligator Turtle from its long and crested tail.

The genus *Emys*, the Terrapins, comprises the most North American fresh water Tortoises. *E. picta*, the Painted Tortoise, ranges from Lake Superior to Georgia. It is a beautiful tortoise. It feeds on insects and on the leaves of the *Alisma Plantago*. It lives in quiet ponds.

The Mud Turtle (*Sternotherus odoratus*) is a small tortoise of a dark olive green colour emitting a disagreeable odour. It inhabits ponds and ditches.

The class AMPHIBIA comprises those vertebrated animals which undergo metamorphosis

In their earliest stage they are known as "tadpoles" and in this state they breathe by means of gills. In course of time lungs are developed and the gills or branchiae usually disappear although in some cases they are retained. Two orders are represented in Canada, the *Anoura* in which the adult animal is destitute of a tail, and the *Urodela* in which the tail is retained through life.

The *Anoura* comprises the Frogs and Toads. The Bull Frog (*Rana pipiens*), is well known by his loud hoarse croak. This species is from six to twelve inches in length, dark olive green with dusky blotches. It feeds on snails, insects, and crustacea. One of the commonest and at the same time most beautiful and active frogs is *R. haterina*, the Shad Frog or Leopard Frog. It is green with brown spots bordered with yellow.

In the genus *Bufo* the body is thick and swollen, covered with warts, and the hind legs are not so long as in *Rana*.

B. Americanus, the common American Toad, is a common species.

The Tree Toads are distinguished by a curious appendage to the toes by which they adhere to trees, &c. *Hyla versicolor*, the northern Tree Toad, possesses the power of changing its colour, like a chameleon. It can assimilate itself so closely to the bark of a tree as to be almost undistinguishable from it.

The order *Urodela* contains the Newts and Salamanders. The genus *Salamandra* usually lives on land.

The little scarlet Salamander (*S. coccinea*) is found under rotten logs. It is a beautiful little creature.

The genus *Triton* comprises various aquatic species. *T. millepunctatus*, the crimson Spotted Triton, is common in many streams. In both these genera the gills are not present in the adult animal, but in the family *Stenandria* they are retained throughout life. The *Aneides* *branchialis* or Banded Proteus belongs to this family. It is found in Lakes Erie and Ontario. It attains the length of from one to two feet and resembles a gigantic Newt from which, however, it may be easily distinguished by the gills which form a red tuft on each side behind the head.

FISHES.

Canada is particularly rich in the numerous and valuable species of fish which inhabit her waters, both salt and fresh. Her Cod fisheries form a large and important source of wealth, the delicious White-fish abounds in her great lakes, and her streams, especially towards the north swarm with delicious trout.

This class is divided by Müller into five orders: the *Selachii*, the *Ganoidei*, the *Teleostei*, the *Cyclostomi* and the *Leptocephali*. In the *Selachii* or Sharks and Rays, the skeleton is cartilaginous and the gills are fixed, the water used in respiration escaping through a series of holes behind the head on each side. Several species occur on the Canadian coast. Among them the Thresher Shark (*Carcharias vulpes*), the Basking Shark (*Selachus maximus*), and the Spinous Dogfish, (*Spinax aranthias*).

The *Ganoidei* are usually covered with a kind of armature of bony plates covered with a thin layer of enamel. The order contains the Sturgeons and the remarkable *Lepidosteus* Bony-pike. In the *Acipenseridae* or Sturgeons the body is covered with bony plates arranged in longitudinal rows and the mouth is small, without teeth and placed beneath an elongated

muzzle. The Lake Sturgeon, (*Acipenser rubicundus*) occurs in Lakes Erie and Ontario. They are speared in the summer and much esteemed for food.

In the *Lepidosteus* the skeleton is firmly ossified, the body is covered with lozenge-shaped bony plates arranged in oblique rows, and the jaws are narrow and elongated and armed with long pointed teeth. *L. osseus* inhabits the great lakes.

In *Teleostei* which includes most of the well known members of the class, the skeleton is more or less perfectly ossified, the gills are free, and the body is generally covered with scales, though sometimes quite naked. The order has been subdivided into several groups.

The *Acanthopteri* are characterized by possessing one or more unjointed spiny rays in the fins.

To this group belong the *Percide* or Perches. Several genera of this family are represented in Canada. The Yellow American Perch (*Perca flavescens*) abounds in the great lakes and in ponds and rivers which find their outlet in them. It is a beautiful fish. Its back is a greenish yellow which shades gradually into a bright golden yellow on the sides with minute black specks, the back and sides are traversed by nine or ten vertical dark bands, the anal and ventral fins are bright orange. The Yellow Perch is a very well known and highly esteemed fish. It sometimes attains a weight of three pounds or even more. Though inferior in delicacy to the salmon tribe, it is an excellent fish for the table.

The genus *Labrax* differs from the preceding in possessing a tongue furnished with teeth. The fish of this genus are commonly known as Bass. The Bar-fish or Canadian Bass of the St. Lawrence is probably identical with the Striped Bass (*L. lineatus*) of New-York. It was formerly separated as a distinct species under the name of *L. notatus*, from a fancied resemblance of its markings to musical characters. It is a robust fish with silvery sides and a back brilliant with iridescent green, gold and pink colours.

The genus *Huro* is closely allied to *Perca*. *H. nigricans*, the Black Huron or Black Bass resembles the perch in form. It is of a dark colour above and yellowish white below. It attains a length of a foot or a foot and a half. It is highly esteemed as an article of food, its flesh being white and firm. It is found in Lake Huron, frequenting deep holes under banks, and may be readily taken with a hook baited with a grasshopper. *Lucioperca Americana*, the Pickerel, is found in all the great lakes ranging from lat. 58° N to the river Ohio. It is an extremely voracious fish, taking the hook readily. Its back is greyish black, the sides yellow, the belly silvery white. It lies in wait under weeds in the deepest parts of streams and lakes, or at the foot of rapids. It is generally caught by trolling with a spoon hook. It varies from one to two feet in length. *L. Canadensis*, the green Pickerel, inhabits the St. Lawrence.

The Fresh-water Bass (*Centrarchus aeneus*) sometimes called the Rock Bass is very common in the region of the great lakes frequenting shady places under high banks. It lives on crawfish, worms and the larvae of beetles. It is caught in large numbers for food. Its colour is bright bronze with dark spots and metallic green gill covers. These colours are exceedingly brilliant during life. *C. fasciata* is dasky blue with transverse bands. It is known as the Black Bass and is common in the great lakes.

The beautiful little Sunfish, (*Pomoxis vulgaris*) common in every pond in the lake region, belongs to an allied genus. It conceals itself beneath the leaves of the yellow pond lily and feeds on fresh-water shellfish, worms, &c.

The sheep's-head, (*Carvina oscula*) is found in Lakes Erie and Ontario and is described as being a poor, tasteless fish. It belongs to the family *Scienidae* *C. Richardsoni*, the Malasheganay, inhabits Lake Huron and according to Dr. Richardson, rivals the Turbot in flavor.

In the group *Anacanthini* the fishes are distinguished by the absence of spinous rays from all the fins and by the possession of a completely closed air bladder. Among them is the Cod family or *Gadide* in which the body is long, tapering to a strong tail and the fins are large. They have a tendency to congregate in vast numbers in particular places, as on the banks of Newfoundland, where there are most valuable fisheries for the capture of the Newfoundland cod, *Morhua vulgaris*. This fish preys upon smaller fish, crustacea and mollusca. The bait used by the fishermen is often a cuttle fish. Large numbers are annually salted, and a valuable oil is prepared from the liver. *M. Americana* occurs along the Atlantic coast.

The fish of the family *Pleuronectide* present a very remarkable structure. The body is very much flattened at the sides, hence the popular name of *Flat-Fish*. They do not, however, swim erect but lie flat on the bottom with one side, which is generally white, the other side being usually of a brownish colour. The head is twisted so that both eyes are on the upper side. The Sole Turbot and Flounder belong to this family. The Halibut (*Hippoglossus vulgaris*) frequents the Atlantic coast of Canada. It is a very large fish, attaining a weight of live or six hundred pounds. They are caught in great numbers and usually salted.

In the group *Physalomi* the fins are soft rayed and the air bladder communicates with the pharynx.

The family *Siluride* is distinguished by the want of scales. They are sluggish fish inhabiting muddy fresh-water streams and lakes. They have a large flat head furnished with several fleshy filaments which have been compared to the "whiskers" of a cat, whence they are commonly called catfish.

The great Lake Catfish (*Pimeledus nigrescens*) inhabits Lakes Erie and Ontario and their tributary streams. It is a large fish of a deep olive brown colour, inhabiting muddy bottoms. It is frequently speared by torch-light. *P. borealis* inhabits the fur countries, and although by no means prepossessing in appearance is a very rich-flavoured fish.

To the family *Cyprinide* belong the Sucker (*Catostomus commuais*) a fish which though common in the markets is of no value for the table, and the pretty little shiner, (*Leuciscus chrysoleucas*.)

The *Esocide* or Pikes differ from the foregoing family in having their jaws armed with formidable teeth and in the arrangement of their fins. The Maskinongé (*Esoc estor*) is a fine fish, attaining a weight of twenty or thirty pounds. It inhabits Lakes Erie and Ontario in considerable numbers but is much rarer in Lake Huron. It is esteemed one of the most valuable fish for the table that is found in Canadian waters. Its colour is deep greenish brown, darker above, paler below with numerous rounded yellowish or greyish spots

E. lucioides, the Common Pike, abounds in shallow ponds and creeks in the neighbourhood of marshes. Its colour is blackish grey on the back, passing through grey to a white on the belly. Cuvier pronounced a specimen taken in Lake Huron identical with the English pike *E. lucius*. Agassiz however separated the American species under the name of *E. lucioides*.

The family *Salmonide* are characterized by two dorsal fins, the second of which is merely a fold of skin enclosing fat. An adipose fin of this kind occurs in some Siluride; but the Salmon tribe are distinguished from them by being covered with scales.

The common Sea Salmon of Europe (*Salmo Salar*) frequents the Canadian shores and ascends the St. Lawrence until it is stopped by the Falls of Niagara. This beautiful fish needs no description. It appears in Lake Ontario about April and was formerly very abundant there. Dr. Richardson was told in 1826 that they entered the shallow gravelly rivers in the vicinity of Toronto in August for the purpose of depositing their spawn and that they were taken in great abundance in September, continuing to ascend until November. They were taken in nets, or speared by torch-light. These facts I have often heard confirmed by old residents. An extensive Salmon fishery formerly existed at the head of Lake Ontario, but was broken up by the war of 1812. Salmon have, for many years been very rare in this lake, but since 1866 experiments have been made to increase their number by hatching them artificially and have been attended with marked success. The Salmon is found in the rivers of the Atlantic coast from the gulf of St. Lawrence northward.

The Mackinaw Salmon (*S. Anethystus*) is a splendid fish reaching a size greater than any other of the *Salmonide* sometimes attaining, according to Mitchell, a weight of one hundred and twenty pounds. It is dark grey with numerous light grey spots on the back and sides. Its flesh is reddish in colour and very rich; it inhabits the northern lakes, frequenting their deepest parts and only approaching the shores in order to spawn.

S. fontinalis, the Brook Trout, is one of the most delicious of fresh-water fish. It is very common in the running streams of most parts of Canada, though it is fast being extirpated from the more settled parts of the country. It is a beautiful trout of a bluish yellow colour above with vermilion dots, and large yellow spots near the lateral line. Its belly is silver white. *S. erythrogaster* is very similar in appearance, but may be distinguished by the reddish orange sides of the abdomen and the red margin of the tail.

To this family also belongs the well known White-fish (*Coregonus albus*) which is of more value as an article of food than any other American fresh-water fish. It forms the principal food of several tribes of Indians and is often the staple article of diet among the fur traders of Hudson's Bay. It inhabits all the large lakes from the Falls of Niagara to the Arctic Sea; its flesh is bluish white, becoming opaque white when boiled. Its flesh is very rich, but Dr. Richardson states from his own experience that "although deprived of bread and vegetables, one may live wholly on this fish for months and even years without tiring." It is caught in great number in nets under ice.

HISTORICAL SKETCH OF CANADA.

PREPARED FOR THE NEW DOMINION ATLAS

BY H. H. MILES; L. L. D., D. C. L.,

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This sketch is intended to furnish an outline of the principal events belonging to Canadian History. Only a brief mention, however, will be made of the incidents which transpired before Canada passed by the Treaty of Paris, February 10th, 1763, under British rule—not that a full narrative of the French Régime would be found by any means destitute of interest and importance, but chiefly for the reason, that, considering the limited space which can be afforded for the letter-press accompanying this work, the wishes and requirements of its possessors will be best consulted by having brought more prominently under their notice a review of the territorial, political, and social circumstances of this great country, during its existence in the last hundred years as a colony of Great Britain.

We, therefore, refer the reader to other sources of information (†) for full details of the discovery of the country by Jacques Cartier 1534 } and of the attempts at exploration and 1535 } colonization made by that renowned 1608 } navigator, by Roberval, De la Roche, De Monts, and others. Samuel de Champlain, founder of Que bec and Three-Rivers, 1615 } the discoverer of the River Richelieu, Lakes Champlain, George, Ontario, Simcoe and Huron, and the first French Governor of Canada (New France) died in the year 1635, leaving behind him a character for valour, perseverance, piety and other excellent personal qualities, which will always render him a conspicuous object of admiration, not only in Canada, but wherever virtue, wisdom and heroic deeds are cherished as worthy to command respect and excite imitation. At that time, and during the governorship of Champlain's successors (Montmagny, D'Aillebont, De Lauzon, D'Argenson and D'Avagour) down to the year 1663, the supreme control of the affairs of the Colony was vested in a Company established by Cardinal 1627 } Richelieu, and chartered by the French Government under the designation of "The Society of 100 Associates."

The Company of Associates received from the King the powers and privileges which had been previously granted to the vice-roys and chartered companies. It was bound to provide for the settlement of the country, and for the religious care of the colonists, as well as the conversion of the savages. Four thousand colonists were to be taken out and settled on lands before the year 1643. Every inhabitant was to be a French subject, and only one religious faith was to be tolerated. The religious missions for the conversion of the heathen tribes were to be entrusted to only one

(†) Voyages of Jacques Cartier.—Works of Champlain 4 Vols. Quarto, edited by the late Rev. G. Laverrière.—Charlevoix's History of New France.—France and England in North America, a series of historical narratives by Francis Parkman.—Canada under French Régime, by the author of this sketch. Any of these works can be procured from Messrs. Dawson, publishers, Montreal.

order of Priesthood. The Governor, or chief officer of the company in the colony, was to be appointed by the Society—also the officers of justice, subject to the King's approval.

Until the stated number of colonists should be taken out, the company was to have the control of all the commerce of the colony, in addition to the peltry trade, excepting the cod and whale fishery. This latter was left open to all the king's subjects.

The rights of the company included a jurisdiction over all the territory claimed to belong to France on the continent of North America.

Instead of bringing out the stipulated number of Colonists, the Associates did not transport so many as one thousand, from first to last, during its whole existence. For we learn from authentic sources, that there were only about 800 souls in the colony, in 1648. In 1662, fourteen years later, the number was less than two thousand. But not nearly all these were brought by the Associates.

1666 } When Champlain died, the entire Colony consisted of about 250 persons. The historian Charlevoix says that Canada then comprised, a fort at Quebec, surrounded by a few miserable houses and barracks, two or three huts on the island of Montreal, the same at Tadoussac and at a few other places on the St. Lawrence, used for the fishing and peltry trade, together with the beginnings of a station at Three Rivers. In five years more, scarcely 100 were added to the population. Soon after 1642 } wards, Richelieu, the founder of the Company, died. From that time it did little or nothing towards augmenting the colony. It merely sent out annually a few vessels, with merchandise, to carry on the peltry traffic.

Thus the country was not much indebted to the Company of Associates for supplying it with inhabitants.

The neglect of the Company in this respect was, in part, compensated for from other sources.

Every year the Jesuit missionaries in Canada used to send reports to the Superiors of their order in France. These reports, known by the title of "the Relations of the Jesuits," sometimes contained information about the advantages of the country for settlement. The Associates allowed them to be printed and published in Paris, and in the country parishes. The consequence was that a good many people in different parts of France were led to emigrate. Persons of good family and fortune embarked for Canada, from time to time, bringing out with them, artisans, labourers, and dependents, to whom they engaged to assign lands on easy terms. To such persons the Company of Associates conceded tracts of land along the St. Lawrence, to which the name of *Seigneuries* was given.

Moreover, minor companies were formed, chiefly by pious and wealthy people—for the purpose of founding settlements. In 1641 and

1642, a society, called "The Company of Montreal" sent out upwards of 50 able bodied men, equally well fitted to cultivate the ground and to use warlike weapons. Their leader was a noble gentleman named *Maisonneuve*. By him and his companions the Island of Montreal was settled, and the city, called at first *Ville Marie*, was founded (May 18th 1642.) In the course of ten years this society brought out more than 200 colonists, including women and children.

At the time of the foundation of Ville Marie, or soon after, there were already about 20 seigneuries. The most of these had been granted to different persons near Quebec and there were others in the vicinity of Three Rivers, and of the newly settled Island of Montreal.

Before this period, several religious establishments had been founded at or near Quebec. In 1637, one, named "St. Joseph de Sillery," after its founder, was begun at a spot about four miles above the city. In 1639, the "Ursuline Convent," and "Hotel-Dieu Hospital" of Quebec, were established. For the work connected with the religious establishments, as well as for clearing land on the seigneuries, and building houses for the seigneurs, there was need of artisans, labourers and cultivators. These were brought from time to time by those who required their services.

To show further that the religious orders contributed to the increase of the colony, it is only necessary to mention that the *Sulpicians*, who had acquired the island of Montreal 1644 } afterwards imported no less than 500 inhabitants within the space of five years.

Some time between 1650 and 1660, a peculiar mode of supplying the colony with work people was introduced. It was a system which continued in use for a long time.

Every ship's captain bound for America, was required to carry out a certain number of young men, called *engagés*, who were obliged to work for employers in the colony during three years, at fixed wages, with food and lodging. The captains parted with the young men to those requiring them, receiving a certain sum of money in each case to cover the expense of the passage from France. On the expiration of the three years' service, the *engagés* were free to become settlers on the land or to enter into other occupations.

To furnish wives for the colonists, young women of good character were brought out under the auspices of religious persons of their own sex. They were at first selected from among orphan girls, brought up at the general hospital in Paris at the cost of the King, and called the *king's daughters*. Afterwards, in order to procure persons of strong constitutions, and better fitted to perform the various kinds of work likely to be required in the colonies, the selection of the female emi-

grants, of this class, was made among the inhabitants of the country parishes.

By the various means which have been mentioned, the colony became gradually more and more settled, in spite of the neglect of the Company of Associates and other serious hindrances. Before the year 1663, when the Company was suppressed, the population numbered from 2000 to 2500 souls.

After this date, the increase was more rapid.

Those of our readers, who may feel interested enough in the narrative of the trials and struggles of the early French Colonists on the banks of the St. Lawrence to consult the sources of information which have been already referred to, will be enabled more fully to appreciate the causes which prevented progress equivalent to that which was attained, during the same period, by the colonies which other European nations planted on the North American continent. The Dutch first established themselves in the Valley of the Hudson, their settlements, however, falling afterwards into the possession of the English, who also colonized the parts now known by the names of Carolina, Virginia, Massachusetts, New Hampshire, and Maine, as well as other territories constituting at present, portions of the United States.

The Dutch and the English began to form their colonies about the same time as the French did theirs in Canada and Acadia (Nova Scotia).

But the English colonized from motives different from those of the French, and their systems were also different, of which it is enough to say here that trade, agriculture, ship-building, and commerce, and the desire to live in freedom from troubles in the country of their birth, induced many thousands to emigrate from England. When they became colonists, they felt no concern about the welfare or the religious belief of the savages.

The French came out to Canada in much smaller numbers, and depended, more, for support, upon supplies from France. They also devoted a great deal of attention and pains, as well as expense, to religious objects, and the conversion of the Indians. Of the three principal European nations that formed permanent colonies in America, it has been said, that "the Spanish came to hunt for gold and precious stones, the English to have freedom and to grow rich by trade and commerce, the French to promote religion."

Towards the end of the 17th century the English Colonies had become, comparatively, so prosperous and powerful that they were able to equip and despatch fleets and armies, comprising sailors and armed men more numerous than the total population of Canada.

Among the causes which retarded the advancement of the Canadian Colony the chief was the hostility of their savage adversaries. Champlain had engaged unhesitatingly as some have alleged, to support the Canadian Indians, including the Montagnais, Algonquins and Hurons, against their hereditary enemies the Iroquois, on the condition that the former would remain good neighbours to the French and render the assistance required for the exploration of the country. Although victorious at first, both the French and their Indian allies found afterwards that their enemies were too strong for them. The English and Dutch Settlers also favoured the Iroquois. The result was, that, during upwards of half

a century after Champlain's arrival, a war of extermination was waged by the contending savages. The French themselves became especial objects of enmity to the Iroquois, and unable to cope with them in the forest or along the banks of the rivers, could scarcely maintain a precarious existence within their own enclosures. Appeals to the Court of France, and to the Company of 100 Associates for aid were generally unheeded, or very inadequately responded to. The Hurons, the most numerous of the savage tribes in alliance with the French, were reduced to a few thousands who abandoned their settlements near the shores of the Georgian Bay, some taking refuge as captives, with their adversaries, and others scattering themselves among the smaller tribes whose hunting grounds were situated farther north and west in the lake regions, while a remnant fled eastward and down the St. Lawrence to Quebec. The extinction of the Hurons as a nation occurred in 1649. During the subsequent years, until 1665, the Iroquois prosecuted their incursions so fiercely and successfully that the French Colony was reduced to the brink of ruin, and would certainly have succumbed entirely had their enemies concentrated all their warriors, as they threatened to do, in one grand attack upon the French posts. But at length the Court of France came to the rescue of its almost expiring colony, abolished 1663 the Company of Associates, and established in its place a Royal government.

The new constitution embraced the appointment of a Sovereign Council, consisting of a Governor charged with the military defence of the country and to represent the King, a Royal Intendant to superintend all matters relating to justice, finance, and commerce, and a Bishop, or chief ecclesiastic, to regulate all spiritual affairs, together with a few councillors to be nominated from time to time, by the three principal officials jointly. The deliverance of the Colony from its savage assailants and its future Government and permanence were secured by the 1665 arrival of a body of disciplined troops, styled the "Carignan Regiment" and amounting to about 1500 officers and men. Soon afterwards an expedition was planned and executed by the Vice-Roy, De Tracy, who marched by the route of the Richelieu and Lakes Champlain and George into the Cantons of the Iroquois, situated to the south of Lake Ontario, and there inflicted summary chastisement upon those barbarians in retaliation for the sufferings which the French Colonists and their allies had so long been made to endure. Forts were built upon chosen sites along the banks of the Richelieu and at several other places on the St. Lawrence, with a view to prevent future incursions. The effects of De Tracy's invasion of the Iroquois Cantons were such as to enforce upon the Iroquois the observance of peaceful, if not friendly, relations towards the French during the ensuing 18 years.

The Sovereign Council, established in 1663, continued to govern the Colony about a century, that is, until the time of the downfall of French power in America. We must again refer our readers to the sources already indicated for the details of French Canadian History subsequent to the epoch when the Royal Government was founded, and of which we can present here only a brief general outline.

The constitution of the Sovereign Council proved to be very defective, and was designatedly suffered to remain so, in consequence, it

has been alleged, of the despotic instincts of Louis XIV, who considered it impolitic to define precisely the relative powers and privileges of those to whom he delegated authority in the colonies. He would not tolerate the slightest appearance of encroachment upon his royal prerogative for the sake of ensuring successful government by his representatives, or the happiness and welfare of the governed; and no incident gave his majesty greater offence than for any of his officers to appeal in any case, directly or indirectly, to the popular will. Excepting the tithes for the support of the Church, which at first amounted to one-thirteenth, afterwards to one-twenty-sixth, of all the returns of industry from products of the soil, the forests and the waters, no taxes could be imposed by the colonial officials. But the people themselves counted for nothing. In the time of war the males could be called upon to serve as militia without receiving pay for their services; in preparation for war, and the construction of roads and of public works, it was in like manner compulsory for them to contribute their labour gratuitously, receiving only rations for their sustenance and the loan of such implements for working as they might not happen to possess. The Governor, in the King's name, could at any time cause bodies of men to assemble wherever he chose to indicate for the purpose of rendering services of the kinds which have been mentioned. The penalties imposed for disobedience were extremely severe, but we have no records of their infliction, except, perhaps, when cases of desertion from the military service occurred. Where none dared to disobey, loyalty to the King in the person of his representative, and a general docility of disposition, became necessarily the characteristics of the early Canadian Colonists. Soon after the appointment of the Sovereign Council the defects in its constitution manifested themselves. The three principal functionaries did not know the limits of their respective authority and privileges. Each claimed more than the others were willing to concede. The Bishop (†) found himself powerless to check the liquor-traffic, by which the ministrations of the Church were seriously impeded, both among the French Colonists and the Indian converts, the Royal Intendant objecting that its stoppage would injuriously affect the fur trade and commerce generally, and the Governor, from other motives, refusing concurrence in the views of the ecclesiastics. Questions concerning precedence also arose which occasioned infinite embarrassment and frequent collision of authority. Each successive Governor assumed more or less an attitude of opposition towards those over whom he claimed, from his title and office, to be ruler, while according to the terms of their respective appointments, he was held by the other principal members of the Sovereign Council to be only their colleague. Even the right to preside at meetings of the Council was for some time a matter of dispute between the Governor and Royal Intendants. (1)

(†) A Bishop, M. de Laval, had come to Canada several years before the Royal Government was established. He figures conspicuously in the annals of Canada for more than 40 years. He founded the Quebec Seminary, subsequently constituted "The Laval University." His death occurred at Quebec in the year 1708.

(1) It was not possible to prevent these discussions from becoming generally known by the people, who, among themselves, took sides in the disputes—and so the chief functionaries seem to have cared to conceal them.

It was justly suggested by some that the members of the Council ought to sit at a circular table and thus save appearances as to the presidency.

M. de Mesy, and subsequently Count Frontenac, incurred the displeasure of the King for too obstinately insisting upon their gubernatorial privileges in opposition to the Bishop and Royal Intendants; while Laval, who had influential friends at head quarters succeeded in procuring the recall of several governors who proved obnoxious to him.

In later times, under the French Regime, dissensions between the chief colonial authorities, amongst whom we may reckon the generals sent out to command the king's troops, assisted materially to precipitate the ruin of the cause of France on the American Continent.

The government of the Colony by a Supreme Council continued during 97 years—that is until the year 1760.

At the date of its establishments, in 1663, there were only, it is believed, about 3000 inhabitants of French origin. One hundred years later, when the British military authority had entirely superseded that of the Supreme Council, and when by Treaty, Canada became a dependency of the Crown of Great Britain, the population numbered about 76,000. Of this number at least, eight-ninths constituted the natural increase, as the immigrants from France during the whole period, scarcely exceeded 8000. Several credible writers inform us, that, as respects origin and various good qualities, the character of the early French Canadians and of their immediate descendants, was every thing that could be desired for the foundation of a colony. Le Clerc says "I was told of the fine characters I should find in New-France, and that no Province of the Kingdom had an equal proportion of persons gifted with penetration, politeness, regard for appearances, courage, intrepidity, and genius for great enterprises, and that I should recognize there even a more polished language, an enunciation more clear and correct, and a pronunciation without bad accent; but when I came to live there, I saw that I had not been imposed upon, and that New-France was, in those respects, more fortunate than new settlements in other parts of the world." Another writer, Charlevoix the historian, records, "One should do New-France the justice to state that the origin of nearly all the families was good. The first inhabitants were either work-people who had always been engaged in useful occupations, or persons of good family who went out with the view of living in tranquility, and the more surely to preserve their religion; and I have less fear of contradiction as I have lived with some of these early colonists, all people more respectable on account of their probity, candour, and solid piety, than by their white hairs and the memory of services long since rendered to the Colony. A healthy though rigorous climate, frugal modes of life, protracted and dangerous marches in war time, hard work on the lands, to which combined all the feebler constitutions succumbed, leaving, as the real founders of the race, only the robust, the acclimated, and the long-lived, are the intelligible causes of the excellence of the ancient Canadians with respect to courage and physical qualities." "It is astonishing" says an authority cited in the History of the Ursulines of Quebec, "to see the number of infants, very fine and well formed. A poor man will have eight or more children, who go about in winter without covering for the feet or head, living upon coarse bread and eels, and upon such fare growing up large and fat. The

French of Canada are well-formed, active, vigorous, healthy and capable of great endurance, as well as warlike. Owners and Captains of Ship will pay one-fourth more to French Canadians than to labourers of Old France.... the nature of their warfare with the savages necessarily accustoms them to face any dangers, and to look upon death in battle as a boon far preferable to capture alive; they fight with desperation and with supreme indifference to life."

Such was the character of the early French Canadian Colonists the ancestors of the several millions of people of French origin now constituting a moiety of the inhabitants of British North America, and dispersed in various directions among those of other nationalities in the northern and western divisions of the United States.

During the existence of the Supreme Council there were 12 successive French Governors, of whom it may be said that nearly all were men of the highest qualifications, and remarkable for virtue, wisdom, and heroism. In speaking of them on one occasion, the late lamented D'Arcy McGee asserted "No Province of any ancient or modern power not even Gaul when it was a Province of Rome—has had nobler imperial names interwoven with its local events. Under the French kings, Canada was the theatre of action for a whole series of men of first-rate reputation—men eminent for their energy, their fortitude, their courage, and their accomplishments, and for all that constitutes and adorns civil and military reputation." When a Governor was appointed it was generally understood that his term of office would expire in three or four years, unless he should be re-appointed or removed by death. But several of them ruled during longer periods; as Count Frontenac from 1672 to 1682, and again from 1689 to 1693, when he died; the Marquis de Vaudreuil, 1703 to 1725; the Marquis de Beauharnois, from 1724 to 1747. The most distinguished of all the ancient Governors was undoubtedly Count Frontenac. He excelled in ability to over-awe and conciliate the Indians, and was equally successful in protecting the colony from their incursions and in repelling the English colonists, who sent expeditions into Canada with a view to its subjugation in the year 1690.

Frontenac also encouraged the prosecution of discovery in the west, and it was in his time that *Louis Joliet*, an enterprising merchant of Quebec, and a missionary named *Marquette*, discovered the Mississippi and explored it as far as its confluence with the Arkansas—a discovery which the celebrated *La Salle* completed by navigating the great river down to its entrance into the gulf of Mexico. In conjunction with *De Callière*, then his subordinate, and commandant at Montreal, afterwards his successor as Governor of Canada, Frontenac planned and executed several successful incursions into the territories of the English Colonists, and recommended for adoption by the Court of France a scheme for the conquest of New England and its annexation to New-France. The atrocities perpetrated by Frontenac's bands of raiders at Schenectady and other English settlements, together with the knowledge of his representations concerning the practicability of effecting the subjugation of the British colonies in North America, excited a determination, on the part of

the English, to conquer Canada from France, and must be regarded as influential causes of the important events which transpired upwards of half a century later. The details of the narrative of count Frontenac's administration—his successful invasion of the Iroquois Cantons, his tact in conciliating the Indian chiefs and his resolution in coercing their tribes into submission to French authority and peace among themselves, his energetic proceedings by which he saved the Colony from ruin at one of the most critical periods of its history, repelling the attacks of vastly superior numbers by land and sea, and his contentions with the Bishop and the Royal Intendant, his colleagues in the Supreme Council—are of an extremely interesting and romantic nature. But we must here pass them by, without further mention, referring our readers as before, to other sources of information.

Of the episcopal members of the council by far the most noted was *Bishop Laval*, who came to Canada in the year 1659, and who occupied a conspicuous position in the colony until his decease in 1708. Although naturally of a haughty disposition, he was a hard-working and exemplary prelate, sagacious, benevolent, and, in many respects, as to his views, much in advance of the age in which he lived. He was, substantially, the founder of most of the existing local ecclesiastical arrangements, as respects the inhabitants of French origin within the bounds of the Dominion.

The earliest ministers of religion in New-France were of the order of *Recollets*, at whose solicitation, supported by the representations of the first governor, Champlain, Jesuit missionaries came out, about the year 1625, to take part in the work of converting the savages and of supplying the spiritual wants of the colonists.

During the existence of the Supreme Council there were, in all, 12 Governors, the same number of Royal Intendants, and 6 successive Bishops, of whom the last, M. de Pontbriand, was appointed in 1741 and died in 1760, after Canada had fallen into the hands of the British.

In the course of the same period of time, France was ruled by only two kings, viz: Louis XIV and his successor Louis XV; sat on the throne of England six sovereigns sat in succession, Charles II, James II, William III, Anne, George I, and George II.

Of the Royal Intendants, by far the most noted was Jean Talon, appointed in 1665. Supported at head quarters by an enterprising and sagacious French Minister, *Colbert*, Talon introduced a judicious system of colonizing the country. Although in those days manufactures were for the most part prohibited in the Colony in deference to the commercial interests of the mother-country, and while all intercourse, for the purpose of trade, with the British and Dutch colonies was strictly interdicted to the inhabitants of New-France, both French and Indian, yet Talon contrived to infuse a spirit of self-reliance and to encourage among the people the production of various articles of domestic industry. In one of his letters he boastfully remarks that "His peasants of New-France could clothe themselves from head to foot in apparel of their own making." He interested himself in all details relating to agriculture and mining explorations. Under his auspices salt and potash were made for export to France, masts and timber procured from the forest, flax and hemp, as well as the coarser grains, and

fish, exported in French Canadian ships to the mother country and to the Antilles. He was the chief originator of the colonial system of management of affairs political, civil, and commercial, which prevailed down to the time when the country was captured by the British. In spite of discouragement on the part of his superiors in France he succeeded in directing the attention of the people to the manufacture of iron, especially near the mouths of the river St. Maurice, although many years elapsed before his judicious counsels were fully carried out. He projected and executed improved plans for dividing the country into Fiefs or Seignories, and for securing to the inhabitants easy and inexpensive access to justice in all civil cases. To him chiefly was the colony indebted for the arrangements which secured a succession of Military Seignories—The Portneufs, Beaucours, Sorels, Chambly, LeMoines, and others, whose names are noted in the annals of the early struggles of the French Canadian race. He was, besides, well versed in philosophy and learning, loyal and honest. Had his successors been equally gifted and capable, as well as honorable in the management of affairs confided to them as Intendants, it may be conjectured that the Colony would have been enabled to hold its own against all the efforts of Great Britain and her American Colonists when these undertook, three quarters of a century later, its final subjugation.

The last of the Royal Intendants—M. Bigot, was as much noted for his bad qualities, and for dishonest management of the affairs entrusted to his control, as Talon had been for his virtues and for his disinterested devotion to the service of his King and country. He, as well as a few associates, whom he took into his counsels, contrived to amass large fortunes by plundering the inhabitants in the King's name, by monopolising the commerce of the country for their own private benefit, and by misappropriating the equipments, provisions, and money, intended for the use of the regular troops and militia serving in the field, and at various fortified posts in Canada.

The people and the troops starved, while these nefarious officials lived in ostentatious luxury, growing richer every day. It would be impossible to include in this sketch the particulars of the gigantic frauds perpetrated by Bigot and his accomplices. It is enough to state that they contributed in no small degree to the ruin of the French cause in America.

Towards the middle of the 18th century the English Colonists, occupying territories lying to the east of the Alleghenies, and the French, inhabiting Acadia (Nova Scotia) and the banks of the St. Lawrence, were animated by a spirit of intensely bitter hostility against each other. While the mother countries were nominally at peace, their respective colonists in America took up arms in order to settle their disputes concerning boundaries and other causes of dissension. In 1754 the first conflict between them occurred on the banks of the Monongahela, a tributary of the river Ohio, and, in the following year, when the colonists on both sides were reinforced by regular troops from Europe, the British general Braddock was disastrously defeated by the French and their savage allies. In Acadia, ceded by treaty to Great Britain in 1713, the French inhabitants continued to be so refractory and disloyal, that it became a question with the English authorities whether or not they should aban-

don that fine Province, and allow it to fall again under the dominion of France. The decision was to retain possession, and to secure its future subjection by transporting its people and dispersing them amongst the principal British Colonies. Accordingly, between three and four thousand Acadians were forcibly removed into exile. Others took refuge with the Indian tribes or made their escape into Canada, Massachusetts, New-York, Pennsylvania, Maryland and Georgia, received most of the victims of the calamitous proceedings to which reference is now made. For the full particulars of the *deportation* of the Acadians the reader must have recourse to other sources of information; we have here only space to add that the pages of history can furnish but very few examples, either of a dilemma so perplexing to public authorities, or of a course of action taken, so heart-rending in its operation and results.

After these events the *Seven-Years War* broke out in Europe. England and France augmented their respective forces in America. The frontiers of New-England and of Canada became scenes of warfare and bloodshed. The superior maritime power of Great Britain enabled the English to intercept most of the reinforcements that the French court considered it worth while to send to the aid of the struggling French Colony. Louisbourg, the principal stronghold of France on the American coast, was captured by the British in 1758, while in this and the following year successful expeditions were planned against Fort Duquesne (Pittsburg), Fort Niagara, Frontenac (Kingston) Ticonderoga, Niagara, and Quebec.

To accomplish the capture of Quebec Major General Wolfe was dispatched in 1759, with an army of 8000 chosen troops and a fleet of 50 ships. The best and most minute narratives of details of this expedition, are to be found in the journals of Major Makellar, the Engineer in chief, and of Capt. Knox, and to these we refer our readers. The crowning event of the campaign was the Battle of the Plains of Abraham fought on Sept. 13th 1759. Both General Wolfe and the French general Montcalm were killed in this action, which was followed, in a few days, by the surrender of the capital of New France to the victorious British forces.

As affecting the destinies of the Canadian people in after times, one of the articles of capitulation agreed to, when Quebec was surrendered, is worthy of particular notice. By this article the inhabitants, being all of the Roman Catholic faith, were guaranteed the free exercise of their religion—a stipulation which was repeated in the following year, when Montreal and all Canada capitulated, and which was subsequently reiterated and confirmed in the Treaty of 1763.

The French, under General Lévis, made a vigorous attempt to recover possession of Quebec early in the Spring of 1760. The English had suffered much from disease during the winter, and their numbers were reduced to about 3000 men fit for duty, while De Lévis' army was, numerically, much stronger. General Murray, on the morning of April 28th, led out his garrison towards Ste. Foye, to the west of the city, when a severe conflict ensued, which resulted in his defeat and hasty retreat within the walls. Quebec would have been retaken by the French had they at once followed up their victory; and, eventually, after a siege of about 3 weeks the place was

saved only by the timely arrival of a British fleet. In the mean time, General Amherst, after ordering reinforcements to be forwarded from Halifax to succour Murray's troops at Quebec, made arrangements for conducting an army of upwards of 17000 men into Canada, in two divisions, by two distinct routes. The first division, under Amherst in person, passed round by Lake Ontario into the St. Lawrence and descended to Lachine, at the west end of the Island of Montreal. The other division, commanded by Col Haviland moved from Lake Champlain, and, following the route of the river Richelieu, as far as Chambly, crossed thence to Longueuil, and finally established itself on the south side of the Island. General Murray had been directed to move up the river St. Lawrence from Quebec so as to join Amherst and Haviland in the final attack upon the French who had retired to Montreal, now their only place of refuge in New France. The three British divisions of troops arrived in the environs of Montreal on the same day and were at once so disposed as to blockade the place, prior to a combined assault. Further resistance, however, on the part of the French, was impossible, and, De Vaudreuil, —the last of the Governors under the French Regime—capitulated, on the best terms that could be procured from the British commander in chief. The capitulation, which included the surrender of Montreal and all Canada, together with that of all the French troops and garrisons of military posts wherever situated, took place on Sept. 9th 1760. But the final disposal of the Province was deferred until the close of the war in Europe, about 2 years later. Canada and all its dependencies were then ceded by Treaty, Feb. 10th 1763, and the future possession of the country guaranteed to Great Britain, with the exception of two small islands lying to the south of Newfoundland. Thus Canada became a British Province.

We shall now present a brief and summary notice of Canadian affairs under British Rule.

At the time of the cession—that is in 1763—the whole region was a wilderness occupied by about 70,000 people of French descent, of whom more than nine-tenths were established in isolated settlements extending from the Island of Montreal and along the Banks of the St. Lawrence, and its chief tributaries, down to Quebec, and some little distance below the ancient capital. All the inhabitants were Roman Catholics, but, at the principal towns, trading-stations, and military outposts, there soon appeared persons of British and American descent, and professing the Protestant faith, who had followed in the wake of the invading armies, and who desired to remain for the purpose of carrying on trade in the various articles of commerce likely to find a market in the conquered regions.

During the interval from the capitulation of Montreal in 1760 to the conclusion of peace between the two mother countries in 1763, Canada was held in occupation by British troops in Divisions under General Gage and Colonel Burton, respectively, were stationed at Montreal and Three Rivers. General Murray, with his head quarters at Quebec, was the chief officer over the Colony. The affairs of the country were regulated by Councils composed of military officers, whose meetings were held at the three principal towns which have been named.

This was the *Military Government*, to which for a season, the inhabitants were subjected, until their future lot should be decided by the conditions of peace that might be agreed upon in Europe.

In October 1764, an important proclamation was issued in the name of the King of England inviting the King's British and American subjects to profit by the great increase of territory which the treaty of peace there opened to merchants and settlers; officers and soldiers were offered free grants of land, and the king's new subjects were informed, that, "as soon as the state of the new country admitted of it the governors thereof would call general assemblies, until which time all persons resorting thither might confide in his majesty's protection for enjoying the benefit of the Laws of England."*

This proclamation, in whatever sense the King's advisers may have intended its terms to be understood, occasioned discord and apprehensions in the Colony. Upwards of 400 persons, Protestants and of British origin, had become residents, claiming or expecting that the affairs of the country would be conducted in the same way as if Canada were a district in the midst of England. They expected that English forms, as well as the English language, would alone be employed in the courts of law. Moreover, as in England, they claimed that the magistrates and public officers should consist exclusively of persons professing the Protestant faith.

On the other hand, the Colonists of French origin became alarmed at the thought of having to conform to legal usages unknown to themselves or their forefathers; and they dreaded the hardship of having questions concerning their property, rights of inheritance, and many other affairs, dealt with in a language to them unknown. Some also feared lest, like the Acadians, they might have their property confiscated and be themselves removed from their native country.

In November, 1763, the military form of government, was, as much as possible, brought to an end, by the appointment of General James Murray to the office of Governor General. The territory formerly claimed by the French Governors was now reduced to a tract more or less inhabited along the borders of the great river, extending eastward no farther than the river St. John which empties itself into the Gulf of St. Lawrence, and westward to the river Ottawa. This territory, which includes the three ancient districts of Montreal, Three-Rivers and Quebec, was henceforward styled the *Province of Quebec*.

The new governor was instructed, as far as practicable, to introduce the laws of England. He was further directed to require from the inhabitants a compliance with the three following conditions, under the penalty of having to leave the country, namely: *To take the oath of allegiance, to make a declaration of abjuration, and to give up all arms in their possession.*

It was found impossible to procure compliance with all these requirements. The

* The character ascribed to these early British and American settlers was on the whole very bad. General Murray, in his first official report after the conquest, speaks of them in terms of contempt and disgust. The French Priesthood, who faithfully adhered to the unfortunate inhabitants, although most of these Seigneurs and merchants had left the country forever, spoke of the new-comers as a "mélange de gens" whose presence was "noxious to morals and the general welfare."

Nevertheless there were some respectable mercantile persons among the earliest British settlers, as we learn from the records of the "Grey-Beard Society" of which all the members were men who were in the country in 1760.

of abjuration could not be taken by the Roman Catholic inhabitants without going against what was held to be a fundamental principle of their religion. The condition respecting arms was also extremely distasteful to the French, but the oath of allegiance to their new lawful sovereign was taken without opposition. The Governor himself did not insist upon the full execution of the instructions he had received. He even complained of the unfitness of the class of persons from amongst whom he had to make the selection of magistrates and other public officers.

Thus, neither the King's *new subjects*, as those of French origin were styled, nor his *old subjects*, who had come in from the British Isles and the Anglo-American colonies, were satisfied with management of affairs or their future prospects. The Governor became unpopular amongst his own countrymen, who complained of him, and blamed him for favouring the interests of those who constituted the vast majority of the population. Discord and heart-burnings arose in the colony, owing to the opposite views held by the majority and minority.

After a season, however, instead of a complete introduction of English laws, and the setting aside of those under which the Colonists had been formerly ruled, a species of compromise was adopted. In criminal cases, trial by jury, and English legal forms, were established. In civil cases—those affecting property and inheritance—the ancient laws of the Colony were allowed to have force. But a considerable period, upwards of 14 years, elapsed before any definite constitution, or any really settled modes of administering the laws can be said to have been introduced. General Murray was regarded with much favour by the inhabitants of French origin, but he left the Colony in 1766, being recalled to report in person upon its affairs and to defend himself from charges brought against him and his government by the British and Protestant residents, whose number then slightly exceeded 500, while the total population was reckoned to be 76,000.

It was during General Murray's government that the conspiracy of Pontiac occurred.

In 1774, when Sir Guy Carleton, the successor of General Murray, was Governor of the Colony, the British Parliament passed the "Quebec Act," by which some of the principal grievances complained of by the French Canadians were removed, but the English inhabitants were dissatisfied with and even petitioned against it. In this proceeding they were joined by people of the other English colonies in America, who declared that the favour shewn towards the Roman Catholics by the "Quebec Act" was contrary to the law of England. Soon afterwards, however, all the English Colonies of America were involved in civil war and bloodshed.

In the meantime, notwithstanding the evils connected with the mode of government and the administration of the law, the inhabitants had, to a great extent, recovered from the deplorable condition in which the conclusion of hostilities, in 1760, had left them. Agriculture and commerce were making progress. The population had advanced to beyond 80,000. Food was abundant, so that wheat, fish, and other products, were exported. There were no taxes.

At the same time, long disuse of arms, and their state of inactivity, as compared with their condition during the last war, had doubtless affected their ancient warlike spirit. Many amongst them now claimed exemption from certain claims which the Seigneurs used, in former times, to make without question, especially in relation to personal services according to the feudal system.

In 1775, and 1776, Canada became the theatre of hostilities between the Anglo-American Colonies and the mother country. A considerable body of men under General Richard Montgomery advanced towards the River St. Lawrence and Montreal by the route of the Richelieu. Governor Carleton with difficulty escaped capture on his retreat from the last named place to Quebec. The Americans established themselves so as to control the navigation of the river, and the preservation of Quebec became the only visible means of preventing the Province from falling wholly into their hands. Montgomery proceeded to descend the St. Lawrence for the purpose of capturing the Capital. In the mean time, another American general, Benedict Arnold, had already commenced operations against Quebec, after having marched with 1,200 or 1,300 followers through the wilderness from the sea coast, by the route of the rivers Kennebec and Chandière.

We must again refer to other sources for the particulars of the siege of Quebec in 1775-76. On the last day of the year Montgomery made preparations for a night assault with 3,000 men in four divisions, of which two advanced from the Plains on the west of the city, while the other two were led by himself and General Arnold towards the Lower Town. But the undertaking failed. Arnold was wounded and disabled, and Montgomery, who conducted the principal attack was shot dead, and a number of his followers overpowered and killed or taken prisoners while attempting to pass a barrier which had been constructed across his line of march. An inscription, to be seen on an adjacent rock, commemorates the death of General Richard Montgomery during the night of December 31st 1775.

Early in the ensuing Spring the Americans retired, their movements being accelerated in consequence of the arrival of English ships of war bringing reinforcements for the garrison at Quebec. All the places which had been captured were abandoned by them, and finally they retreated from the country.

In course of their operations in Canada, the Americans had constantly endeavoured to entice the French Canadian population to join in their revolt. The Canadians, however, although there was some disaffection amongst them, declined to be guided by them. The more they saw of the Americans, the more the French inhabitants of Canada seemed to shrink from becoming their allies. The clergy also exerted themselves strenuously in exhorting their people to remain faithful to the British Government.

The military operations on the British side were chiefly carried on by officers and soldiers of the regular army, sent out from England. Nevertheless, as the war continued, and when the Canadians came to understand the nature and objects of the revolt, they became less reluctant to be embodied as militia for active service. They cheerfully acquiesced in the quartering of the soldiers in their habitations, during winter.

One of the consequences of the revolt of the Anglo-American colonies merits notice here, as it was the occasion for the introduction into Canada of a large number of settlers, who, as well as their descendants, have aided materially in raising the Province to the high position it has now attained in the world. When hostilities ceased in 1782, and a Treaty of Peace was agreed upon, in which the independence of the *Thirteen United States of America* was acknowledged by Great Britain, many persons removed with their families from the Anglo-American Colonies into Canada. They had refused to join in a revolt by which the dismemberment of the British Empire was intended, and had remained faithful subjects of it, fighting for its unity. In consequence they were, for the most part, discarded by their fellow colonists and their property confiscated. Upwards of 10,000 came to settle in Canada, chiefly in the region subsequently comprised in Upper-Canada, now Ontario. Both in promoting the early settlement of that region, and in the valorous defence of the Province against the Americans in the war which broke out in 1812, those immigrants from the revolted Colonies rendered invaluable services, and their descendants at this day are to be found flourishing in all the walks of life among the most respected citizens of the Dominion. They were known by the designation of the *United Empire Loyalists*.

The Iroquois tribes inhabiting the northern parts of the state of New-York were also generally favourable to the British in the American war of independence, especially the Mohawks, under the command of their celebrated chief Joseph Brant. This gallant warrior, at the close of the war, retired with his bands to the north of Lake Ontario, where lands were assigned to them, and where their descendants are still to be seen.

Sir Guy Carleton was three times appointed Governor, and for his services was made a peer of the realm under the title of Lord Dorchester. He finally left the country in the year 1796. He was a firm friend of the French-Canadians without losing the respect of the British portion of the community. It became his duty, while Governor, to inaugurate two new constitutions, namely that of 1774 created by "the Quebec Act," already mentioned, and that of 1791, by which representative institutions were conferred and the whole Province divided into two, with the designations of *Upper Canada* and *Lower Canada*, now the Provinces of *Ontario* and *Quebec*. The boundary between them was settled to be the river Ottawa as far down as Point Fortune, and thence a line descending to the river St. Lawrence to meet the parallel of 45° N. Lat.

The causes of dissension which have been already adverted to as subsisting from the first between the French-Canadians on the one hand and the inhabitants of British descent on the other, were far from being extinguished by the new constitutions granted in 1774 and 1791. They continued to exist, and to manifest themselves, in various ways, in all the details of intercourse among the inhabitants, down to the recent period, when, by the Imperial Act of 1867, the British American Provinces were united under one general government and designated the Dominion of Canada; but it is fervently hoped by all well-wishers as to the future of the confederated Provinces that the

same causes of dissension and weakness will no more appear.

The constitution of 1791 lasted half a century, for, in 1841, the Provinces of Upper and Lower Canada were re-united under one parliament, in which, irrespectively of the numbers of their populations, the two were equally represented in the two branches of the Legislature—the House of Assembly and the Legislative Council. But, during the fifty years prior to that union each Province had its own House of Assembly and Legislative Council. Upper Canada had then 16 members of Assembly, elected by the people, and 7 Legislative Councillors, nominated by the Crown, while the corresponding members of the two branches in the Lower Canadian Legislature were 50 and 15. The population of the two Provinces amounted to about 150,000 including upwards of 30,000 English-Speaking Protestants, the majority of the latter being resident in Upper Canada. The Legislatures held their first meetings in the fall of 1792. That for Upper Canada was held at Newark (Niagara) under the auspices of Lieutenant Governor Simcoe, and, for Lower Canada, at Quebec, where Lieutenant Governor Alured Clarke presided in the absence of the Governor-General, Lord Dorchester.

The seat of Government for Upper Canada was changed in 1799 from Niagara to Toronto, then called York.

The first 15 or 16 years' experience of the new constitution was rather encouraging as those concerned in working it out during that period exerted themselves in keeping out of sight the causes of discord. Through the accession of officers of the army and disbanded soldiers, as well as the influx of immigrants from the British Isles, the population increased rapidly, especially in Upper Canada, where it exceeded 80,000 in the year 1805. But, as has been already mentioned, the constitution of 1791 did not secure the extinction of former causes of dissension, while it introduced new elements of discord. In each Province, there was created an irresponsible body, which the Governor or Lieutenant-Governor was empowered to establish under the title of an *Executive Council*, and which, was in fact, constituted by the selection chiefly of members of the Legislative Council. Some were Judges and men receiving salaries as public officers. * In Lower Canada in addition to the fact that Legislative Councillors and paid public officials formed the great majority of the Executive Council, natives of the Province were very seldom admitted, nor, as respects religion, were the Roman Catholics represented although a seat was conferred on the chief Protestant Ecclesiastic while the members of his communion did not form one-twentieth part of the population. These circumstances, so opposite in principle to the policy of representative Government, which has since prevailed in Canada, gave much offence to the majority of the inhabitants and rendered harmony impossible. Former feelings of animosity were revived. The minority, being principally interested in commerce, aimed at throwing the burdens of taxation chiefly on Agriculture, the pursuit followed by the majority. Of the newspapers then in existence, the *Montreal*

* At a later date those who ruled or held public offices in Upper Canada became a distinct and powerful party, favouring those that did not belong to their order, and were nicknamed "The Family Comp."

Gazette, started in 1778, the *Quebec Mercury* and the *Canada en*, both of which first appeared in 1805, published highly exciting and offensive articles by which ill-feeling was roused and fostered, producing effects all the more injurious to the community at large because they were the work of very able writers. The contributors to the English papers indulged in expressions disparaging to the character and habits of the majority, and, in return, the Canadian treated of every thing of British origin scornfully, styling the English-speaking inhabitants strangers and intruders. This was confirmed an unhappy state of agitation and discord. Persons of British origin were carefully excluded from seats in the House of Assembly, while the Legislative and Executive Councils were, with equal care, made to consist almost entirely of English members. Unseemly debates often occurred in the Legislature of which the two branches came to be irreconcilably opposed to each other. Under the Government of Sir James Craig, appointed in 1807, the hostility of the Assembly towards the Legislature and Executive Councils, and towards the Governor himself, was displayed in the most conspicuous manner, and, although the Governor had recourse to his prerogative and dissolved the Parliament, yet the people continued to return by their votes either their former representatives or others more obnoxious. In short the two parties, which had begun to be openly opposed in 1805 and 1806, now, in 1810, kept no terms with each other, and the people of the Province were as much divided as if they occupied two hostile camps. On the one side, with the Governor, the Executive and Legislative Councils, were nearly all the English speaking inhabitants, the Protestants, and the Merchants. On the other, were the great majority of the people, the descendants of the ancient occupants of the country. *

Such was the state of feeling in the Province in the years 1810 and 1811, when the Governor, whose health was now broken, returned to England. He was succeeded by Sir George Prevost.

Sir George Prevost endeavoured, as far as possible, to allay the discord which he found reigning in the Province. By restoring to their commands those who had been dismissed from the militia, and by appointing to offices of trust those who had been opposed to the Government of his predecessor, he partially succeeded.

But soon, war being declared between England and the United States, the defence of the Province absorbed the attention of all.

From the foregoing reference to particulars connected with political dissensions in Canada the reader can form some opinion of the causes by which, substantially, the inhabitants of British and French descent, and differing in religious creed, were in many respects so long kept apart from each other prior to the establishment of the Dominion. There was no want of union, however, when the American war broke out in 1812, and all classes, in both

* Shortly after the dissolution of Parliament the office of the *Canadian* was briefly taken possession of by the Governor's orders. The printer was imprisoned, and all papers in the office seized and examined. Afterwards three members of the late Assembly, and also three other French Canadian gentlemen, were arrested and thrown into prison on charges of treason. They were kept a long time confined without any trial.

These proceedings, and general Craig's resolute mode of dealing with the parliaments, caused this period to be nicknamed "the reign of terror."

Provinces, setting aside, for the time, the remembrance of past discord, seemed to vie with each other in exhibiting a patriotic determination to defend their hearths and altars to the last extremity. The war continued until the latter part of the year 1814, and, although Canada was forced to bear the brunt of the contest by land with very little military aid from the mother country during the two previous years, yet the operations of the Americans were generally unsuccessful. The latter, in fact, became disgusted on account of the small results attained after five successive invasions. The stubborn resistance, unanimity, and loyalty, displayed by the inhabitants at large, and the frequent defeats they inflicted on the invaders, convinced the Americans that it was impossible for them to capture the country while their commerce at sea and their entire coast and maritime towns lay exposed to attack by the British Naval forces. Several of the United States, from the first, refused to take part in offensive operations against the colony, their people alleging that these were unjust and disgraceful proceedings against those whom one of their orators styled "*Harmless Canadian colonists*." Such were the views promulgated by Massachusetts, Connecticut, Rhode Island, and Maryland, each of which declined to furnish men for the invasion of Canada.

Our space does not admit of our entering into any details of the Military operations. It must suffice here to state that during the eventful struggle whole course of the conduct of the people of Upper and Lower Canada was such as to elicit the warmest praise of the Colonial and Imperial authorities. Considering all the circumstances it afforded one of the noblest examples for imitation to be found in history. There may have been a few seditious and discontented persons here and there, and some few desertions of soldiers may have occurred. But the prevailing spirit was manifested in unshrinking fidelity to the British flag and resolute determination to repel the invaders. Not a single instance of desertion from the Canadian militia occurred during the war.

A Treaty of Peace between Great Britain and the United States was signed at Ghent on December 24th 1814, and hostilities being thus ended the inhabitants of the Provinces again turned their attention to their internal affairs.

Unhappily, former dissensions, of which we have already indicated the principal sources, were immediately renewed, and, in addition, new causes of strife were introduced producing even a worse state of affairs than the previous warfare with external foes. Twenty three years of political agitation and turmoil led to rebellion and civil war in 1837 and 1838, in consequence of which the constitution of 1791 was cancelled and a new one established in 1841. Six successive Lieutenant-Governors-General and Administrators had ruled during the period just named. *

* UPPER CANADA.—Hon. Francis Gore, 1815. Hon. Sam. Smith, Adm., 1817 and 1820. Sir Perceival Maitland, 1818 and 1820. Sir J. Colborne, (Lord Seaton), 1828. Sir Francis D. H. Ad., 1836. Sir George Arthur, 1838.
LOWER CANADA.—Sir G. Dunnington, Adm., 1815. General John Wilson, Adm., 1816. Sir J. Cope-Sherbrooke, 1816. Duke of Richmond, 1818. Sir James Monk, President, 1819. Sir Perceival Maitland, 1820. Earl of Dalhousie, 1820 and 1825. Sir F. N. Horton, Lieut. Gov., 1824. Sir James Kemp, Administrator, 1828. Lord Aylmer, Administrator, 1830. Earl of Gosford, 1835. Sir J. Colborne, (Lord Seaton), 1838. Earl of Durham, 1838. C. Poulton Thompson, (Lord Sydenham), 1839.

These officials, men of distinction and ability, discharged their duties under instructions from the government in England. England was always desirous of promoting the real welfare of Canada. But the statesmen there, so far off from the colonies, and much taken up with European affairs, were not always equally fortunate, either in the selection of those whom they sent out to govern, or in discerning what measures were best for the Provinces.

But, no amount of tact and ability could have enabled the Governors in those troublous times to conciliate those with whom they had to deal, and to secure harmonious action between the two other branches of the Legislature. The House of Assembly would elect Speakers known to be personally obnoxious to the Governors, and when these signified their non-concurrence in the choice, the former would persist in re-electing the same individuals in defiance of established precedent and the undoubted prerogative of the Sovereign power. When governors declined to accede to the wishes of the majorities in the assemblies these would have recourse, by petition, to the direct intervention of the Royal authority, soliciting an enforced compliance and usually the recall of the obnoxious rulers. From the time of Governor Sir James Craig down to the Union in 1841, the constitutional process of dissolving the Legislature was frequently resorted to when the Houses of Assembly were refractory, but generally the same representatives were returned by the votes of electors, or others even more obnoxious. Bills passed deliberately, and after long discussion, by the lower Houses would be instantly rejected by the Legislative Councils, to the number of even 20 and 30 in the course of a single session. The majority of the people, without very clearly comprehending the objects of political contention, or the principles involved, blindly supported their factious representatives, and on their own account petitioned the king—as in Lower Canada, in 1828, when 87,000 persons petitioned George III for the removal of Governor Lord Dalhousie and the redress of various alleged grievances, and, in Upper Canada, in 1830, when 24,000 signatures accompanied a memorial to William IV, praying that Sir John Colborne might be removed, and that the Legislative Councils might be made elective.

Apart from the antagonistic sentiments founded on differences of race and creed, the faulty composition of the Legislative and Executive Councils was a substantial cause of the proceedings adverted to above. In fact, the opponents of Government felt that they had a strong case, and right on their side, when they could allege that in the Legislative Councils of the two Provinces, consisting of 23 and 17 members, respectively, no less than 12 and 10 respectively were paid public officers, of whom the majority held seats also in the Executive Councils. By this time the populations of the Provinces were 300,000 and 500,000.

The Political excitement which prevailed could not but more or less injuriously affect social progress and relations. But, towards 1834, the state of political affairs reached a climax. The House of Assembly at Quebec spent most of its time during the session in discussing all kinds of grievances, real and imaginary, although there was evidence, that, in the past year or two, the people at large

had become rather indifferent to the harangues of politicians, and to what occurred within the walls of the Legislature. Nevertheless the House of Assembly in that year appointed a Committee to frame a series of Resolutions, specifying grievances, and declaring that the public mind in Canada was disturbed to an alarming degree. On these Resolutions, 92 in number, addresses to the king were prepared, and handed to the Governor, Lord Aylmer, to be by him transmitted to His Majesty. Lord Aylmer denied the existence of the facts alleged in the Resolutions. In his speech, when he dissolved the House he declared that:

"Whatever may have been the prevailing sentiments within the circle of the Assembly when the 92 resolutions were passed, the whole people outside of that circle were at that very time in the enjoyment of the most profound tranquility."

Such was the state of affairs in the Lower Province when Lord Gosford, as Governor-in-Chief, and two other gentlemen, were sent out from England, as a Commission, to examine into and to report upon its affairs.

It would be tedious to relate the details of the proceedings of the Commission, or of the offers, and other measures by which Earl Gosford endeavoured to conciliate those who opposed the governing authorities. The Commission reported at great length. The Commissioners, Sir Charles Grey and Sir George Gipps, returned to England, Earl Gosford remaining behind at his post.

In the English House of Commons, the report of the Commissioners and the state of Canada were discussed. Resolutions were passed which virtually *suspended* the Canadian constitution of 1791.

When the news reached Canada, in the middle of April 1837, the opponents of the government determined to observe no longer their duties as loyal subjects. Under the leadership of Papineau and Dr. Wolfred Nelson, *indignation* meetings were held, Great Britain denounced, and measures openly proposed for establishing a republic by force.

The agitators, or, as they now began to style themselves, *patriots*, created a sort of frenzy by the speeches they made. Soon, outrages were committed, and the Province was plunged into civil warfare.

The insurrections which took place in Upper and Lower Canada in 1837, and which were partially renewed in 1838 with the aid of American sympathisers, never had the slightest chance of success.

We do not propose here to enter into the details of these lamentable affairs further than to say that the leaders of the revolt, for the most part, escaped into the neighbouring States, even before the short-lived risings at Toronto, and at several places in the Montreal district of Lower Canada, had been easily suppressed by the military—not however without loss of life and considerable destruction of property. A few of the misguided victims were tried and executed, and some were punished by transportation to Bermuda and New South Wales. Several of the principal leaders were, however, afterwards suffered to return to Canada, where, in happier times, they resumed their functions as good citizens, and lived to regain the esteem of most of those who had formerly been opposed to them. It is agreeable to turn from the contemplation of the troubles to which allusion has been made and to revert

to a few particulars of progress made prior to 1841, in spite of the effects of the American war, and the sad dissensions and political strife that led to be outbreaks in 1837 and 1838.

The population of the two Provinces, at the time of their re-union, amounted to upwards of 1,000,000. Of the four millions who emigrated from Great Britain to seek homes in other parts of the world, after the American war, about one-fourth came to British North America, a considerable number to remain in Canada, others to proceed to the United States. *

Again, instead of two or three hundred ships, manned by a couple of thousand seamen arriving each season at the harbour of Quebec in the beginning of the century, there were now about 1200 sea-going vessels with crews amounting to fifteen or sixteen thousand, and bringing merchandise and luxuries worth 9 to 10 millions of dollars. The exports, also, consisting of grain, fish, pearl-ash, timber, and other products of the Provinces, had increased proportionally. Before the year 1800, the revenues seldom exceeded 100,000 dollars. Ten years later, they were trebled; in 1833, they amounted to nearly \$1,000,000. From that time to the Union, they were decreased, but usually amounted to about \$500,000.

Next, great public improvements and works, canals, roads and light-houses, were constant objects of care to the Legislature, for political strife could not find much aliment in endeavours to obstruct attention to matters of such vital necessity. On an average a sum of nearly one quarter of a million of dollars was appropriated for those objects. †

With respect to religion, the members both of the Protestant and the Roman Catholic clergy increased greatly, although not in proportion to the wants of the people. In 1810 there were 140 Roman Catholic clergy—increased to 220 in about 20 years.

In 1793 a Protestant Bishop, the Rev. Jacob Mountain, had been appointed for Canada. He was welcomed, on his arrival, by the Roman Catholics as well as the Protestants, and the retired Catholic Bishop Briant received him very cordially, observing that he was very glad of his coming "to keep his people (the Protestants) in order." But there were only a few Protestant Ministers of religion for a long time afterwards. By the year 1825, the Episcopalian clergy in both Provinces numbered 60 and there was a much greater number of Ministers of other denominations, including Congregationalists, Methodists, Baptists and Presbyterians.

Education was still very backward down to the year 1841; of the 57,900 persons who

signed the petition in 1828, only 9,000—about one-tenth of the whole—could write their own names. As late as 1831, the members of grand juries selected from among the most prosperous inhabitants of the country parishes were nearly all unable to write, and trustees of schools were expressly allowed by law to affix their marks to school reports instead of written signatures. For further particulars concerning education, we must refer to our article on that subject. Amongst other indications of progress, the *Press* must not be passed over without mention. Just before the Union, there were upwards of 50 Newspapers published in British North America, of which 13 belonged to Nova Scotia, New Brunswick and Prince Edward's Island. But it must be admitted that the increase in the number of these periodicals had been due chiefly to constantly increasing bitterness in the disputes about public affairs. The oldest newspaper in Canada, the *Quebec Gazette*, first issued in 1764, still existed, and the *Canadien* which was suppressed by Sir James Craig, was re-established thirteen years later, in 1831. During no former period, prior to the Union of the two Provinces, had gloomy feelings and despondency prevailed to such an extent among all classes as between 1831 and 1835. In addition to the effects of unceasing and increasing political dissension and social discord, which led many to believe that the country might be precipitated into a state of anarchy and civil war at any moment, a calamitous scourge was introduced among the inhabitants. Upwards of 50,000 immigrants from the British Isles landed in Canada in 1832, bringing along with them the Asiatic Cholera. In the course of a few days after the arrival of the first infected ship, the disease spread from Quebec to Montreal, and through most of the towns and villages of Western Canada. How many died of it is not certainly known, but in some of the cities, especially in Quebec when there were 4,000 fatal cases, the rate of mortality greatly exceeded that of any other city in Europe or America that had been afflicted by Cholera,—London, Paris and New York included. Two thirds of the cases were those of residents, not emigrants or new-comers.

Again, in 1834, the Asiatic Cholera, made its second appearance in Canada with a degree of severity and an amount of mortality even greater than in 1832. But the presence of the awful pestilence did not prevent the prevailing political and social dissensions from being manifested with aggravated intensity. The opponents of the Government took advantage of the existence of the calamity on all possible occasions and resolutions were passed at public meetings held by them denouncing the connection with Great Britain. * In 1834 the destruction of a noted public edifice by fire contributed to the despondency prevailing among the citizens of Quebec. This was the ancient castle of St. Louis, of which Champlain, the founder of Quebec, had been the architect and first builder, and which had been, since his time, the head-quarters of all the French and British Governors of Canada.

We must here end our summary review of Canadian History antecedent to the Union of Upper and Lower Canada in 1841.

* At one meeting, on July 30th 1832, a resolution was passed to the effect that "England will always be held accountable for permitting an extensive emigration while her Clergy was raging."

It has been already stated at the time of the Union the total population was about 1,000,000—that of Upper Canada being estimated at 465,000, of Lower Canada at 625,000. As regarded origin and creed, there were about 480,000 of French descent and 610,000 descendants of British and other races, while the Roman Catholics and Protestants or those belonging to other denominations, numbered 585,000 and 405,000 respectively. It will be seen, on examining these estimates, that the framers of the plan of the Union had grounds for believing that the British and Protestant elements might in the course of a few years preponderate in the Legislature and Government of United Canada, since the population of Lower Canada increased at a slower rate than that of the other Province. The supporters of the plan of Union, though not openly professing that such was their ruling motive, were certainly influenced in their course by it; perhaps, also, conscientiously believing that under British representative institutions, fairly carried out, and with the majority of the whole people of British descent and belonging to the Protestant faith, the antagonistic elements in the body politic could be best moulded if not coerced into harmony for the future.

The idea of the Union was, of course, for the same reasons, naturally distasteful to the vast majority of Lower Canadians, and accordingly, they manifested their non-concurrence in every way possible. But Lower Canada had for the time lost its political existence in consequence of the suspension of the Constitution of 1791, so far as respected that Province, as has been already stated. The only kind of intermediate government between 1838 and 1841, which was permitted to subsist, was that of *Special Councils*, consisting of 22 persons nominated by the crown, one half of British the other of French extraction. The people themselves had no voice in the deliberations which preceded the granting of a new Constitution. It was vain therefore for Lower Canadians to allege that the united Union was unjust to their Province, that its main object was to annihilate French and Roman Catholic influence in the future Provincial Councils. Their interests and their destinies were lodged in the hands of a body of men not elected by, or responsible to, the people, and whom Lord Durham, and afterwards Lord Sydenham, found no great difficulty in persuading to accept the plan of the Union in their behalf. According to Lower Canadian sentiment there was a grave material objection to the Union. Upper Canada was in debt for the construction of Public works and other expenses, while the sister Province not only was free from encumbrance of that kind but had a considerable fund to its credit.

The Earl of Durham had been sent out in 1838 as Governor General and the Queen's High Commissioner to adjust the affairs of Canada. He acted a meritorious part towards the unfortunate victims and dupes who had taken an active share in the rebellion of 1837, and his proceedings as Governor were but coldly countenanced, and in some instances disapproved of, and censured, by the Ministry, though not by the Parliament of the Empire. In consequence he resigned, after a residence of six months in Canada. In his report as High Commissioner he furnished a lengthy description of the state and affairs of the Province and suggested the measures which he

* Of the whole number mentioned in the text it has been computed that three-fourths went direct from Great Britain to the United States in addition to those who arrived thither by the route of the British North American Provinces.

† Steam-Navigation on the River St. Lawrence was introduced in 1809, upwards of 20 years before any public money was appropriated towards promoting the object. To a noted mercantile house at Montreal—that of the *Molson*—the country is indebted for making this great improvement in the methods of communication between its principal cities. On Nov. 4th 1809 the first steam-boat, the *Arc-en-ciel*, arrived at Quebec after a voyage of 66 hours from Montreal, including stoppages at intermediate places. Ten years later, that is, in 1819, steam-boats were built at Prescott and on Lake Erie, voyages were accomplished between Lehigh and the Ottawa, and between Buffalo and Michillimackinac, and, soon afterwards, became common on the Canadian waters.

Many years subsequently, when steam-Navigation began to be the great object, and it is worthy of remark, that in regard to this last object, there was no practical result of any vast magnitude and long continued annual subsidies were contributed from the public chest, without which probably the repeated and painful dissensions that occurred would have put an end to this species of enterprise on that part of the Atlantic coast.

considered necessary for securing its future welfare—among the chief of which was an Union of the two Canadas under one Legislature and Government. Lord Durham, also, during his stay in the country, held conferences with the Lieutenant Governors of the Lower or Maritime Provinces, and concurrently with these the idea of a still larger union—that of all the British North American Provinces—was broached and discussed. Lord Durham's mission took place during the interval between the insurrections of 1837 and 1838. When he retired, Sir John Colborne became his successor, and the first object of attention for him and the Special Council was the pacification of the country. At that time Sir George Arthur ruled in Upper Canada, he having succeeded Sir Francis Head, the Lieutenant Governor in whose time the outbreak in that Province commenced.

The Imperial Government, having, about the middle of 1839, decided upon their course of action with respect to the "Canadian Question," appointed a man of great tact and ability to proceed to Canada as Sir John Colborne's successor, and to prepare the way for a new Constitution. A bill for the accomplishment of this was to be submitted to the British Parliament as soon as the concurrence of the governing bodies in Canada in the plan of an Union could be procured. Accordingly Mr. Poulett Thompson, afterwards Lord Sydenham arrived at Quebec in October 1839 and was immediately installed in office. He soon succeeded in obtaining the assent of the Special Council of Lower Canada and of the Legislative Assembly and Council of the Upper Province, and the requisite Act of Parliament was passed in London July 21st 1840—to take effect Feby. 10th 1841.

The principal features of the Union Act were the following: there was to be one Legislature in Canada, in place of two, framed after the model of the Legislature of Great Britain; an equal number [42] of elected representatives for each of the old Provinces in the House of Assembly of United Canada, and also a Legislative Council to consist of life-members, not less than 20 in number, and appointed by the crown: the representatives were to possess a property qualification and both languages, English and French, were to be made use of in all documents relating to legislative proceedings; a total sum of £75,000 was to be taken from the Provincial revenues, for a Civil List, in lieu of all land revenues, and others heretofore at the disposal of the Crown: certain subjects were specified as being beyond the control of the Provincial Legislature without the express sanction of the British Parliament, namely, the dues and rights of the Roman Catholic Church, the clergy for reserves, the support of the Protestant Religion, endowments and forms of worship of any denomination of Religion, and the reserved Crown Lands; the order of the charges on the revenue to be, expenses of collection and management, the public debt, payment of clergy of the churches of England and Scotland and of other Ministers of Religion according to former usages, and lastly the Civil List.

All money bills to be originated by the Governor and then to be first deliberated on by the House of Assembly. All the fundamental principles, such as Habeas Corpus, Trial by Jury, and administration of the laws in the

manner already established in the Province, remained unaltered by the Union Act.

Such was the substance of the fifth definite system of government adopted since Canada became a British Province in 1763. *

The constitution, of which the foregoing are the outlines continued in force 26 years, until it was superseded by the more comprehensive one which gave birth to the Dominion of Canada, on July 1st 1867. In the course of that period fourteen successive Governors-General and administrators acted as representatives of the Sovereign. † Numerous and most important measures were introduced into the Legislature, and carried into effect, and many useful changes and improvements made, from which the present generation of Canadians and their posterity are likely to derive an amount of prosperity unattainable in other lands.

In all the arts of self government, and in the acquisition and diffusion of knowledge of the principles usages and the practical benefits of the British Constitution, it proved to be a period of unexampled progress. From the condition of pure Colonial dependence the way was prepared for passing into a state of intelligent self-reliance, and for assuming, in due time, an honoured position among nations.

Of the measures and improvements referred to above the following may be cited as the most important, the passing of laws for the establishment of systems of Municipal government to enable the people to manage their own local affairs, also of systems of public education in both sections of the Province; the introduction of Responsible Government; regulation of the finances and currency, and of the tariff on imports; the completion of systems of canals for improving the navigation of the St. Lawrence, Railways and other pub-

* A unitary government until 1764 a mixed military and Civil Government from 1764 to 1774; from 1774 to 1791, the government by a Governor and Council; in 1791, a Legislature composed of Governor, Legislative Council, and Assembly of elected representatives by the people, besides an Executive Council. This last form of government continued from 1791 to 1841.

† GOVERNORS GENERAL OF CANADA since the passage of the Union Act of 1841.

NAMES.	FROM.	TO
LORD SYDENHAM, Governor General.....	10th Feb., 1841.	19th Sept., 1841.
Major General John Githersow, Deputy Governor.....	18th Sept., 1841.	19th Sept., 1841.
Sir H. D. Jackson, Administrator.....	24th Sept., 1841.	11th Jan., 1842.
Sir CHARLES BAGOT, Governor General.....	12th Jan., 1842.	29th March, 1843.
LORD MICALFE, Governor General.....	30th March, 1843.	25th Nov., 1845.
LORD GATHCART, Administrator.....	26th Nov., 1845.	23rd April, 1846.
do., Governor General.....	24th April, 1846.	29th Jan., 1847.
LORD ELGIN, Governor General.....	30th Jan., 1847.	18th Dec., 1854.
Major General W. Howland, Deputy Governor.....	29th May, 1849.	30th May, 1849.
Lieutenant General W. Rowan, Administrator during the absence of the Governor General.....	25th Aug., 1853.	10th June, 1854.
Sir A. W. Head, Governor General.....	19th Dec., 1854.	24th Oct., 1861.
Sir William Eyre, Administrator during the absence of the Governor General.....	21st June, 1857.	2nd Nov., 1857.
Lieutenant General Williams, Administrator during the absence of the Governor General.....	13th Oct., 1860.	22nd Feb., 1861.
LORD MONCK, Administrator.....	23rd Oct., 1861.	27th Nov., 1861.
do., Governor General.....	28th Nov., 1861.	
Lieutenant General Michel, Administrator during the absence of the Governor General.....	30th Sept., 1865.	12th Feb., 1866.
LORD MONCK, Governor of the Dominion.....	July 1 1867.	

lie works; assumption of control of postal communication internal and external and the establishment of regular mail service between Canada and Europe by Ocean steam-vessels; settlement of the clergy Reserves and Seigneurial Tenure Questions; the chartering of Universities and Colleges, the establishment and opening of Normal Schools in both sections of the Province; the better division of the country for Judicial and Municipal purposes; and legislation preliminary to the Confederation of all the British North American Provinces. The important matters embraced in the above summary were not settled, or reduced into forms which admitted of definite legislation without a vast amount of previous debate and occasional public excitement—more particularly the clergy Reserves. * The Seigneurial Tenure and Confederation—But it would be impossible here to furnish any adequate or intelligible narrative of the details involved. Frequently the ancient prejudices dependent on differences of origin and creed manifested themselves; but happily the whole period passed away without the recurrence of former scenes of turmoil and bloodshed.

The Legislative Council came to be elective and the number of its members to be increased in 1856 when a modification of the Constitution respecting that body was adopted with the assent of the British Parliament.

For this purpose the whole Province was divided into 48 electoral districts. Of the 48 elected members, 12 were to go out of office, and new elections for as many to be held, at the end of every two years, so that every 8 years the entire Council would be changed, except as respected those members who might be re-elected. But at first the old and appointed members were allowed to remain until removed by death or otherwise, so that it would be some time before all the sitting members would be those elected by the people.

It will be seen that this system was changed in 1867.

Some serious difficulties in the way of working out the Constitution of 1841, especially during the last few years of its existence, presented themselves, and so obstructed harmonious legislation as to make it clear to all that recourse must again be had to the Imperial Parliament for their removal. Although Canada continued to improve wonderfully in regard to population, resources, and general progress, yet the leading men of the Legislature were divided into parties very strongly opposed to each other.

Those who were against the government were often able, by the number of votes, to prevent the passage of a Bill. When one did pass, it was by a small majority of two or three. In fact, the most necessary measures, such as voting the supplies, could be carried only by permission of the "opposition."

The majority of members representing Upper Canada were often hindered in obtaining laws useful for their Province by the minority. This was managed through the aid of the

* In 1791, in addition to the Act which conferred a new constitution a Bill was passed by the British Parliament for assigning one-seventh of all the lands in Canada, not previously granted, for the support of the Protestant Clergy. These lands, styled Clergy Reserves, consisted of 24 millions of acres in Upper Canada and one million in Lower Canada. Disputes arose subsequently as to the interpretation of the term Protestant, and whether or not the Clergy of the Church of England were to be the sole recipients, of the revenues from the Reserves. In fact, both before and after the union in 1841 the "Clergy Reserve Question" was continually a subject of excited discussion and animosity.

Lower Canada majority, who also experienced similar obstacles to good Legislation in their section. The consequence was mutual dissatisfaction in both Provinces.

Change after change, was made in the government itself, that is, the persons composing the Cabinet or Executive Council. No less than five such changes occurred in two years, between May 1862 and June 1864. There were also new elections of members of the House of Assembly. But the result was always the same. The new Cabinets could not obtain sufficient support in the new Houses to outvote the "opposition." The numbers of members on opposite sides were always too nearly equal. Neither party would give way, and there came to be in the Legislature a "dead-lock."

Meanwhile, people outside, in the Province, and in England, who had anything to do with Canada in matters of commerce or money, lost confidence. The credit of the Province was seriously damaged. Altogether, such was the state of things that some persons supposed the time drawing near when scenes like those of 1837 and 1838 would be witnessed again.

Secondly, before the year 1851, it was supposed that Upper Canada had quite as many inhabitants as Lower Canada; and, when the census was taken, it turned out that it had 62,000 more. The next census, that of 1861, shewed a much greater difference, namely, 285,000. Upper Canada was plainly increasing in population faster than the Lower Province. Consequently the Upper Canadians demanded that the numbers of representatives for the two Provinces should no longer remain equal, as had been settled in the constitution of 1841. But the Lower Canadians would not permit or agree to such a change. This difference between the two Provinces was the occasion of many of the difficulties of legislation which have been adverted to. "*Representation by Population*," the demand of Upper Canada, became a sort of motto, or party cry. The leaders and members of the House, on that subject, formed two almost evenly balanced parties, one for, and the other against, the change of constitution. So matters went on until 1864, when the difficulties seemed past remedy.

Other objects of legislation, from time to time, were found to occasion wrangling in the Legislature and much excitement throughout the Province even when all parties were agreed as to the necessity or expediency of accomplishing them. Such, for instance, was the Rebellion Losses Bill which was introduced in 1846, and, on certain conditions supported by the opposition. But, instead of its being passed at once, the discussion of its details unhappily roused discord in the Assembly and much agitation of the public mind. Three years elapsed before the end in view was attained, and when, after the passing of the Bill, the Governor, Lord Elgin, in deference to constitutional usage, discharged the duty of signifying the Royal assent, riots broke out both in Upper and Lower Canada, the representative of the Sovereign was publicly insulted, the Parliament buildings at Montreal were set fire to by the mob, and property destroyed exceeding in value the whole amount voted for payment of the loss which the Bill was intended to provide for. These disgraceful proceedings occurred in April, 1849.

Another noted instance was the legislation

concerning the seat of government, which, in the times of the Governors Lord Sydenham, Sir Charles Bagot and Lord Metcalfe, down to the year 1844, was at Kingston. Then it was removed to Montreal, whence, owing to the disturbances just adverted to, it was transferred by Lord Elgin to Toronto. After 1849, Toronto and Quebec became the seat of government by turns. This migratory system satisfied no one as it was both tiresome and expensive; but when, at length, a Bill was introduced in order to establish the government at some fixed place, no agreement could be come at, and, after many fruitless debates and votings on the subject, the Legislature was constrained to refer the choice to Her Majesty. Even after the Queen had appointed Ottawa to be the seat of government, attempts were made in the House of Assembly to re-open the question and to refer it again to Her Majesty with a view to having the decision reversed.

Enough has been stated to exemplify the extraordinary difficulties which beset Legislation and the management of public affairs under the Constitution of 1841. In consequence of those difficulties the minds of all were directed towards the object of surmounting them by having recourse again to the intervention of the British Parliament. To the credit of the party leaders be it said that they appreciated the character of the crisis, and, seeing that the first and most necessary step was for them to lay aside their differences, and to meet each other in a purely patriotic spirit, that they frankly adopted this course, in the hope of settling among themselves upon some united line of action. They thus placed themselves in a position to arrive at results of the utmost value to their country. They came in fact to the conclusion that it was necessary for the welfare of Canada that the Constitution of 1841 should be brought to an end, and another established in its stead. A greater difficulty than all others remained to be overcome, and this was, to agree amongst themselves upon the nature of the Constitution which should secure the country from a recurrence of the evils heretofore experienced, and upon its provisions in detail to be recommended for adoption by the British Parliament.

Although the proposal for an Union of all the British American Provinces was not altogether new, it having advocates as early as in 1814, and subsequently, in 1838, yet the honour of placing it before the Legislature and people of Canada in a way to excite general attention and interest is due to Sir A. T. Galt, formerly the representative of the Town of Sherbrooke and the Minister of Finance, who introduced it in the House of Assembly in 1857 and was admitted into the Cabinet on purpose to further its adoption. The other Provinces, Nova Scotia, Newfoundland, New Brunswick and Prince Edward's Island were communicated with on the subject, and, at the close of 1858, Messrs. Galt, Cartier and Ross, went to England as a delegation to submit the project of a Confederation to the Imperial Authorities. Six years elapsed before the innumerable details of the vast scheme could be adequately discussed by all the parties interested. Conferences attended by delegates representing the five Provinces were held at Charlottetown and Quebec. Seventy two resolutions embracing the conditions of an Union were adopted and afterwards submitted for approval to the Legislatures of the several Provinces. In the

end, Newfoundland and Prince Edward's Island decided, for the present, to remain as they were—the other Provinces agreed upon Addresses to Her Majesty recommending an Union of the Colonies of North America. The scheme, however, was not adopted by the Legislatures of Canada, Nova Scotia, and New Brunswick, without much opposition and protracted debates. The conferences adverted to above took place in 1864, the address to the Queen was voted by the Canadian Parliament in March 1865, and, in the autumn of 1866, delegates from the Provinces went to England to assist in framing an Act of the Imperial Parliament respecting Confederation. Finally, in February 1867, that Act was passed. It abolished the Constitution of 1841, and established the *Dominion of Canada* to consist of Provinces already united and such others as might choose hereafter to enter the Confederation.

The fundamental principle and aim of the new constitution were to place the several Provinces under one general Government as respected objects common to all, while leaving to each the control of its own local affairs. For want of space we must refer to other sources for all the details.

The Act establishing the Dominion of Canada came into force on July 1st 1867.

We shall close this sketch with the statement of a few particulars illustrative of the progress and resources of Canada down to the date of Confederation.

At the time of the Union, in 1841, the revenues of Upper and Lower Canada, taken together, did not much exceed a million of dollars. Subsequently, the annual increase averaged half a million, so that, at the time of Confederation, the revenue of the two old Provinces may be set down at fourteen millions. In 1851 the imports and exports were of the value of 21 millions and 13 millions, respectively: ten years later the respective amounts were 40 millions and 36 millions: for the year from 1865 to 1866, they were, for imports 53 millions and for exports 56 millions. In the same year the revenue derived 7,330,000 dollars from the duties on imports. * Thus there was not merely a great increase in the revenue and commerce of the Province, but a gradual change in the difference between imports and exports, until the latter exceeded the former in value by 3 millions of dollars.

Again, more than 60 millions of dollars had been expended, from the public chest, upon public works, in addition to about double that sum provided by individuals and companies. As Canada must have remained behind the age, to her own great detriment, but for the construction of canals, railways, public edifices, roads and bridges, harbours and light houses, her statesmen, supported by the approbation of the people, pledged a portion of future revenues for the repayment of a considerable debt. † The canals alone required a provision of upwards of 22 millions, yielding, however, revenues enough to pay annual interest and to gradually refund the principal; public buildings from 5 to 6 millions, railways, of which none were public property, 20 millions, roads

* Since Confederation the Commerce of the Dominion has steadily and largely increased—in 1870-71 the exports and imports together amount in value to \$170,000,000. In the same year the surplus in the Exchequer was about \$3,700,000.

† Estimated at \$67,000,000, including \$50,000,000, for the cost incurred in adjusting the arrangements consequent on the abolition of the Seigneurial tenure of land in Lower Canada.

and bridges not less than 7 millions of dollars. Railways were fairly begun in 1847, and in the same year, the Electric Telegraph was introduced. Most of the canals were completed by the year 1849. * In 1853, the works of the Grand Trunk Railway, and the formation of the Ocean Steam-Ship Company, marked

the dawn of a new era in Canada, as respects both inland communication, and the rapid, certain and comfortable conveyance of passengers, as well as letters and freight, between Quebec and Liverpool. From that time down to Confederation, there was a constant increase of the facilities which those great undertakings were designed to promote, and on Railways alone upwards of 140 millions of dollars were expended. †

progress furnished by Canada at the Great International Exhibitions held in Europe subsequently to the year 1860. At these wonderful displays of products of the forest, the soil, the waters, and of human skill, she took the foremost position among the Colonies of Great Britain.

For some facts illustrative of educational and social progress, we refer to our article on Education.

But we must omit a great many particulars of the nature of those which have been mentioned, and, in conclusion, we append some tables exhibiting interesting and useful facts connected with the young Dominion of Canada and calculated to throw light on the subject of its present resources and future prospects.

Two years before Confederation, there were half a million of rate payers in Canada whose property, real-estate, was assessed at nearly 400 millions of dollars.

We may also cite the proofs of vast material

(†) The completion of the Victoria Bridge at Montreal took place in 1899, when the Prince of Wales visited Canada to inaugurate, in behalf of Her Majesty the Queen, the opening of it for traffic. This bridge, which required 10,000 tons of iron for its construction, and which, surpassing every thing of the kind in the world, was a gigantic undertaking, considering the amount of work to be done and the extraordinary difficulties to be surmounted, cost upwards of 12 millions of dollars. Its length is 9,083 feet.

ST. LAWRENCE CANALS.

	Miles.	Locks.	Ft.
Gallons Canal.....	2	2	8.
Point In quois Canal.....	3	1	6.
Haplot Plat Canal.....	4	2	11.0
Farrow's Point Canal.....	3	1	4.
Corwall Canal, Long Sault.....	11½	7	48.
Beauharnois Canal, Gatou.....			
Cedars, Split Rock, Cascade Rapids.....	11½	9	82.6
Lachine Canal, Lachine Rapids.....	8½	5	44.9
Fall on portions of the St. Lawrence between canals from Lake Ontario to Montreal.....			17.
From Montreal to tide water at Three Rivers.....			12.9
Total.....	41	27	231.4

APPENDIX TO THE SKETCH OF THE HISTORY OF CANADA.

TABLE I.—TERRITORIAL AREAS, POPULATIONS, RELIGIONS, ORIGINS AND BIRTH PLACES FOR THE FOUR PRINCIPAL PROVINCES OF THE DOMINION OF CANADA.

1) Territorial area in acres and square miles.	ONTARIO.	QUEBEC.	NOVA SCOTIA.	NEW BRUNSWICK.	ALL THE PROVINCES.	
Land.....	65,097,643	120,018,964	13,382,001	17,393,410	215,892,020	
Inland waters.....(a)	3,881,729	3,728,170	535,600	92,870	8,238,375	(a) Exterior Waters of the Dominion.
Total acres.....	68,979,372	123,747,140	13,907,607	17,486,280	234,120,395	acres.
Total sq. miles.....	107,780	193,355	21,731	27,322	350,188	sq. miles.
2) Population.						
Families.....	292,221	213,303	67,811	49,381	622,719	families.
Males.....	828,530	596,041	194,792	145,888	1,765,311	males.
Females.....	792,261	595,175	191,008	139,706	1,721,150	females.
Total populations.....	1,620,851	1,191,516	387,800	285,591	3,185,761	total.
3) Religions.						
Roman Catholics.....	274,162	1,019,850	102,001	96,016	1,492,029	
Church of England.....	330,395	62,440	54,124	39,481	486,440	
All other denominations.....	1,015,694	99,217	230,675	144,097	1,499,683	
4) Population by origin.						
French extraction.....	75,383	929,817	32,833	44,907	1,081,940	French.
English.....	439,439	69,822	113,220	83,598	706,369	English.
Scottish.....	328,880	49,138	130,744	40,858	549,620	Scottish.
Irish.....	559,132	123,478	62,851	100,613	846,114	Irish.
Indian.....	12,978	6,988	1,666	1,403	23,035	Indian.
All others.....(b)	204,730	11,953	46,189	14,185	277,057	of other origin.
5) Population by place of Birth.						
Born in Canada.....	1,178,540	1,114,165	358,560	238,141	2,890,409	born in Canada.
Of whom 1,131,334 natives of Ontario.		Of whom 1,104,101 natives of Quebec.	Of whom 351,000 natives of Nova Scotia.	Of whom 238,001 natives of New Brunswick.		
In the British Isles.....	367,869	59,459	25,882	32,314	485,524	British Isles
(England).....	{ 123,062 }	{ 12,311 }	{ 4,908 }	{ 3,538 }	{ 143,821 }	England.
(Scotland).....	{ 80,807 }	{ 11,300 }	{ 11,716 }	{ 4,691 }	{ 121,074 }	Scotland.
(Ireland).....	{ 153,000 }	{ 35,828 }	{ 7,558 }	{ 23,065 }	{ 219,451 }	Ireland.
In France and Belgium.....	1,751	723	120	305	2,899	France.
Germany.....	22,827	854	235	246	24,162	Germany.
6) Increase of Population in last ten years... rate per cent. of increase.	224,760 16 1/10	79,950 7 2/10	36,043 17 2/10	33,547 13 3/10	395,600 12 8/10 rate per cent.	Increase.
7) Representation in the Legislature of the Dominion.						
Members of House of Commons.....	88	65	21	16	190 (c)	
Senators.....	24	24	12	12	72 (d)	

(a) Exterior Waters of the Dominion.

Area of Frontier Water of St. Lawrence River and great Lakes to Boundary line of United States. Area of Gulf St. Lawrence. Area of Bay Chaleurs. " of Bay of Fundy.

(b) The population of German origin are included here, their numbers being: For Ontario..... 158,608 For Nova Scotia..... 31,942 For the other Provinces..... 12,441 Total Germans for the Dominion..... 202,991

(c) New 200—including For Manitoba..... 4 For British Columbia..... 6

(d) New 77—including For Manitoba..... 2 For British Columbia..... 3

TABLE II.—THE PRESENT POPULATIONS OF 20
 PRINCIPAL CITIES AND TOWNS IN THE
 DOMINION OF CANADA.

PLACES.	POPULATIONS.	PLACES.	POPULATIONS.
Montreal, P. Q.	107,225*	Belleville, O.	7,305
Quebec, "	59,699	Guelph, "	6,878
Toronto, O.	50,092	Levin, P. Q.	6,091
Halifax, N. S.	29,582	Fredericton, N. B.	6,006
Hamilton, O.	26,716	Chatham, O.	5,873
Ottawa, "	21,545	Sorel, P. Q.	5,630
London, "	15,826	Port Hope, O.	5,114
Kingston, "	12,407	Brockville, "	5,102
Brantford, "	8,107	Sherbrooke, P. Q.	.....
St. Catharines, O.	7,864	Town	4,432
Three Rivers, P. Q.	7,570	Electoral division	8,516

* Exclusive of suburban population.

TABLE III.—IMMIGRATION.

Years	1866	1867	1868	1869	1870	1871	1872
Number of Immigrants	51,295	57,578	71,114	71,365	69,019	65,722	89,186
Passed through to the U. S.	41,704	47,212	58,683	57,292	41,313	37,919	52,608
Settled in Canada	10,091	14,666	12,765	18,630	21,706	27,773	36,578

TABLE IV.—MISCELLANEOUS STATISTICS.

	1870	1871	1872
1 Expenditure in promotion of Immigration by the Dominion	\$ 56,548	\$ 63,796	\$126,126
2 Combined total expenditure for Immigration and Quarantine in the year 1872	Total. \$261,392	By the Dominion. \$150,316	By the Provinces. \$111,610
3 Patents, Copy-rights, Ac.—No. of Patents granted from 1855 to 1867 inclusive			1,921
Do Do 1868 to 1872 "			2,864
Copy-rights registered from " "			364
Trade-marks and industrial designs from 1868 to 1872 inclusive			418

NOTE.—Patents may be secured by foreign inventors provided the manufactured articles protected by patent are produced in Canada.

SUMMARY SKETCH

OF THE

EDUCATIONAL SYSTEM OF ONTARIO

BY J. GEORGE HODGINS, L. L. D.,

BARRISTER-AT-LAW AND DEPUTY SUPERINTENDENT OF EDUCATION.

Education in Upper Canada (now Ontario) was first promoted by private enterprise. Nearly every garrison either by its chaplain or military school-master, also contributed its share to the local enlightenment. The first school opened in Upper-Canada, (so far as we have been able to learn) was by the Revd. Dr. John Stuart, a Protestant Episcopal clergyman and a United Empire Loyalist, who had been chaplain to the provincial volunteers, and came into Upper Canada with them as a refugee.*

In the year 1785 Dr. Stuart opened a select classical school at Catarqui, (Kingston); and Mr. Donovan afterwards taught a garrison school there. In 1786, Mr. J. Clarke taught a school in Fredericksburg and Mr. Smith in Earnestown; and in 1789 Mr. Lyons kept one at Adolphustown, Deacon Traves, a baptist, also opened one at Port Rowan in 1789. In 1792, Rev. Mr. Addison an episcopalian, opened a school at Newark (Niagara), then the seat of government. In 1794, the Rev. Mr. Burns, a presbyterian (father of the late Judge Burns) opened a school at the same place; and in 1796, Mr. Richd. Cockrel opened an evening school in Newark,

Mr. Cockrel shortly afterwards transferred his school to the Revd. Mr. Arthur and removed to Ancaster, where he opened another school. In 1798, Mr. Wm. Cooper opened a school in Duke St., little York (Toronto). In 1800 the late Bishop Strachan opened a private school at Kingston, and in 1804, one at Cornwall. In 1802, Dr. Baldwin, (father of the late Hon. Robert Baldwin) opened a classical school at York; and in 1803, the first school in Prince Edward District was opened at "High Shore," Sophiasburg; another at "Grassy Point" was taught by John James. The Revd. William Wright (presbyterian) kept the first school at Meyer's Creek (Belleville) in 1805. He was followed by Mr. Leslie. In the same year, Mr. Strachan held the first public examination of his school at Cornwall.

Most of the few rural schools in the country at that time were taught either by discharged soldiers, or itinerant teachers from the United States. These latter used their own school books, and tintured the minds of their pupils with their own political views.

As to the character of the private schools thus established, and the facilities of education which they afforded, we learn incidentally from letters and early books of travel, what they were.

In a "Tour through Upper Canada, by a Citizen of the United States," published in 1799, we learn that the policy of the government of that day, was to exclude "school masters from the States, lest they should instil Republicanism into the tender minds of the youth of the province."

The Duc de la Rochefoucauld, who visited Kingston in July, 1795, says, "In this district there are some schools, but they are few in number. The children are instructed in reading and writing, and pay each a dollar a month. One of the masters, superior to the rest in point of learning, taught Latin, but he has left, without being succeeded by another instructor in the same language."

In 1795, the first public movement was made in the direction of education by Gov. Simcoe, and the first Bishop Mountain of Quebec. In a correspondence between the Governor and Bishop Mountain, the question of a University and free grammar schools was discussed. The Governor referred the matter to the Upper Canada Legislature, which, in 1797 memorialized King George III, soliciting a grant of land for the endowment of a grammar school in each district, and a University for the whole Province. To this request the King gave his assent, and, in 1798, the "chief civil officers" in Upper Canada recommended that "500,000 acres of land be set apart for the establishment of a grammar school in each district and a central University for the whole Province." They also recommended a grant for the erection of a "plain but solid and substantial building for a grammar school in each district, containing a school room capable of holding 100 boys without danger to their health from too many being crowded together, and also a set of apartments for the master, large enough for his family and from ten to twenty boarders."

The salaries proposed to be given were:

(*) Rev. John Stuart, DD. was born in Virginia in 1739. In 1769 he went to England. He ordained, and returned to Philadelphia in 1770. For seven years he laboured as a missionary among the creole Indians at Fort Hunter. He was then asked by the famous Brant, in translating the New Testament into Mohawk. In 1784 he came to Upper Canada, and laboured in this province as a missionary among the red-robe Indians and Hurons. He subsequently became pastor of Catarqui, Kingston, where he opened a school—and was chaplain to the Legislature. He died in 1811, aged 81 years. One of his sons was the late Archbishop Stuart of Kingston, another was the late chief Justice, Sir James Stuart of Quebec.

£100 for the head master, £50 for the assistant master; and £30 for repairs, &c., Kingston and Newark (Niagara) were recommended as eligible sites for schools; after which, when the funds were sufficient, schools were to be established at Cornwall and Sandwich. York (Toronto) was recommended as entitled to the University, and for the establishment and support of which a sum at least equal to that granted to the four schools was named. Governor Simcoe authorized the Hon. Messrs. Cartwright and Hamilton, to select a person to take charge of the proposed college. The celebrated Rev. Dr. Chalmers having declined the appointment, it was accepted by Mr. (late the Right Reverend Doctor) Strachan (Bishop of Toronto) then a school master at Kettle, Scotland; but on his arrival at Kingston, on the 31st of December 1799, he found that the project of a college had been abandoned, Governor Simcoe, in the mean time, having left for England.

In 1799, an act was passed by the Upper Canada Legislature "to provide for the education and support of orphan children." It authorized the township wardens, with the consent of two magistrates, to bind and apprentice, until they became of age, children deserted by their parents. In the same year an orphan school was opened near St. Catharines.

It was soon discovered that half a million of acres of land would endow but few grammar schools, land being then only worth a shilling per acre; the scheme had, therefore, to be abandoned. Meanwhile the Hon. Mr. Cartwright made an arrangement with Mr. Strachan to instruct his sons, and a select number of pupils for three years. In 1803, Mr. Strachan was ordained by the Bishop of Quebec, and in 1804, he removed to the mission of Cornwall, where, at the request of the parents of his former pupils, he opened a private school.

For several years this school was the only one of any note in Upper Canada; and in it, and in Mr. Strachan's school at York, were educated many of those gentlemen who have filled some of the most important positions in the province. Subsequently Mr. Strachan's school was constituted the grammar school of the Eastern district. He himself moved in 1812 to York (Toronto) where he opened another school. Mr. Barnabas Bidwell (father of the late Hon. M. S. Bidwell) also kept a good Latin school at Bath, on the Bay of Quinté in 1811. In 1813 he removed to Kingston, where he taught for twenty years. He died in 1833.

The early promoters of education in the legislature committed a memorable anachronism, the evil effects of which it took years to correct. They first sought to establish grammar schools and a University, without making any provision whatever for public elementary schools.

In 1807 (nine years before a single public primary school, or a school of any kind, except select private schools, existed in the country) the Legislature authorized the establishment of District grammar schools. This act so highly praiseworthy to its authors would, have commended itself to our judgment, had these grammar schools formed part of a comprehensive scheme of public education for the country. Their promoters, by establishing them alone, without taking any practical steps to supply the other "missing links," in the educational chain virtually ignored the necessity for the existence of the more useful primary schools, which would have become an impor-

tant feeder of, and source of strength to, the grammar schools, as the grammar school would in its turn be to the University.

At length, however, not without doubt and misgiving, an attempt was made to provide for the elementary education of the people; and, in 1816, the first common school was established in Upper Canada.

Even then the attempt was only made as a doubtful experiment. Nevertheless \$24,000 (which indeed was at that time a magnificent legislative grant) were set apart for the support of these schools. This liberality was however shortlived, for, in 1820, the grant was reduced to \$10,000 a year, and the government stipend to the master was reduced from \$100 to \$50 per annum! while the grammar school master received \$400. Even this latter sum was reduced in 1819 to \$200, in case the number of pupils in the grammar school did not exceed 10.

Our grammar schools, though so early established, and so much more liberally provided for, than the common schools, have nevertheless never been popular. Wm. Crooks, Esq., of Grimsby, (in a letter written in 1818) thus speaks of them; "although the liberality of the legislature has been great in support of the district schools, (giving to the teachers of each £100 per annum) yet they have been productive of little or no good hitherto, for this obvious cause, they are looked upon as seminaries exclusively instituted for the education of the children of the more wealthy classes of society, and to which the poor man's child is considered as unfit to be admitted. From such causes, instead of their being a benefit to the province, they are sunk into obscurity, and the heads of most of them are at this moment enjoying their situations as comfortable sinecures. Another class of schools has, within a short time, been likewise founded by the liberality of the legislative purse, denominated common or parish schools, but like the preceding, the anxiety of the teacher employed, seems more alive to his stipend than the advancement of the education of those placed under his care; for the pecuniary advantages thus held out, we have been inundated with the worthless scum, under the character of schoolmasters, not only of this, but of every other country where the knowledge has been promulgated of the easy means our laws afford of getting a living here, by obtaining a parish school, which is done upon the recommendation of some few freeholders, getting his salary from the public, and making his employers contribute handsomely beside."

This popular prejudice has unfortunately clung to the grammar, or "district schools" even to within a very short period; for down to 1871 the legislature persistently refused to permit grammar school Trustees to levy rates for their support, or to require the municipal councils to do so for them, as in the case of the public common schools.

In 1819, steps were taken to improve the character of the grammar schools and render them more useful. The masters were required to hold annual public examinations, and the Trustees to report the condition of the schools to the government. Provision was made for educating ten common school pupils at each of the nine grammar schools.

The year 1822-3 witnessed an effort on the part of Sir Peregrine Maitland the Lieutenant Governor, to improve the condition of the

common schools. In that year he submitted to the imperial government a plan for organizing a general system of education for the province, including elementary schools. In 1823 he obtained permission from England to establish a Board of Education for the general superintendence of this system of education, and for the management of the university and schools lands throughout the province. This Board prepared some general regulations in regard to the schools, and proposed a plan by which to exchange 225,944 acres of the less valuable of the school lands for the more productive clergy Reserve lands. The plan, having been approved of by the home government, was carried into effect by the governor soon after.

Although in the year 1824, the first attempts towards providing the public with the general reading books, in connection with the common and Sunday schools, were made, yet "social" or private libraries existed in 1811 and 1813 in Kingston and other places. In 1816 also, \$3,200 were granted to establish a Legislative library, and in 1824 school libraries on a limited scale were established. The sum of £150 was annually appropriated for this object, and authorized to be expended by the Provincial Board of Education in the purchase of "books and tracts designed to afford moral and religious instruction." These books and tracts were intended for equal distribution throughout all the districts of Upper Canada.

The years 1824-30 were noted for the steps which were then taken to extend the advantages of education to the Indians, to establish a University for the Province, to found the Upper Canada College, and to set on foot a project to provide an Academy for the Wesleyans. The latter, named "Upper Canada Academy," was projected in 1830, and founded at Cobourg in 1832. It was opened in 1835 and a royal charter obtained for it by Revd. Dr. Ryerson. In 1841, this Academy became the University of Victoria College.

In 1827, the House of Assembly took active measures to promote public education in Upper Canada. It proposed to appropriate \$18,000 per annum for the support of 11 free grammar schools and \$26,400 per annum, or \$200 to establish a common school in each of the 132 Townships in Upper Canada, (or 12 schools in a district.) "thus to give to Upper Canada, as was stated at the time, a system of education that might well be envied by any other colony in His Majesty's dominions."

In 1832 the functions of the Upper Canada Board of Education ceased, and the management of the school lands was transferred to the crown, so that, "the proceeds of their sales might be annually applied as directed by the Legislature."

At this period of the history of our common schools, a prejudice attached to them, (the cause of which is now entirely and happily removed.) But Wm. Crooks, Esq. spoke of them in 1818, as "inundated with the worthless scum, under the character of school-masters, not only of this, but of every other country." And Dr. Thos. Rolph, (who travelled in Upper Canada in 1832-3) thus refers to the state of the schools at that time. He says: "It is really melancholy to traverse the province, and go into many of the common schools; you find a herd of children, instructed by some anti-British adventurer, instilling into the young and

"tender mind sentiments hostile to the parent state." *

In 1836 a female academy was established by Mrs. Crombie and her sister (Miss Bradshaw.) Afterwards a male department was added to it by the Revd. D. McMullen.

The year 1836 is noted in our educational history for the efforts put forth, under the direction of the Legislature, by a memorable trio of doctors (Dr. Duncombe, Dr. Morrison, and Dr. Bruce) to extend and improve our common school system. These commissioners brought in an elaborate report and appended to it a voluminous bill, in which it was proposed to grant \$60,000 per annum for the support of these schools. The report itself disappoints the reader. It is a discursive document, containing a discussion of theories of education rather than the sketch of a system of education. Nevertheless, brief references are made to the American systems of education the only ones examined by the Commissioners. These references are instructive, especially as they were written by one whose personal views and sympathies so strongly favoured American institutions. Dr. Duncombe says: "In the United States, so far as I have witnessed and am capable of judging, their common school systems are as defective as our own. They have, according to their public documents, about 80,000 common school teachers, but very few of whom have made any preparation for their duties: the most of them assume their office as a temporary employment."

Dark days followed this patriotic effort on the part of the Legislature, and in the political eclipse of 1837-8, no one bestowed any serious attention on education in Canada.

In 1839 the sky brightened, and 250,000 acres of land were set apart as a permanent endowment of the grammar schools, and the government were authorized to appoint five trustees to manage each of them. \$800 were granted as a bonus to those counties which should apply a like sum to erect a grammar school building and permanently insure it. \$400 were also granted to each of the four additional grammar schools which might be not nearer than six miles from the county town, and in which not less than 60 pupils should "be educated."

In 1840-41 Victoria College and Queen's College were incorporated as universities, and Congregational and United Presbyterian Theological colleges were established. In 1841-2 the Friends (Quakers) at the instance of John Jo-

seph Gurney of England (who contributed £500 sterling to it) established a Seminary at Bloomfield, near Picton; and a Church of England Theological college was established at Cobourg. Two years later, Knox college, Toronto, went into operation. In 1846, Regiopolis College (Kingston) was established; and in 1848, St. Joseph's College (Ottawa.)

In 1840 the union of the two Provinces took place; and in 1841, the first parliament of United Canada passed an act definitely establishing a system of education for the whole Province of Canada, and fixing the annual grant for its support at the munificent sum of \$200,000. This act first embodied the principle of separate schools. In 1843 the act was, however, repealed, so far as Upper Canada was concerned, and another act applicable to Upper Canada (still recognizing the principle of separate schools) was substituted in its place.

In 1842 the long projected University for Upper Canada was established at Toronto under the name of King's College, and Bishop Strachan was appointed its first President.

In 1844 Rev. Dr. Ryerson, the present head of the Education Department, was appointed. Having made an extensive tour in Europe and in the United States, he submitted the result of his inquiries in an elaborate "Report on a system of Public Elementary Education" and accompanied it with a draft of bill which became law in 1846. In 1847 a system adapted to cities and towns was established. In the same year the Provincial Normal school was opened at Toronto.

For a few years the school law underwent a good deal of unfriendly local criticism which in 1849 culminated in the hasty passage of a bill by the Legislature, entirely repealing all former acts. This led to an educational crisis; and in 1850, the whole system of popular education underwent a thorough revision. A comprehensive draft of bill on the subject was submitted to the Baldwin government by the chief superintendent and approved. This bill was concurred in by the Legislature, and became law in June of that year. It still forms the basis of the present common school system of Ontario.

The chair of Divinity having in 1849, been abolished, and other changes made in King's College—the name of which was changed to that of the University of Toronto—which were unacceptable to Bishop Strachan and other members of the Church of England, the venerable prelate (although in his 72nd year) vigorously set about the establishment of an exclusively Church of England University. In this he was eminently successful; and having in 1850 secured an act of incorporation for it from the Canadian Legislature, he obtained in 1851 a Royal Charter from the Queen for the University of Trinity College, at Toronto. This institution was formally opened in 1852, and the Diocesan Theological school at Cobourg merged in it.

In the same year (1852) St. Michael's college was established at Toronto, by some clergyman of the order of St. Basil, under the patronage of the Right Reverend Doctor de Charbonell, second Roman Catholic Bishop of the Diocese.

In 1853, some valuable improvements were made in the details of the common school system. After having been discussed at various county school conventions, (which were held by the Chief Superintendent of Education,)

these improvements were embodied in a supplementary school bill, and in that form received the sanction of the legislature.

The grammar schools, which were first established in Ontario in 1807, were suffered to remain in a very unsatisfactory state until 1853. In that year an improvement in their condition was effected by the Chief Superintendent of Education, who prepared a draft of bill for their entire re-organization and management. Owing, however to a repugnance on the part of some members of the Legislature to assimilate the financial principles of the grammar and common school Acts, so as to impose upon the municipalities the duty of levying a tax at least equal in amount to that of the legislative grant to grammar schools, the objects of the bill were practically defeated; and the anticipated improvement in the condition of these schools did not reach the point aimed at by the Chief Superintendent in his draft of bill. Further legislations, therefore, were still rendered necessary in order to make the grammar (now High) schools more efficient as superior commercial or classical schools.

In 1857 the Belleville Seminary (now Albert University) was established by the Methodist Episcopal Church; and in the same year the Baptists established the Literary Institute at Woodstock.

In 1858 Mr. McGann set on foot a school for the Deaf and Dumb. It was subsequently merged in the flourishing Institution for that unfortunate class now in operation at Belleville.

In 1861 the Wesleyan Female college was established at Hamilton; in 1865 Hellmuth college for boys, and, in 1869, a college for girls were established by Bishop Hellmuth at London. The Roman Catholic Church has also in operation several flourishing Ladies Convent Schools, in the chief cities and towns; while a Church of England Ladies (Bishop Strachan) school has been established at Toronto. There are also a large number of Superior private schools, chiefly for girls in various parts of the Province.

In 1860 several improvements were made in the public school act. In 1865 the grammar school act was further revised and improved; and, in 1871, a still more important revision and improvement of the grammar and common schools laws were made. The designation of these schools was in the Act of 1871 changed to "High" and "Public" schools.

The general principles upon which our public school system is founded may be briefly summarized, as follows:—

1. That the schools shall be free to all pupils, between the ages of five and sixteen years.
2. That the property of the country shall be assessed to defray the entire cost of the schools, over and above the amount of the annual Legislative grant.
3. That every child is by law entitled to at least four months instruction in each year, either at home or in the schools.
4. That parents neglecting or refusing to afford their children facilities for acquiring this instruction, shall be liable to a fine.
5. That adequate school accommodation shall be provided by the trustees and locality for all the resident children therein.
6. That Township Boards of Education may supersede the present school section divisions.
7. That none but legally qualified teachers shall be employed in the schools; and that

* It may be proper here to remark that it was not till 1846 that a check was put up in this abuse of public confidence on the part of American or Americanized teachers. In the Upper Canada common school law of 1840, it is provided that "no foreign book in the English language shall be used in any public or common school without the express permission of the Council of Public Instruction." Foreign teachers were also required by the school acts of 1843 and 1850 to take the oath of allegiance to Her Majesty before they could receive a certificate of qualification from the County Board of Public Instruction. These restrictive provisions of the school law are thus justified by the Rev. Dr. Ryerson in his special report to the Legislature in 1847: "I think that the evil arises from the employment of American teachers than from the use of American text books." "Whatever may be thought of the wisdom or expediency of restricting legal certificates of qualification to native born or naturalized British subjects, I believe public sentiment is against its repeal, and in favor of having the youth of the country taught by our own fellow-subjects, as well as of our own books. In regard to the exclusion of American books from the schools, I have explained that it is not because they are foreign books simply that they are excluded, but, in case they are, with very few exceptions, anti-British, in every sense of the word. They are unlike the school books of any other enlightened nation, so far as I have the means of knowing. The school books of Germany, France and Great Britain contain nothing hostile to the institutions or government of the country, or of any other nation. American school books, with very few exceptions, abound in statements and allusions prejudicial to the institutions of the British nation."

normal school instruction be furnished gratuitously.

8. That the schools shall be duly inspected, and shall receive aid only according to the average attendance of pupils therein.

9. That religious instruction be given to the pupils by the ministers, or other representatives, of the various denominations; that the schools be opened and closed with religious exercises at which no pupils shall be compelled to be present; and that the ten commandments be repeated once a week by the pupils.

As to the High schools, they may be grouped into three classes as follows:—

1. Collegiate Institutes, for providing classical education and preparing students for the University. Each institute must have not less than four masters, and an average attendance of at least sixty boys studying Greek and Latin.

2. High schools, for giving instruction to boys and girls in a prescribed classical course.

3. High schools, for giving instruction to boys and girls in a prescribed English course.

Neither the Collegiate Institutes nor the High schools are free, but the balance of moneys required for their support (over and above the Legislative grant, county assessment and fees) must be raised by general assessment upon the property in the municipalities in which the Institutes and High Schools are situated.

The masters of these Institutes and Schools must be university graduates in arts.

There are a few less prominent features of our Educational system which are peculiar to itself, and, without a reference to which, the general reader would fail to appreciate the completeness and comprehensiveness of its aims and working. They are nevertheless important features, though often overlooked by those who profess to give a bird's eye view of the general operations of that system. These subsidiary features comprise:

1st. The series of meteorological observations, which for several years have been daily made at ten different places of the Province.

2nd. The Educational Museum.

3rd. The supply of Maps, Apparatus, Prize and Library Books.

4th. The provision for the retirement of old teachers.

1. In regard to the first item we may state that as the science of meteorology has acquire so much importance in the daily question of "weather probabilities" the practical value of the observations made simultaneously at ten meteorological stations in Ontario has proportionately increased. Should any simultaneous system of observation be established by the Dominion government the observations made at these stations might be turned to very profitable account.

It may be proper to state that eight of the stations complete a circuit of the Province, and two are situated inland. They are at the following points:—

- 1 WINDSOR—on the Detroit river
- 2 GODERICH—on Lake Huron
- 3 SIMCOE—on Lake Erie
- 4 HAMILTON—at the head of Lake Ontario

5 BARRIE—on Lake Simcoe

6 BELLEVILLE—on the bay of Quinte

7 CORNWALL—on the River St. Lawrence

8 PEMBROKE—on the upper Ottawa river

9 PETERBORO—near the centre of the Eastern part of Ontario

10—STRATFORD—near the centre of the western part of Ontario

Independent observations are also made at the following places:

11 Provincial Observatory at Toronto

12 Queen's College Observatory at Kingston

13 Private Observatory at Mount Forest

2. The Educational museum has been established after the example of the South Kensington museum in London. It consists of a collection of school apparatus for Public and High schools, of models of agricultural and other implements, of specimens of the natural history of the country, casts of antique and modern statues and busts, &c., selected from the principal museums in Europe, including the busts of several of the most celebrated characters in English and French history; also, copies of some of the works of the great Dutch, Flemish, and Spanish masters, and especially of the Italian School of painting. These objects of art are labelled for the information of those who are not familiar with the originals, and a descriptive historical catalogue of them is in course of preparation. In the evidence given before the Select Committee of the British House of Commons, it is justly stated that:

"The object of a National Gallery is to improve the public taste, and afford a more refined description of enjoyment to the mass of the people;" and the opinion is at the same time strongly expressed that as "people of taste going to Italy constantly bring home beautiful copies of the beautiful originals," it is desired, even in England, that those who have not the opportunity or means of travelling abroad, should be enabled to see, in the form of an accurate copy, some of the works of Raffaele and other great masters; an object no less desirable in Canada than in England. What has been thus far done in this branch of public instruction is in part the result of a small annual sum, which, by the liberality of the Legislature, has been placed at the disposal of the Chief Superintendent of Education, out of the Ontario Education Grants, for the purpose of improving school architecture and appliances, and to promote art, science and literature, by the means of models, objects and publications, collected in a Museum connected with the Department.

3. The Educational Depository in connection with the Department was established, in 1851 for the supply of the Public and High schools with Maps, Apparatus, Prize and Library books. About \$50,000 worth of these things are sent out from the Depository each year. The cost of the Depository, (including salaries and contingencies) is borne out of a small profit realized on the articles supplied. For every \$5, \$10, or larger amount, received, 100 per cent. is added, and articles to the value of \$10, \$20, or other duplicated amount are sent out.

4. It is about twenty years since the Legis-

lature set apart a sum of money for the superannuation of worn-out teachers in Ontario. Each male teacher is required to contribute \$4 per annum to the fund, and is entitled on retiring to a pension of \$6 for each year of service in the Province. 257 teachers have been admitted to the fund, of whom 133 have died. The average age of each pensioner is 68 years and the average length of service 22 years.

The progress of the system of education in Ontario may be briefly summed up in the following table, viz:

YEAR.	No. of Public Schools.
1850.....	3059
1860.....	3969
1870.....	4566
1873..... (estimated).....	4665
Total receipts	
1850.....	434,488
1860.....	1,324,272
1870.....	1,944,364
1873..... (estimated).....	2,450,900
Total No. of pupils	
1850.....	151,891
1860.....	301,164
1870.....	421,866
1873..... (estimated).....	44,000
No. of Grammar or High schools	
1850.....	57
1860.....	88
1870.....	101
1873..... (estimated).....	105
No. of pupils	
1850.....	2,070
1860.....	4,546
1870.....	7,351
1873..... (estimated).....	7,500

The main features of the Public School system of Ontario which deserve notice (as already indicated) may be classified under the following heads:

1. The free school system and its complement of compulsory education.
 2. A prescribed course of study for the public schools.
 3. Township Boards for Education, as opposed to the present plan of school section divisions.
 4. Means of training or otherwise instructing teachers.
 5. Adequate school house accommodation.
 6. Provision for Religious Instruction.
- The principal features of our High School system may be grouped as follows:
1. Uniform Examination on the entrance of pupils into the High Schools.
 2. Classical and English courses of study.
 3. Payment by Results, in distributing the Grants.
 4. Qualifications of High School masters and assistants.
 5. Establishment of Collegiate Institutes.

There are several points of interest that might be discussed under the several heads indicated, but the space at the disposal of the writer is too limited to enable him to do so.

J. G. H

Toronto, 12th August 1873.

HISTORICAL SKETCH

OF THE

RAILWAYS OF THE DOMINION

PRINCIPALLY COMPILED, BY PERMISSION, FROM TROUT'S "RAILWAYS OF CANADA."

EARLY TRANSPORTATION BY WATER.

Some writer upon political economy has truly said that a good criterion of the material prosperity of a country is to be found in the extent and excellence of its public highways. Certainly the truth of this remark has been well borne out in the history of Canada. Her magnificent lakes and rivers, those great natural high ways, gave her a manifest advantage over many parts of the continent in the earlier periods of its settlement by European immigrants.

Many drawbacks, however, attended the use of these ready-made avenues. The waters of the interior of the continent, in making their way to the Atlantic Ocean through the Gulf of St. Lawrence, find temporary resting places in those wonderful and unequalled inland oceans over which immense fleets are now engaged in carrying on an enormous commerce between millions of people. But the changes of level from lake to lake and to the Gulf of St. Lawrence occasion cataracts and rapids along the intermediate river channels, causing formidable interruptions to navigation.

Laborious portages were thereby made necessary, before the costly canals and locks were constructed by which these difficulties are now surmounted. For many years the birch bark canoe which the Indians had used from time immemorial, was from necessity adopted by European travellers and settlers.

When a fall or cataract was reached, the tiny vessel had to be hoisted on the shoulders of the travellers and carried above or below the obstruction, together with whatever goods the party carried. Tents were generally out of the question; and the Jesuit missionaries frequently speak jocosely of having put up for the night at the sign of the moon; the stars their canopy, and chief or only covering. Between Three Rivers and the country of the Hurons, on the east side of the Georgian Bay, which they named the Fresh Water Sea, and which the Indians called Attigonantan, no less than forty portages had to be made—that is, the canoe had to be taken out of the water and carried so many times—and the downward voyage, when sailing with the stream nearly all the way, consumed no less than thirty-five days, in which many perils to life and limb were encountered; a longer time than is now required to cross the continent five times from the Atlantic to the Pacific.

The chief business of the country long centred in the fur trade, of which the beaver furnished the largest and most valuable supply. The boats used by the traders were necessarily limited in weight to what the *voyageurs* could carry on their shoulders over the portages. We are not going to waste time on a review of the fur trade or its progress, but it is worth while to note, as illustrating the inevitable

slowness of the progress which it was possible to make in the absence of improved means of conveyance, that though Canada was discovered in 1514, the only means of getting into Lake Superior, possessed by the North-West Company, the most powerful organization that then existed in the country (the year 1800), was the bark canoe. It was large enough to carry eight or ten men, and a corresponding quantity of goods. It thus appears that for nearly three centuries the bark canoe, in one form or another, was the only reliance of Canadians, when extra long voyages had to be undertaken. On shorter voyages, other and superior craft were used.

At the close of the last century, it was the custom of Governor Simcoe to travel, from Kingston to Detroit, in a large bark canoe, rowed by twelve *chasseurs* of his own regiment; and followed by another boat, in which the tents and provisions were carried. The rule was to halt at noon for dinner, and in the evening to pitch the tents. When it was necessary to pass from one lake to the other—Ontario to Erie—by the portage at Queenston, this was then the only kind of vessel that could be used. On Lake Ontario he had the choice between the large bark canoe and a gun boat of eighty tons—that being the capacity of the "Onondago"—of which there were four. But only two of them, provided with sails and oars, were fit to carry either passengers or guns; and they were often pressed into the service of merchants, by whom either an equivalent in money was paid, or a return in like service in their vessels to the government was made.

The cost of carriage, by every mode of conveyance then in use in the country was enormous. A bushel of Indian corn cost, by the time it reached Grand Portage, about thirty miles above Fort William, twenty shillings sterling; and Sir Alexander Mackenzie tells us it was the cheapest article of provisions the North-West Company could supply its men with, in the first year of this century. For the same sum ten bushels of corn can now be purchased in England, after having been carried a thousand miles in the interior of America and across the Atlantic. But the North-West Company obtained the carriage of its stores very cheap, compared with what others paid. The cost of carrying goods between Montreal and Kingston, before the Rideau or St. Lawrence canals were built, seems to this generation incredible, and is worthy of belief only, because it is stated on unimpeachable authority. Sir J. Murray stated, in the House of Commons, September 6, 1828, that, on a former occasion, the carriage of a twenty-four pound cannon cost between £150 and £200 sterling; that of a seventy-six cwt. anchor £676; and that when the Imperial Government sent out two vessels in frames, one of them, a brig, cost the country in carriage, the

short distance between these two cities, the enormous sum of thirty thousand pounds sterling; nearly one hundred and fifty thousand dollars. The same service could now be performed for a mere trifle. In the early days of the Talbot settlement—about 1817—so called from a large district of country in Western Canada having been granted to Col. Talbot to place settlers upon, we have the authority of Mr. Edward Ermatinger, the biographer of that eccentric pioneer, for the statement that eighteen bushels of wheat were required to pay for a barrel of salt, and that one bushel of wheat would no more than buy a yard of cotton. From the difficulty of getting seed grain over the wretched roads of this new country, the struggling pioneer sometimes had to pay as high as two dollars a bushel for wheat, which sold in other parts of the province, where communications were better, for about three shillings and three pence a bushel, and other things necessary to his comfort and subsistence were proportionately dear.

The enormous rates of Atlantic freights, in those early days, show the immense improvements that have since taken place in ocean navigation. Mr. David Anderson, who, in 1814, published a book to prove the importance of the British American Colonies to England, estimated the freight of a quantity of wheat sufficient to make a barrel of flour, from Canada to England, at a pound sterling, nearly five dollars. He was obliged to make an estimate, when dealing with a barrel of flour, because "breadstuffs" were then shipped to England only in their unground state; and if his figures be reliable, Atlantic freights on this form of "the staff of life," were seven times as high as at present. We suspect, however, that his estimate was too high.

The average cost of freight on all the grain taken to England is added to the price of the grain, and if it costs five or six times as much to take grain to that market from one country as it can be taken for from another, the producer in the former country is at a great disadvantage in the competition he is obliged to meet. Discriminating duties could not be expected to make up the difference. Lying under these enormous disabilities, in respect to the transmission of produce from the place of production to the ultimate market, it was inevitable that the exports of Canada in grain should be low. In the quarter of a century ending with 1821, when the practice of grinding wheat for exportation had begun, Canada had exported only 563,221 bbls. of flour, and 4,833,190 bushels of wheat. Her population was small; but the growth of population under this condition of things must necessarily be the reverse of rapid.

Between Quebec and Montreal, and on Lake Ontario an improved kind of craft was used long before the same thing was possible between Montreal and Kingston. In 1795, three small merchant vessels, owned at Kingston,

used to make eleven voyages a year to the portage at Queenston; they formed the bridges between Kingston and Queenston; and long after, so little was foreseen of the future tracks of commerce, it was thought that the latter place would always continue to play an important part in the trade of the country. These vessels were, probably, from fifty to two hundred tons burthen, as Weld tells us, there were merchant vessels of that class on the lake at that date. Canoes and bateaux were also much used; all the coasters on the American side being of the latter class. Nearly all the British commerce of the lake was between Kingston and Queenston. The vessels seldom called at any other point. The number of vessels must have been small; for, if we may trust a statement published in the newspapers of the time, there were, in 1812, seventeen years after, on the Canadian side of Lake Ontario, only three vessels of over forty tons each. In 1826, in spite of the war that had intervened, the number of vessels of that size had increased to between thirty and forty, and some reached nearly, or quite, one hundred tons. At the former date, 1795, the fare between Kingston and Niagara was ten dollars, first class, and half that sum second class. The freight on goods between Kingston and Queenston was about nine dollars a ton (thirty-six shillings sterling) nearly as much as would have been paid for carrying them across the Atlantic, before the war then raging in Europe broke out. But ships were costly to construct, and wore out rapidly, sailors had to be brought up from the ocean, and retained on pay during the five or six winter months when the harbors were frozen up. Ship carpenters, brought from the States, worked in summer and returned home in winter. Added to this rate of freight was the previous carriage, sometimes of over two thousand miles, inland, before they were put on board at Queenston portage. Over this portage, sixty wagons would sometimes pass in a day. The upper landing place was on Chippawa Creek. Merchandise took this route westward by Detroit to Michilimackinac, and beyond. This portage trade gave the same importance to Queenston that Lachine received from a similar kind of traffic.

The first steamboat that ran between Quebec and Montreal appears to have been built in 1811, by Mr. John Molson, well known as the father of steamboat enterprise on the St. Lawrence. We find by the journals of Lower Canada that a bill was brought in, in that year, to grant him the exclusive right of navigating with one or more steamboats that part of the river; but though it passed through committee, it did not become law. Next year it was again introduced on petition. The petition sets forth that Mr. Molson had already built a steamboat, at great expense, which would afford the means, at a small cost to the public, of a speedy and convenient passage between the two cities; the only means of making it then in use being "fatiguing from the nature of the vehicle, and inconvenient both for lodging and nourishment." The petition did not mention the number of years during which this exclusive privilege was desired. The Legislative Council passed the bill, and inserted the term of fourteen years; but when it came before the Assembly, in Committee, the House was counted out for want of a quorum, only thirteen members being present, among them L. J. Papineau,

who was favourable to the measure. Nevertheless, steamboat communication was established on that part of the St. Lawrence, through the enterprise of Mr. Molson. It lessened the cost, shortened the time, and banished many of the discomforts of travelling between the two chief cities of Lower Canada.

Twelve years later, there were no less than seven steamboats plying between Quebec and Montreal. Five of them appeared in Edward Allen Talbot's eyes nearly as long each as a forty gun frigate. The double row of sleeping berths, on each side of the cabin, were thought to be surpassing luxuries, where state-rooms were unknown: though they would now fail to command any but second class passengers. And the charge, £3 sterling, over fourteen dollars and a half from Quebec to Montreal, and ten shillings less the other way, would now take a passenger all the way from Hamilton to the Saguenay by steamboat, and from Sarnia to Portland by rail. But the rates of passage were somewhat reduced, by the natural operation of competition to a moderate figure. By the year 1829, deck passage on these steamers could be had for a dollar and a half; and a passage could be had on such conveyance as then existed, from Montreal to Kingston, for five dollars a ton.

Upper Canada was only a little later in availing itself of the facilities of steamboat navigation. The "Frontenac," the first Lake Ontario steamer, was not built till 1816. She cost £15,000, which is nearly three times as much as any other boat on that lake cost for the next decade, as the following figures, which represent the commercial steam marine of Lake Ontario in 1826, show:

NAMES OF STEAMERS.	COST.
Frontenac	£15,000
Queenston (estimated).....	5,000
Niagara	6,000
Charlotte	3,500
Toronto	2,500
Canada	5,000
Dalhousie	2,500
Total	£39,500

The "Frontenac," Howison tells us, was the largest steamboat in Canada; her deck being seventy-two feet long and thirty-two feet wide; seven hundred and forty tons burthen, and drawing eight feet of water. The time has long since passed when any one would think of using, on these waters, so small a steamer for passenger traffic. But the size of Canadian steamers soon underwent an increase. In 1829, the "Lady Sherlock," which ran between Quebec and Montreal, was one hundred and forty-five feet long, and the Chambly was only three feet shorter. Before the Lachine Canal was built small steamers managed to stem the Lachine rapid, which they overcame by going obliquely against the current and taking advantage of the side eddies.

It is curious to note that, at a distance of about five years, Upper Canada followed Lower Canada in the inauguration of steamboat enterprise; and that she counted seven steamboats on Lake Ontario two years after Lower Canada had placed that number between Quebec and Montreal. The fare charged by the first Upper Canada steamboat was twelve dollars from Prescott to Toronto, and half as much again to Hamilton.

But while these two sections were provided

with steamboat accommodation, the intermediate distance between Kingston and Montreal was still, on account of the interruptions occasioned by the rapids, obliged to content itself with more primitive modes of communication.

The flat-bottomed *bateaux*, made of pine boards, and narrowed at bow and stern, forty feet by six, with a crew of four men and a pilot, provided with oars, sails and iron shod poles for pushing, continued to carry, in cargoes of five tons, all the merchandise that passed to Upper Canada. Sometimes these boats were provided with a makeshift upper cabin, which consisted of an awning of oilcloth supported on hoops like the roof of an American, Quaker or Gipsy wagon: provided with half a dozen chairs and a table, this cabin was deemed the height of primitive luxury. The bateaux went in brigades, which generally consisted of five boats. Against the swiftest currents and rapids, the men poled their way up; and when the resisting element was too much for their strength, they fastened a rope to the bow, and plunging into the water, dragged her by main strength up the boiling cataract. From Lachine to Kingston, the average voyage was ten or twelve days; though it was occasionally made in seven; an average as long as a voyage across the Atlantic now. The nature of the route over which they travelled had dictated the construction of these boats; the main object being that they should draw as little water as possible. A bateau of two tons, if heavily laden, had to be lightened to pass over the Long Sault, when the water was low.

The Durham boat, also then doing duty on this route, was a flat-bottomed barge; but it differed from the bateaux in having a slip keel and nearly twice its capacity.

This primitive mode of travelling had its poetic side. Amid all the hardships of their vocation, the French Canadian boatmen were ever light of spirit, and they enlivened the passage by carolling their boat songs; one of which inspired Moore to write his immortal ballad, better known among the generality of English readers than those of the French that preceded it.

WAGGON ROADS

It is evident that water routes, however convenient they might be for communication between distant regions, must be supplemented as fast as the adjacent country becomes settled to a distance from their shores, by land-roads suitable for horses and waggons. Up to a comparatively recent period, however, even the great leading roads of the Dominion had received little improvement beyond such rude grading as would render them passable. Where they crossed swampy places, round trunks of trees were laid, side by side, across the roadway, to prevent the waggon-wheels from sinking in the mire.

A supposed resemblance to the King's corduroy cloth, gained for these crossways the name of "corduroy roads." The earth roads were passably good only when covered with the snows of winter, or dried up with the summer sun; and even then a thaw or a rain made them all but impassable. The rains of autumn, and the thaws of spring, converted them into a mass of liquid mud, such as au-

phibious animals might delight to revel in. Except an occasional legislative grant of a few thousand pounds for the whole Province, which was ill expended, and often not accounted for at all, the great leading roads, as well as all other roads, depended, in Upper Canada, for their improvement on statute labour. In 1831, every male inhabitant not rated on the assessment roll, was liable to two days labour on the roads; a person rated at not more than twenty-five pounds, to three days labour; if over fifty, and less than seventy-five, four days; at one hundred pounds five days; at two hundred pounds, seven days; at three hundred, nine days; at four hundred, eleven days; at five hundred twelve days. This labour was languidly performed, or, when possible, evaded altogether; substitutes were difficult to get, and money to pay them with equally so. In that year, £20,000 was granted by the Legislature for the improvement of roads; and Mr. Ruttan, in a pamphlet published the next year, stated that £9,000 of it remained unaccounted for. In 1835, no less a sum than £50,000 was granted for the improvement of roads; but this sum even if economically expended, would go a very little way in forming good roads, over distances that embraced many hundreds of miles. In 1836-7, a Session of recklessly improvident grants of all kinds, £500,000 was authorized to be raised for roads; but it was of no more value than the several other similar authorizations, amounting in the aggregate to several millions of dollars, when the credit of the Province was at zero, and its whole revenue was not one-third as much as that of one of our richest municipalities to-day. At the time of the Union, in 1841, the whole revenue of the Province was only £78,000; that of Toronto was, in 1870, \$1,362,169.25. Formerly the small grants for this purpose were jobbed and squandered by members of the Legislature, under a system in which no one was responsible, and every member could propose a money grant without the previous authority of the Crown. In 1840, Chief Justice Robinson estimated the whole amount that had been expended on Macadamized roads, in Upper Canada, at £200,000—\$800,000. After the Union, a large portion of the Imperial guaranteed loan of £1,500,000, was expended on this kind of roads; but the money was so distributed that the great leading routes were seldom more than partially improved.

The only road on which it was possible, in 1837, to take a drive, near Toronto, was Yonge Street, which was Macadamized a distance of twelve miles. Mrs. Jamieson describes the Canadian stage coach as being, at that time, like the American, a "heavy lumbering vehicle, well calculated to live in roads where any decent carriage must needs founder." These were the better sort, on the great roads. Another kind were "large oblong wooden boxes, formed of a few planks nailed together, and placed on wheels, in which you enter by the window, there being no door to open or shut, and no springs." On two or three wooden seats, suspended on leather straps, the passengers were perched. The behaviour of the better sort, in a journey from Niagara to Hamilton, is described by this writer as consisting of a "reeling and tumbling along the detestable road, pitching like a scow among the breakers of a lake storm." The road was knee-deep in mud, "the forest on either side dark, grim and impenetrable."

Bad as this was, there were men scarce past the prime of life, who, contrasting it with their recollections and experience, might be excused for thinking it a very acceptable mode of travelling. They could remember the time when it was impossible to thread their way among the stumps of trees and fallen timber that encumbered the road, with a rude cart and a yoke of oxen; when the Duke de la Rochefoucault-Lioncourt, in 1795, described this very road as one of the worst he had seen in America, when it was passable only on horseback, and then, he tells us, "but for our finding now and then some trunks of trees in the swampy places, we should not have been able to disengage ourselves from the morass." Thirty years later, Mr. Wm. L. Mackenzie described the road between Toronto and Kingston, as amongst the worst that human foot ever trod. And down to the latest day before the railroad era, the travellers in the Canadian stage coach were lucky if, when a hill had to be ascended or a bad spot passed, they had not to alight and trudge ankle deep through the mud.

In Lower Canada the *Maitres* and *Aides de Poste* formerly kept conveyances for the carriage of passengers at stated post houses; and the rates of charge were fixed by law. They received ten-pence a league for a horse and cart or sleigh, or for a horse and harness without either, for conveying a weight of six hundred pounds, and four-pence for every additional horse, conveying a weight of one thousand pounds; and seven-pence half-penny a league for a saddle-horse. The Act establishing these post houses having expired, the *ci-devant Maitres* and *Aides de Poste*, petitioned for their re-establishment, with a legalized tariff, in 1812. But a committee to whom the petition was referred, reported adversely; and thenceforth the carrying of passengers on land seems to have been left to the natural law of competition.

The rate which it was possible to travel in stage coaches depended on the elements. In spring, when the roads were water-choked, and rut-galled, the rate might be reduced to two miles an hour, for several miles on the worst sections. The coaches were liable to become embedded in the mud, and the passengers had to dismount and assist in prying them out by means of rails obtained from the fences. Various forms of accidents occurred, and the total percentage was probably not less than fifty per cent. more than on railways at present. The cost of travelling, in fares, to say nothing of time and expenses on the way, where the driver was generally in league with the tavern-keepers, by whom he was used as a decoy, was nearly three times what it is on railways. In the dry weather of summer, and the snows of winter, the worst roads became tolerably good; and stories of incredible speed being made, in sleighing, are still told. It is alleged that Mr. Weller—the immortal stage-coach owner—once drove Lord Sydenham from Toronto to Montreal, by means of successive relays of horses, in twenty-six hours; and a story is told of a still more surprising feat being performed, in the same way, between Portland and Montreal. It was a race between Boston and Portland, which could carry the English mail most rapidly to Montreal. The Portland party made the distance, which is nearly three hundred miles, in twenty hours. The result of this contest is said to have been one of the causes that led to the adoption of

Portland as the terminus of the railway from Montreal, instead of Boston.

RAILWAYS.

The railway is the crowning improvement of modern times in transportation of travellers and merchandise. It is by far the most rapid, effective and economical means of conveying goods and passengers from place to place. While it is undoubtedly true that many railways, perhaps a majority of them, have in their earlier years proved quite unprofitable to their original projectors and to their stockholders few, if any, have failed to add to the material wealth of the regions through which pass they to an extent many times exceeding their cost.

To a country with the physical configuration of the Dominion—stretching from the Atlantic to the Pacific, and settled only on a relatively narrow frontier strip—cheap and rapid communication is one of the first requisites. The diversified products of the eastern and western sections require to be constantly interchanged in order to meet the wants of both. And nothing will so powerfully tend to consummate the great object aimed at in forming our Confederate Constitution—the real and lasting union of the people of all these provinces—as supplying the best possible facilities for the interchange, not merely of commodities, but of thought, by the means of correspondence and personal intercourse. The INTERCOLONIAL LINE, which is intended to connect in one continuous line the Provinces of Nova Scotia, New Brunswick, Quebec and Ontario, was no doubt projected, more as a political than as a commercial undertaking, and very great advantages may be expected from it in the way of bringing about acquaintanceship, creating and riveting social ties and commercial relations, breaking down antipathies and creating the sense of a common interest. Let us hope that as a military convenience it will never be called into requisition. The same necessity that forced the construction of the Intercolonial operates to urge the building of a CANADIAN PACIFIC LINE, which, great as the undertaking is, will undoubtedly be proceeded with without any unnecessary delay. These two lines, when completed, will, with our other great public work, the Grand Trunk Railway, extend as a vast iron girth across the Continent, forming a grand National Highway of three thousand miles in length, or in all, six thousand continuous miles of railway track.

The brilliant success of Mr. George Stephenson's engine "Rocket," on the Liverpool and Manchester Railway, drew the attention of the world to this new and marvellous triumph of genius. The £500 prize offered by that Company was won by the engine named—the trial taking place on the 6th October, 1829. This engine, which weighed four tons, made on the level, with 12½ tons attached, 29½ miles per hour. A result so astounding to the ideas of our ancestors, who regarded any means of travel faster than a stage coach at ten miles an hour as tempting Providence, was soon published far and near. In spite of the most unscrupulous and persistent opposition, this innovation forced its way into public notice. Railways soon became what they now

are one of the most marked characteristics of our modern civilization.

As a means of opening up a new country for settlement, railways are incomparably the best and most effective, viewed in the light of results, that human skill has yet devised. Like the arteries and veins in the human body, they are the channels which vitalize the extremities of a country, and bring them into direct and immediate connection with the centres of commerce. They give value to natural products before valueless, because out of the reach of consumers; change sterility into productiveness; convert the wilderness into cultivated farms, as if by magic, and substitute for the profitless hunting of the wild man of the forest, the peaceful and remunerative operations of modern husbandry. Railways have accomplished all this in Canada, but the work has only fairly begun.

AMERICAN RAILWAYS.—Immediately after the trial of Mr. Geo Stephenson's Engine, a most important agitation sprang up in the United States. A section of 14 miles of the Baltimore and Ohio Railway was completed in 1830, and opened for traffic. It was worked by horse-power. In the next year a locomotive engine, the first of American manufacture, was placed on this line. In the same year an English engine, weighing six tons was obtained for the Mohawk and Hudson, but this proving destructive to the permanent way, an engine of American make, weighing only three tons was substituted in its place. In 1832, the South Carolina Railway was opened, also the New-York and Harlem, and the Camden and Amboy, in New Jersey. The Boston and Lowell, in the State of Massachusetts, was commenced in 1831, and the Boston, and Providence and Boston, and Worcester, in the following year, these three roads were completed in 1835. The Newcastle and Frenchtown, extending from Chesapeake to Delaware Bay was commenced in 1831 and finished in 1832. All these schemes were crude and ill-judged. As in Canada, the estimates always fell far short of the actual cost. This, with the defective character of the works rendering constant repairs necessary, sadly embarrassed nearly every enterprise undertaken. The railways did not prove remunerative and became a serious burden on the capital and industry of the country; a state of affairs which brought about those widespread failures, and sweeping financial disasters, known in the aggregate as the crisis of 1837. This collapse gave the quietus to railway enterprise for a period of at least ten years. Many projects on which a good deal of money had been spent were wholly abandoned; others were gone on with. But the total miles constructed in the ten years following would scarcely equal the number completed in a single year since. From the small beginnings of forty years ago, the railway interest in the United States has grown enormously; the total mileage is now 50,000 in round number and these are being added to at the rate of 3,000 to 4,000 miles of new lines annually.

The liberal public policy of the United States Government with reference to this class of public works has had much to do with their almost marvellous expansion, and with the equally marvellous results that have followed in the development and progress of the country. It is estimated that the total amount invested in American railways appro-

ximates very closely to two thousand millions of dollars! The roads did not cost even three-quarters of this sum (which represents their capital accounts) the difference of over one quarter being made up by the process known as "watering."

In addition to a grant of thirty-five millions of acres of public lands to the Pacific Railway, already constructed, the United States Government issued \$63,616,000 in 6 per cent currency bonds in aid of that undertaking. The whole line is 3,300 miles in length, from the Atlantic to the Pacific Ocean. The public aid was, however, only extended to 2,500 miles of the railway. The bonds were issued upon 300 miles at the rate of \$48,000 per mile, upon 976 miles at the rate of \$32,000 per mile, and upon 1244 miles at the rate of \$16,000 per mile. A second mortgage was accepted by the Government as security for the loan, and the companies were authorized to issue their own bonds to an amount equal to the Government subsidy, the same being made a first mortgage over the whole of the companies' effects. The annual interest on the subsidy is \$3,934,569.

Subjoined is a statement of the amount of lands granted by Congress to the States named, for the construction of railways up to the 1st July, 1869.

STATES.	ACRES GRANTED.
Illinois.....	2,595,053
Mississippi.....	2,062,240
Alabama.....	3,729,120
Florida.....	2,360,114
Louisiana.....	1,578,720
Arkansas.....	4,744,272
Missouri.....	3,745,160
Iowa.....	7,331,208
Michigan.....	5,327,931
Wisconsin.....	5,378,360
Minnesota.....	7,783,403
Kansas.....	7,753,000
California.....	2,060,000
Oregon.....	1,660,000
Total.....	58,108,581

	ACRES.
Grant to Union and Central Pacific R. R. Cos.....	35,000,000
" to Northern Pacific.....	47,000,000
" Atlantic and Pacific.....	42,000,000
" in aid of Canals.....	4,405,986
" in aid of Waggon Roads.....	3,782,213
	8,188,199
Total.....	190,296,780
Add grants made by 41st Congress.....	33,760,000
Total of all grants to date.....	224,056,780

The amount received by the different States, made the grantees of these lands, is much less than the figures would indicate. The lands were granted in plots of six alternate sections of 640 acres each, being equal to 3,840 acres to the mile, to be taken by the odd numbers within six miles of the line of the railway. In case a sufficient number of sections of odd numbers of Government lands could not be had, on account of their previous disposal, then the lands of odd sections, within fifteen miles of the railway would be taken, in order

to make up the quantity granted. In some cases the grants were enlarged so as to apply to odd sections within twenty miles of the railway. The act of Congress conveying these lands, specified in general terms the route over which the proposed road was to run, and fixed a limit of time for its completion. Owing, therefore, to the condition on which these lands were donated, and the fact that the requisite amount of lands in odd sections within the prescribed limits were not to be had, a number of the companies never received more than half the amount granted them. Of the fifty-eight millions of acres given to the States not one-half has been appropriated as intended, chiefly for the reason just named. The Northern Pacific, which is to run from the head of Lake Superior, through the States and Territories intervening, to Puget's Sound has the right to take alternate sections within twenty miles of the railway in the States and within forty miles in the Territories, the total grant being 74,423 square miles.

Besides all this liberality on the part of the General Government, the State governments have in many instances contributed handsomely for the encouragement of railway enterprise. We have noticed that the State of Georgia appropriated some thirty millions of dollars in this way, the grants ranging from \$8,000 to \$15,000 per mile. About two-thirds of this sum was granted at a single session of the Legislature. Alabama guarantees 8 per cent interest on one of her railways, to the amount of \$16,000 per mile of completed and equipped railway; another road in the same state has a guarantee covering an expenditure of \$20,000 per mile.

CANADIAN RAILWAYS.—Very soon after the first railways were commenced in Great Britain and in the United States, several projects were formed and discussed for the construction of lines in Canada. From 1832 to 1840 a large number of charters were obtained in all the Provinces, but the great majority of the schemes so authorized proved abortive, and the Acts suffered to remain on the statute book as a dead letter.

In 1836 the first attempt at working a railway in Canada was made. The St. Lawrence and Champlain, (now the Montreal and Champlain,) was opened in that year; the rails were of wood with flat bars of iron spiked on them, and from the tendency of this class of rail to curl or bend upward as the wheels passed over it, it became known as the "snake rail." From this awkward peculiarity it often happened that the rails came into contact with the body of the cars or other rolling stock, in which case both fared badly. The first locomotive used on the Line was sent from Europe, accompanied by an engineer, who for some unexplained reason had it caged up and secreted from public view. The trial trip was made by moonlight in the presence of a few interested parties, and it is not described as a success. Several attempts were made to get the "Kitten"—for such was the nickname applied to this pioneer locomotive—to run to St. Johns, but in vain; the engine proved refractory and horses were substituted for it. It is related, however, that a practical engineer being called in from the United States, the engine which was thought to be hopelessly unmanageable, was pronounced in good order requiring only "plenty of wood

and water." This opinion proved correct, for after a little practice the "extraordinary" rate of speed of twenty miles per hour was attained. Other difficulties were soon overcome and the first Canadian railway became an accomplished fact.

The first locomotives used in Canada and the first sent across the Atlantic to British North America were the "James Ferrier," "the Montreal" and the "John Molson." They were built by Messrs. Kimmond & Co., of Dundee, Scotland, in 1847, and shipped in the spring of 1848. The first two were used on the Montreal and Lachine railway, and the third ran from St. Lambert to St. Johns on the Montreal and Champlain railway. Some of them are still running.

It was fully a decade subsequent to the date of the opening of the St. Lawrence and Champlain Railways that the Huron and Ontario and Great Western projects took practical shape in Upper Canada, although charter powers were conferred for the construction of the former line as early as 1833 and for the latter in 1834. So little was the progress made that in 1850 there were but fifty-five miles of railway in all the Provinces.

In 1849 a general Act was passed known as the "Guarantee Act" which empowered the Government to aid any railway not less than seventy miles in length by guaranteeing the payment of six per cent. interest on a sum not to exceed one half the total cost of the road. In 1858 the Government guarantee was extended to the principal, the Government taking a first lien on the railways so aided. Though this policy never realized the anticipations formed of it, yet it had the effect of giving a powerful stimulus to railway enterprise. Then commenced the first railway era in which all our present lines were constructed.

GRAND TRUNK RAILWAY.

In 1851, an Act was passed (14 and 15 Vic., Cap. 73), entitled: *An Act to make provision for the construction of a Main Trunk Line of Railway throughout the whole length of this Province.* This Act brought the Legislature under a pledge not to increase the public debt, except for the purposes of building such railway and "as regards the guarantee of the Province under the Act 12 Vic., Cap. 29, for interest only on debenture issued or to be issued by the St. Lawrence and Atlantic, the Great Western, or the Ontario, Simcoe and Huron Railway Companies." The Governor General was authorized to enter into arrangements with the Governments of Great Britain, and of the Lower Provinces, for the construction of the Quebec and Halifax Railway, if the necessary funds should be raised under the Imperial guarantee. The Governor in Council was authorized to apply, in furtherance of that work, all the ungranted lands, to the extent of ten miles on either side of the line. The road was to be continued as far as Hamilton, under the Imperial guarantee, if that were obtained, but if it was not obtained, or the amount was not sufficient to accomplish so much, the whole road, or the residue of it, was to be built at the joint expense of the Province, and such Municipal Corporations as would subscribe towards it. A fund was to be formed out of the municipal subscriptions, to be called the "Municipal Subscription Fund." Debentures equal in amount to these municipi-

pal subscriptions might be issued by the Government, and chargeable on this fund, and a Sinking Fund to be created; besides an equal amount of debentures chargeable on the consolidated revenue. If the funds for constructing the Main Trunk could not be raised in any of these modes, the work might be undertaken by chartered companies. A Board of Railway Commissioners, consisting of the Receiver General, the Inspector General, the Commissioner and the Assistant Commissioner of Public Works, was created. The guarantee under the Act of 1849, was not to be given till this Board had reported to the Governor in Council, that the land for the whole line or section had been obtained and paid for, and a part of the work done; and that the fair cost of this was equal to what would have to be expended for the completion of the road.

The Government had set out, in 1849, by confining the guarantee to the interest of the loan raised by the railway company; but by the Act of 1851, now under review, authorized the Governor in Council to extend it to the principal, in case of the Grand Trunk. Provincial debentures might be exchanged for those of railway companies. In return, the Province was to take the delusive security of a first lien on the railway, tolls and property of the Company; a security from which the Province has never derived and never will derive a single dollar. We now know that the straightforward way of dealing would have been to grant a bonus instead of a loan that purported to be secured. The Province has got good value for whatever it has paid on account of this road; but the mode of doing it held out hopes that have not been realized.

QUESTION OF ROUTE.—The question of the route of the Main Trunk engaged the attention of the Standing Committee of the Canadian Legislature on Railroads and Telegraph Lines in 1851. There was much diversity of opinion as to where the section of the line between Kingston and Montreal should be located.

Mr. (now Sir) Hugh Allan favoured a line to accommodate the Ottawa District via Bytown, now Ottawa, in order to avoid the competing water traffic and with a view of opening up a large tract of land. Several others spoke to the same effect and it was said that in a military point of view this route would be more secure than a frontier route on the river. But arguments in favor of the more direct route prevailed. The cost was estimated at from \$25,000 to \$27,000 per mile.

QUESTION OF GAUGE.—On the question of gauge, several witnesses were heard. We incline to think that the weight of the evidence was in favour of a four feet eight and a half inch gauge, while that of five feet six was adopted. Mr. T. C. Keefer said: "The steadiness of a carriage depends upon the length of the rectangle formed by the wheels, and I think the long carriage used on the American narrow-gauge roads are steadier than the short broad gauge carriages, when both are run upon roads of equal condition." A Royal commission, appointed in 1845—six years before—had reported: "That as regards the safety, accommodation and convenience of passengers, no decided preference was due to either gauge; that in respect to speed, the advantage was with the broad gauge; that in the commercial case of the transport of goods, we believe the narrow gauge to possess the greater convenience, and to be more suited to the general

traffic of the country; that the broad gauge is the more costly;" and they ended with this conclusion: "Therefore, estimating the importance of the highest speed on express trains for a comparatively small number of persons—however desirable it may be to them—it is of far less moment than affording increased convenience to the general traffic of the community—we are inclined to regard the narrow gauge as that which should be preferred for the general convenience."

Many of the persons examined before the Assembly committee, in 1851, were not in a position to form the best opinion as to the relative value of different gauges. Mr. Harris, President of the Great Western, must be presumed to have given the question some consideration, and he gave his opinion in favour of the narrow gauge, which the Great Western had then adopted. All their calculations, plans and specifications were then based on a four feet eight and a half-inch track. He gave the following as the reasons for its adoption:

"First, its established character; second, the saving of money in the superstructure (ties and rails requiring extra strength for broader gauge); third, saving of expense in running machinery, for all time to come; and fourth, to form an easy and economical junction with the railroads of Michigan and New-York, from which the Company expect to receive very large additions to the traffic on their road, a considerable portion of which is expected to follow a Trunk Line through the Province to Montreal." And he added:

"I consider the adoption of a broader gauge than four feet eight and a half inches would prove injurious to the interests of the Great Western Company, as well as to the Main Trunk Line as far as Montreal, because I feel that every inducement possible will require to be made, to secure the principal part of the travel from Chicago, &c., through Canada, in preference to the various channels now being opened on the south side of Lake Erie; and I feel convinced that any gauge that will not admit of the baggage cars of the roads joining the Great Western on either side being carried across it, will deprive Canada of the greater part of the said travel."

There is something prophetic in some of these reasons. The Great Western practically compelled by the Legislature to adopt a five feet six gauge, were obliged to reduce it, by means of a third rail, to enable American trains to pass over their line. The section of the Main Trunk east of Montreal had been commenced with a "broad gauge," and that circumstance may have had some influence in determining the decision of the Committee. Erastus Corning, a name influential among railroad men, gave his opinion in favour of the four feet eight and a half, to enable our roads to connect with railroads in the States, which had adopted that gauge; the New York, Northern and Central, and the New England lines. And he held that, not one advantage to a wide-gauge can be stated without a sacrifice incident to such increase. At the same time he stated with great candour, "that the relative advantages and disadvantages of various gauges rest solely upon the stability of the road-bed to sustain the weight of engines and cars, and their action when in motion on the track." H. C. Seymour, State Engineer of New York, admitted the inconvenience of a gauge that necessitated transhipment; but he contended

that all the objections to a five and a half feet gauge had been refuted by the result of actual experience " Besides the decreased wear and tear consequent upon the easier motion of the cars and engines on a wide gauge," he said, " the comfort of passengers produced by the wider seats permissible in cars running on a wide gauge, is an important consideration." A five feet and a half track would enable the cars to be a foot wider than on one four feet eight and a half.

Other distinguished engineers, including John L. Roebing, the builder of the suspension bridge over Niagara River, Thos. Rodgers, of Patterson, New-Jersey, a noted locomotive manufacturer, and M. Killaly then attached to the Public Works Department, though admitting weighty objections to the broad gauge, advocated it on the whole, and with all the evidence before them and all the circumstances to be considered, the Railway Committee on the 31st July 1851 decided in favor of the five and a half feet gauge.

INTERPROVINCIAL NEGOTIATIONS.—Applications having been made to the Imperial Government for pecuniary aid in this important undertaking, Earl Grey, then Colonial Secretary, suggested in his despatch of March 14, 1851, a conference between the Governments of the three provinces, " for the purpose of coming to some agreement, on the subject, which, after being approved by the Legislatures of the several Provinces, might be submitted for the sanction of Parliament." Mr. Howe represented Nova Scotia and Mr. Chandler New Brunswick. They reached Toronto on the 15th June. New Brunswick, though thus represented, was still hesitating; and all that could be done by the Conference was to agree upon a basis of action to be submitted to the Government of that Province. It was agreed, subject to the approval of New Brunswick, that the line from Halifax to Quebec should be made " on joint account and at the mutual risk of the three Provinces, ten miles of land along the line [on both sides it is to be presumed] being voted in a joint commission, and the proceeds appropriated towards the payment of the principal and interest of the sum required." New Brunswick was to construct the Portland line—the North American and European—at her own risk, with funds which it was erroneously assumed would be advanced by the British Government, while Canada, at her own risk, was to build the line between Quebec and Montreal, and any saving that could be effected out of the share of the Halifax and Quebec Railway guaranteed loan, was to be appropriated to the extension of the line above Montreal. When the debt contracted, on the joint account of the three Provinces should be repaid, each Province was to own the portion of the line within its own territory. Canada was to withdraw the general guarantee offered for the construction of railways in any direction, and her resources were to be concentrated upon the main line, with a view to the early completion of a great intercolonial and interior highway from Halifax to Hamilton, thence to Windsor, opposite Detroit. The great Western, then in course of construction, was to complete the line to the Western frontier of Canada. The New Brunswick Government agreed to accept these terms, as soon as assured that it had been confirmed by that of Nova Scotia. Mr. Howe, in his arguments to obtain this confirmation from the people of

Nova Scotia, who were about to elect a new Legislature, even then argued that this line would in our time, be extended to the Pacific. All the calculations were based on the assumption that the railway would cost £7,000 currency or \$23,000 a mile; but Mr. Howe thought that much of the work could be done for \$20,000 a mile. He found that the capital with which American railroads had been constructed had cost from seven to twelve per cent.; and he brought his mind to the conclusion " that a railroad built with money at 3½ per cent. will pay almost immediately, even if made through a wilderness, provided the land be good, water power and wood abundant, and provided there are settlements at either side, to furnish pioneers and local traffic with them when they are scattered along the line." This is a more hopeful view than most persons now venture to take of the Intercolonial. Mr. Howe estimated the quantity of land to be appropriated in aid of the railway, chiefly by Canada and New Brunswick, at three millions of acres, and argued that if it were sold at a dollar an acre it " would form a fund out of which to pay the whole interest on the capital expended for the first three or four years."

It was understood that the general government had distinctly pledged its guarantee to the Intercolonial Railway; but owing to a misunderstanding between the Colonial Secretary, Sir John Pakington, and the delegates from the Provinces, in regard to the location of the line, this pledge was for the time withdrawn.

The responsibility was thereupon taken in behalf of Canada, and independent of the other Provinces, by Mr. (now Sir Francis Hincks) to negotiate an agreement with the great English Railway constructing firm of Peto, Brassey, Betts and Jackson who undertook to build the road and to float the stock of the whole line on obtaining the government guarantee of £3,000 or \$12,000 per mile. The Quebec and Richmond Railway Co. had already contracted with this firm for the construction of their portion of the Road.

CONSOLIDATION.—This agreement involved a new policy of railway legislation. But before coming to what that legislation was, we must first recapitulate what had been previously done on some sections of what was now to be called *The Grand Trunk Railway of Canada*.

In 1843, the *Toronto and Goderich Railway Company* was chartered, (10 & 11 Vic. cap. 123, with a capital of £750,000, in shares of £25 each, with power to raise an additional sum of £250,000 if required. This road, in its passage from Toronto was to strike Guelph and the waste lands of the Crown lying north of the Huron Tract, to Goderich on Lake Huron. The survey map and book of reference were to be deposited within three years and the road to be completed within ten years. Construction was not to commence until £150,000 of the stock had been subscribed, and ten per cent. paid on it. The Directors were empowered to unite with any joint stock company then formed or to be hereafter formed in the United Kingdom, and with the Toronto and Lake Huron Railroad Company.

In 1851, the *Kingston and Montreal Railroad Company* was incorporated, with a capital of £600,000 currency (\$2,400,000), in shares of \$100 each; and if that proved insufficient, power was given to raise £100,000 more. The same power of making arrangements as in the old Act was given. The gauge was

fixed at five feet six inches. The whole of the stock was subscribed by ten persons, in August, 1852.

The *Act to Incorporate the Grand Trunk Railway of Canada* (16 Vic., cap. 37), passed in 1852, incorporated a company with a capital of £3,000,000 stg., in £25 shares, to construct a railway, on a designated route, from Toronto to Montreal. The Government guarantee, to be given in the form of Provincial Debentures, was confined to £3,000—\$12,000—a mile, and was to be handed over in amounts of £40,000, whenever £100,000 stg. should be ascertained to have been expended " with due regard to economy " on the road.

Another Act, (16, Vic. cap. 58) was passed the same session, *To provide for the Incorporation of a Company to construct a Railway from opposite Quebec to Trois Pistoles, and for the extension of such railway to the eastern frontier of this Province.* The capital was fixed at one million sterling, with power to increase it to four millions, and the right to extend the road to the eastern limit of the Province. The same amount of Provincial guarantee as in the case of the Grand Trunk was to be given to that section which lay between Point Levi and Trois Pistoles; but for an extension a grant of a million acres of land was to be given in lieu of a money aid. In other respects the terms of this Act were the same as those of the preceding.

What is popularly known as the *Amalgamation Act* (16 Vic., cap. 39) completed the series of railway legislation this session. It empowered any railway company whose road formed part of the Main Trunk line to unite with any other such company. Its provisions were applied to the St. Lawrence & Atlantic Railway Co., and the railway which that company was empowered to construct. It repealed the Acts incorporating the Montreal & Kingston Railway Co., and the Kingston & Toronto Railway Co., and obliged the Grand Trunk Railway Co. to pay the promoters of these railways the preliminary expenses they had incurred.

In 1853, the Grand Trunk Railway Company was authorized to increase its capital or to borrow to the extent of £1,500,000 sterling, for the purpose of constructing a general railway bridge across the St. Lawrence at or in the vicinity of Montreal. It might undertake the work alone, or in conjunction with any other company or companies. The plan was to be approved by the Governor in Council.

By another Act, passed the same session (16, Vic. cap. 76), the Amalgamation Act was extended to companies whose railways intersect the main trunk or touch places which that line touches. In pursuance of this Act, the Toronto and Sarnia, the Toronto and Kingston, the Quebec and Trois Pistoles, and the Belleville and Peterboro'—the latter a projected branch which was never built—were united. The negotiations were conducted in London in the first five months of 1853; Mr. Galt representing the Atlantic and St. Lawrence, the St. Lawrence and Atlantic, and—in connection with Mr. Alexander Gillespie, of London—the Toronto and Guelph railway companies, Mr. Ross, the Grand Trunk proper, as its President, and the eastern section of that road, in connection with Mr. Forsyth and Mr. Rhodes.

The amalgamated company assumed all the liabilities of the several companies, which,

previously to the amalgamation, had a separate existence. This included a contract with Messrs. Gzowski & Co., entered into on the 24th March, 1853, for the construction of the Toronto and Sarnia section, for the sum of £1,376,000 sterling, the distance being estimated at 172 miles; Messrs. Peto, Brassey, Betts and Jackson's contract, entered into one day before Gzowski & Co.'s was signed, for the construction of the line between Montreal and Toronto, estimated at a distance of 345 miles—eleven miles over the real distance—for the sum of £3,000,000 sterling; the contract with the same parties, dating October 20, 1852, for the construction of the Point Levi and Richmond line, some 95 miles, for the sum of £650,000; a contract with the same parties for the construction of the Quebec and Trois Pistoles road, estimated at 153 miles, for the sum of £1,224,000 sterling; a contract with the same parties, never executed, for the construction of the Belleville and Peterboro' line for the sum of £100,000; and a contract with the same parties, executed March 3, 1853, for the construction of the Victoria Railway bridge at Montreal, for the sum of £1,400,000 sterling. The Atlantic and St. Lawrence Company, whose road runs from Portland, Me., to Island Pond, Vt., a distance of 148 miles, leased its property to the Grand Trunk for a period of 999 years, at a yearly rent representing six per cent. on the share and stock capital, \$1,700,000, besides the interest on the bond and debenture debt; in all, \$300,000 a year, payable half-yearly on the 1st January and the 1st July.

CAPITAL STOCK.

The entire amount of Capital was fixed at £9,500,000 created and apportioned as follows: Stock in 144,920 shares of £25 each £3,623,000
 Debentures of £100 each, payable in 25 years, bearing interest at 6 per cent. per annum, payable half-yearly, in London, and convertible into shares on or before the first day of January, 1863, at the option of the holder..... 1,811,500
 And debentures convertible into bonds of the Provincial Government, of £100 each, payable in 20 years, bearing interest at 6 per cent. per annum, payable half yearly in London..... 1,811,500
 £7,246,000

The estimated profit was nearly 11½ per cent. The gross estimated earnings have been fully realized; but the great error of calculation, which makes all the difference between profit and loss, was in putting down the working expenses so low as forty per cent the actual amount having been from seventy to eighty per cent.

The prospectus of the Grand Trunk Railway was issued while the arrangements for a union of the companies were in progress, under the guarantee of powerful names of the monetary world of London and seven members of the Executive Government of Canada. Among the London Directors were Baring, representing one house, and Glyn another, and both of them were members of the house of Commons. The Government directors in Canada were the Hon. John Ross, Solicitor General for Upper Canada, Hon. F. Hincks Inspector General Hon. E. P. Taché, Receiver

General, Hon. Jas. Morris, Postmaster General, Hon. Malcolm Cameron, President of the Executive Council. Glyn, Mills & Co., and Baring Bros., were the bankers, and Alexander Ross was engineer in chief.

The issue of the first half of the Stock, £1,811,500, in £25 shares, was attended with surprising success. The applications were immensely in excess of the amount to be issued—some put the whole amount applied for as high as twenty millions sterling—and brokers speculating in the stock, in advance of its issue, agreed to deliver shares at £1 premium. There was naturally great disappointment among the applicants; a feeling that was not to be without its compensation in the future. The stock issued at par went up as high as two per cent. premium; but when it once fell below par it never recovered, but steadily declined till quotations became merely nominal.

It would seem that a great mistake was made in not issuing the whole of the stock at once; for that was the only time when it could have all been floated at par. But this could not have been foreseen, at the time.

The Provincial guarantee extended to the various sections of the road, in the following proportions, amounted to £1,811,500 stg., to be represented by six per cent. debentures, payable in twenty-five years, and to be issued on the conditions previously stated:

Toronto to Montreal.....	345 miles.
Quebec to Trois Pistoles.....	153 "
	498 miles.
At £3,000 per mile.....	£1,494,000
St. Lawrence and Atlantic.....	67,500
Quebec and Richmond.....	250,000

£1,811,500

Besides this, £400,000 had already been issued to the St. Lawrence and Atlantic Railroad prior to the amalgamation. The whole amount then authorized by the Legislature to be issued was £2,211,500 stg. It was seriously argued that by agreeing to issue this amount of debentures in aid of the Grand Trunk, the Province was "only incurring a nominal responsibility;" this was admitted, Mr. Hincks said in 1852, even by the opponents of the bill; the idea being that the first mortgage held by the Province constituted ample security for the advance.

The amalgamation was confirmed by the Legislature in 1854, and transferred to the amalgamated company the title of the Grand Trunk Railway of Canada. The company was authorized to increase its capital, but the objection about retaining for the Province its first lien was kept up. The lien, being considered a very valuable thing, was extended to the whole Grand Trunk Railway and its works, and the engineer's certificates for the forty per cent. of guarantee were to extend to all the company's works, though there was to be no increase in the total amount to be issued. No more Provincial aid was to be granted to the Point Levi & Richmond or the Montreal & Portland sections beyond the £717,500 already issued; none to any branch railway that might be thereafter built, or to any line that might be amalgamated with it, except the direct line between Trois Pistoles and Sarnia. The amount of Provincial bonds, that might be issued in aid of the Victoria Bridge was limited to £100,000 stg.

In the early part of 1855, efforts were made

to obtain for the Company additional assistance from the Canadian Government. The English contractors wrote to Mr. Thos. Baring and M. George Car Glyn, both of whom occupied the double position of directors of the Company and financial agents of the Government, stating at what rate they would push on the work of construction, if £200,000 of additional Provincial aid were obtained. They would open the road from Montreal to Brockville, and from Quebec to St. Thomas, in the ensuing autumn; they would open the additional section from Brockville to Toronto, giving a railway connection between Montreal and Toronto by the autumn of 1856. This promise was left a year behind in the performance. But the line from Quebec to Richmond was (February 2, 1855) already open, though the contract gave them over ten months more, and a year over the time when the road had been opened (December 1855).

This appeal was responded to. In the latter part of the session of 1854-55, an Act was passed, (18 Vic., cap. 174), May, 19, 1855, to grant additional aid to the Grand Trunk Railway. It authorized the issue of Provincial debentures to the amount of £900,000 stg. redeemable in twenty years, for this purpose. The conditions on which they were to be issued to the Company were that the whole amount of aid received and to be received, for work or materials on the ground, should not exceed fifty per cent. of the whole amount expended on the work, prior to the 1st May, 1855, and the sum to be advanced out of this additional grant was never to exceed seventy-five per cent. on the amount expended by the company after that date, on the portion of the line between St. Thomas and Stratford, exclusive of the work on Victoria Bridge. This loan, like the first, was made a first lien on the Company's works; and as the Victoria Bridge, on account of which no Provincial aid was advanced, was included in the mortgage, it was argued that the Province was increasing its security so much that the additional grant was for it, a good operation, and one which on financial grounds, it would have been madness not to have gone into. The loan was repayable in twenty years, and the interest, six per cent. half yearly. In 1853, 1854 and 1855, while the capital account was in its best condition, the Company did pay interest on Government bonds to the amount of about £200,000 stg. Evidently motives of policy made it advisable for the Company to hold out a prospect that such interest would continue to be paid, as long as additional grants were likely to be required.

But the time was fast approaching when the idea that the lien which the Government held on the works would ever be the means of bringing back the capital advanced, must cease to be entertained by even the most sanguine. In 1856 (July 1) an Act (19 and 20 Vic., c. 111.) was passed which exploded the idea, advanced a few years before, that the Province only incurred a nominal responsibility in giving the Provincial guarantee to this great national undertaking. The first lien, which had been relied upon as a means of securing the repayment of the capital advanced to the Company, was given up. By the terms of this Act, which had been provisionally agreed to in advance between the Government and the Company, the latter was authorized to issue preferential bonds to the amount

of £2,000,000 stg.; these securities to have priority over the Province lien. The issue was not to take place till the railway from St. Thomas to Stratford had been finished and in operation. The proceeds of the bonds were to be deposited with the Provincial agents, in London, and released to the Company on certificates of the Receiver-General, during the progress of the following works:—

The railway from St. Mary's to London and Sarnia.....	£150,000
The railway from St. Thomas, Lower Canada, to Rivière du Loup.....	525,000
Victoria Bridge.....	800,000
Three Rivers and Athabaska.....	125,000
To enable the said Company to assist the Port Hope, and Cobourg and Prescott Railways as subsidiary lines.....	100,000
	£2,000,000

For the ensuing five years, the time estimated to be necessary for the completion of the construction, the Province was to pay interest on the bonds it had issued in aid of the work; but still the idea of repayment, though in a new form—in the share capital of the Company—was kept up in this Act; and the lien of the Province, subject to these conditions was to rank, as to dividend or interest, with that of the Company's bondholders.

In this year, 1856, the Company asked the Government to guarantee five per cent. interest on the share capital, but the proposition was not entertained.

On the formation of the Grand Trunk Company, and the grant to it of the Provincial guarantee, it was deemed expedient to give the Government a representation in the direction, with the idea that the interest of the Province would thereby be better guarded. This arrangement was made the occasion of attacks on both the Government and the Company, in which the latter was declared to be too much under political influence. A cry for the abolition of the Government directorate was set up. This would of itself, probably not have led to any result, but when the Government lien had been virtually given up, there was no longer any object in retaining the Government Directors. Accordingly, in 1857, there was proposed an Act (20 Vic., c. 11.) *To dispense with Government Directors in the Grand Trunk Railway of Canada, and to facilitate the completion of the Company's works from Rivière-du-Loup to Sarnia.* The Government Directors were to go out of office at the next general meeting of the shareholders, and all the powers of the Company were henceforth to be wielded by the elected Directors. The existence of Government Directors in the early years of the Company's existence was afterwards, in 1861, sought to be made, by a committee of the bond and stockholders, the basis of a financial responsibility which the Province had never contemplated and never could be induced to assume. By the Act of 1857, a year's extension of time for completing the works was given, and as a condition of their being completed even within that time, and so long as they are worked and regularly maintained, "the Province foregoes all interest on its claims against the Company, until the earnings and profits of the Company, including those of the Atlantic & St. Lawrence Railroad Company, shall be sufficient to defray the following charges:—1. All expenses of managing, working and maintaining the works and plant of the Company. 2. The rent of the Atlantic & St. Lawrence Railway, and all interest on the

bonds of the Company exclusive of those held by the Province. 3. A dividend of six per cent. on the paid up share capital of the Company, in each year in which the surplus earnings shall admit of the same; and then in each year in which there shall be a surplus over the above-named charges, such surplus shall be applied to the payment of the interest on the Province Loan accruing in such year. The bonds and share capital herein mentioned shall be held to include and consist of all loans and paid up capital which the Company have raised or may hereafter raise *bond fide* under the authority of any Act of the Provincial Legislature, passed or to be passed, for any purpose authorised by any such Act. "This was equivalent to a complete surrender of the Provincial lien, and, it would have been better to wipe it out altogether than to foster the delusion that anything could in any remote contingency be realized from it.

Next year, 1858, came *An Act* (22 Vic., cap. 52) *to amend the Acts relating to the Grand Trunk Railway of Canada.* It gave authority to the Company to issue additional bonds, preferential or otherwise, with the now absolutely ridiculous proviso that the new issue should in no way affect the Province lien on the road. And there was a clause providing, among other things, in the nature of priorities, the order in which the interest on the Provincial debentures should be paid by the Company. Authority was also given to alter and enlarge the conditions of the lease with the Atlantic and St. Lawrence Railway consistent with the preservation of the relative positions of the Province and the Company.

In 1861, a committee of shareholders drew up a statement in which they asserted "that it was in *bond fide* reliance upon the representations put forward as from the Canadian Government in this [the Company's] prospectus, that, in 1853, the petitioners and other persons became subscribers to the Grand Trunk Railway, and in the full persuasion that a Colonial Government which had sought assistance in England in a form so public and conspicuous, would at all times be ready to extend to the obligations thus incurred, at a distance of three thousand miles, not a construction resting on narrow rules of law, but an interpretation large, liberal and statesmanlike," and that they relied on the Canadian Parliament to fulfil this expectation. This was equivalent to asserting that the undertaking was set on foot as a Government work; an assumption which the Canadian Legislature was not likely to endorse. If the Government had undertaken the construction of the road as a public work, the committee argued, it must have incurred an expenditure of £11,000,000 stg., or £660,000 a year, whereas, by the mode adopted, the Province had obtained all the advantages of the Grand Trunk system at a charge of not more than £3,111,500, or £187,040 a year, from which amount there were several deductions to be made. They argued that the Arthabaska branch which they state at 30 miles, and nearly the whole of the 358 miles forming the Eastern Division, though valuable to the country, must be worked either at a positive loss, or upon terms which will not yield any profit upon the capital expended in their construction; that this is true, in the most unqualified sense, of the 148 miles between Quebec and Rivière du Loup and of the Arthabaska branch, and to

some extent of the 96 miles between Richmond and Quebec. They sum up by saying that, as regards the 214 miles east of Richmond, and as regards the branches, the Grand Trunk has become charged with the burden of constructing, maintaining and working lines of railway, not for the benefit of the share and bondholders, but wholly for the present and future benefit of particular portions of Canada; that an amount nearly equal to two-thirds the whole Provincial aid was expended on works valuable to the country, but unprofitable to the Company, leaving only £1,111,500 contributed to what they call the commercial portion of the undertaking. It was contended that these facts, all taken together, gave the share and bondholders not a legal, but a strong moral claim on the Province. They estimated the increased market value conferred on the grain and other crops of the Western portion of the Province by the Grand Trunk railway, as not less than 20 to 30 per cent., a statement of which it would require a close examination of a history of prices and other data to test the accuracy. This attempt to make the Canadian Government a joint partner in the expenditure of fifteen millions sterling, was not responded to in the way the committee desired.

In 1862 the Company claimed additional remuneration for the mail service. This service was represented to be worth, for the ensuing twenty-five years, a sum that would capitalize at a million and a half sterling. This capitalization was asked for, and with it authority to raise the further sum of £500,000 stg., to complete, repair and equip the line. The passenger receipts of the Company, it was said, the mileage considered, were very light. The time-bills were drawn up, not merely to accommodate the passenger traffic, but also to serve mail purposes. The excessive number of miles ran to accommodate the postal service caused the trains to be worked at a heavy annual loss, while in Nova Scotia nothing but accommodation trains are being used, and the load of the train being generally made up to the capacity of the engines, the trains proved remunerative. With the capitalized sum sought to be obtained, the Company intended to compound with its creditors in Canada and England. Hints that the road might possibly be closed were thrown out.

In the next session, *An Act for the Reorganization of the Grand Trunk Railway Company* (25 Vic., c. 56) was passed, giving the Company power to issue postal bonds on the securing of the money it gets in payment of the postal service, besides £500,000 equipment mortgage bonds; the latter operating as a first lien on the Company's property. The effect of this was to place the Government lien still further back. The rate of remuneration to be paid for the postal service performed by the Company was long an unsettled question, on which much correspondence with the Government took place. In 1862, it was resolved to settle the dispute by arbitration; but a change of Government taking place, the reference was revoked. In 1865, three commissioners, the late Mr. Wm. Hume Blake, Mr. Justice Day, and Mr. G. W. Wicksteed, were appointed a commission to inquire into and report on the subject. They recommended a rate of ten cents a mile for quick passenger trains, and six cents a mile for mixed trains; which they

added, "cannot be considered too high, when it is considered that the Postmaster-General of the United States pays this same road, between the boundary line and Portland, sixteen cents per train per mile, for a single service, and ten cents per train per mile, for a double service."

The proportion which the working expenses bear to the revenue is mainly determined by two unfavorable circumstances. A large part of the Eastern Division of the road is unprofitable; some sections, such as that between Quebec and Riviere du Loup and the Arthabaska branch, being worked at a positive loss. They are a dead weight on the profitable sections, and tend to make the working expenses of the whole line abnormally high in comparison with the revenue. The other cause is the necessity of receiving competitive rates for through traffic from the west. These rates are determined by the cost of carrying on the cheapest rival routes. Besides, the easternmost section of the line lies in a more severe climate than any other railway in America, a circumstance which, from the accumulations of snow, adds to the working cost and increases the expense of repairs. The construction of the Intercolonial ought to have a favorable effect on the fortunes of the Grand Trunk.

BUFFALO AND LAKE HURON.—An arrangement was entered into between the Grand Trunk and this Company, respecting the division of their traffic receipts, which received the sanction of the Parliament of Canada. The terms of the agreement were thought, by the Directors of the Buffalo and Lake Huron, to operate against the interests of their Company, and accordingly, after protracted negotiations, modifications and concessions were obtained which practically made a new agreement. This agreement provided for a rent charge, payable by the Grand Trunk to the Buffalo and Lake Huron Company, in perpetuity, by half-yearly instalments, within two months after the 1st January and the 1st July in each year, thus:—For the year ending 1st July, 1869, £42,500; for the year ending 1st July, 1870, £45,000; 1st July, 1871, £50,000; 1st July, 1872, £55,000; 1st July, 1873, £60,000; 1st July, 1874, £65,000; 1st July, 1875, £66,000; 1st July, 1876, £67,000; 1st July, 1877, £68,000; 1st July, 1878, £69,000; 1st July, 1879, and every subsequent year, £70,000. £42,500 per annum of the rent charge is to rank next before the first equipment bonds of the Grand Trunk, and the balance will rank next after the second equipment bonds, which the Grand Trunk were authorized to raise. The ordinary shares of the Buffalo Company to be exchanged, one half, or £615,000, for the like amount of Grand Trunk fourth preference, and the other half, £615,000, for the like amount of Grand Trunk ordinary stock. The £42,500 of the rent charge, payable in 1868-69, was liquidated in Grand Trunk second equipment mortgage bonds at par. This road is now a part of the Grand Trunk system.

CAPITAL ACCOUNT.—The capital expenditure on the different divisions, and over the whole property, up to 31st Dec., 1861, with the total capital expenditure to 30th June, 1870, is shown as follows:

Eastern Division (362 miles)—Engineering, £112,571 15s. 11d.; Works and Permanent Way, £2,937,970 15s. 11d.; Stations, Buildings and Offices, £296,872 1s. 2d.; Miscellaneous Stock,

£14,111 10s. 5d.; Electric Telegraph, £6,304 11s. 6d.; General Expenses, £186,081 1s. 11d.—£3,194,244 14s. 10d.

Central Division (333 miles)—Engineering, £76,735 15s. 5d.; Works and Permanent Way £2,919,451 4s. 3d.; Stations, Buildings and Offices, £346,891 1s. 11d.; Miscellaneous Stock, £6,725 17s. 8d.; Electric Telegraph, £5,031 6s. 10d.; General Expenses, £150,221 3s. 3d.—£3,535,059 17s. 4d.

Western Division (190 miles)—Engineering, £45,291 9s. 10d.; Works and Permanent Way, £1,558,311 10s. 5d.; Stations, Buildings and Offices, £142,723 17s. 10d.; Miscellaneous Stock, £5,989 11s. 6d.; Electric Telegraph, £2,789 15s. 5d.; General Expenses, £31,915 12s. 3d.; Compensation to Contractors, £25,000 0s. 0d.—£1,811,221 7s. 3d.

Portland Division, Leased Line, (149 miles).—Engineering, £2,209 7s. 9d.; Works and Permanent Way, £193,761 1s. 11d.; Stations, Buildings and Offices, £74,586 12s. 3d.; Miscellaneous Stock, £1,461 15s. 3d.; Electric Telegraph, £1,945 7s. 5d.; General Expenses, £21,378 6s. 0d.; Rolling Stock, £33,236 14s. 7d.; Lands in Portland Division, £1,575 7s. 2d.—£333,169 12s. 4d.

Rolling Stock, £1,019,791 3s. 11d.

Sundries—Expended on Works, &c., Detroit Line, £1,353 18s. 0d. Three Rivers and Arthabaska Branch (Advances), £108,762 8s. 10d. Aid to Subsidiary Lines, C. W., £67,350 0s. 0d. Port Hope Railway Junction, £824 14s. 1d. St. Lawrence and Champlain Junction, £349 15s. 8d. Montreal Extension Survey, £216 3s. 1d. Intercolonial Railway, £588 17s. 11d. Expended on Steam Ferry Boats, Wharves and Barges, £58,957 15s. 4d. Building, &c., at Sarnia with Survey, £9,631 11s. 4d. Subscriptions to St. Lawrence Warehouse and Dock Company, £25,273 16s. 6d. Discount on Sale of Stocks and Debentures, &c., £122,559 12s. 6d. Less premium on sale of Debentures, £67,950 16s. 0d. Expenses of London Office, £21,386 15s. 11d. Victoria Bridge (2 miles), £1,356,920 13s. 6d.

Lands and Land Damages, £45,692 6s. 9d.

Total Expenditure on 1,036 miles.....	£11,950,486 12 1
Additional Expenditure to 30th June, 1870.....	6 654,511 16 3
Total Expenditure.....	£18,605,028 8 4
Unexpended Balance	393,481 18 9
Total.....	£18,998,510 7 1

PER CONTRA—Share Stock—Shares Consolidated into Stock, £2,810,144 0s. 0d.; (*)

Shares not yet Consolidated, £61,643 16s. 8d.; Received on Shares Forfeited, £1,801 11s. 6d.—£2,773,579 15s. 2d.

Debentures—Island Pond Debentures, £90,000 0s. 0d.; British American Land Company's Debentures, £29,547 18s. 11d.; Montreal Seminary Debentures, £20,547 18s. 11d. Total £131,095 17s. 10d. Mortgage to Bank of Upper Canada, £221,190 6s. 0d. Atlantic and St. Lawrence Deferred Interest Certificates, (1872), for arrears to 31st December, 1862, £77,180 11s. 10d.

* Shares in the St. Lawrence and Atlantic Line held by City of Montreal.

Preference Bonds and Stocks.—Equipment Mortgage Bonds, \$500,000. Amount received on do., No. 2, £110,480. Postal and Military Service Bonds, £1,200,000. First Preference Bonds, £2,703,321 16s. 0d.; First Preference Stock, £77,064 4s 0d.—£2,780,389. Second Preference Bonds, £1,610,264 7s. 5d.; Second Preference Stock, £45,889 12s. 10d.—£1,656,154 0s. 3d. Third Preference Stock, £758,509 17s. 9d. Fourth Preference Stock, £5,571,129 18s. 3d.

Provincial Debentures—Issued on account of Grand Trunk Railway, £3,111,500. Amount received on unissued Debentures and Debenture Certificates allotted with forfeited Shares—Company's, £3,650; Provincial, £3,650.—£7,300.—Grand total £18,998,510 7s. 1d.

In 1861 the Line was embarrassed with a floating debt of over twelve millions of dollars, and was absolutely without credit. The condition of the Line too, was such that constant and heavy renewals and repairs have been required to be made every year since. It is necessary to bear these two facts in mind in looking at the Company's present position, in order fairly to appreciate the exertions of its present management to bring it into a state of efficiency.

CHANGE OF GAUGE.—The constantly increasing disadvantage and inconvenience arising from the difference between the gauge of the Grand-Trunk Railway and that of the general railway system of the continent finally culminated in the determination on the part of the management to change the gauge and make it conform to that of connecting lines. This has been accomplished during the past year (1873) for all that portion of the Road west of Montreal. The result has been a large increase of the freight traffic of the road from the west, and arrangements are about to be made to change the gauge from Montreal to Portland. When this is accomplished there will be a uniform gauge from the Atlantic to the Pacific and goods can be sent across the continent without transhipment.

INTERNATIONAL BRIDGE. In addition to the advantages gained by the assimilation of gauge another gigantic enterprise has been brought to a successful issue during the year by the managers of the Grand Trunk Railway. This was the completion of the International Bridge connecting Canada and the United States by an "indestructible structure" across the Niagara river between Fort Erie and Buffalo in the State of New-York. The managers of the Road have been aware of the immense advantages which the completion of this bridge would confer, and have had this enterprise under contemplation for the past twelve years, or since Mr. Brydges' connection with the road. Even before this, and while that part of the Grand Trunk Road between Buffalo and Goderich was owned by a separate company, this enterprise had been discussed by the Buffalo and Lake Huron and other interested companies on the American side of the river, but however great the advantages or however ardently such an achievement was desired there seemed to be no way to surmount the many obstacles. Had it not been for the indomitable courage and perseverance of Mr. Potter the President, and Mr. Brydges the Managing Director of the Grand Trunk Railway, what is to day a happy realization would have continued to be only an object of earnest desire. The following extract of a speech by

Mr. Potter, delivered at the opening ceremonies of the International Bridge at Fort Erie on the 3rd of Nov. 1873, (see *The Mail* Nov. 6, 1873) will be found instructive and interesting.

"The Bridge itself was first contemplated something like fifteen or sixteen years ago, but my first knowledge of it was in the years 1864 and 1865. At that time there were three companies conterminous with this river, or aiming to be so—the Erie, the Atlantic and Great Western, and Buffalo and Lake Huron. They contemplated the projection and construction of the Bridge. One of them, the Buffalo and Lake Huron, was subsequently absorbed in the Grand Trunk. The Erie soon after fell into the power of a gang, as they call them here, of operators; but as we call them in England of thieves and swindlers. (Laughter.) The Atlantic and Great Western disappeared from the scene, and the poor old Grand Trunk, dilapidated and almost bankrupt, was left the only interested party in the bridge. I made my first visit to Canada in the autumn of 1869, and I quite remember standing sorrowfully with my friend Mr. Brydges on the brink of the great river looking wistfully at the fair city of Buffalo, afraid to enter lest we should only disclose our poverty. I went back again to England in the autumn of that year with a conviction that poor and unpromising as were the fortunes of the Grand Trunk of Canada, there was a life in it, and that it required only patience and courage to live out the life. (Cheers.) We were at the time barely paying our working expenses; our road was full of decayed iron; our rolling stock was on its last legs, or wheels, rather (laughter), and we had many enemies in the press and public of this country; but I succeeded in making a somewhat favourable impression upon the shareholders. We had only two courses to pursue—either to succumb to misfortune and want, or to make a strong effort to raise the concern out of the state in which it was. And it was here, gentlemen, that I found I had in Mr. Brydges the right man in the right place and that he had trained and disciplined able officers. (Prolonged cheers.) I went back to England determined to make a bold attempt to revive the fortunes of the Company, and my first idea was the construction of this bridge, so as to get our enterprise across the river. By an audacious act in April, 1870, I persuaded the proprietors to risk £20,000 on this bridge. The money we had to borrow from our bankers, but I sent to Canada an encouraging telegram, and Mr. Brydges immediately made the arrangement with Messrs Gzowski and Macpherson for the construction of the bridge, which we had settled before I left New-York. In the spring of 1871, having embarked £30,000 of our banker's money in it, I succeeded by a still greater act of audacity, at the recollection of which I now, after three years, tremble, I succeeded in persuading our shareholders to advance upon the issue of bonds nearly £300,000 for the construction of this bridge. The fortunes of the bridge have been very various. Oscillations have taken place,—at one time apparent success, and at another moment, peril and danger,—and I may say that it is mainly owing to the courage, patience and pluck of Mr. Gzowski that this work is now finished. (Loud cheers.)"

GREAT WESTERN RAILWAY.

INCORPORATION.—On the 6th March, 1831, an Act was passed by the Canadian Legislature to incorporate the London and Gore Railroad Company. Among the incorporators were Allan Napier (afterwards Sir Allan) McNab, George J. Goodhue, Edward Allan Tatbot and seventy others, a number of whom were prominent public men in those days. Power was taken in the charter to construct a "single or double track, wooden or iron railroad," from London to Burlington Bay, and also to the "navigable waters" of the river Thames and Lake Huron, and "to employ thereon either the force of steam or the power of animals, or any mechanical or other power." The capital was fixed at \$400,000 (£100,000), in 8,000 shares of \$50 each; and in the event of the continuation to Lake Huron, the capital might be doubled. The time for the completion of the road was limited to twelve years.

Nothing was done under the powers granted by this Act. In 1845 when it was about to lapse, an Act was passed reviving the Act of 1831, with amendments. One of these amendments was to change the name to "The Great Western Railway Company." Power was taken to build the line to some point on the Niagara River; the capital was increased to \$6,000,000 in 60,000 shares of \$100 each; and the time allowed for the completion of the line was extended to 20 years.

Of the capital so authorized 55,000 shares were promptly subscribed in England, and only 5,000 shares in Canada. This led to the passage of an Act in the following year (1846), "for the purpose of affording just and proper protection to the English shareholders." This Act provided for the appointment of a Committee not to exceed eleven persons, residents of London, England, with very large powers of regulating the management of the Company's affairs. In 1849 this Act was repealed, and British and Canadian shareholders were placed on the same footing; the number of directors was increased from seven to eleven.

The main line leaves the Niagara river at an elevation of 326 feet above Lake Ontario. It gradually descends to the level of the lake at Hamilton, where grain and general freight warehouses are erected on the wharf. The line then steadily rises till the summit level is reached, 88 miles west of the Suspension Bridge, where the elevation above Lake Ontario is 762 feet. From thence it again gradually falls till it reaches the Detroit river at Windsor. The steepest grade is that ascending to the west from Hamilton, averaging 50 feet per mile for 10 miles. From Komoka westward, for 100 miles, the line is nearly level, and there are 57 miles of this length in a single straight line.

The spirit of speculation which prevailed from 1853 to 1856 was a source of embarrassment and expense to this and every other Company constructing lines in the Province. This state of things was to be attributed chiefly to the railways. So great was the demand for labor, live stock, timber and materials of all kinds by the competition which existed, that prices increased 30, 40 and 50 per cent. Contractors who had undertaken to build sections of this Railway at low estimates failed, one after another, and the works had to be relet at advanced figures. As in the case of nearly all the railways the original estimates fell far short of the actual cost. It was found in 1854

that an estimate made by the Company's engineer in 1852 for the main line was about a million and a half of dollars under the mark.

CAPITAL STOCK.—The share capital was raised under the authority of five different Acts of the Legislature. The date of these Acts with the amount of capital authorized to be raised are as follows:—

	Shares.	Amount.
8 Vic. cap. 86, of March 29, 1845.....	60,000	\$6,000,000
16 Vic. cap. 99, of April 22, 1853.....	20,000	2,000,000
18 and 19 Vic. cap. 178, of May 19, 1855.....	60,000	6,000,000
16 Vic. cap. 44, of Nov. 10, 1852, (H. & T. Act).....	18,000	1,800,000
16 Vic. cap. 101, of Ap. 22, 1853, (Sarnia Act).....	20,000	2,000,000
	178,000	\$17,800,000
G. W. Amendt Act 32 Vic. cap. 116, of 16th Aug. 1858.....		8,000,000

Total capital.....\$25,800,000
The sum of \$3,850,000 (£770,000 stg.) was advanced by the Government under the provisions of the Main Trunk Guarantee Act. It was provided that this loan was to pay 6 per cent. interest, and that 3 per cent. was to be annually set apart as a sinking fund. This large amount of public money was not hopelessly sunk as in the case of the advances of the Grand Trunk and Northern; large sums have been repaid and the whole is now in such a shape that its liquidation is rendered certain.

DETROIT AND MILWAUKEE RAILWAY.—In October, 1857, the Directors were authorized to advance the sum of \$750,000 to the Detroit and Milwaukee Railway, to help that line out of certain difficulties into which it had fallen. The Directors in reporting in favor of this advance say that they had "caused a careful examination to be made into the statements furnished by that Company as to its affairs and accounts and the result of a complete and thorough investigation showed that the sum of \$750,000 would be sufficient to meet the claims of the secured creditors, and leave enough to open the line and provide rolling stock." The loan was accordingly made, secured by a mortgage in favor of Mr. C. J. Brydges, T. Reynolds and H. C. R. Becher, three of the Canadian Directors. Under the conditions of this mortgage the entire control of the affairs of the Detroit and Milwaukee was placed in the hands of directors to be nominated from time to time by the Great Western Company. Arrangements were then made for the completion of the Detroit and Milwaukee Line to Grand Rapids and through to Lake Michigan. It was opened for traffic through in September 1858. Most favorable results to the revenue of the Great Western were expected to follow from this transaction.

But the actual results were far from realizing these expectations. Further loans became necessary and in 1860 the Great Western Company, in order to protect their interests were forced to foreclose their mortgage upon the Detroit and Milwaukee line. Mr. C. J. Brydges was appointed receiver. Other creditors made claims for larger amounts and after much litigation between the different parties interested, an arrangement was finally arrived at, the main principle of which was that all claims against the Great Western Company were withdrawn, the Detroit and Milwaukee

Company agreeing to set aside a moderate annual sinking fund to liquidate the claim of the Bank, and in the meantime to issue its bonds in satisfaction of this and other claims. These bonds participated to a limited extent in the surplus earnings of the Detroit and Milwaukee Road *pari passu* with the original loan made by the Great Western and the interest accrued thereon. An additional issue of securities to the Great Western Company to the amount of \$595,000 was made by the Detroit and Milwaukee on account of arrears of interest, making the total amount of loan and accrued interest \$2,100,000.

Though the anticipations of the Directors respecting the Detroit Line were not realized, and though the interest on the loan was not paid yet considerable increase of traffic resulted. This loan proved to be a serious affair for the Great Western, and so important was its influence on the Company's position regarded that in the report of April, 1860, this passage appears: "The critical financial position of the Detroit and Milwaukee Company—its close connection with and indebtedness to this undertaking—the continued depression of the receipts of the latter—constitute apparently a state of things so unsatisfactory that it is desirable that the fullest information should be afforded, and that the opinion of perfectly impartial persons should be taken upon the position of the concern. The Directors therefore recommend that a committee of proprietors be appointed at the approaching meeting for the purpose of investigating the affairs of the Great Western Railway Company with all requisite authority, and that as soon as their report is prepared a special meeting shall be summoned for its consideration."

In 1858 the Great Western in common with other lines suffered from a serious falling off in its traffic. It was less as compared with 1857 by 13 per cent., and that of leading American lines showed a decrease ranging from 14 to 25 per cent. In the half year ending July, 1859, no dividend at all was paid. The disheartening position of affairs at that time was described in this frank and truthful language by the Directors. "In placing this statement," (for the half year), "before the shareholders, the Directors cannot but express their extreme concern and disappointment at the altered position which it exhibits of the Company's affairs. In the report placed before the meeting of the 6th April last, a sanguine hope was entertained that the worst was then over, and that a gradual improvement from the state of depression the Company was at that period laboring under, might fairly be calculated upon. Unfortunately this has not been borne out by the result, and this Company has had to sustain, during the last half year, a continuance of the most adverse circumstances in common with every other railway on the Northern portion of the American continent. The traffic of the line both through and local has undergone a diminution during the last three years, of which we have no parallel in the history of railways in this country, and though the exertions of the Executive in Canada have affected a most important reduction in the working expenses, this has not been adequate to sustain the Company's position and earn a dividend."

The earnings for the first half of four succes-

sive years fell off in the remarkable manner shown by these figures:—

Earnings first half of 1856.....	\$1,169,592
Earnings first half of 1857.....	1,065,720
Earnings first half of 1858.....	854,608
Earnings first half of 1859.....	725,904

showing a falling off of \$443,688 as between 1856 and 1859, while an increase was naturally to be expected. Were it not for an important diminution in the Company's expenses at the same time the effect upon its financial position must have been serious. The next dividend was also foregone.

At the same time that the Company's traffic, both in freight and passengers fell off so steadily and rapidly, a new obstacle stared the Directors in the face. The Engineer, Mr. Geo. Lowe Reid, reported that during the half year, commencing February 1861, a "renewal of the rails of the whole Main Line and of the Toronto and Galt branches will have to be systematically begun." He estimated that this renewal of rails would have to be completed within five years. As there were 250 miles to be relaid in the five years, an annual average of 50 miles of rails had to be put down. He estimated that the sleepers, which were rapidly giving out, would all have to be replaced within three years from 1st Feb. '61, requiring an average of 160,000 sleepers per annum.

The cost of these renewals of the permanent way including new joint fastenings and the labor of relaying the rails and sleepers, &c., was stated at \$285,000 each year for the five years. The rails had only been six and a half years in use, and their average life would not exceed eight years. This very unsatisfactory result arose from the inferior quality of the iron in the case of the fish rails, and from the defective form of the rail and its joint fastening, combined with a poor quality of metal, in the case of the bridge rails.

The Engineer also reported that the wooden bridges, amounting to 13,915 lineal feet, on the Main Line and Galt Branch would all have to be rebuilt within the five years before referred to. The cost of renewing these entirely in timber is stated at \$290,000, spread over a period of five years. Owing to the fact that these wooden structures never last in this country more than ten to twelve years, the Engineer very properly recommended that iron and stone be largely used in the new bridges.

Mr. Reid estimated the total annual expenditure for the renewal of the permanent way, including bridges and fences on the Main Line and Galt Branch as follows:—

1st year commencing Feby. 1861.....	\$237,000
2nd do do Feby. 1862.....	272,000
3rd do do Feby. 1863.....	315,000
4th do do Feby. 1864.....	410,000
5th do do Feby. 1865.....	538,500

Total.....\$1,772,500

These expenditures were estimated to be in addition to the ordinary repairs or maintenance of way, which was then at the rate of \$112,000 a year.

In common with all our leading railways the Great Western suffered severely from bad rails. The original track consisted of 38½ miles of compound rails weighing 66 and 80 lbs. per lineal yard; 156 miles of the U or bridge rail of 66 lbs. to the yard, and 31½ miles of the fish-jointed rail of 65 lbs. to the yard

By the end of July, 1860 the track was so altered as to consist of 116 miles of fish-jointed rails, 65 lbs. to the yard, and 113 miles of the U rail, 66 lbs. to the yard; showing that in the 6½ years the whole of the compound rails, and 43 miles of the U rails had been replaced by fish-jointed rails. The Toronto Branch was laid with fish-jointed rails throughout. This kind of rail proved to be very inferior in quality, especially those laid down on the Toronto Branch. On many sections of the line where there were sharp curves or heavy gradients they did not last two years, and their average was as low as six years. They were made from soft iron of poor quality and were welded badly, and in consequence laminated to an unexampled extent even under ordinary traffic. The U rails were made from harder iron, but were of a form badly adapted to our climate, and being supported on cross sleepers with merely a flat plate at the joint to which the ends of the rails were bolted or spiked, the track was wanting in vertical stiffness. In alternating frosts and rains or thaws the road was sure to become uneven, no matter how solid the road bed; and in consequence these U rails, being perforated in the lower flanges with bolt holes, would break to an alarming extent. Mr. Reid states that sometimes in one day of intense frost as many as 20 rails were broken, some of them in two places, by a passing train.

It is manifest from the general experience with English rails, that those made in the early days of railroads were much superior in quality to those manufactured since 1850; as the demand from abroad increased and the trade expanded competition became keener, prices consequently diminished, and the quality of the iron rapidly degenerated, till as an American railway authority states, many lots which were sent to the United States were not worth the expense of laying down. One lot purchased in Newcastle lasted only a trifle over four years.

The great expense of re-rolling rails here, being about \$30 per ton for re-rolling and supplying the loss in weight, as against about one-fourth of that sum in England—induced the Company to take steps for establishing a rolling mill for their own use. The rolling mill at Hamilton was therefore commenced in 1862 or 63 and completed in the early part of 1864. It cost about \$107,500. The size of the mill is 120 x 135 feet, it employs about 130 men, and working day and night has a capacity of 7000 tons (70 miles of track) per year.

In 1869 an arrangement was made with the Government of the Dominion respecting the extinguishment of the Company's indebtedness to the Government. It was agreed that the principal with accrued interest to the 1st January 1869, should be commuted for the sum of £668,815 7s. 0d., payable in annual instalments, the unliquidated balance, year by year to bear interest at the rate of 4 per cent., per annum, instead of 6 per cent. as before. This was regarded by the Directors as being equal to a reduction in the debt of £150,000. One of the conditions of the bargain was a payment in cash of £100,000 on the 1st Feby 1869, which was complied with. For the purpose of raising the necessary money to carry out this arrangement, an issue of preferred stock was made to the amount of \$5,000,000 bearing interest at 5 per cent. at the rate of 80 per cent of its nominal value.

On the 12th June, 1867, an agreement was made with the Grand Trunk Railway providing that equal fares and rates should be charged from all competitive points; the gross receipts of each Company for local passenger and freight traffic between certain competitive points, and also between these places and competitive points of the lines to the east, to be divided in such portions as agreed upon; the Grand Trunk to be permitted to send their loaded cars, from any station on their lines of railway east of Toronto to any station on the lines of the Great Western west of Toronto, such cars being handed over to the Great Western at Toronto; these cars to be returned loaded with freight from stations on the Great Western line to any station on the Grand Trunk, east of Toronto; in like manner the G. W. R. are permitted to send their loaded cars from any station on their railways, except Toronto, to any station upon the section of the G. T. R. line west of and including the Buffalo and Goderich line, such cars to be handed over to the G. T. R. at Paris, the same cars to be returned loaded with freight for stations on the G. W. R. line, Toronto excepted. The rates charged from local stations on the G. W. R. to Toronto for places east thereof on the G. T. R. are the same as those charged by the G. W. R. from the same points to Suspension Bridge, and when this would not apply equal rates per ton per mile was to be charged. The rate to be charged to and from local competing stations west of Toronto to and from the stations of Toronto and Hamilton are the same whether carried over the G. T. R. or the G. W. R. The through rate to be charged from Montreal to points on the G. T. R. and the G. W. R. lines west of Toronto and Hamilton, and *vice versa*, shall be such as agreed upon. Teaming freight to and from competing places to be abolished. Passenger trains of both companies to be so timed as to connect at Toronto and Paris. The rates for all through traffic to be such as are agreed upon between the managers of the two lines. Any projected competing lines west of Toronto to be either undertaken and constructed jointly by the two Companies, or the option to be given by the one to the other Company to occupy and work the same jointly upon such terms and conditions as may be agreed upon. Some other clauses are contained in the agreement respecting the mode of settling disputes, &c., and it is provided that the agreement shall remain in force seven years from the 1st August 1867, unless sooner terminated, which either may do on giving six months' notice to the other Company.

In 1869 an arrangement was entered into between the Great Western, the Michigan Central, and the Detroit and Milwaukee Railways, for the period of two years, relating to their through traffic. By this arrangement the receipts from through traffic are to be divided between the three lines in the proportion of 48 per cent. to the Great Western, 48 per cent. to the Michigan Central, and 4 per cent. to the Detroit and Milwaukee. The length of the three lines is Western 239 miles, Michigan Central 229 miles, Detroit and Milwaukee 189 miles. The proportion of earnings for the purposes of the agreement was based on the results of the two previous years' through traffic in the case of the two first named lines, and on one year's traffic of the Detroit and Milwaukee Line.

At Suspension Bridge, the connection is formed with the New York Central Railroad on the American side by means of the Suspension Bridge, which was opened for trains in March, 1855. At Windsor, the connection is formed with the Michigan Central and Detroit and Milwaukee Railroads by means of ferry steamers, the width of the river being half a mile. One is an iron double-ender steamboat, 240 feet in length, which takes over a whole passenger train or 14 freight cars, on its two tracks. The other is a large wooden steamer with a spacious saloon on deck, on which passengers only are transferred.

CHANGE OF GAUGE.—An Act was obtained from the Dominion Legislature in 1869 repealing so much of the Act of 1851, as required the Company to construct the railway and branches with a gauge of 5 feet 6 inches, and authorizing the alteration of the gauge to that of 4 feet 8½ inches, commonly called the narrow gauge. Since this power was confirmed the greatest energy has been displayed in making the change, and now the whole line from Windsor to Komoka, and from Hamilton to Toronto and Suspension Bridge, (183 miles) the gauge is four feet 8½ inches.

STEAMBOAT SERVICE.—Like the others of our three leading railway companies the Great Western tried the experiment of running lake steamers in connection with their line; but with anything else than gratifying results. The Directors complain bitterly of the opposition of the Huron and Ontario Railway steamers, attributing their want of success in 1855 chiefly to this cause.

The "Canada" and the "America" were built by the Company to run upon Lake Ontario between Hamilton and Oswego and were placed on that route on the 25th June, 1855. They cost \$330,669. From these steamers important advantages were expected, but they proved to be a source of loss to the extent of nearly \$60,000. In 1856 it was arranged to place them on a new route forming a daily line between Hamilton and Cape Vincent, Brockville, Prescott and Ogdensburg; but this scheme resulted in another loss of \$25,000, and on the 23rd August the boats were withdrawn for the season. They were finally sold to parties connected with the Detroit and Milwaukee Railway and payment accepted in shares of that line bearing 7 per cent. interest.

DETROIT TUNNEL.—By a charter obtained from the United States Congress and by an Act passed in May, 1870, powers were given to the Michigan Central Railway, and the Great Western Railway to construct a tunnel under the Detroit river for railway purposes. The capital stock was fixed at \$3,000,000 in shares of \$100 each. Considerable progress was made in the construction of the preliminary works under the direction of E. S. Chesborough, Esq., Civil Engineer, but owing to the impracticable nature of the soil under the river, the abundance of quicksand, water springs, etc., the project has, for the present, been abandoned.

BRANCH LINES.—**GALT AND GUELPH.**—In 1852 Isaac Buchanan and 17 others were incorporated as "The Galt and Guelph Railway Co." The capital was limited to \$550,000, in shares of \$100 each, and power was granted to borrow the sum of \$200,000. An arrangement was entered into with the Great Western Company by which that Company was to sup-

ply the Galt and Guelph Company with the rails required for this line, receiving from them first mortgage bonds of the Galt and Guelph Railway for the value of the rails. The Line was completed to the town of Preston, 4 miles from Galt, and opened for traffic on the 28th November 1855. Difficulty was encountered at this stage; the town of Guelph came forward with a subscription of \$80,000 to be paid in cash to the Galt and Guelph Company. The Galt and Guelph Company then undertook to issue additional first mortgage bonds to a sufficient amount to complete the road. It was included in the bargain between the two Companies that the Great Western was to work the Line at cost, and after deducting the interest at the rate of 6 per cent. on the bonds issued to the Great Western Company, to refund the balance to the Galt and Guelph. The total bonds so issued, including those for iron, were \$280,000. Mr Reid's estimate for that portion of the Galt and Guelph Line, from Preston to Guelph, 11½ miles, exclusive of the rolling stock, was \$267,200, which was something less than the actual cost. The contract was let to A. P. Macdonald & Co., in March, 1855, and was completed by the end of 1857 and opened for traffic 11th September. It is a substantially constructed line. The total expenditure on this road up to March 1858, including iron, &c., was \$440,169.

This branch did not prove profitable, and within three years after it was opened the property became hopelessly embarrassed. In 1860 the Directors of the Great Western reported that this Line "not having earned or paid any interest upon the amount expended on it by this Company the mortgage taken for our advances has been foreclosed." It then became the property of the Great Western Company as mortgagees, for the sum of \$304,733.50.

TORONTO AND HAMILTON BRANCH.—In 1852 an Act was passed incorporating 26 gentlemen as "the Hamilton and Toronto Railway Company" with power to raise a capital of \$1,800,000 in shares of \$100 each, and to build a line from Hamilton to Toronto, 38 miles in length. The contract was let to Mr. George Wythes. In the next year arrangements were made for the lease of the Line to the Great Western Company, at a rent of 6 per cent on its cost, together with an equal participation in any dividends earned by the Great Western beyond that amount. The Great Western supplied the rolling stock and station buildings at a cost of about \$400,000. The Line was open for traffic on the 3rd December 1856. An arrangement for amalgamation was made with the Great Western in 1855, which went into effect in that year.

In the Great Western accounts for July 1856, this branch is debited with an expenditure of \$1,860,556, the cost of the Line and equipment.

SARNIA BRANCH.—In 1853 the London and Port Sarnia Railway Company was incorporated with a capital of \$2,000,000, and consisted mostly of the same gentlemen constituting the Galt and Guelph Railway Company. This branch is 51 miles in length. Power was taken to amalgamate with the Great Western Company. The contract was let for \$1,440,000, but the work was suspended at the instance of the Company in 1854, under an agreement with the Great Trunk Company to

that effect. In the early part of 1856 it was recommenced under the terms of the original contract. The total cost of the branch, including rolling stock, was estimated at \$1,800,000 to \$2,000,000. This branch was finally opened for traffic on the 27th December, 1858. The total cost for lands, works, bridges, permanent way, stations, warehouses, and all incidental charges to 31st January 1862, was \$1,873,666.

THE "CANADA AIR LINE RAILWAY."—Is a loop line 146 miles in length, from Glencoe to the City of Buffalo. The road leaves Glencoe, a station on the Great Western main line, 80 miles from the Western terminus, and proceeds with but little deviation from a straight line, to Fort Erie on the Niagara river, directly opposite to the City of Buffalo, an unbroken connection with the various American railroads centering in that city being made by the International bridge now in course of construction. The Act authorizing the loop line confers running powers over 41 miles of the Buffalo and Lake Huron branch of the Grand Trunk railway, from a station called Canfield to Fort Erie, if terms can be agreed upon. The engineer's estimate of the cost of constructing the road is \$25,000 per mile, which includes steel rails, bridges, station buildings and approaches, and land; a further supply of rolling stock will not exceed \$5,000 per mile in addition, and the engineer undertakes that, for this outlay, the permanent way shall be equal to that of the New York Central and Hudson River railroads. It was long foreseen that the necessity would arise either to build this loop as a relief to the main line, or to double the existing main track. The constantly increasing passenger and freight traffic carried over the narrow gauge route in connection with the continued extension of the American railroads westward, even up to the Pacific Ocean, has nearly reached the capability of a single track of rails, and is already equal to the tonnage carried over many double track railways in this country. In order to facilitate this traffic the Company have taken up the broad gauge line of rails on the main line as well as branches so as to work the whole traffic over the ordinary narrow gauge of the American roads. The engineer estimated the cost of doubling the present main line from Suspension Bridge to London at about \$25,000 per mile. Preference was therefore given to the construction of a loop line, which not only makes a shorter through route, but traverses a new district of country, the local traffic on which affords a net revenue equal to 5 per cent. per annum on its cost. The route adopted along the flat table land, level with Lake Erie, affords easy gradients as compared with the existing main line, so that the haulage of heavy through freight trains, and fast passenger trains, will be greatly facilitated. Considerable economy will thus be effected in the maintenance of way and in carrying greater loads with the same engine power; these two items alone are calculated to effect a saving in money value of \$125,000 per annum as applied to the same tonnage carried over the present main line. A very great advantage to be expected from this loop line, is the alternative route it will open to New York.

PETROLIA BRANCH.—This branch was formally opened for traffic on the 17th December 1866. It cost £10,551 14s. to July 1867, for

five miles of railway including rails, station buildings, &c., and the traffic earnings of the first six months were £8,451 10s.

WELLINGTON, GREY AND BRUCE.—This Line is substantially an extension of the Galt and Guelph railway northward, and is open to Southampton, on Lake Huron. The Western extension, from Palmerston to Listowell and Kincaidine, is also completed. An agreement exists between this Company and the Great Western, by which the latter have agreed to supply the rolling stock and work the road at 70 per cent. of the gross earnings. An account is to be kept of the railway traffic exchanged between the Great Western and this Line, and 20 per cent of this traffic shall be set aside annually and appropriated to reduce the capital cost of the Line, so that in the course of years the branch will gradually become a part of the Great Western system.

LONDON AND PORT STANLEY.—This railway connects the City of London, Ontario, with Lake Erie, is 24½ miles long, with 3½ miles of siding, and cost \$1,027,928.21. It was commenced in 1851, and completed in Oct. 1856. Termini London and Port Stanley. Iron rails, wooden bridges and buildings.

A large excursion business is cultivated forming an outlet for the population of the City of London and Town of St. Thomas, to visit and ruralize on the shores of Lake Erie, where the Company have extensive pleasure grounds.

This road has been leased to the Great Western.

WELLAND.—This line extends from Port Colborne, on Lake Erie, to Port Dalhousie, on Lake Ontario, a distance of 25 miles, and forms an important link in our great leading route of transportation from the upper lakes to the seaboard.

In 1859 the road was finally completed, and the total cost of the railway and equipment, up to 1870, was \$1,622,843.

SUMMARY.

	miles
Main Line;—Niagara Falls to Windsor.....	229
Air Line;—Glencoe to Fort Erie.....	146
Branches:—	
Hamilton to Toronto.....	38
Harrisburg to Brantford.....	8
Harrisburg to Galt.....	12
Komoka to Sarnia.....	52
Wyoming to Petrolia.....	5
Allansburg to Suspension Bridge.....	8
Leased Branches:—	
Galt and Guelph Ry.....	15
Wellington, Grey and Bruce Main Line, Guelph to Southampton.....	191
South Extension Palmerston to Kincaidine.....	66
Welland Ry.....	25
London and Pt. Stanley.....	24
Total.....	721

The following Extract is from the Report of the Directors of the Great Western Railway for the half-year ending 31st July 1873.

The Receipts on Capital Account during the Half-year amounted to £775,988. 7s. 0d., arising as follows:—

PERPETUAL FIVE PER CENT DEBENTURE STOCK.

Deposit of £25 on new issue of £1,500,000.....	£302,250 0 0
On account of 1st July Instalment.....	288,300 0 0
In anticipation of future Instalments.....	185,240 0 0
Shares issued on conversion of Preference Stock during the half-year at the rate of 2 shares for every £100 of Preference Stock—	£775,790 0 0
£7,980 stock converted into 399 shares of £20. 10s. each, £8,179. 10s., less £1.3s. difference on 21 shares transferred from Canada to London office.....	£8,179 10 0
Loss Preference Stock cancelled on conversion.....	£7,980 0 0
Difference in exchange on 21 shares transferred from Canada.....	1 3 0
	7,981 3 0
	198 7 0
	£775,988 7 0

The total receipts on Capital Account amounted, on 31st July, 1873, to £7,672,681, 18s. 3d.

The Charges to Capital Account during the half-year amounted to £458,017. 13s. 7d.; of this sum the Engineer's Report shows an expenditure for roadway, sidings, station buildings, &c., and a proportion of the cost of 4,621 tons rails and 367 tons fastenings laid in the track, amounting altogether to.

£61,344 4 2

There has been further expended on Capital Account for:—

Double Track between Windsor and Glencoe.....	15,963 0 4
Detroit River Bridge surveys, &c.....	688 11 10
Third Car Ferry Boat "Saginaw".....	3,434 7 1
Fourth Car Ferry Boat, to carry 16 Cars.....	16,326 2 8
Locomotives.....	68,839 4 4
Cars.....	131,708 7 7
Glencoe Loop Line.....	151,775 0 7
For discount, &c., as per Capital Account No. 1.....	4,968 15 0
	£458,017 13 7

The total Expenditure to 31st July, 1873, amounted to £7,216,382. 13s. 8d., leaving a Balance at Credit of Capital Account of £426,299. 4s. 7d.

The Receipts and Expenditure on Revenue Account for the Half-year have been as follows:—

Gross Receipts.....	£619,839 1 7
Working Expenses, including renewals, taxes, rents, and all charges.....	417,099 6 10
	£202,739 14 0
From which is deducted—	
Interest on Bonds, &c.....	£18,194 16 7
Discount and charges on conversion of American Currency.....	39,516 6 1
Amount set aside for renewal of Ferry Steamers.....	2,000 0 0
Alteration of Gauge Account.....	9,100 0 0
	98,811 2 8
	£103,928 12 1

Add Profit on Working leased lines.....	3,770 7 11
Add Surplus from last Half-year.....	3,381 18 7
	7,152 6 6
Amount available for Dividend.....	£111,050 18 7

The following Table exhibits the Receipts and Expenses for seven corresponding half-years:—

Half-year ending.	RECEIPTS.				EXPENSES.	
	Passengers, Mails and sundries.	Freight and Live Stock.	Rents.	Total.	Including Renewals and oil charges.	Per cent. of gross receipts.
31 July, 1867	£ s. d. 163,366 19 11	£ s. d. 199,221 4 4	£ s. d. 115 19 9	£ s. d. 362,701 4 0	£ s. d. 182,768 9 6	49.98
31 July, 1868	155,081 17 6	200,619 4 3	918 2 3	356,619 4 0	208,161 14 3	58.45
31 July, 1869	157,970 8 11	226,200 2 1	937 5 9	385,067 16 9	232,767 13 2	60.45
31 July, 1870	153,863 9 10	254,229 16 10	806 11 11	408,899 18 7	251,827 15 0	61.58
31 July, 1871	158,081 6 2	300,039 8 2	746 16 7	458,866 10 11	268,275 16 6	58.16
31 July, 1872	193,951 7 0	356,013 14 6	769 8 6	550,731 10 0	329,436 16 9	59.82
31 July, 1873	197,993 13 2	470,901 18 8	863 9 9	619,839 1 7	417,099 6 10	67.29

The Dividend for the Half-year on the 5 per cent. Preference Stock amounts to £5,692.0s.; and from the balance the Directors recommend a dividend on the Ordinary Shares at the rate of $4\frac{1}{2}$ per cent. per annum payable in London on the 4th November, which will absorb £100-334.10s.4d., leaving £5,024.8s.3d. to be carried forward to the next half-year.

4. The aggregate traffic Receipts (exclusive of those of the Galt and Guelph, the Wellington, Grey and Bruce, and the London and Port Stanley Railways) exhibit a gross increase of £69,010. 10s. 4d., which consists of—

Increase in way Passenger traffic	£ 3,548 6 5
" Way Freight and Live Stock traffic	21,291 3 0
" through Freight and Live Stock traffic	4,675 1 4
" Mails and express freight	1,017 18 11
	£69,561 9 8
Decrease in Through Passenger traffic and Emigrants	553 19 4
	£69,010 10 4

The Way or local business amounted to 39.22 per cent. of the whole earnings of the line as compared with 39.43 per cent. in the corresponding half-year, and the Through business represented 60.78 per cent. against 60.57 per cent.

The Passenger rates were about equal to those of the corresponding half-year; but Way freight rates yielded 20 cents, and through rates 11 cents less per ton per mile than in the corresponding period.

Since the issue of the last Report, the outer line of rail between London and Hamilton has been removed. The entire system is therefore now of the uniform American 4 feet 8½ in. gauge.

At the close of the half-year there remained only thirty miles of iron rails in the permanent way of the Main Line, which at the date of this Report has been replaced by steel, so that the whole Main Line as well as the Glencoe Loop Line, is now laid with steel rails. Following the system adopted for the renewal of rolling stock, it is proposed that an annual reserve fund should be created, to meet the renewal of the permanent way. The Directors will be prepared next half-year to report upon this subject.

During the past winter some relief was expected to have been afforded to the encumbered main line by diverting a portion of the freight traffic over the unfinished Loop Line. For a few days in February last this was attempted, but was almost immediately discontinued, owing to the difficulty of safely working traffic over an unballasted road, the embankments and cuttings on which were not

consolidated. The Government Inspector went over the line as far as completed to the Welland Junction, 123 miles, on May 27th, and reported favourably of its construction. An irregular local traffic was then commenced, but the object for which the Loop Line was built, cannot be attained until the Buffalo International Bridge is opened and a direct connection made with Suspension Bridge.* Up to the end of the past half-year the interest upon the money raised for the Loop Line has been charged to capital as heretofore, less the value of the local traffic earned upon it, together with interest on the unexpended portion of the funds.

In order to permit the immediate use of the Loop line for the through freight business via Suspension Bridge, and at the same time to utilize that bridge for traffic interchanged with the New York Central and the Erie Railways a short branch of eight miles is under construction from the main line terminus at Suspension Bridge, to the town of Allanburgh on the Welland Railway, the estimated cost of which is under £10,000. By this Branch a through connection will be formed from the Glencoe Loop Line with the Suspension Bridge, making the distance to Detroit as short as from the International Bridge, and five miles shorter than the present main line between these points †

The easier gradients of the Loop Line and the saving in the tolls to be levied on the International Bridge will greatly conduce to the economical transport of freight. The route by the International Bridge will still be useful for local and cattle traffic coming from the Main and Loop Lines destined for the city of Buffalo.

The advantages to this Company of the Allanburgh Branch cannot be too highly appreciated.

The Receipts and Working Expenses per train mile for seven corresponding half-years, compare as follows:—

Half-year ending	Gross Earnings per Train Mile.	Ordinary Working Expenses per Train Mile.
31st July, 1867	8s. 10½d.	4s. 2½d.
" 1868	8s. 5d.	4s. 8½d.
" 1869	8s. 0d.	4s. 8d.
" 1870	7s. 8½d.	4s. 7d.
" 1871	7s. 9½d.	4s. 5d.
" 1872	7s. 9½d.	4s. 6d.
" 1873	7s. 6½d.	4s. 11½d.

* Since accomplished.

† Since completed.

Under the authority conferred by the Shareholders at the Special Meeting on April 9th, 1873, the Directors have issued 5 per cent. Perpetual Debenture Stock to the amount of £1,200,000; and under the same authority they intend to pay off the 6 per cent. Terminable Bonds of the Company due in 1873 by the issue of a further amount of the same description of Stock.

OFFICERS.—Sir Thos. Dakin, London, Eng. *President*.

Gilson Homan, Esq., Sandford House, Kirk-stall, Eng. *Vice President*.

Brackstone Baker, London Eng. *Secretary*.

Hon. Wm. McMaster, Toronto, *Chairman of the Canadian Board*.

Hon. John Carling, London, Ont., John Cleghorn, Esq., 3, Spring Gardens, N. W., Thomas Faulconer, Esq., 66, New Finchley Road, N. W., Edward H. Green, Esq., 22, Old Broad, St, London, Eng., Hon. William McMaster, Toronto, Ont., Paul Margester, Esq., Clapham Common, Eng., *Directors*.

John Young, Esq., 16, Tokenhouse Yard, Sidney Smith, Esq., Bush Lane, London, Samuel Sproull, Esq., Toronto, Ont., *Auditors*.

OFFICERS IN CANADA.

Joseph Price, *General Manager*; W. K. Muir, *General Superintendent*; Samuel Baker, *Solicitor*; Joseph Metcalf, *Treasurer*; John Kennedy, *Chief Engineer*; W. A. Robinson, *Mechanical Superintendent*; John Crampton, *General Freight Agent*; Robert Beatty, *General Purchasing Agent*; W. McMillan, *Fuel Agent*;

Principal Office, Hamilton, Can.—London Office, No. 126 Gresham House, Old Broad St., E. C.

THE NORTHERN RAILWAY.

The length of this road is ninety four miles, besides sidings which extend to something like fifteen miles. There are a few miles of double track besides. The minimum radius of curvature is 1,432 feet, and the maximum grade going north is 60 feet; going south 52 feet 8 inches.

The first section of the road, from Toronto to Aurora, 30 miles, was opened to the public on the 16th May, 1853; the next section to Bradford, on the 13th June, 1853; the third section to Barrie, on the 11th October, 1853; the branch to Bell Ewart, a mile and a half, on the 3rd May, 1854; and before the end of that year, the whole line was open for traffic. The first sections were opened before the ballasting was done; and the work was afterwards performed when the road was in operation.

With a view of controlling the navigation of Lake Simcoe, the Directors purchased the steamer Morning and the wharves at Orillia and Bradford, and afterwards built the steamer J. C. Morrison.

The original contract with Storey & Co., for construction, was for £379,175 5s. 0d., and a supplementary contract for locomotive stock, general rolling stock, way station service, terminal depot service, harbour service, and steam-boat service brought the amount up to £702,563 1s. 3d. currency.

The Company received from the Government, in the shape of guarantee, £475,000 sterling; and it paid the interest on the Govern-

ment bonds issued on its behalf, up to the 1st January, 1856—the original capital account being open. The total amount paid under this head, with commission, is £47,924 10s. At first the Province had a first lien on the whole of the Company's line of railway from the City of Toronto to Collingwood harbour on Lake Huron, and all the ground belonging to the said Company, enclosed or to be enclosed, and lying between the said termini, together with all the station-houses, wharves, store houses, engine houses and other buildings thereon erected." Default in the payment of interest on the Government bonds was first made in the amount that became due after the 1st January, 1856, and nothing further was ever paid. In other words, so long as there was unearned capital out of which to pay the unearned interest it was paid, but never afterwards.

The want of steamboat connection with the Northern terminus, at Collingwood, was early felt, and in 1855, the Company, with a view of developing the business of the line, entered into contracts for a tri-weekly line of steamers between that port and Lake Michigan ports, and a weekly line to Green Bay. Five first class steamers were employed, and the charter money paid to them was £21,750 currency. In 1865, the income of the Company was £92,372 12s. 5d. currency, and the expenditure £129,698 2s. 1d., showing a loss of £28,333 9s. 8d. Next year there was paid on account of the steamboat contract only £3,250. On the 24th September, 1856, the steamer Niagara, one of the line, was lost near Port Washington, with many lives and a cargo of freight. In 1858 this line of steamers had become self-sustaining, and the Company derived a profit of over \$10,000 from the connection. They then resolved to entertain no proposition for future connections with the Upper Lakes, which would involve any subsidy or guarantee. This determination, together with the heavy work of renewal on the line, led to a suspension of the steamboat organization between Collingwood and Chicago, causing a trifling falling off the through trade in 1861, but it was scarcely appreciable, being less than \$2,000, so nearly did volunteer competition, both of sail and steam vessels fill up the void. During the season of 1862, but not till the first month of the navigation was over, four first class propellers maintained and strengthened the reputation of the route. This season vessels were scarce on Ontario, and the Company suffered seriously with its connections at that end, delays and accumulation of freight rendering it liable for damages. These difficulties were finally overcome by securing the services of two propellers for the remainder of the season, on favorable terms. In 1863 the Company found the American carrying trade too fluctuating and hazardous to justify its making any special arrangement with regard to it, and from that time this policy has been carried out, in connection with the special development of the local traffic.

The Company owned steamers on Lake Simcoe, which it chartered to other parties in the spring of 1856, but the arrangement fell through by August, and the Company ran them for the remainder of the season.

In 1855-56 the expenditure was £5,475 over earnings. The passenger trains ran at the rate of 25 miles an hour, when in motion, and 20

miles including stoppages, and the express trains ran five miles an hour faster; freight trains 15 miles when in motion and 12 miles including stoppages.

In 1857, "An Act to amend the charter of the Ontario, Simcoe and Huron Railroad Union Company," (29 Vic. c. 143), enacted that so long as the City of Toronto shall hold stock to the amount of £25,000, it may appoint one of the Aldermen a director of the Company, and the County of Simcoe may, on the same condition, also nominate a representative at the Board.

In 1858, (Vic. 22 c. 117) the name of the Company as already stated was changed to "The Northern Railway Company of Canada," authority was given to call in all the outstanding bonds, exclusive of those granted to the Government, and to issue to the holders other bonds, in lieu of them; and to issue £260,000 six per cent. sterling bonds for the purpose of funding the floating debt, to extend the works and put the road into efficient working order.

At this period, the order of priority in the capital account of the Company was: Government lien £475,000, with (August 1st 1859) £116,375 arrears of interest thereon, making a total under this head of £591,375 stg. Next came Company's bonds £243,739 14s. 6d., with unpaid interest thereon, £43,434 8s., a total of £287,174 2s. 10d. Third amount required to cover floating debt and place the road in an efficient condition, £250,000. And there had been paid on stock subscriptions £169,276 8s. 3d., making a total capital of £1,297,825 11s. 1d.

In 1859, an Act was passed, vesting in the crown all the real and personal property of the Company, for certain purposes therein set forth.

In pursuance of the large additional powers given to the Government, an order in Council was passed in May, 1859, in which the Minister of Finance declared there was no reasonable hope that any parties would be found to offer any considerable sum of money for the railway, if sold, in which case the Province would either be required entirely to sacrifice the whole of their claim or to assume the work themselves, and to advance from Provincial funds the sums required to maintain the line." He took the ground that in any case, it was not desirable to increase the debt of the Province for the purpose of aiding the road; that, for many reasons, it was not desirable, except as a last resort, to make use of the power of absolute sale. He therefore recommended that the whole property be re-vested in the Company, on certain conditions in accordance with which the capital stood as follows in the order of priority—1. First Preference Bonds, £250,000. 2. Second Preference Bonds, £223,189 14s. 6d. 3. Government lien, £475,000. 4. Balance of interest arrears due the Province, £50,000. 5. Interest arrears on Company's bonds, £43,434 8s. 4d. 6. Stock subscriptions amount paid, £169,276 8s. 3d. Total £1,297,825 11s. 1d. sterling.

The "Northern Railway Act of 1868" empowered the Company to issue third Preference Bonds (class A) to the amount of £50,000 stg., and to "expend the proceeds thereof in the construction of elevators, the increase and extension of rolling stock and other equip-

ment works for the accommodation and facilities of the traffic." The new elevator constructed at Toronto has a storage capacity of 275,000 bushels, and can elevate and ship 20,000 bushels an hour. The elevator wharf, sunk in 15 feet of water, is 490 feet long and 70 wide, and can store three million feet of lumber for shipment. A new elevator at Collingwood, nearly as large as this, was included in the works constructed by these bonds. It will be completed by the 10th August. When the road was first built, a breakwater and wharf were constructed at that port, for the safety and convenience of the traffic connections. The elevator previously used by the Company at Toronto was burned down in the early part of 1870. A similar casualty happened some years before, in the burning of the Company's steamer, "J. C. Morrison," on Lake Simcoe.

This railway has been of immense benefit to Toronto and the whole northern country. It has hitherto been the only road terminating at Toronto, and the facilities it has afforded have opened up a new and large lumber trade on the Georgian Bay.

When Mr. Cumberland became Managing Director in 1859, he changed the whole policy on which the road had been worked. Large gross receipts, if they left no profit, had no charm in his eyes. He found the through traffic had been carried at a loss; at a loss so great that in the previous year, it had more than eaten up all the profits of the local traffic. He informed the proprietors of his intention, and warned them not to be alarmed if they found a considerable decrease in the gross revenue. He intended to do none but paying business; to touch nothing that did not leave a profit. How this policy succeeded the following table will show. In 1858, there had been a positive loss on the whole business; in 1859, under the new policy, the total receipts showed a decline of nearly twenty thousand dollars; but this diminished revenue brought with it a profit of nearly forty-three thousand dollars. The working expenses still bore a very large proportion to the revenue, over 82 per cent. This item has undergone a constant reduction, till it is now only a fraction over 58 per cent. Every possible encouragement is given to the development of local traffic; sidings being put in wherever there is a promise of business to warrant it. This policy, which has been eminently successful, might be impossible in a line of great length, where competition rates are fixed by the cost of carrying on the most favorable route; but for the Northern there cannot be a question, it has proved the true policy, as tested by the touchstone of success.

ST. LAWRENCE AND OTTAWA RAILWAY.

This road was projected mainly for the purpose of carrying lumber from the Claudière Falls to Prescott and was intended to be worked in connection with American roads the northern terminus of which was Ogdensburg. The dictates of self-interest on the part of the then Directors is, no doubt, the reason for an important deviation from the original plan, by which the terminus was placed nearly three miles farther down the river than originally contemplated. A consequence of this change was that very little lumber ever passed over

the Line. The name first given to this line was the Bytown and Prescott Railway; the first sod of which was turned in September, 1851. About £33,500 of stock was subscribed by the different municipalities interested, and over £20,000 by private parties. A reduction of some £10,000 had to be made from this amount on account of disputes and difficulties in making collections.

In March, 1853, the Company issued sterling bonds to the extent of £100,000, (payable in November, 1873, bearing interest at 6 per cent.) which were sent to England to be negotiated. During the month of May of the same year, a contract was executed in Liverpool, England, with the Ebbw Vale Iron Company, for 51,000 tons of iron rails, at £10. 10s. per ton, payment to be made in the bonds of the Company at par. The equipment of the line consisted of 5 engines and 101 cars of all descriptions, which cost £15,000; £25,000 of that sum being payable in the Company's stock, and the remainder in money. The first cost of the road, 54 miles in length, and equipment was over £200,000 sterling.

The Company received, under the provisions of the Grand Trunk Relief Act, £50,000 sterling.

During the years 1857 and 1858 the enterprise became very much involved, and various parties began to enforce their claims. The Ebbw Vale Iron Company seized the road, and the rolling stock was taken possession of at the instance of other parties. The whole property was placed in the hands of a Receiver, appointed by the Court of Chancery. After a period of nearly four years, (January, 1862,) the matter was amicably settled, and the Receiver, by consent, removed. On the settlement, it was agreed that the Ebbw Vale Iron Company should be paid thirty per cent. of the gross earnings on account of the interest long in arrears on their claim. This was only paid from February until September, and amounted to \$11,554.56. The decrease of traffic, made it apparent that it could not be longer sustained; and the fact being so represented to the Ebbw Vale Iron Company, they allowed the payments to stand over, and the Receiver was re-appointed. An award was finally obtained from the Court of Chancery, in reference to the various claims upon the property; and, under the sanction of an Act of Parliament, the property was put up at auction, and sold to the holders of the first mortgage of £100,000; the price paid being represented by their claim, with interest and the cost of a seven year's law suit. The effect of this sale was to wipe out the second mortgage (to municipalities for \$300,000); the third mortgage (given under provisions of Grand Trunk Relief Act, §243,333), the whole of the Share capital and a large amount of floating indebtedness.

Immediately on obtaining possession of the property steps were taken by the purchasers to rebuild, and re-equip the Line. The whole of the Bridges and other similar structures as well as the Rolling Stock being at the time in a state of great dilapidation and decay.

This work cost upwards of \$350,000 in addition to which an outlay of \$180,000 was incurred in the construction of a Branch of 5 miles in length from the Main Line to the Chaudière.

The original error in taking the line into Ottawa at the lower end of the City was by this expenditure remedied; and Lumber is now being carried over the line to some considerable extent in unbroken bulk and without transshipment—to Boston and the New England States, both by the Grand Trunk Railway since the reduction of that company's gauge to 4 feet 8½ inches took place, and by crossing cars over the River St. Lawrence from Prescott to Ogdensburg on a Steam Ferry Boat, having Rails on her deck, the channel being kept open all the year round.

In 1873 the Rolling Stock consisted of

9 Locomotives	
9 First and	} Class Passenger Cars.
6 Second	
6 Mail and Express Do	
70 Box Freight Cars	
40 Platform Do	
The mileage of Cars in 1872 was..	929,931
" Number of passengers carried..	70,265
" " Tons of Freight.....	38,592
" Gross Revenue was from passengers.....	\$85,796.04
" Mails and Sundries.....	14,142.05
" Merchandise.....	61,832.86
	Total \$161,770.95

" Working Expenses in 1872 amounted to..... \$115,817.67

The line runs from Prescott, on the St. Lawrence, to Ottawa, the capital of the Dominion: length of main line, 54 miles, Chaudière Branch 5 miles; sidings, 6 miles; total, 65 miles. Work on the main line was commenced in 1852, and completed in Dec., 1854; gauge, 4 feet 8½ inches; the bridges are of timber; that over the Rideau River has four spans of 100 feet each, and is supported on stone piers.—That on the Chaudière Branch over the Rideau River has stone piers and abutments and is 400 feet in length. There is also on the Branch a swing Bridge across the Rideau Canal.

DIRECTORS.—(Elected May 9, 1873)—William Quilter, London, England, President; Thomas Reynolds, Ottawa, Ontario Vice-President; Joseph Robinson; Thos. Robinson; Alexander Robert Eyre, William Carter and Francis Tothill, all of London England.

OFFICERS.—Thomas Reynolds, Vice-President and Managing Director, Ottawa; A. G. Foden, Secretary-Treasurer and Gen. Passenger, Agent Ottawa; I. M. Taylor, Gen. Freight Agent, Prescott, Ontario; C. Dame, Locomotive Superintendent, Prescott; General Offices, Wellington st. Ottawa, Ont.

BROCKVILLE AND OTTAWA RAILWAY.

By this Company's Charter power was conferred to build a railway from the town of Brockville, on the river St. Lawrence, to the village of Pembroke, on the Ottawa River, with a branch from Smith's Falls—where the road intersects the Rideau Canal—to the town of Perth. The distance from Brockville to Pembroke is 130 miles, and from Smith's Falls to Perth, 12 miles. The line has only been opened to Sand Point, on the Ottawa River. The branch has also been completed, giving a whole length of railway of 90 miles.

Money was borrowed from the Municipal Loan Fund to aid the construction of the road as follows: Counties of Lanark and Renfrew,

\$800,000: town of Brockville, \$414,491.96; township of Elizabethtown, 150,709 50—total, \$1,365,201.46. The extent of these grants was a pretty good indication of the extravagant ideas that prevailed during the first Canadian railway era. The original expectation seems to have been that the profits these municipalities would derive out of the earnings of the railway, would suffice to extinguish their indebtedness to the Government. This palpable delusion was soon dispelled. The road, as far as constructed, became deeply involved, and there were no funds remaining to complete the line to the Ottawa River, from which a large share of the traffic was expected. The position of affairs in 1862 and 1863 is thus depicted in the Directors' Report: "As this railway then stood—twenty-five miles short of its river terminus, half-stocked, destitute of machine shops, and therefore working at the maximum of expense—the question when it would become a dead loss to every bona fide interest concerned rested solely upon the time when rails, engines, &c., should wear out, and heavy renewals become imperative." And further on they say, "such renewals could not have been adequately met from the limited income which it had power to earn, and to suppose that any interest to municipalities or bondholders could ever have been paid is simply preposterous." The traffic receipts were absorbed in payments of interest, so that the whole undertaking was on the high road to utter insolvency and complete ruin. In 1863 an Act was passed for the relief of the Company, which, though it was productive of good, did not prove sufficient to meet the exigencies of the case. By that Act the Company were authorized to issue preference bonds to the amount of \$244,793.94, bearing 7 per cent. interest, for the purpose of extending the line to Sand Point, on the Ottawa, and that such should be a prior lien on the earnings of the road to the claims of the municipalities, and that the railway should repay the municipalities within fifteen years the sums paid by them to the Government under what was called "The Five per cent. Act" of 31st December, 1866, and to fund into 2nd class bonds the entire floating debt, principal and interest. The amount of this floating debt seems then to have been \$711,019.97, besides \$100,000 of unpaid interest due to the municipalities. That this measure was inadequate to relieve the road from its embarrassments is apparent from the fact that two years later—in 1865—the Company owed on preference bonds \$244,793.94; 2nd class bonds, \$1,098,285.77; unpaid interest, \$150,000—total, \$1,486,079 71. And the Company's whole liabilities, as charged to the debit of capital account, were \$5,157,234.46, with credits of only \$2,632,042.44, showing a deficit of \$2,525,192. The earnings proved entirely disproportionate to meet the prior municipal and preference claims and the interest on the 2nd class bonds, so that it became apparent that further relief would have to be afforded, and the only shape that relief could take, in order to be effective, would be a liberal extinguishment of the debts, and the conversion of the remainder into stock.

A mortgage was made to a trustee to secure the repayment of the preferential extension bonds of \$244,793.94, above referred to. Owing to default on the part of the Company in the

payment of the interest on these bonds, the trustee took possession of the railway for the purpose of foreclosing and selling the road. Under these circumstances, an arrangement was entered into between the preference bondholders, the ordinary bondholders, and a majority of the shareholders, as follows:—

(1) The present stock and all the bonds of the Company, except the preferential extension bonds, to be converted into new stock by the holder thereof at the following reduced rates:—(a) Bonds other than preferential extension bonds at 25c. in the dollar, with the exception of those now held by persons who are also at this date preferential bondholders, these latter to have the privilege of converting the ordinary bonds held by them at this date into new stock at 50c. in the dollar, but this privilege not to extend to bonds purchased by them subsequently to the passing of the Act of 1863. (b) The old paid-up stock to be converted into new stock at 10c. in the dollar. (c) The capital of the Company to be reduced to the amount of new stock required for such conversion, and in return for the privilege conceded to the preferential bondholders.

(2) The management of the road to be restored by the preferential bondholders and their trustee to the Company, and the alleged rights of the preferential bondholders to foreclose and sell the road, to be waived and forever extinguished without prejudice to their holding the first charge on the road, and on its revenues next after the municipalities, with all other legal remedies for the recovery of their interest and principal.

An Act was passed by the Legislature of Ontario, in 1867 and 1868, giving effect to this agreement. That Act specially provides that nothing in its terms shall in anywise affect the claims of the counties of Lanark and Renfrew, or the township of Elizabethtown, or the town of Brockville, upon the railway property.

The amount of paid up stock was 11,902.12, and a further sum of \$165,552.12, was turned over to the contractors making the total paid-up capital stock \$177,451.29. The amount expended on construction account to 31st December, 1870, was \$2,647,900. The gauge is 5 ft. 6 in.; weight of rail, (iron), 56 lbs. to the yard.

INTERCOLONIAL RAILWAY.

The project of a railway connecting Quebec with the seaports of Halifax and St. John, has been long cherished as a necessary connecting link between the British Provinces of North America. Though agitated at various times, it only took practical shape when the great confederation was determined upon and arranged at Quebec, and by the 145th section of "The British North America Act, 1867," commonly called the Union Act, the construction of the railway was made obligatory upon the Government and Parliament of Canada.

A good deal of time and money have been spent in surveying different routes and examining the country through which the road is to pass. Three principal routes were surveyed, known as the "Frontier," the "Central," and the "Bay Chaleurs" routes. A table extracted from Mr. Sandford Fleming's report, shows the distances by the different sur-

veys (fifteen in number), between River du Loup and St. John and Halifax.

Table of Comparative distances from River du Loup to St. John and Halifax.

TO ST. JOHN.				
ROUTES.	No. of Ins.	Railway Built.	Not Built.	Total.
Frontier Routes.....	1	27	292	319
	2	45	365	350
	3	30	301	301
	4	00	326	326
	5	00	328	328
	6	37	343	330
Central Routes.....	7	77	349	426
	8	37	367	344
	9	77	313	390
	10	96	326	422
	11	37	329	360
	12	77	329	406
Bay Chaleurs Routes.....	13	37	387	424
	14	96	377	473
	15	96	329	425

TO HALIFAX.				
ROUTES.	No. of Ins.	Railway Built.	Not Built.	Total.
Frontier Routes.....	1	181	401	585
	2	202	414	567
	3	157	490	561
Central Routes.....	4	157	475	599
	5	157	457	594
	6	120	442	572
	7	81	458	538
	8	120	446	536
	9	61	442	502
	10	61	435	496
	11	120	432	552
	12	80	438	517
	Bay Chaleurs Routes.....	13	120	496	616
14		61	486	547
15		61	490	550

The route adopted is that known as the North Shore or Major Robinson's route, and is No. 15 of the above table. In compliance with addresses presented to the Imperial Government about 1845 by Nova Scotia and New Brunswick, the Imperial Secretary of State offered to have the Line surveyed by an officer of the Royal Engineers provided Nova Scotia and New Brunswick would share the expense. This offer was accepted and Major Robinson's report was the result. The proposed railway will therefore run from Halifax to Truro at the head of the Bay of Fundy, passing over the Cobequid Hills, and on and near to Amherst and Bay Verte, crossing from these over to the River Richibucto and Miramichi, then by the valley of the north-west Miramichi and Nipisquit River to Bathurst, then along the shore of the Bay Chaleurs to the Ristigouche River; then by the valley of Matapedia over the River Metis; then along the banks of the St. Lawrence, at a distance of eight or twelve miles from the south shore to Rivere du Loup. The distances to Halifax by this line are estimated as follows: From River du Loup, by Metis, Matapedia, Dalhousie, and Bathurst to Moncton 390 miles; From Moncton to Truro 126; From Truro by Railway to Halifax 61. Total 577. Very different views seem to prevail as to the desirability of the different routes. It is admitted, however, that the objects arrived at by the construction of the Line were political as well as commercial; and in view of the decided stand taken by the Imperial Government, whose guarantee was asked and offered to facilitate the raising of the necessary funds, it is difficult to understand how any other route could have been chosen.

The Duke of Buckingham's despatch, dated 22nd July, 1868, is as follows: "I have received your Lordship's telegraphic message that the route by the Bay of Chaleurs has been selected by the Canadian Government, as the one to connect Truro with Riviere du Loup, and thus complete the Intercolonial Railway. I understand three routes to have been under the consideration of the Government of Canada, namely: one crossing the St. John River, either at Woodstock or Fredericton; the second in a more central direction through New Brunswick, and the third following the line selected by Major Robinson in 1848. The route crossing the St. John River, either at Woodstock or Fredericton, is one to which the assent of Her Majesty's Government could not have been given; the objections on military grounds to any line on the south side of the St. John River are insuperable. One of the main advantages, sought in granting an Imperial guarantee for constructing the railway, would have been defeated if that line had been selected. The remaining lines were the central line, and that following the general course of the route surveyed by Major Robinson; and Her Majesty's Government have learned with much satisfaction, that the latter has been selected by the Canadian Government. The communication which this line affords with the Gulf of St. Lawrence at various points, and its remoteness from the American frontier, are conclusive considerations in its favor, and there can be no doubt that it is the only one which provides for the national objects involved in the undertaking."

On 12th April, 1867, an Act was passed by the Imperial Parliament authorizing the Commissioners of Her Majesty's Treasury to guarantee a loan not exceeding Three Million Pounds Sterling, at a rate not exceeding four per centum per annum, to assist in the construction of the Railway, and providing that the guarantee should not be given unless and until the Parliament of Canada should, within two years of Confederation, pass an Act providing to the satisfaction of one of Her Majesty's principal Secretaries of State, as follows, viz:—

I. For the construction of the Railway.

II. For the use of the Railway at all times for Her Majesty's military and other service.

III. Nor unless and until the line on which the Railway is to be constructed, has been approved by one of Her Majesty's principal Secretaries of State.

On 21st December, 1867, an Act was passed by the Parliament of Canada for the construction of the Intercolonial Railway. The Minister of Finance then placed a loan of Two Million Pounds Sterling upon the London market, seventy five per cent thereof having the Imperial guarantee, and twenty-five per cent being without it; and the whole was taken up at once on favorable terms.

On 11th December, 1868, in terms of the Intercolonial Act, four Commissioners were appointed to construct the Railway. The Board consist of Aquila Walsh, Esq., M. P., North Norfolk, Chairman; the Hon. Edward Barron Chandler, member of the Legislative Council, of New Brunswick; Charles John Brydges, Esq., Managing Director of the Grand Trunk Railway, and the Hon. Archibald Woodbury Whelan, Senator.

The whole length of Railway from Rivière du Loup to Truro, (including eight miles of the European and North American Railway and the Eastern Extension Railway thirty-seven and a quarter miles) is four hundred and ninety-nine and a half (499½) miles.

The Railway (which is being constructed under the superintendence of Sandford Fleming, Chief Engineer) has been let in sections, and all the work is now under contract. These contracts include clearing, grading, fencing, and bridging, except in the cases of the bridges over the rivers at Trois Pistoies, Metis, Westigoche, Nepissiqui, the two branches of the Miramichi, and Folly River. The bridges are all to be of wood, except at the places named, and the contracts do not include the iron superstructures at these places. The entire line is to be laid with steel rails.

The aggregate amount of the contracts for the whole line, including purchase money of the Eastern Extension Railway, is \$10,513,791.

NOVA SCOTIA RAILWAY.—In the Province of Nova Scotia the construction of railways was first authorized by an Act of the Legislature, passed 31st March 1854. During the same year another Act of that body authorized the issue of Provincial six per cent debentures, having twenty years to run, in order to raise the necessary capital to proceed with the work of construction determined upon. These bonds were mostly sold in London, through Messrs. Baring Bros. & Co.; the Hon. Joseph Howe having been sent thither as a delegate with that object in view; a small amount found purchasers in the Province. It was provided that the proposed railways should be constructed under the supervision of one or more Commissioners, who were empowered to draw on the Receiver-General for the monies disbursed to the contractors. They were restricted to the expenditure of \$800,000 in any one year, beyond which amount they could not incur any liabilities.

The first sod of the Nova Scotia Railway—the first constructed in that Province—was turned at Richmond, on the 13th June, 1854. Sixty-one miles of railway to Truro were completed by the 15th of December, 1858, and the Windsor branch of the same road by June 3rd, 1858. An extension from Truro to Pictou on the Gulf of St. Lawrence, fifty-two miles in length, was afterwards built and opened for traffic on the 31st of May, 1867, making in all 145 miles of railway. The Windsor Branch, 32 miles, extends westward from Halifax to Windsor on the Bay of Minas, connecting with the Bay of Fundy. The total cost of the Railway, with equipment to 30th June, 1868, was \$6,699,647.69; and the total amount expended on construction account alone up to the 30th June, 1869, was \$6,781,254.50.

The Pictou extension was surveyed by Mr. Sandford Fleming, C. E., and estimated to cost, including rolling stock, \$2,314,500. Some of the original contractors abandoned their contracts and work proceeding very slowly, the Government took the work out of their hands, and re-let the whole to Mr. Fleming for the sum of \$2,116,500. The road was satisfactorily completed within the time specified, under the superintendence of another engineer. This extension cost to the 30th of June, 1868, the sum of \$2,321,567.88.

The maximum grade on the whole line is 70½ feet per mile; minimum radius of curvature 792 feet.

CONSOLIDATION.—On the 9th November, 1872, the "Nova Scotia Railway" 145 miles; the "Intercolonial Railway" 118 miles; and the eastern portion of the "European and North American Railway" 108 miles, were consolidated, under the name of the "Intercolonial Railway."

The organization was commenced by the appointment of the following persons to fill the principal offices, with their residences and head-quarters at Moncton:—

Lewis Carvell	General Supt.
George Taylor	General Freight Agt.
Alex. Macnab	Engineer
Henry A. Whitney	Mechanical Supt.
Thos. Foot	Accountant
Jos. J. Wallace	Auditor
William Sadler	Storekeeper
H. W. McCann	Paymaster
George Ryan	Cashier.

The line was divided into three divisions: First.—The "Eastern Division" comprising all that portion of the line hitherto called the "Nova Scotia Railway" (145 miles).

Second.—The "Central Division" comprising all that part of the line between Truro and Panisco (118 miles) known as the "Intercolonial Railway".

Third.—The "Western Division" comprising all that portion of the Railway which lies between St John and Point Du Chêne (108 miles).

Mr. Arthur Busby was appointed Superintendent of the "Eastern Division" with his office and head-quarters at Truro.

Subsequently Mr. Richard Luttrell was appointed Superintendent of the "Western Division" with his office and head-quarters at Moncton.

EUROPEAN AND NORTH AMERICAN RAILWAY.

A line of Railway to connect St. John, on the Bay of Fundy, with Shediac, on the Gulf of St. Lawrence, was first projected in 1848. In that year the sum of \$4,000 was granted by the New Brunswick Legislature towards paying the expenses of a preliminary survey, which was made in the following season.

In 1850 a Convention, composed of delegates from the State of Maine and the Provinces of Nova Scotia and New Brunswick met at Portland, Maine, for the purpose of discussing the proposal to construct a railway to connect Halifax with Bangor, Me. At this Convention, the scheme of the European and North American Railway was approved and decided upon. Exploratory surveys were made in the same year by authority of the State Legislature.

In 1851 the Act known as the Facility Bill was passed. This Act provided that a subsidy of \$1,200,000 should be granted in aid of the enterprise, in the shape of debentures bearing six per cent interest, and redeemable in thirty years. As soon as \$500,000 of capital was paid in by the subscribers to the stock, the Local Government were to issue their six per cent debentures to a like amount, the issue in one year not to exceed \$500,000. The Board of Management was to consist of nine directors, two of whom were to be elected by ballot, (both Houses of the Provincial Legislature voting), to represent the Province.

A contract was entered into with Messrs. Peto, Betts, Jackson and Brassey, on the 29th September, 1852, by the Government of New Brunswick for the construction of the Road. By the terms of this contract, the contractors were to build the Railway from the boundary of Nova Scotia, to that of the State of Maine for \$32,500 per mile. The Province was to take stock to the amount of \$6,000 per mile, and to loan its bonds to the Company for \$9,400 per mile. These were preference bonds and were redeemable in twenty years. At a special session of the Legislature called the following month, this contract was duly ratified.

In the following year (1853), surveys of the whole route were made in Nova Scotia and in New Brunswick; and on the 14th September, the first sod was turned by Lady Head at St. John, N. B. Construction was immediately commenced between St. John and Shediac, and prosecuted during that and part of the following season, when, in consequence of financial embarrassments growing out of the crisis that overtook these provinces in common with other countries after the close of the Crimean war, a stop was put to further operations.

The company of contractors was dissolved in 1856. The Government then purchased the road from them for the sum of \$450,000, and continued the work under their own supervision. In the spring of 1857 the undertaking was placed in the control of three commissioners who held office only for a few months, when they were succeeded by three other gentlemen. From May 1858 till June 1865, this board consisted of R. Jardine, R. C. Scovill, and George Thomas.

Prior to the transfer from the first contractors to the Government, as before mentioned, the line had been located and surveyed from St. John to Shediac. Between Moncton and Shediac a considerable portion was built, and some work was done on other parts of the line. On the 1st August, 1856, a contract was let for finishing the line between Moncton and Shediac; this section was completed on the next year, 1857. A short piece of three miles, out of St. John, had been opened on the 17th March, 1857. As soon as a revision of the location could be completed, other sections were put under contract, completed and opened for traffic at the dates following:—St. John to Rothesay, 9 miles, on 1st June, 1858; Rothesay to Hampton, 13 miles, on 8th June, 1859; Hampton to Sussex, 22 miles, on 10th November, 1859; and Sussex to Moncton, 45 miles, on the first August, 1860, thus completing the whole line from St. John to Shediac, a distance of 108 miles.

There was nothing done in furtherance of the project until 1864, when it was again revived, and surveys were made under instructions from the New Brunswick Government from St. John to the American boundary, and from Moncton to the Nova Scotia boundary; the former by Mr. Burpee, and the latter by Mr. Boyd. Meantime the Government of Nova Scotia had constructed the road from Halifax to Truro, and opened it for traffic. Two companies, one in Maine and the other in New Brunswick, were incorporated to construct the remaining portions of the line on both sides of the boundary respectively; subsidies were also granted by the legislatures of Nova Scotia

and New Brunswick and by that of the State of Maine. In 1871, the line to Sackville was formally opened from Moncton, a distance of 32 miles, and 128½ from St. John.

The line from St. John to Point du Chêne, in Shediac harbour, is 108 miles in length; max. gradient, 45 feet to the mile; minimum radius of curve, 1584 feet; the highest summit is 165 feet above high water in St. John harbor; total length of straight line, 79½ miles; of curved line, 28½ miles; it is a single track road of 5 feet 6 inches gauge; length of sidings, 12.9-10 miles. About 20 miles of rails were laid of the U pattern; the rest was the T rail, of 62 pounds to the yard, fastened at the joints with cast iron chairs, weighing 28 pounds each; the sleepers are 9 feet long, 6 inches thick, and of cedar, hackmatac and pine; width of road bed, 20 feet on embankments, and 30 to 32 feet in sidehill cuttings. There are 25 bridges having stone abutments and wooden superstructures, the remaining 8 are on piles.

WESTERN EXTENSION.—This line is under the management of a Company having separate and distinct corporate powers, obtained from the Legislature of New Brunswick. The portion of the same road, on the American side is under the management of another Company chartered by the Legislature of Maine. The *Western Extension* touches the boundary at Vanceboro, whence the line is continued to Bangor, Me., forming a through line of travel and traffic between the railways of the United States and those of the Dominion in the Maritime Provinces.

Construction was commenced in August, 1867, and the line was opened in 1873.

Length of line, 88 miles, sidings 2 miles—total, 90 miles. Weight of rail 56 lbs. to the yard; gauge, 5 ft. 6 in. All the longer bridges have iron superstructures.

The capital stock was subscribed as follows:

By the Government of New Brunswick.....	\$100,000
By individuals in the United States.....	250,000
By individuals in New Brunswick.....	193,000
By the City of St. John.....	61,000
Total.....	\$604,000

Under an Act of the Legislature of New Brunswick, passed in 1864, the Company is entitled to a subsidy of \$10,000 per mile, and as the length of the road is 88 miles this subsidy amounts to \$880,000.

The Canadian and American portions of the road from St. John to Bangor were consolidated in 1873, under the name of EUROPEAN AND NORTH AMERICAN RAILWAY and the general offices are at Bangor.

The entire length of the line is 206 miles not including the branch to Fredericton.

Officers.—G. K. Jewett, President.
E. R. Burpee, Vice-President.
Nash Woods, Treasurer.
M. H. Angell, Superintendent.
H. D. McLeod, Asst. Supt.

NEW BRUNSWICK AND CANADA RAILWAY.

A number of inhabitants of the town of St. Andrews in the County of Charlotte, Province of New Brunswick, convened on the 5th day of October, 1835, and formed an association under the appellation of the "Saint Andrews and Quebec Railroad Association" for the purpose of promoting the interests of a railway from the town of St. Andrews on the sea-

coast to the City of Quebec in Lower Canada, a distance of 195 miles. The former town was intended to be a winter port for the trade of the St. Lawrence.

The estimated cost of the road at that time, by making use of the flat rail which was then in use in the United States, was £5,000 per mile.

A deputation of two gentlemen was sent by the Association to the British Government in January, 1836, seeking aid, and they succeeded in obtaining a grant of £10,000 from His Majesty King William the Fourth, to be expended in a thorough exploration and survey (through a wilderness), which was commenced in June, 1836. On the 27th August the sum of £2,000 was received from England and deposited in the Charlotte County bank, this being the first instalment of the £10,000 grant. About the same time the Secretary of the Association received a letter from the Government prohibiting further explorations, owing to a representation from the United States, until the question of the north eastern boundary between Maine and New Brunswick should be settled.

Further proceedings on the part of the Association were now held in abeyance and remained so until 1845, that memorable period of the great railway and commercial panic throughout England when the speculative "King Hudson" was approaching the zenith of his popularity. It was during this period that the "Great Northern American Railway" was projected to connect Halifax and Quebec for the purpose of carrying troops and mails, but this scheme did not meet with success. The British Government expended the sum of £12,000 in explorations on this route between those cities.

The eastern boundary of Maine was settled by the Ashburton treaty in 1842, and the Association again revived. In the month of December 1845, a subscription list was opened. The capital stock of the Company was divided into 30,000 shares of £25 each. Over £41,000 was subscribed in the County of Charlotte. The Directors decided not to commence operations until £100,000 stock was taken.

The estimated cost of building the line from St. Andrews to Woodstock was £160,000. An estimate was also made that the probable earning and expenditure would give a net profit of 20 per cent on the capital.

At a meeting of Directors held the 21st August 1847, it was decided to commence operations as soon as possible and to engage a competent engineer at once.

On the 25th October another meeting was held and tenders for masonry and bridging the first 4 miles were invited. The ground was first broken in rear of the town of St. Andrews in November of the same year, and the work commenced by day laborers.

During the month of March a Committee of the Legislature recommended an issue of Provincial Scrip to the extent of £150,000 being paid in. The Province also to guarantee six per cent. for 25 years on £100,000. A grant of 40,000 acres of land in alternate blocks, was also recommended. On the 24th of April the Legislature and Council passed the Facility Bill granting the above guarantee and 20,000 acres in alternate blocks.

The company having become involved in serious financial difficulties, little progress was made during the next eight years.

On the 1st October 1857, the road was opened to a distance of 34 miles, and in December 1858, to Canterbury, a distance of 65 miles. Mr. Thompson was succeeded as manager by Mr. Henry Osburn, who concluded a contract for the completion of the line to the Richmond termini on the main road between Woodstock and Houlton, which was opened for traffic in July, 1862. The contractors were paid in first mortgage bonds, bearing 6 per cent interest, at 20 per cent. discount. On account of the great difficulty experienced in floating these bonds the Company were obliged to suspend operations, but by temporary bridging in lieu of embankment they succeeded in getting the rails laid to the termini.

In consequence of the inability of the Company in England to meet the amount of interest on the mortgage bonds, the Manager, Mr. Osburn, was also appointed Receiver in 1863, (and still holds this position,) on the part of the bondholders, and the line has since been worked for their benefit; but as the Company then owned so small a quantity of rolling stock and the line being left unfinished under the last contract, it became necessary to expend from year to year, in addition to the cost of maintenance, large sums out of the earnings in completing the earthworks, masonry and ballasting, for increasing the rolling stock and machinery, and for repairs to locomotives, &c., the balance of excess being held by the bond holders.

Since the opening of the main line, two branch lines have been opened—one from Saint Stephen, 19 miles in length, opened January, 1866, the other from Woodstock, 11 miles, opened in September, 1868. These branches were built by provincial companies facilitated by the Local Government Subsidy Act, passed 11th April, 1861, which granted a bonus of \$10,000 per mile, in aid of the construction of proposed railways therein mentioned.

Permanent Way.—Length of Line, 88 miles; Length of Branches, 38 miles; Length of sidings, 12 miles. Total length, 138 miles. Weight of Rail per yard, 56 lbs.; Gauge 5 feet 6 inches; Termini of Main Line, St. Andrews and Richmond; Termini of Branches, St. Stephen, Woodstock, N. B., and Houlton. The amount expended on construction up to 1869, \$2,500,630.

OFFICERS.—Henry Osburn, C. E., General Manager; J. P. Crangle, Superintendent; N. T. Greathead, Cashier; A. E. Julian, Ticket Agent.

CHIEF OFFICE.—St. Andrews, N. B.

WINDSOR AND ANAPOLIS RAILWAY.

During the year 1864 the Nova Scotia Government proposed a new policy for the extension of this line from Windsor to Annapolis. The latter is a small town on the Bay of Fundy, which was one of the capitals of British North America, and was settled in 1605 by the French. The features of this policy may be stated thus.

1st. The right of way valued at £50,000 or £70,000 was granted by the Counties through which it passes to the Company, with the privilege of possession as required, regardless of indemnity. A special tax to be levied on the Counties for the payment of the same.

2nd. The free use of timber and stone on the Government lands.

3rd. The free use of the Government Railway and wharf at Halifax for the transport of all material, supplies, &c., the Company being only at the expense of handling.

4th. Rebate of all duties, imposts, &c., on material used in construction and for working.

5th. The sum of £32,000 in cash to make the construction of the bridge over the Avon. A bonus of £188,000 in 6 per cent bonds, payable as the work progresses. Those items and subventions amount to over £3,500 per mile as an actual gift and totally irrespective of the receipts or ownership of the railway which are for the sole benefit of the Company.

On the above basis a Company was formed and on the 25th October, 1865, a contract between the Chief Commissioner of Railways and Edward Harris and J. T. V. Smith, on behalf of Messrs. Knight & Co., of London, England, the work to be commenced by the first of May following, and the road to be completed and ready for traffic on the first May, 1868. This agreement was confirmed by George Knight & Co., but they failed to commence the work and the agreement was cancelled.

On the 22nd of November, 1866, Messrs. Tupper, Henry & Ritchie, then in England, having been authorized by an order in Council, and acting on behalf of the Chief Commissioner of Railways, entered into an agreement with Messrs. Pritchard, Barry & Clarke, by which the latter were to construct the works which were to become their property, the work to be commenced not later than the 1st January, 1867, and to be fully completed on or before the first of Dec., 1869.

By agreement with the Government of Canada the line from Windsor to Halifax 45 miles was leased on 1st Jan. 1872.

This line passes through the Annapolis valley, which is one of the oldest settled and richest parts of the Province, connecting with the Interoceanic Railway at Windsor Junction 13 miles from Halifax, and at Annapolis with a line of steamers to St. John, New Brunswick, a distance of about 60 miles, making a total distance between Halifax and St. John of 190 miles.

The road was partially opened on the 18th August, 1868, and completed on the 18th of December of the same year. During the first six months the line was by agreement worked for the benefit of the contractors. The length of the main line is 84 miles, with 8 miles of sidings and of leased line 45 miles. The gauge is 5 feet 6 inches. The rails are fish-jointed, and between Windsor and Kentville they weigh 67 lbs per yard, and the remainder of the distance they are lighter, weighing only 50 lbs. per yard. On the Windsor Branch, 32 miles, the rails are double headed weighing 63 lbs to the yard supported at intervals of 2½ ft. on cast iron chairs spiked into ties 10 feet long, 10 inches wide, and 5 inches thick, the rails are secured to the chairs by wooden side keys. The rolling stock is substantially constructed and consists of eleven locomotives, fourteen passenger and 140 other cars. The most important feature of the line is the iron bridge over the Avon at Windsor, where the tide rises over 40 feet. The bridge rests on stone piers. There are nine spans of lattice iron girders. The total

length is 1,130 feet. The total amount expended on construction amounted to £542,332 sterling on the 30th June, 1870.

GENERAL MANAGER.—P. Innes, Kentville, Nova Scotia.

CHIEF OFFICE.—Kentville, N. S.

MIDLAND RAILWAY OF CANADA.

(FORMERLY PORT HOPE, LINDSAY AND BEAVERTON.)

This Company was originally chartered on the 26th December, 1846. On the 14th December, 1853, power was given to build a branch through the townships of Cavan, Emily, Manvers, Ops and Mariposa, and thence to some convenient point on the line of the Ontario, Simcoe and Huron Railway.—The Company were aided with large municipal subscriptions.

The Town of Port Hope gave,	
in all.....	\$680,000
Township of Hope.....	60,000
Township of Ops.....	80,000
Town of Peterborough.....	100,000

Total up to 1864..... \$920,000

Additional sums were subsequently granted. The Line was formally opened to Beaverton in January, 1871.

By an Act of 24th Dec., 1869, the name of the Company was changed to "The Midland Railway of Canada." Authority was also given to build a branch line from some point in the township of Mara through the township of Rama to the river Severn. This branch was completed in 1873, connecting at Woodville with the Toronto and Nipissing, and at Orillia with the Northern Railway and its Muskoka Branch.

The line now runs from Port Hope, on Lake Ontario, to Orillia on Lake Simcoe, a distance of 87 miles, with a branch from Millbrook to Lakefield, of 22 miles, making the total length of line opened, 109 miles.

OFFICERS.—Adolph Hugel, President.

F. Whitehead, Secretary and Treasurer.

G. A. Stewart, Chief Engineer.

H. G. Taylor, Superintendent.

W. McKechnie, Gen. Freight and Ticket Agent.

General Offices at Port Hope, Ont.

COBOURG, PETERBOROUGH AND MARMORA RAILWAY.

This road from its very first inception has undergone a constant series of mishaps, disasters and changes. It was constructed under a charter obtained in the year 1852, authorizing the building of the same from Cobourg to Peterboro. The first sod was turned on the 9th February 1853 with a great parade, the citizens of Cobourg turning out *en masse*, and having a ball and torchlight procession in honor of the occasion.

Difficulties arose with the contractor, the late Samuel Zimmerman, and the cost of the road greatly exceeded the first estimates.

The Directors took possession of the road before it was completed and then went to work to finish it, but were met at all points with almost insurmountable difficulties from the very imperfect manner in which the road was constructed. A bridge of three miles in length across Rice Lake built on piles not sufficiently driven or even properly stayed, half way between the towns of Cobourg and Peterboro, was one of the difficulties in the way, but nevertheless the road was so far completed

as to be opened for traffic in the month of December 1854. The occasion was celebrated with much rejoicing by an excursion trip to Peterboro; but short was the gratification of the Directors, for the first winter's frost stopt all running of trains.

The expansion and contraction of the ice and consequent shoving was so great that it entirely destroyed the bridge, thereby stopping all running of trains for some considerable time. Indeed it was not till the following spring that the road was sufficiently put in a state of repair to recommence its business traffic. The road, only 27 miles in length, had by this time cost a sum of money falling not far short of \$1,000,000, namely £125,000 currency, borrowed from the Municipal Loan Fund, and £100,000 sterling of bonds issued, besides private stock to the amount of about £4,000. The road was then run by the Board of Directors until the year 1857, the whole line not realizing sufficient to pay working expenses, and the interest on the sterling bonds, in consequence of the constant repairs required on the bridge.

Application was again made to Parliament by the Bondholders for relief, in 1862, when an Act of amendment of the Charter was obtained. In the year 1865 it was again amended.

After the bridge had been twice built and carried away, and after the original company had struggled long against apparently insurmountable difficulties the Railway was finally sold to a Company for the lump sum of \$100,000. Out of this, unpaid liabilities for rights of way and certain privileged claims were paid off, an arrangement was made with the Bondholders for their payment in certain proportions, and all other and further claims and liabilities were wiped out. In 1869 an act was passed by the Ontario Legislature authorizing the amalgamation of the Cobourg and Peterborough Railway Company and the Marmora Iron Company.

For the first two years the operation of the mining Company met with but little success, owing to unexpected and unavoidable mishaps at their mines. The work was, however, prosecuted with commendable perseverance and there is now a good prospect that all difficulties will be overcome. A vein of ore has been struck of superior quality, said indeed, to be equal to the best Lake Superior ore; of this large quantities are now being turned out. This, with the very considerable lumber traffic derived from mills on the north shore of Rice Lake, gives the Railway as much as it can do; and it is hoped that the enterprise has entered at last upon a career of permanent prosperity. Rice Lake Bridge is being reconstructed in a very substantial manner under the management of the Company's Genl. Supt. and engineered by Walter Shanley, Esq., and will be open for traffic in 1874.

The line of railway now extends from Cobourg to Chemung Lake 37 miles, with two sidings from main line into Campbell's and Macdougall's steam saw mills, one mile each; A branch line, nine miles in length from the Narrows on the River Trent to Blairton, where are the Company's extensive and valuable Iron Ore Beds. Total, with other sidings, 50 miles.

The Company has other property consisting of twenty-three thousand acres of land in the townships of Belmont, Marmora, and Lake,

including the Iron Mines, the village of Blain, containing Railway Depot, Engine House, and 100 tenements built by the Company for the comfortable accommodation of the Miners and Employees. Also part of the village of Marmora, with water power, saw and grist mills, and buildings, besides sheds, store houses, &c.

James R. Barber, Sup't., Cobourg, Ont.

SOUTH-EASTERN RAILWAY.

The South-Eastern Railway, was chartered in the year 1866, under the name of the "South-Eastern Counties Junction Railway Company."

The construction of this road was commenced at West Farnham, Prov. Quebec, in 1870, and completed and opened to Richford, Vermont, thirty-three miles, in Oct. 1871.

At West Farnham the road connects with the Stanstead, Shefford and Chambly Railway, distant fourteen miles from St. Johns, and thirty-five miles from Montreal, connecting at St. Johns with the Grand Trunk Railway.

During the years 1872-3, the South-Eastern has been extended from Richford Vt. to Newport Vt., 32 miles, that portion of the road in the state of Vermont being built under the charter of the Missisquoi and Clyde Rivers R. R., which road had been leased to the South Eastern for 999 years.

At Newport the South-Eastern connects with the Connecticut and Passumpsic Rivers R. R., opening up a new and independent Boston and New-York line of Railway, between Montreal and those American cities.

It is claimed that the completion of the Portland and Ogdensburg R. R. between Portland and St. Johnsbury Vt. now nearly constructed will open up the shortest and easiest graded railway between Montreal and Portland, making the distance over 40 miles shorter than by any existing line. Also that the line, when opened *via* the Boston, Concord and Montreal from Wells River Vt. will be the shortest and easiest graded line between Montreal and Boston.

During the session of the Quebec Parliament of 1872-3, the name of this Railway was changed from South-Eastern Counties Junction Railway to South Eastern Railway, and the Richelieu, Drummond and Arthabaska Railway, from Sorel to Sutton Junction on the line of the South Eastern was consolidated and made a part of the South Eastern Railway.

This road was built and opened between Sorel and Drummondville some 47 miles with wooden rails in 1872, but is to be shortly laid with iron rails and extended from Drummondville to Sutton Junction, crossing the Grand Trunk Railway at Acton Vale, and the Stanstead, Shefford and Chambly at Waterloo.

The road from Waterloo to Sutton Junction is already graded, bridges built, and completed, ready for laying the iron rails, which is to be done in 1871.

That part of the road from Waterloo to Drummondville—27 miles—is surveyed and the grading is expected to be completed in 1871-75. This will make a branch line of 95 miles which, with the main line, makes a total of 169 miles—passing through and opening up one of the best agricultural, mineral and lumber sections of country in the Province of Quebec.

The South-Eastern has, during the fall of

1873 negotiated with the Stanstead, Shefford and Chambly Railway for the use of the roadway between West Farnham and St. Johns.

Also with the Connecticut and Passumpsic for the use of the roadway between Newport Vt. and Stanstead P. Q., making the present termini of the South Eastern at Stanstead and St. Johns, P. Q.

This new and important Railway was built, by municipal aid from the municipalities, through which it passes and by private subscriptions, but its successful completion has been mainly dependent on the energy and private means of the contractor, the Hon. Asa Belknap Foster, Dominion Senator for the district of Bedford, who is the present manager.

Little has been said or written about this Railway, as the Company, did not, as the majority of railway Companies, have done, first issue bonds, and mortgage their road, to raise money to build it.

Up to this time, the road has never received any Government subsidy, although it is one of the most important Railways in the Province of Quebec and has been the means of opening up and improving in value the large section of country, through which it passes, carrying with its completion those stimulating and expanding influences upon the prosperity of the section which have invariably followed the construction of railways in other regions.

KINGSTON AND PEMBROKE RAILWAY.

This road is to run from the city of Kingston to the town of Pembroke on the Ottawa River in a northerly direction, passing through the rich mineral region of magnetic iron ore, lead, plumbago, and phosphates lying north of Kingston, and through the large lumber districts of the Madawaska, Bonnechere and Ottawa Rivers. The Company are aided by the following bounties.

Government of Ontario about.....	\$400,000
City of Kingston.....	300,000
County of Frontenac.....	150,000
County of Renfrew.....	100,000
Town of Pembroke.....	50,000

About..... \$1,000,000

The whole of the road is under contract to Geo. B. Phelps and Co. of Watertown, N. Y., for \$2,960,000, or at the rate of \$20,000 p. mile to be completed in 1876. The whole line has been surveyed and to the fall of 1873 about 49 miles had been graded, and a small portion of the iron laid.

HEAD OFFICE: KINGSTON, ONTARIO.

President, C. F. Gildersleeve, Esq.

Chief Eng., P. W. Nash.

Acting Secy. and Treasurer, Jas. McArthur.

THE NORTH SHORE RAILWAY.

This road is to extend from the city of Quebec to the city of Montreal, a distance of one hundred and fifty-eight miles, with a branch extending from the main line, at the city of Three Rivers, up the valley of the St. Maurice River to the Grand Piles, a distance of about twenty-seven miles.

The main line passes through the old and densely populated country lying along the North Shore of the St. Lawrence River, and will undoubtedly give a new impetus to the agricultural, lumbering and manufacturing

industries of that hitherto neglected and comparatively secluded region.

It is to connect at Montreal with the Northern Colonization Railway, which is to extend up the valley of the Ottawa River to the Capital of the Dominion, and thence to a connection with Georgian Bay, and the Canadian Pacific Railway.

The North Shore Railway may therefore be regarded as the Eastern or terminal link in the great Northern Trunk Chain of Railways which are soon destined to connect the head of deep ocean navigation of the Atlantic, at Quebec, with the Great Western Lakes, and the Pacific Ocean.

The Provincial Government of Quebec has granted a subsidy to this road of two million acres of pine timbered lands, which are situated upon streams flowing directly into the Ottawa and St. Lawrence Rivers.—The city of Quebec has also subscribed one million dollars to the Capital Stock.

The work of construction and equipment was placed under contract in 1872, and is to be fully completed in 1875.

The Officers of the Company are as follows:

Colonel William Rhodes, President.

A. H. Verret, Secretary.

Genl. Silas Seymour, Chief Engineer.

All of Quebec.

PORT WHITBY AND PORT PERRY RAILWAY.

This line runs from Port Whitby, on Lake Ontario, to Port Perry, on Lake Scugog, connecting the inland waters of the counties of Ontario, Victoria, and Peterboro', for the purposes of trade, with Lake Ontario. The canal lock at Lindsay being re-built, Lake Scugog, Mud Lake, Pigeon Lake and Chemung Lake, form a long line of water communication, on the borders of which a valuable and extensive lumber and milling trade is carried on. Formerly this region found an outlet at Port Hope, and lake cities further east. It is expected that this railway will control a considerable portion of this trade. The principal traffic consists of sawed lumber, square timber, cordwood, tan bark, shingles, grain and flour. The annual amount of this outward traffic has been estimated as follows:—30,000,000 feet sawn lumber, at \$1 per M.; 15,000 pieces of square timber, at \$1; 5,000 cords wood, at \$1; 2,000 cords tan bark, at \$1; 2,000,000 feet barrel staves, at 50c per M.; 3,000,000 shingles, at 50c per M.; 300,000 bushels grain, at 3c.; 10,000 barrels flour, at 10c.; 12,000 passengers, at 60c.; besides inward traffic, mails and sundries.

The authorised capital is \$300,000, and the subscribed capital \$103,850.

This Railway was opened for business in the month of November 1871, and during the past two years has been doing a very satisfactory business. It is now purposed to extend the line as originally intended by its promoters to Georgian Bay, on Lake Huron. It is claimed that this route when completed will be the shortest by some twenty-five miles between the waters of Lakes Ontario and Huron. At the terminus on Lake Ontario is one of the finest Harbours on the North Shore, open the year round.

Jas. Holden, Managing Director.

B. R. Kimball, General Supt.

TORONTO, GRAY & BRUCE RAILWAY.

Up to the time when this project was brought before the public, in 1867, the gauge of Canadian railways had uniformly been the standard or Provincial gauge of 5 ft. 6 in., except three lines the St. Lawrence & Ottawa, the Montreal & Champlain, and the St. Lawrence & Industry, all of which are of the 4 ft. 8½ in. gauge, being the same as that since adopted by the Great Western Railway. The idea of a railway with so narrow a gauge as 3 ft. 6 in. was an entirely new idea with nearly everyone in this country, and like most other changes which conflict with interest and prejudice, excited a good deal of hostile criticism and not a little ridicule. Notwithstanding the fact that the application to the Ontario Legislature for a charter at the first session of that body in 1867-68, was supported by the names and influence of many of the leading merchants of Toronto, it was only carried through by a bare majority and after a severe contest, first in the Railway Committee, and afterwards on the floor of the House. The objection against the narrowness of the gauge has been urged with greater persistency, if not with equal ability, in the municipalities from which aid was being solicited. The disadvantage resulting to the promoters from this widespread objection was probably more than compensated by the consideration of cheapness in favour of a 3 ft. 6 in. line.

The agitation of the project—as well as also the sister enterprise, the Toronto & Nipissing Railway—had an important influence in re-directing public attention in this country to the advantages of railways, after the long period of repose in which railway progress was allowed to lie since the calamitous period of 1856-57. These schemes being regarded as practicable means of lapping two most important districts of Ontario, and placing them in close connection with the chief city of the Province, were eagerly supported by the citizens of Toronto. The warmth of their support is best indicated by the grant of a quarter of a million of dollars as a gift to the Company, and by the subscription of three hundred and twenty thousand dollars of stock.

By the charter, the Company is authorized to build a railway not less than 3 ft. 6 in. gauge (but of wider gauge if the directors at any time desire the change) from Toronto to Orangeville, thence to Mount Forest or Durham, thence to the border of the County of Bruce, and thence to Southampton, with a branch to Kincardine, on Lake Huron; also, a branch from Mount Forest or Durham or some point east thereof. The capital stock is \$300,000, with power to increase the same in the manner provided by the General Railway Act, to be divided into 30,000 shares of \$100 each. When \$300,000 of the capital was subscribed, and ten per cent. paid, the Company could be organized. The management of the Company's affairs is in the hands of nine directors, each of whom must hold at least ten shares in the stock of the company. Power is also given to issue bonds, the amount of which must not exceed the paid-up capital of the Company and the amount of bonuses actually expended in carrying on the works of construction.

The charter relating to the carriage of cordwood runs thus (Clause 30.) "The said railway Company shall at all times receive and carry cordwood, or any wood for fuel, at a rate

not to exceed for dry wood 2½c. per mile per cord, from all stations exceeding fifty miles, and at a rate not exceeding 3c. per cord per mile from all stations under fifty miles, in full car loads; and for green wood at the rate of 2½c. per ton per mile." (Clause 31.) "The Company shall further at all times furnish every necessary accommodation for the free and unrestrained traffic in cordwood to as large an extent as in the case of other freight carried over the said railway."

Owing to the townships interested failing to grant the aid asked for the construction of the proposed branch from Mount Forest to Owen Sound, that part of the scheme was changed, and a branch from Orangeville direct to Owen Sound was decided on and was completed in 1873, the county of Grey voting a bonus of \$300,000 in aid of the same.

There is also a branch of the road now under construction through the county of Bruce commencing at Harriston and running through Wroxeter, Gorrie and Teeswater. The grading between Harriston and Wroxeter is now drawing near completion, and that between Wroxeter and Teeswater is progressing favourably. It is expected by the fall of '74 to have this part of the road completed for traffic purposes. The road will, when completed to Teeswater, be 192 miles in length.

The whole cost of the line, including rolling stock and equipment, is estimated at the low figure of \$16,000 per mile—a sum which it is believed will not be exceeded.

The issue of bonds is limited by the charter to the amount of paid-up stock and the bonuses actually expended in construction, but the directors do not anticipate a larger issue than at the rate of \$8,000 per mile.

By an arrangement with the Grand Trunk Railway, this Company have permission to use the road bed of that railway for a distance of 9 miles from the city of Toronto, the amount of compensation to the Grand Trunk being a certain sum for each passenger and for each car load of freight carried. By this means a considerable saving in cost of construction has been effected.

On the third October, 1869, the first sod was turned by Prince Arthur, and work was immediately thereafter commenced along the first section, to Arthur. A contract for the line from Orangeville to Mount Forest was awarded to Mr. Frank Shanly for earthwork, fencing, building, all wooden bridges, furnishing and laying down ties, track-laying and ballasting. The contract for ballasting and track-laying from Weston to Orangeville was given to Messrs. Wardrop & Co.

By the 1st May, 1871, the track had been laid to Orangeville—50 miles—the grading and bridging were almost complete to Arthur village, a distance of 24 miles from Orangeville. There are ten stations between Toronto and Orangeville.

The steepest ascending grade going south is at the River Humber, where the ascent is at the rate of 22 feet per mile. Going north, a steeper grade is encountered at the Caledon mountains, where the ascent is 105 feet to the mile. The sharpest curve is at the Humber, where the radius of curvature is but 462 feet. Upon the whole length of this line there are only four places where anything approaching to heavy works are met with—1st, at the crossing of the River Humber, in the township of Vaughan; 2nd, in the ascent of the Caledon

mountain, extending over a distance of four miles; 3rd, at the crossing of the Grand River, in the Township of Amaranth, and 4th, across the Saugeen at Mt. Forest. The only bridges of any size are those over the River Humber, consisting of six spans of 50 feet each, and one span of 33 ft. 6 in., built upon stone abutments and piers; the River Credit bridge in Caledon, one span of 46 feet; and 12 trestle-work spans of 16 feet each; the Grand River bridge, two spans of 63 feet each, and five spans of trestle work, 25 feet each; the Bague creek trestle bridge, one span of 40 feet and ten spans of 16 feet each; and the Saugeen bridge, one span, 60 feet, and twelve spans 16 feet, 40 feet above the water. There are a few trestles, all but two of which are small in size, the exceptions being one of ten spans of 20 feet each over "Duncan's Ravine," and one of seven spans of 20 feet each over "Brown's Ravine."

The rails and rolling stock are all in proportion to the gauge of 3 ft. 6 in. The rails weigh 40 lbs. to the yard and are of iron of best English make. The locomotives range from 16 to 43 tons in weight and consist of three classes.

- 1st. 4 wheel, coupled, for Passenger Service.
- 2nd. 6 wheel, coupled, for Freight Service.
- 3rd. 12 wheel, coupled, (Fairlie), also for Freight Service.

Twelve of these Engines were built by the "Avonside Engine Co.," Bristol, England and six at "Baldwin's Locomotive Works," Philadelphia. The Passenger Cars are 35 feet long, weigh about 2000 lbs. each, and will accommodate 40 Passengers.

The Freight rolling stock consists of five classes.

- 1st. Platform Cars, 30 feet long and 8 feet wide, placed on trucks, weighing about 9000 lbs. each. They will carry a load of 10 tons.
- 2nd. Small Platform Cars, 18 feet long and 7 ft. 6 in. wide, carried on 4 wheels, weigh about 7500 lbs. and load 5 to 6 tons.
- 3rd. Box Cars, 15 feet long, 8 feet wide, carried on 4 wheels, weight about 7800 lbs. and load 5 to 6 tons.
- 4th. Cattle Cars, 30 feet long and 8 feet wide, carried on trucks, weight about 10,000 lbs. and load 10 tons.
- 5th. Small Cattle Cars, 18 feet long and 8 feet wide, carried on 4 wheels, weight about 8,500 lbs. and load 6 tons.

Mail cars in the Freight rolling stock. The standard height of platform above rail is 2 ft. 7 in.

OFFICERS: John Gordon, *President*.
W. Sutherland Taylor, *Secretary and Treas.*
N. Weatherston, *Genl. Supt.*
E. Wragge, *Chief Engineer*.
W. H. Beatty, *Solicitor*.
R. Jones, *Auditor*.

HEAD OFFICES, Toronto.

TORONTO AND NIPISSING RAILWAY.

The object of this undertaking was chiefly to establish direct communication between the city of Toronto and the extensive agricultural and lumbering region to the west of Lake Simcoe and the Georgian Bay. It was warmly supported by the people of Toronto from its inception, for the reason chiefly that it must largely increase the trade of the district referred to, with the city of Toronto. And, on the other hand, since it gives the inhabitants of the district a choice of markets it was warmly supported by them, and received their

substantial aid in the shape of municipal bonuses.

The character of the road is similar to that of the Toronto, Grey and Bruce. The charter was obtained at the same session of the Ontario Legislature—the session of 1867 and 1868. The amount of subscribed capital which was obtained before the Company organized was \$200,000. In almost every other respect the provisions of this charter are the same as those of the Toronto, Grey and Bruce, the cordwood clause being precisely similar.

Bonuses were given by the municipalities named as follows:—

City of Toronto.....	\$150,000
Scarboro'.....	10,000
Markham.....	30,000
Uxbridge.....	50,000
Scott.....	10,000
Brock.....	50,000
Eldon.....	44,000
Bexley.....	15,000
Somerville.....	15,000
Laxton, Digby and Longford.....	12,500
Total Municipal bonuses.....	\$386,500
Government Bonus.....	104,860
Subscribed Stock paid.....	193,350
Debtors. issued to 31st Dec. 1873....	673,000
Total.....	\$1,357,710

The route of the railway runs through a most favorable country. There are really no heavy works on the line; the rolling character of the country in the township of Uxbridge necessitated a good deal of excavation. The average number of yards of earthwork is 6,000 yards per mile. The only bridge of any size between Toronto and Uxbridge is that over the River Rouge, near Unionville, in the township of Markham, and which consists of three spans of 44 feet each, and four spans of 16 feet each. The whole structure is founded upon rock elm piles. The bridge over the north-west bay of Balsam Lake, near Cobocok, is the largest structure on the road: it has three spans of 106 feet each, and 5 of 32 feet, being a total length of 478 feet. The other bridges are three small ones by the township of Scarborough, all over the Highland Creek or its branches, and two more over feeders of the River Rouge, in the township of Markham. There are three small bridges in the township of Brock, over the Beaver Creek; and with the exception of a trestle bridge at Markham (seven spans of 20 feet each and a few short trestles of three spans 16 feet each, here and there, this constitutes the whole of the bridge-work.

The line to Uxbridge was formally opened for traffic in July 1874. The line to Cobocok a distance of 87 miles was opened in the autumn of 1872.

Revenue for the year ending	
30th June 1873.....	\$183,896.93
Expenditure.....	114,557.35
Balance.....	\$69,339.58
Paid out on bonds.....	18,090.00
Paid on floating debt.....	17,276.98
To next acct.....	3,971.50
	69,339.58

To Balance on hand from	
acct. ending 30th June 1872.....	\$3758.78
To Balance acct. ending 9th	
June 1873.....	3971.50
	\$7730.28

The gauge being 3 feet 6 inches, the rails are correspondingly light, being 40 lbs. to the yard.

DIRECTORS—(Elected Sept., 1873)—Wm. Gooderham, Jr., *Pres.*; A. T. Filton, Joseph Gould, James E. Ellis, Hugh Macdonald, W. P. Dwight, Wm. Copland, W. S. Lee, Geo. Gooderham and Alderman Thomas Davis.

OFFICERS—William Gooderham, Jr., *President and Managing Director*; James Graham, *Secretary and Treasurer*; Edmund Wragge, *Chief Engineer*.

CHIEF OFFICE—Corner of Front and Bay streets, Toronto, Ontario. Freight Office, Foot of Berkeley St.

CANADA SOUTHERN RAILWAY.

This new and important railway was originally projected in 1868 by Milton Courtwright of Erie, Penn., and Wm. A. Thomson of Queens-town, Ont. The main road is located near Lake Erie in the ten southern counties of the western peninsula of Ontario, an exceedingly prosperous agricultural district. Its eastern terminus is at the International Bridge over Niagara River, connecting Fort Erie with Buffalo, and its western termini are at Amherstburg, on the Detroit River, and at Courtwright on the St. Clair River, the last point being reached by a branch line of 60 miles. The distance from Fort Erie to Amherstburg is 229 miles, and to Courtwright 185 miles.

CONNECTIONS.—At Detroit it connects with the Michigan Central and other railways which converge at that important railway centre, and at Toledo with the Lake Shore and Michigan Southern and the Toledo, Wabash and Western Railways. These connections are made through the Toledo, Canada Southern and Detroit Railway, a road identical in interest with the Canada Southern though built under independent charters in Michigan and Ohio. Another similarly affiliated road not yet completed called the Canada Southern and Chicago Railway is to extend directly to Chicago from the terminus of the Canada Southern on the Detroit River. It is now opened to Fayette, Ohio. When completed to Chicago, the entire distance to that City from Buffalo over this line will be 479 miles, which is 55 miles shorter than by any existing route. At Buffalo the road connects with the New York Central and the Erie Railways.

PROSPECTIVE BUSINESS.—The construction of so long a line, running parallel at a comparatively short distance from competing lines already in operation, might seem to be a rash and ill-advised undertaking, were not the fact taken into consideration that the existing roads although taxed to their utmost capacity, are already unable to perform all the work which is required by the ever-increasing trade and travel between the Western States and Atlantic ports. Chicago has become and owing to its position as the radiant point of an enormous system of railways, is likely to continue the principal centre where the products of a very large part of the Western States

will converge in its way to a market. Accordingly the business of railways lying in the direct route between Chicago and the great Atlantic cities, will continue to increase with the growth of the country from year to year till it reaches a magnitude scarcely dreamed of at present. Rivalry or clashing of interests seems therefore unnecessary as there will doubtless be business enough for all the east and west roads and perhaps so much as to require all of them to largely extend their facilities by doubling or quadrupling their tracks etc. In the mean time those roads which have been best and most cheaply constructed will fare best in the estimation and patronage of the public.

GRADES AND CURVES.—Besides being, in its general location, the most direct of any of the lines between Buffalo and Chicago, the Canada Southern has the advantage of extremely easy grades, the steepest not exceeding 15 feet in a mile, or less than one foot in 350, while the alignment is equally favorable, curves being few and far between. Ninety-six per cent of the road is made up of straight lines and the curves that remain are of unusually large radius.

TRANSFER AT DETROIT RIVER.—Across the main channel of the Detroit River—which runs on the Canada side of Grosse Isle—the railway company has in use one of the largest transfer steamers in the world, holding twenty-one cars at a time. The transfer distance is 3,100 feet, and the delay is not more than freight or passenger trains usually experience in getting in and out of cities of the third class. The transfer-landing in Canada is on a tow-head; from this tow-head to Grosse Isle proper, a substantial wooden bridge spans the stream, and a magnificent wood and iron bridge connects the island with the Michigan shore. After reaching the high land on the Michigan side, the line branches off to Detroit, to Fayette, O., and to Toledo.

FINANCIAL.—Much financiering ability has been displayed in raising the necessary funds for the construction of the road, as it had no land grant or other subsidy either from the government of Canada or of Ontario. Bonuses were voted to the enterprise as follows:—County Elgin, \$200,000; county Kent, \$80,000; St. Thomas, \$25,000; Amherstburg, \$15,000; Anderson, \$15,000; Townsend, \$10,000; Dereham, \$15,000; Norwich, \$15,000;—in all about \$400,000. Trustees of the municipal bonuses have been appointed as follows:—Hon. Wm. McDougall, A. McKellar, M. P. P., and Hon. R. Killaly. About \$6,000,000 were realized by the sale of bonds in the United States and in Europe. The road was completed in March 1873. Passenger trains commenced running between Buffalo, Detroit and Toledo on Dec. 1st 1873. The completion of the Chicago and Canada Southern Railway was delayed by the great financial panic of 1873, but of its ultimate construction there seems to be little doubt.

OFFICERS.—J. S. Cable, *President*, New-York; Genl. J. S. Casement, *Vic. Manager*, Toledo, O.; Webster Snyder, *Chief Super.*, St. Thomas, Ont.; Nicol Kingsmill, *Secretary*, Toronto.

MOULTON AND CHAMPLAIN RAILWAY
On the 25th Feb., 1862, the Champlain and St. Lawrence Railway obtained their charter

The capital of the Company was £50,000, in shares of £50 each, with power to increase the shares to £65. The charter underwent several successive amendments. The road was constructed with wooden rails and thin flat bars of iron spiked upon them. It was in the first instance built from St. John's to Laprairie; this section was opened in July, 1836. Subsequently, in order to give a closer connection with the City of Montreal, the northern terminus was transferred from Laprairie to St. Lambert, immediately opposite Montreal. This change was accomplished in January, 1852. In August of the previous year, the line had been extended from St. John's to Rouse's Point, making a total distance from Montreal of 49 miles. The length of sidings, &c., is 5.66 miles, which gives a total mileage of track 54.66 miles.

This road is now leased and operated by the Grand Trunk Railway Company.

CARILLON AND GRENVILLE RAILWAY.

This Company obtained their charter on the 24th June, 1848. Their capital is £60,000, in shares of £25 each. The line was run from Carillon to Grenville, a distance of 12½ miles, and was opened for traffic during the month of October, 1854. This road is operated during the summer months only by the Ottawa River Navigation Co. in connection with the steamboats. The cost of road and equipment is \$110,000. The rolling stock consists of 2 locomotive engines, 6 passenger and baggage cars, 2 box and 4 platform cars.

CHIEF OFFICE AND ADDRESS—Grenville Post Office.

ST. LAWRENCE AND INDUSTRY RAILWAY.

On the 28th July, 1847, a charter was granted to a Company formed to construct a railway from Lanoraie, district of Montreal, to Industry village, a distance of 12 miles. This road was completed and opened for traffic in the month of May, 1850, and is operated during the summer months only. The cost of construction and rolling stock amounts to about \$50,000. The rolling stock consists of 3 locomotive engines, 2 passenger and baggage cars, and 9 other cars.

CHIEF OFFICE AND ADDRESS—Industry, Province of Quebec.

PROVINCE LINE RAILWAY.

On the 24th of June, 1848, a charter was granted to the Lake St. Louis and Province Line Railway Company, with a capital of £750,000, in shares of £50 each. The Company also obtained power to raise their capital to the extent of £200,000, if necessary.

This line was opened to Moers Junction, a distance of 32 miles, in August, 1852, and, with the Montreal and Machine Railway formed the connection between Montreal and Plattsburg, on the west side of Lake Champlain, and by ferry with the Rutland and Burlington Railway. This line is operated by the Grand Trunk Railway Company. Gauge, 4 ft 8½ in.

CHIEF OFFICE—Point St. Charles, Montreal

CENTRAL VERMONT RAILROAD—NORTHERN DIVISION.

MONTREAL AND VERMONT JUNCTION.—This line of railway extends from St. John's to St. Albans, a distance of 43 miles, and forms a connecting link between St. Albans and

Montreal. The gauge is 4 ft. 8½ inches. The road is operated by the Central Vermont Railroad Company.

STANSTEAD SHEFFORD AND CHAMBLAY RAILWAY.—This line extends from St. John's to Waterloo, a distance of 42 miles. The first section was opened for traffic in January, 1859.

The cost of construction and equipment is over one million dollars. The road is now leased in perpetuity to the Vermont Central Railroad Company.

The two roads just described form the Northern Division of the CENTRAL VERMONT RAILROAD.

The general offices are at St. Albans.

OFFICERS, J. Gregory Smith, *President*; Worthington C. Smith, *Vice-President*; H. C. Lockwood, *Treasurer*; J. W. Hobart, *General Superintendent*; Lansing Millis, *General Traffic Superintendent*; S. W. Cummings, *Genl Passenger Agent*; A. Arnold, *Supt. Central and Southern Divisions*; J. Schrier, *Supt. West. Div.*; Ogdensburg, N. Y.; Geo. L. Stone, *Supt. Northern and Eastern Divisions*; J. Burdett, *Supt. Rutland Div.*, Rutland, Vt.; J. M. Foss, *Supt. Motive Power and Machinery*.

THE LONDON, HURON AND BRUCE RAILWAY.

(In progress.)

This line is to be built from the city of London in a northerly direction, passing through and affording facilities to one of the finest agricultural districts of Ontario. It will run through the Townships of London, McGillivray, Stephen, Hay, Stanley, Hullett and Morris, touching the villages of Exeter, Brucefield, Clinton, Linderborough, Blyth and Belgrave, forming a junction at the village of Wingham with the Wellington, Grey and Bruce Railway extending to Kincardine on Lake Huron, thus making a direct route between Lake Huron and Lake Erie by way of the London and Port Stanley Railway over which line this company has running power.

It is expected that the road will be completed and in operation by the first of the year 1875. It will be built on the same gauge as the Great Western Railway of Canada and will form a very important adjunct to that line.

The following is a list of the Directors and officers of the Company.

DIRECTORS: John Bissell, Esq. of London, *President*; Hon. John Ourling, Charles P. Smith, Esq., Alexander Johnston, Esq.; Wm. Glass, Esq., George Binch, Esq., Isaac Ourling, Esq., of Exeter; Thomas Chamber, Esq., *Secretary-Treasurer*; Edward Wassell, Esq., *Chief Engineer*; James H. Flock, Esq., *Solicitor*.

MONTREAL, PORTLAND AND BOSTON RAILWAY.

This Railway for which the final arrangements have recently been made is intended to afford a new and direct line between Montreal, Portland, and Boston.

It is made up, in Canada, of the Montreal Chamblay and Sorel—chartered Dec. 1871, Chap. 29, Statute 1871, and completed between Montreal and Chamblay in September 1873,—and the extension of this line to the Vermont boundary will be effected by amalgamation with the Missisquoi Junction Railroad for which application is now before the Legislature of Quebec.

From Chamblay a very direct line has been surveyed and located, via Ste. Marie, West Farnham, Stanbridge and Freleighsburg, to the Province Line near East Franklin, Vt. The total distance of the main line by this route will be about fifty miles. Of this distance thirty miles are located in almost an air line and the grade is nearly level. From Ste. Marie a branch line has been surveyed almost due north to Sorel, a distance of forty one miles, over the level and beautiful valley of the Richelieu. The locations of these lines can hardly be surpassed in Canada in the favorable nature of the grades and curves as well as in the importance of region traversed.

CONNECTIONS.—At St. Lambert the road makes immediate connections with the Grand Trunk Railway of Canada, leading westward to Sarnia, eastward to Sherbrooke and Quebec, and via the Intercolonial to Halifax and the Lower Provinces, and southward to St. John's and Rouse's Point. At West Farnham it will connect with the South-Eastern Railway, running east to Newport and Lake Memphremagog;—with the Stanstead, Shefford and Chamblay Road for St. John's and Waterloo, and with the proposed Philipsburg, Farnham and Yamaska Railway, running south to the waters of Missisquoi Bay, and northward along the east side of the Yamaska River to a point on the St. Lawrence opposite Three Rivers. At the Province Line it will connect with the Lamolle Valley Junction Railroad, which forms a part of the Vermont Division of the Portland and Ogdensburg Trunk Line. At Sorel, connections will be made with steamers running to various ports on the St. Lawrence between Montreal and Quebec; also with the North Shore Railway, now being constructed, which will give a direct line of rail to Quebec. The charter of this Road will also allow a connection with the proposed new bridge across the St. Lawrence, whereby the Northern Colonization Railway will be reached, and communication made with the great system of Canadian Railways, now being constructed, extending westward to the Pacific Ocean.

PORTLAND AND OGDENSBURG RAILROAD.—As above stated connection will be made at the Province Line with the Portland and Ogdensburg Railroad, which is now being constructed, and designed to form, when completed, a short, independent, through line from the great lakes and the west to the seaboard at Portland and Boston. This line is composed of several Corporations each preserving their proprietary and chartered rights separate and distinct, but uniting their business interests and respective properties under one executive management and control, thus forming, for all the purposes of railroad construction and operation, one company and one continuous road, under the name of "The Portland and Ogdensburg Railroad Line." That portion of the line included within the boundaries of the States of Maine and New Hampshire, a distance of 165 miles, comprises what is known as the Eastern Division. Starting from the steamship docks at Portland, the road runs to Sebago Lake, and from thence, striking the valley of the Saco River, it passes through the famous Crawford's Notch of the White Mountains to the Connecticut River. Here commences the Vermont Division, which extends across the entire State to the waters of Lake Champlain; and the Canada line. Touching at St. Johnsbury, the road runs through the Green Mountain Range

to the Valley of the Lamoille River, from which it diverges to the Missisquoi at Sheldon, which it follows to the Lake at Swanton, where the division terminates. At Cambridge the point where the line diverges from the Valley of the Lamoille, a road will run direct to Burlington, thus opening up a new route from Montreal and Northern Vermont to New York and the South, by existing lines of railroads and lake and river steamers. From Swanton the road is to be carried on by an independent route to Ogdenburg or some point on the St. Lawrence, where transhipment of cargoes can be made direct from vessels navigating the Lakes from the extreme western points. This portion of the line will be known as the Western Division.

From Sheldon on the Vermont division, a road will be built directly North to the Canada line at East Franklin, Vt., where it becomes continuous with the Montreal, Portland and Boston, on the Route we have before described, forming what will be known as the Montreal division of this trunk line. By the arrangement which has lately been effected, the Eastern Railroad, which now intersects the Portland and Ogdenburg at North Conway, N. H., becomes a party to the amalgamation of business interests, and establishes a route direct to Boston, a distance of 137 miles.

PROGRESS OF THE WORK.—The road from Montreal to Chambly is completed, and trains running regularly. The railway bridge across the Richelieu is nearly completed, and will be one of the most substantial structures of the kind in the country. It is the intention of the contractors to push forward the work in the spring rapidly, reaching West Farham in July, and the Province Line as early in the autumn as possible. The Sorel branch will be built the following year. The remaining sections of the Vermont Division will also be finished during the next season, and connection made with the Montreal Division at the Province line. The only remaining portion unfinished is on the Eastern Division, through the White Mountains Notch. A large force is now employed, and it will also be finished next year, in time for the opening up of the whole line.

THE MASSAWIPPI VALLEY RAILWAY.

This railway has been leased to the Passumpsic Company for 999 years. It connects the Connecticut and Passumpsic River Railway with the Grand Trunk at Lennoxville, and is about 34 miles in length, including the spur of 2½ miles, running to Rock Island, Stamford. The line was opened on 1st July 1870. \$165,000 of stock was subscribed in Canada and paid in gold and an equal amount furnished by the Passumpsic Railway Company, making \$330,000 cash stock. The contractors took, in part payment, \$70,000 of stock, \$400,000 of bonds to be issued by the Massawippi Company, which the Passumpsic Company endorse and guarantee and provide for. The road and real estate from the line to Lennoxville is mortgaged for security of these bonds, and to aid in the redemption a like amount of stock is issued. The Passumpsic Company undertakes to build, equip and run the Massawippi Valley road, and to lease the same, paying interest on the bonds, \$21,000 in gold, to the holders, in semi-annual payments. The Passumpsic Company also undertake to pay to the stockholders in the Massa-

wippi Railroad Company, from the earnings of both roads, equal dividends per share with that paid to the stockholders in the Passumpsic Railway Company. The total of the dividends appropriated to the Massawippi Railway Company stockholders not to be less than one-fifth of the whole sum divided to both Corporations. The gold value of the Passumpsic Railway is estimated at and put into the partnership, thus in effect formed, at \$3,200,000, and the Massawippi Valley Railway is put at \$800,000. Both roads will be operated by the Passumpsic corporation, in connection with the Massawippi corporation. The spur to Rock Island is built and worked in the same way as the main line. The contractors received \$330,000 cash and \$70,000 in stock and proceeds of the road, and \$400,000 in bonds. The \$165,000 contributed on this side is composed of subscriptions in Stanstead and vicinity, \$100,000; in Hatley debentures, \$15,000; and in Ascott debentures, \$40,000, with some subscriptions in the vicinity to pay for the right of way over and above what the \$15,000 in stock would meet, and for the preliminary expenses.

A third rail has been laid on the Grand Trunk from Lennoxville to Sherbrooke, which now forms the terminus of the line.

The gauge is 4 feet 8½ inches.

OFFICERS of the Connecticut and Passumpsic Rivers and Massawippi Valley Railways.

E. Raymond, *President*, Boston; Geo. Merrill, *Superintendent*; N. P. Lovering, *Treasurer*, Boston; N. P. Lovering, Jr., *General Ticket Agent*; H. P. Alden, *General Freight Agent*; H. Hastings, *Cashier*.

SAULT STE. MARIE RAILWAY.

A charter has been obtained granting the necessary powers to build a line of railway from the village of Sault Ste. Marie, in the district of Algoma, to connect with the projected railway in the Province of Ontario, at or near Lake Nipissing, and to extend a branch therefrom to connect with the Toronto, Simcoe and Muskoka Junction Railway at or near Bracebridge, in the County of Victoria. Power is also granted to bridge the River St. Mary, and there erect a junction with lines in the United States.

One of the chief objects of the promoters is to establish a connection between the railway system of Canada and the Northern Pacific, now under construction. It is believed that this connection will bring a large amount of through trade over the Northern and its Muskoka Branch to Toronto, where it can either be moved to New York by the Great Western or to Montreal by the Grand Trunk. It would, besides, give a winter and summer route, all rail, to the Red River Territory. In this way it would serve as a temporary substitute for a Canadian Pacific Line proper for the distance between Toronto and Manitoba. It would also afford an outlet for the product of the extensive mills along the north shore of the Georgian Bay, which are now entirely shut in during the winter. The promoters think that so important a link in our railway system should receive the maximum rate of subsidy from the Ontario Government provided by the Act of last session—\$4,000 per mile and a liberal land grant beside.

The distance from Ste. Marie to Bracebridge is 280 miles.

QUEBEC AND GOSFORD RAILWAY.

This is a wooden railway of 27 miles in length, from the city of Quebec to the village of Gosford. It was constructed by Mr. Hulbert, who has had experience as a contractor and operator of wooden railways in the United States. He commenced work on the line in September, 1869, and completed it in December, 1870, or a fortnight before the time required by his contract.

The operation of this road has not answered the expectation of its projectors and it will doubtless be eventually converted into an iron railway and extended to Lake St. John, surveys having been made at the expense of the Quebec government for that purpose.

CANADA CENTRAL RAILWAY.

This Company was chartered by Act of Parliament of Canada, assented to 18th May, 1861. The Act was an amendment of a previous Act, "To encourage the construction of a railway from Lake Huron to Quebec." The Company obtained power to construct a line of road from Lake Huron to the City of Ottawa, via Pembroke and Arnprior, and from Ottawa to Montreal. The North Shore, the Carillon and Grenville and Canada Central Railway Companies may amalgamate. These Companies may also share in the grant of land given for the above object in the manner prescribed by the Act. As soon as the railway is completed 20 miles, the Company may have a share in the land grant. On the 15th of August, 1866, the charter was amended, a divergence in the line being authorized between Ottawa and Pembroke, which permitted the Company to build their road at a distance from the Ottawa River not greater than 25 miles.

The line was built, to Carleton Place, a distance of 28 miles from Ottawa, and was formally opened for traffic on the 15th September, 1870.

In 1872 the Canada Central Railway leased that portion of the Brockville and Ottawa Railway between Carleton Place Junction and Sand Point for 999 years. During the same year Hon. Asa Belknap Foster, the present manager of the Canada Central, extended the road to Renfrew, the present termination.

The Company have received from the Government of Ontario in settlement of land claims a first mortgage on the Brockville and Ottawa Railway for \$556,000 being the amount held by the Government for money advanced the latter road.

A subsidy of \$2600 per mile has also been granted by the Ontario Government to the Canada Central, from Sand Point to Pembroke, and the Company intend to extend the road to the latter point in 1875 and 1876.

The charter of the road permits its extension to Lake Huron, and the intention is to construct it to connect with the Canada Pacific Railway at its proposed termination near Lake Nipissing.

OFFICERS of the Brockville and Ottawa and Canada Central Railways:

H. L. Redhead, *President*; A. B. Foster, *Managing Director*; A. B. Chaltee, *Sec. & Treasurer* C. C. Ry.; C. H. Redhead, *Sec. & Auditor* B. & O. Ry.; Archer Baker, *Treasurer* B. & O. Ry. and *Accountant* B. & O. Ry.; T. A. McKinnon, *Local Super-*

intendent; H. A. Alden, *Mechanical Superintendent*.

General Offices of Brockville and Ottawa-Railway, at Brockville, Ont., and of Canada Central at Ottawa, Ont.

CREDIT VALLEY RAILWAY.

The Credit Valley Railway is being built from the city of Toronto westward through the county of Peel to Streetsville, thence to Milton, Campbellville, Galt, Ayr, Woodstock and Ingersoll to St. Thomas, with a view to accommodate the extensive local business along its route and to secure a connection with the Canada Southern at St. Thomas. It will practically create a third great through line of railway from Toronto to Chicago and the West and thus divert a large amount of business from the route to New York by the Erie Canal, to the St. Lawrence. The maximum grade is 1 in 100.

A branch of the line is also under construction from Streetsville *via* the villages of Meadowdale and Churchville, the town of Brampton and the villages of Cheltenham, Cataract and Alton to Orangeville, a portion of the route being through one of the most romantic and beautiful valleys in Canada. The effect of the construction of this line will be to place twenty-seven water powers, and industrial establishments, including many villages, in a position to become manufacturing suburbs to the city of Toronto.

The financial basis has been secured for a short line from the Forks of the Credit through the county of Wellington, to connect with the Wellington, Grey and Bruce Railway at Fergus, terminating at Elora or Salem, making a tolerably straight through route (all 4 ft. 8 in. gauge) from the City of Toronto, in connection with the Wellington, Grey and Bruce Railway, through the counties of Wellington, Huron, and Bruce.

This route will also afford a direct eastern outlet to a large portion of those counties by way of the city of Toronto and the St. Lawrence to the sea. It will also accommodate the busy manufacturing villages of Fergus, Elora and Salem and the villages of Douglas, Hillsbury, Erin and Bellefontaine. It will readily be seen that the enterprise is one of the first consequences to the prosperity of a large section of the Western Province.

The capital arranged for, in the shape of bonuses and otherwise, amounts to about \$1,500,000, exclusive of bonds.

The officers of the Company are: G. Laidlaw, *President*; C. J. Campbell, *Vice-President*; John MacFarl. Wm. Arthurs, John Gardner, James L. Morrison, Robert Hay, R. W. Elliot and A. J. Morrison, *Directors*; J. G. Conlin, *Sec. and Treasr.*; Jno C. Bailey, *Chief Engineer*; John McCalman, *Resl. Engineer*; Hon. P. M. Wells, *Solicitor*.

Head Office: Royal Canadian Bank Building, Toronto.

LEVIS AND KENNEBEC RAILWAY

This line, when completed, will extend from Levis in a southerly direction to the frontier of the State of Maine, a distance of about ninety miles. Here it will connect with a projected line extending to the Kennebec River above Bangor, meeting the *European and North American Railway* and connecting with the great railway system of the United States.

It will promote traffic between the Province of Quebec, the State of Maine and the Maritime Provinces.

It forms the shortest possible route from Quebec to the Atlantic sea-board at Wisconsset, the distance from Quebec being about 230 miles.

It will give railway communication to a large population, who are without such facilities, inhabiting some of the most fertile counties of the Province of Quebec; and will open up for settlement a large area of very eligible unoccupied Crown lands.

It will serve materially in aiding the settlements of the French Emigration Society, "La Société Franco-Canadienne," who are about to settle a large number of colonists on the upper Chandiere valley by providing them with a means of communication with their nearest market.

This line is the shortest route to the State of Maine and the Provinces of Nova Scotia and New Brunswick, being 61 miles shorter to Portland than the Grand Trunk, 135 miles shorter to St. John and Fredericton, and 143 miles shorter to Halifax than the Intercolonial Railway.

The board of directors of the Company, with a view of pushing this important undertaking to a successful issue, have this fall sent a special agent (Mr. Charles A. Scott) to London to meet capitalists there, who had expressed a great interest in the enterprise. This agent, who has returned, reports that these capitalists assert that the local aid to the road is not sufficient, and that the Provincial subsidy is not in proportion to that given to wooden railways, costing much less than iron; but they are so impressed with the importance and promising future of the line, that, notwithstanding the present great depression in the money market, and particularly in railway shares, they will advance a sum equal to about \$11,000 per mile on the Bonds of the Company provided a sufficient amount be made up by the municipalities and the Government to complete the line.

They have accordingly memorialized the Honorable the Executive Council of the Province of Quebec, requesting them to grant a subsidy in proportion to that already given to wooden railways, say \$5,000 per mile, payable either in cash or in six per cent bonds of the Province, in the manner provided by the Railway Act.

Thirty miles of the line (Levis to Sainte Marie) have been graded, and seven miles of iron rails laid, one first-class locomotive has been obtained with the necessary rolling stock for construction purposes. The ties and timber for the thirty miles are delivered on the line. Large quantities of firewood, rails for fencing and telegraph poles, are under contract for delivery on the line this winter, and the construction of the Bridge and rolling stock will be immediately commenced.

The above statements are from a circular issued for the board of directors, Dec. 1873 by,

J. G. BLANCHET, *President*.

CANADIAN PACIFIC RAILWAY.

One of the stipulations in the arrangement made with British Columbia for the admission of that Province into the Dominion, requires that the Government of the Dominion shall

connect by a railway the seaboard of British Columbia with the railway system of Canada.

But little progress beyond making some of the preliminary surveys has been made in this gigantic undertaking. Mr. Sanford Fleming, C. E., has conducted these surveys in a very thorough and extensive manner at an expense of about a million and a half dollars. A great amount of geographical information has been obtained which will be very valuable for other than railroad purposes. Several different routes have been surveyed and are indicated upon the general map of the Dominion, page 106. Through the courtesy of Mr. Fleming we are enabled to give the accompanying map pp. 62, 63—presenting an outline of the explorations between Manitoba and the proposed eastern end of the line. It is especially valuable as being the first published map, showing important new discoveries in these regions. The length of the road, from its junction with proposed roads from Toronto and Ottawa, near Lake Nipissing, to the Pacific Ocean is about 2,500 miles.

Stimulated by the liberal land grant, and subsidies offered by the late Dominion Government, Sir Hugh Allan, who expected the co-operation of other eminent Canadian, English and American capitalists, appeared to be in a fair way to close a contract looking to a speedy completion of the great work, but apprehensions arose that the control of the road might fall into other than Canadian hands and a parliamentary investigation was instituted. Charges of official irregularities were made and the political excitement accompanying the investigation resulted in the abandonment of the proposed contract by the capitalists interested and in the overthrow of the government then in power.

The bill presented by the present government was passed by the Dominion Parliament in May 1874. The following summary is taken from the *Canadian Illustrated News* for May 16th 1874.

The Railway is to be divided into four sections. The first to begin at a point at or near and to the south of Lake Nipissing, and to extend towards the upper or western end of Lake Superior, to a point where it shall intersect the second section hereinafter mentioned. The second section to begin at some point on Lake Superior, connecting with the first section, and to extend to Red River, in the Province of Manitoba. The third section to extend from Red River, in the Province of Manitoba, to some point between Fort Edmonton and the foot of the Rocky Mountains; the fourth section to extend from the western terminus of the third section to some point in British Columbia on the Pacific Ocean.

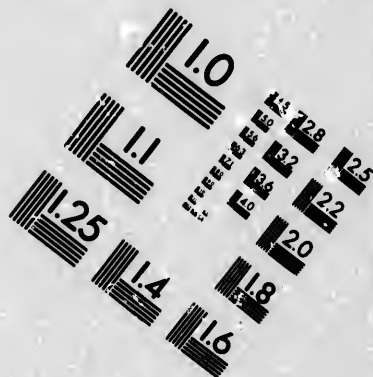
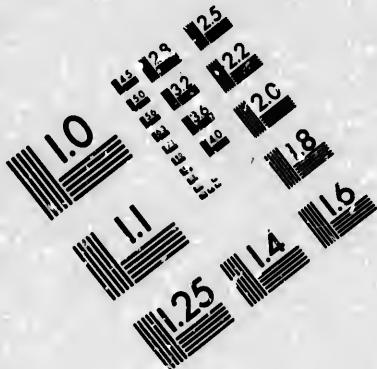
There are to be two branches, one from Lake Nipissing to the Georgian Bay; the other from Fort Garry to Pembina.

A line of telegraph is to be constructed along the whole extent of the railway and the branches in advance of the construction of the road, and as soon as the route has been determined upon.

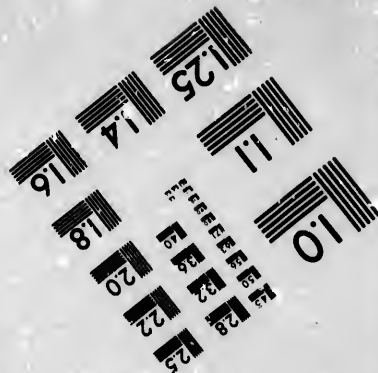
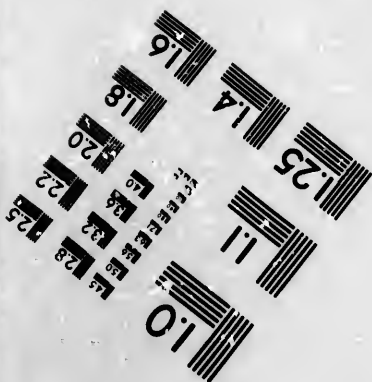
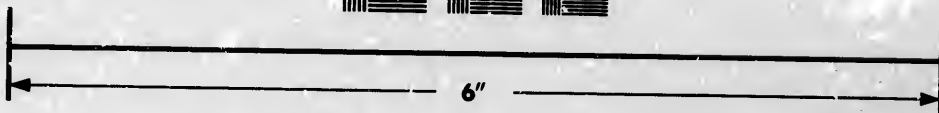
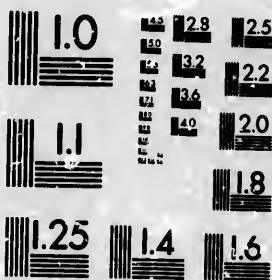
The gauge of the railway is to be four feet eight and a half inches. The railway to be constructed under the superintendence of the Department of Public Works.

A guarantee of 4 per cent. interest per annum for 25 years to be given to the contractors on a sum to be stated in the contract for





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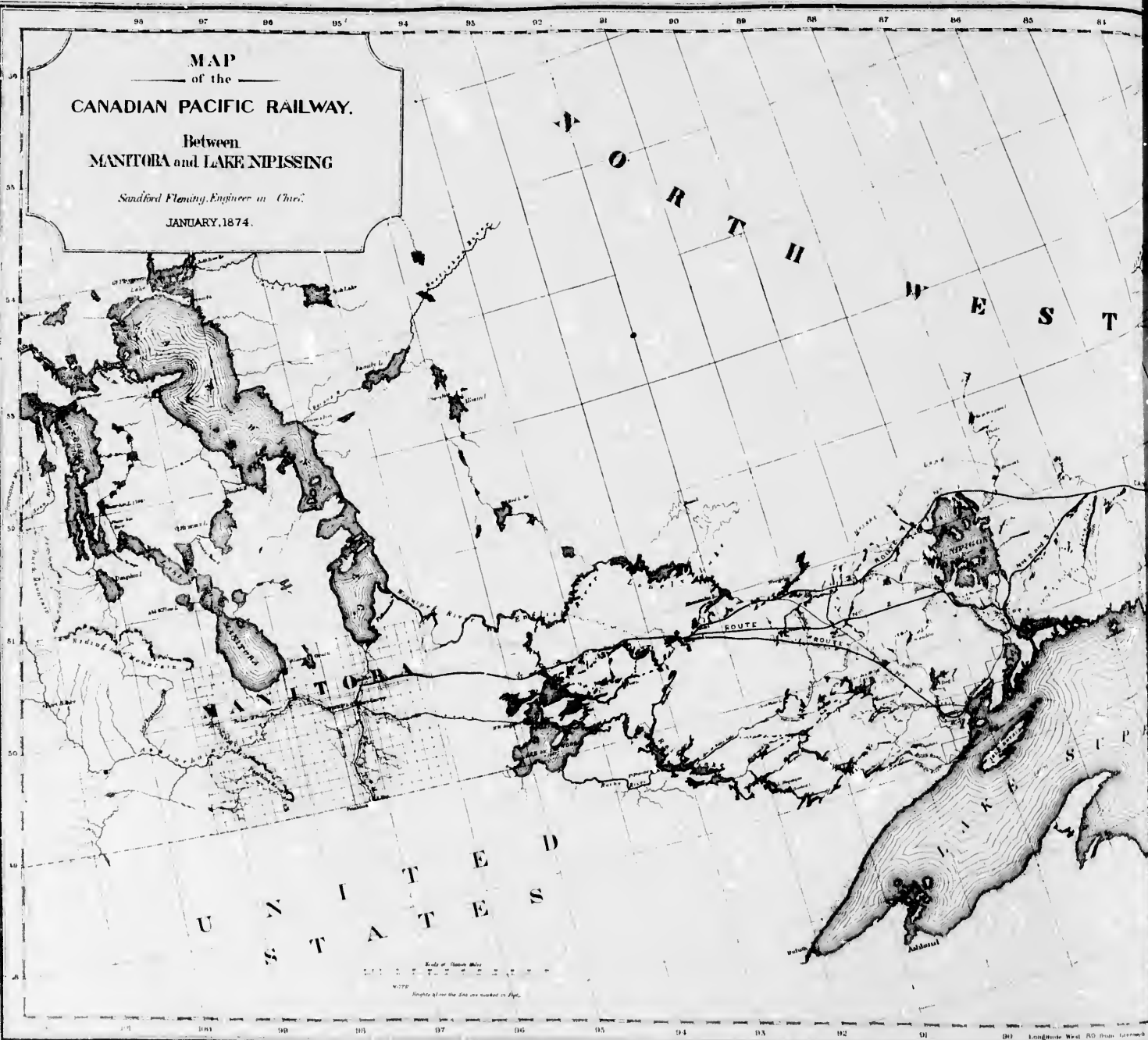
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MAP
of the
CANADIAN PACIFIC RAILWAY.
Between
MANITOBA and LAKE NIPISSING

Sandford Fleming, Engineer in Charge.

JANUARY, 1874.



Scale of 1:50,000

NOTE: Heights of the land are marked on page.

99 98 97 96 95 94 93 92 91 90 89 88 87 86 85 84 83 82 81 Longitude West 49 50 51 52 53 54 55 56 Latitude North



each mile contracted for, and an extent of land not exceeding 20,000 acres for each mile of the section or sub-section contracted for shall be appropriated for the construction of the said railway in alternate sections of twenty square miles each, along the line of the said railway, or at a convenient distance therefrom.

Right of way through Government lands, and land of stations, &c., to be given to contractors.

All provisions of Railway Act of 1868 not inconsistent with present Act to apply.

No contract for any portion of the main line of the railway will be binding without first receiving the approval of Parliament.

In every contract there will be a clause reserving to the Government the right to assume possession of the whole or any section of the railway on payment of ten per cent. in addition to the original cost less the value of the land and money subsidies received.

If it is decided to construct the railway as a public work of the Dominion, the construction

will be by contracts first offered by public competition, and the regulations for subsequent management will be made by the Governor in Council.

The Branches to be subject to the same condition as the main line.

Section ten provides that the Governor in Council may also grant such bonus or bonuses, subsidy or subsidies, to any company or companies already incorporated or to be incorporated, not exceeding \$20,000 per mile as will secure the construction of the branch lines extending from the eastern terminus of the said Canadian Pacific Railway, to connect with existing or proposed lines of railway, the granting of such bonuses or subsidies to be subject to such conditions for securing running powers and other rights over and with respect to the whole or any portion of the said branch railway to the owners or lessees of the main line of the said railway or of any section thereof, and to the owners or lessees of any other railway connecting with the said branch railway, as the Governor in Council may determine.

Section eleven provides that the Governor in Council may make arrangements with the company owning such Branch Railway for leasing to them any portion belonging to the Government. The leases, however, will not be allowed to exceed a term of ten years.

The Government has the right to determine when the work on any section shall be commenced, proceeded with and completed and may at any time suspend the progress of the work.

PORT DOVER AND LAKE HURON RAILWAY.

This road will extend from Port Dover on Lake Erie to some point not yet determined on Lake Huron, passing through Simcoe and Woodstock.

The part northwesterly of Woodstock has not yet been located and no information has been furnished as to the history and condition of the project. Some sixty miles of the road are said to be located.

Gilbert Moore, Norwich. *President.* A. D. Wright Woodstock, *Ch. Engineer.*

MAIN LINES FROM CANADIAN CITIES

TO

PLACES IN THE UNITED STATES.

EAST AND SOUTH GRAND TRUNK RAILWAY.

MONTREAL AND QUEBEC TO PORTLAND, BOSTON, ETC.—This great railway, as already described, has its eastern terminus at Portland from whence steamboats ply to various Atlantic ports. Connection is made directly with the *Boston and Maine Railroad* for Boston and for the cities and towns south and west of Boston, by the various lines diverging from the latter city.

TO BANGOR, HALIFAX, ETC.—At Danville Junction, in Maine, the Grand Trunk Railway connects with the Maine Central Railroad, extending to Bangor, from whence the European and North American Railway extends to St. John, N. B., where it connects with the Intercolonial Railway for eastern New Brunswick and Nova Scotia.

TO THE MOUNTAINS AND LAKE REGIONS.—During the summer months the *White Mountains* in N. H. and *Lake Memphremagog* in Lower Canada attract many pleasure travellers by the grandeur of the scenery and the salubrity of the climate. At Groveton Station, N. H., on the Grand Trunk Railway, connection is made with the *Boston, Concord and Montreal Railroad* which extends to Concord, N. H., with a branch called the *White Mountains Railroad* from Wing Road Station near Littleton to the Fabian House, a little west of Mount Washington the highest summit of the White Mountains. A short carriage ride brings the traveller to the foot of Mount Washington whence a steam railroad of unique description takes him in safety to the very summit of the mountain. *Lake Winnepesaukee*, a picturesque sheet of water and popular place of summer resort in southern New-Hampshire, is skirted for many miles by the *Boston, Concord and Montreal Railroad*. From Weir's Station a *Steamboat* crosses the finest portions of the lake.

QUEBEC TO BOSTON.—This line, *via* Grand Trunk and B. C. and M. to Concord and from thence *via* Lowell or Lawrence to Boston is a nearly direct line.

TO LAKE MEMPHREMACOG, LAKE WINNEPESAUKEE, &c. Another popular summer route from Montreal or Quebec is over the Grand Trunk to Sherbrooke, thence over the *Connecticut and Passumpsic Rivers and Massawippi Valley Railroads* to Wells River Junction where connection is made with the *Boston, Concord and Montreal Railroad* for Concord, Lowell or Lawrence and Boston.

FOR NEW YORK, passengers continue down the Connecticut valley, through White River

Junction, Bellows Falls, Greenfield and Springfield, to Hartford, thence through New Haven to New York

CENTRAL VERMONT RAILWAY.

The shortest and most direct routes from Montreal to *Boston, Albany* and *New York* and to other cities and towns in Vermont, eastern and southern New York, western and southern New Hampshire, Massachusetts, Rhode Island, Connecticut, New Jersey and the Southern States are over the Grand Trunk Railway to St. John's, P. Q., and thence over the Central Vermont and connecting roads to the different regions mentioned.

The Central Vermont Railroad Company has control by lease or contract, of the following lines of railroad, namely :

<i>Vermont Central, Windsor to Burlington</i>	119 miles
<i>Vermont and Canada, Burlington to Rouse's Point and Canada Line</i>	65 "
<i>Sullivan, Bellows Falls to Windsor</i>	26 "
<i>Vermont Valley, Brattleboro' to Bellows Falls</i>	24 "
<i>Rutland, Bellows Falls to Burlington</i>	120 "
<i>Ogdensburg and Lake Champlain, Rouse's Point to Ogdensburg</i>	118 "
<i>Montreal and Vt. Junction, St. Albans to Waterloo</i>	69 "
<i>New London Northern, Brattleboro, to New London</i>	120 "
<i>Harlem Extension, Rutland to Chatham Four Corners</i>	105 "
<i>Missisquoi Valley, St. Albans to Richford</i>	28 "
<i>Addison, Leicester Junc. to Ticconderoga</i>	16 "
Total	813 miles

It will be seen that the combination of roads thus controlled is a very important and extensive one, directly connecting as it does, Long Island Sound with the St. Lawrence and the great Lakes, besides forming important links in the railway connections between the largest cities of Canada and those of the United States. It now has an unbroken all rail connection to Chicago and the West for both passenger and freight. The Grand Trunk Railway having recently changed its gauge to correspond to the American system, the facilities now offered by this road in connection with the Grand Trunk for business between Boston and the New England places, and the west are as good as can be given by any other lines. Arrangements have recently been made to run through passenger trains between Bos-

ton and Chicago over these two roads and the Michigan Central without change of cars.

MONTREAL TO BOSTON *via* LOWELL.—A favorite route to Boston is over the Central Vermont from St. John to White River Junction on the Connecticut River, then over the *Northern, Concord*, and *Boston Lowell and Nashua Railroads*, passing through Montpelier, Concord, Manchester, Nashua and Lowell. In Boston, passengers are landed in the recently completed and magnificent passenger station of the *Boston, Lowell and Nashua Railroad*, the largest, best appointed and most expensive passenger station in Boston. Sleeping and draw-room cars accompany through trains.

Another route is by the above as far as Manchester, thence by *Manchester and Lawrence* and *Boston and Maine Railroads*, landing in the Boston and Maine Station in Boston, at the head of Washington St. Still another route is *via* Keene and Fitchburg over the *Cheshire* and *Fitchburg Railroads* from Bellows Falls.

MONTREAL TO NEW YORK.—The most direct routes are over the Central Vermont from St. John as far as Essex Junction near Burlington, Vt. From here one route passes through Rutland, Troy and Albany over the *Rensselaer and Saratoga Railroad*, thence over the *Hudson River Railroad* to New York. Wagner Sleeping cars are attached to night trains on this route at St. Albans. The other route passes through Montpelier to White River Junction, thence down the Connecticut River to Springfield, thence over the *New York, New Haven and Hartford Railroad* to New York Pullman drawing room and sleeping cars run through to New York over this route.

MONTREAL TO THE NORTHERN AND CENTRAL PARTS OF NEW YORK STATE.—The most direct route for these regions is through St. John's and St. Albans, thence by the *Ogdensburg and Lake Champlain* division of the Central Vermont Railroad to Ogdensburg, or to Potsdam Junction where connection is made with the *Rome, Watertown and Ogdensburg Railroad* for Watertown, Syracuse and all points, south and west.

SOUTH EASTERN, CONNECTICUT AND PASSUMPSIC RIVERS AND MASSAWIPPI VALLEY RAILWAYS.

The recent completion of the *South Eastern* and the *Massawippi Valley Railways* opens up new and direct routes from MONTREAL and QUEBEC to BOSTON and NEW YORK, to LAKE MEMPHREMACOG and the LAKE and MOUNTAIN REGION of NEW HAMPSHIRE.

From Montreal the route is over the *Grand Trunk* to St. John's, P. Q., thence over the *South Eastern Railway* to Newport on Lake Memphremagog, where connection is made with the *Connecticut and Passumpsic Rivers Railway* for the White and Franconia Mountains, Lake Winnepesaukee, Boston, New York and all points south, forming a very direct line.

From QUEBEC the *Grand Trunk* is traversed to Sherbrooke, thence the *Massawippi Valley* to Newport as above.

At Newport connection is made with the steamer *Lady of the Lake*, Capt. Geo. W. Fogg, which makes two trips daily during the summer months to Magog at the other extremity of the Lake, touching at Georgeville and Owl's Head. The sail is a very charming one, among scenery which is seldom surpassed for beauty and sublimity.

From Newport, the line to BOSTON is over the *Connecticut and Passumpsic Rivers Railroad* via White River Junction, passing through St. Johnsbury, thence over the *Northern, Concord and Boston, Lowell and Nashua Railroads* to the magnificent passenger Station of the Lowell road in Boston. Pullman sleeping and drawing room cars run on this line between Montreal and Boston.

The line to NEW YORK continues down the Connecticut River from White River Junction through Claremont, Bellows Fall, Brattleboro', Greenfield, Northampton, Springfield, Hartford, New Haven and New York as before described.

For the Mountain and Lake regions of New Hampshire, connection is made with the *Boston, Concord and Montreal Railroad* at Wells River Junction.

OFFICERS—SOUTH EASTERN RAILWAY: A. B. Foster, *Manager*; H. P. Alden, *Supt.*; G. Leve, *Gen. Pass. Agt.*

CONNECTICUT AND PASSUMPSIC RIVERS AND MASSAWIPPI VALLEY RAILROADS: E. Raymond, *Pres't*; Geo. Merrill, *Supt.*

BOSTON, CONCORD AND MONTREAL RAILROAD.

This road extends from Concord, N. H., to Wells River Junction on the Passumpsic Railroad and from thence to Groveton on the *Grand Trunk Railway*. North of Wells River Junction it is called the *White Mountains Railroad*, including a branch from Wing Road station to Falwan's near the foot of Mount Washington, the highest of the White Mountain peaks.

MONTREAL AND QUEBEC TO THE WHITE MOUNTAINS AND BOSTON.—The routes to Wells River Junction have already been described, via the *Grand Trunk Railway, South Eastern Railway &c.* From Wells River Junction this road continues to Concord, N. H., where it connects with the *Concord* and other roads to Boston. Through trains are run without change of cars between Montreal and Boston. Sleeping cars accompany night trains.

FROM THE LAKE AND MOUNTAIN REGIONS, TO NEW YORK AND BOSTON.—Pleasure travelers wishing to go from Lake Memphremagog, the White and Franconia Mountains or Lake Winnepesaukee to New York will find a direct and pleasant route via the *Boston, Concord and Montreal, the Concord, the Worcester and*

Nashua, and the Norwich and Worcester Railroads passing through Concord, Nashua, Worcester and Norwich and arriving at Allyn's Point in the evening in time to take the fine steamboats of the line to New York, arriving there early in the following morning.

For Boston the route from Concord is the same as before described.—See Central Vermont Railroad.

OFFICERS.—J. E. Lyon, *Pres't.*; J. A. Dodge, *Supt.*

FROM THE MARITIME PROVINCES.

INTERCOLONIAL AND EUROPEAN AND NORTH AMERICAN RAILWAYS.

The *Intercolonial Railway* now, in operation between Halifax and St. John's connects at the latter city with the *European and North American Railway* which extends to Bangor, Me.

From Bangor the *Maine Central Railroad* extends to Portland, where Railways diverge in various directions. Two main lines extend from Portland to Boston, namely, the *Boston and Maine* and the Eastern. At Danville Junction connection is made with the *Grand Trunk Railway* which makes direct connections at Portland with the *Boston and Maine Railroad* for Boston, New York and the Southern states.

Another line called the *Shore Line Route* is about being opened from Bangor through Belfast, Rockland and Bath to connect with the *Boston and Maine* at Portland. The part from Danville Junction to Rockland is already in operation and the remaining portion has been placed upon a sure footing and is to be finished in a few months.

INES BETWEEN BOSTON AND NEW YORK.

As many of the most convenient routes from the Provinces of Nova Scotia, Prince Edward Island, New Brunswick and Quebec to places in the States pass through Boston and New York a brief description of the several lines between these two cities is given.

OLD COLONY AND NEWPORT LINE.—A favorite route is by the way of the *Old Colony and Newport Railroad* to Fall River or Newport and thence by the steamers of the *Narragansett Steamship Company* through Long Island Sound to New York. The boats of this line are said to be the largest, strongest and most magnificently fitted up of any afloat. They leave Fall River early in the evening and, touching at Newport, arrive in New York early the next morning. During the summer months, evenings in the boats are enlivened by first class concerts by fine bands of music.

Onslow Stearns, *Pres't*; J. R. Kendrick, *Supt.*, Old Colony Railroad Station, Boston.

PROVIDENCE AND STONINGTON LINES.—There are two routes passing through Providence and Stonington, one being partly by steambot, and the other all rail. By the steambot route, an old and favorite one, passengers take the cars at the Providence station, near the foot of the common in Boston, early in the evening (5.39 P. M.) pass through Providence and arrive at Stonington at 9 P. M., in time to get supper on the boats. Sailing through the sheltered waters of Long Island Sound, they arrive in New York early the next morning.

Shore Line.—The all rail route passes through New London and New Haven, landing passengers in the Grand Central Station in New York. This route skirts the shores of Long Island Sound, and it is claimed to be cooler and more free from dust in the summer, than more inland routes. Drawing room and sleeping cars accompany through trains.

A. A. Folsom, *Supt. Boston and Providence Railroad*, Boston, Mass.; A. S. Matthews, *Supt. Stonington and Providence R. R.*, Stonington, Conn.; E. M. Reed, *Gen'l. Sup.*, New York, New Haven and Hartford R. R., New Haven Conn.; D. S. Babcock, *Pres't. Stonington Steamboat Co.* Pier 33 North River, New York.

NEW YORK AND NEW ENGLAND RAILROAD.—A popular route between Boston and New York is over the above mentioned railroad, (formerly known as the Boston, Hartford and Erie). The passenger station of this railroad is at the foot of Summer Street, in a central and convenient part of the city. Leaving Boston at 6 P. M., the route is over the *Main Line* of the road as far as Putnam, Conn., passing through Blackstone, Mass.; then over the *Norwich and Worcester Division*, through Norwich, arriving at Allyn's Point on the Thames River about 10 P. M. Here passengers take the fine Steamboats of the line to New York, passing through the sheltered waters of Long Island Sound, avoiding all liability to sea-sickness, and arriving in Newport early the next morning.

Air Line.—An all rail line has lately been completed for through travel, taking this road to Willimantic thence by the *New Haven and Willimantic R. R.* to New Haven where connection is made with the *New York and New Haven Railroad*, landing passengers in the Grand Central Station in New York.

Wm. T. Hart, *Pres't.*, New York and New England R. R. Boston, Mass.;

Charles P. Clarke, *Gen'l. Manager*, New York and New England R. R. Boston, Mass.;

P. St. M. Andrews, *Supt.*, Norwich and Worcester Div., Norwich, Conn.

WORCESTER AND SPRINGFIELD ROUTE.—All rail.—This route is over the *Boston and Albany Rail Road* passing through Worcester to Springfield, thence by the *Connecticut River Rail Road* to Hartford, thence over the *New York, New Haven and Hartford Rail Road* to New York. Passengers are landed in the Grand Central Station. Two trains a day pass over this route. It has a double track the entire distance. Drawing room and sleeping cars accompany through trains.

FROM OTTAWA, PRESCOTT AND EASTERN ONTARIO.

CENTRAL VERMONT RAILROAD.

Crossing the St. Lawrence on the ferry boat which connects the railways terminating at Prescott, on the Canada side with those terminating at Ogdensburg on the American side passengers go over the Ogdensburg and Lake Champlain Division of the Central Vermont road to St. Albans, thence to all points in New England as already described

ROME, WATERTOWN AND OGDENSBURG RAILROAD.

From Ottawa the capital of the Dominion, from Eastern Ontario and from adjacent parts of the Province of Quebec, the *Rome, Watertown and Ogdensburg Rail R. Co.* affords the quickest and most direct route to Troy, Albany, New York and all points East and South.

The main line of this road runs from *Rome to Ogdensburg*, (distance 142 miles) through Oneida, Oswego, Jefferson and St. Lawrence Counties. It has three branches, as follows: *Oswego to Richland*, (29 miles), *Watertown to Cape Vincent*, (25 miles), *De Kalb Junction to Potsdam Junction*, (25 miles)

Two express passenger trains leave Ogdensburg daily and two passenger trains leave Potsdam Junction and Cape Vincent daily, connecting at Richland for Oswego, at Rome with express trains of the New York Central and Hudson River Railroad for all points east and south, and at Sandy Creek Junction with *Syracuse Northern R. R.* for Syracuse, Rochester, Buffalo and all points west.

Three express passenger trains leave Rome daily, connecting at Richland for Oswego; at Watertown for Cape Vincent and Kingston; at DeKalb Junction for Canton, Potsdam, Potsdam Junction, and with the *Ogdensburg and Lake Champlain Railroad* for Malone, Plattsburg, Rouse's Point, and all points East; at Ogdensburg with Steamers plying on the great Lakes and the River St. Lawrence; at Prescott with *St. Lawrence and Ottawa Railway* for Ottawa, and the *Grand Trunk* for Toronto and Montreal.

Sleeping cars between Watertown and New York without change.

Drawing Room Cars for Albany and New York and also for Rochester and Niagara Falls leave Cape Vincent and Watertown every morning and returning, arrive every afternoon.

The steamer *Maudie*, Captain Coleman Hinckley, Master, runs between Kingston and Cape Vincent twice a day during the season of navigation, connecting with trains on the *Rome Watertown and Ogdensburg* railroad. She is steel plated and her model is remarkably fine.

OFFICERS.—Marcellus Massey, President, 52 Wall St. at New York. T. H. Taup, Vice President, J. W. Moak, Gen'l. Superintendent; E. M. Moor, Gen'l. Freight Agent and Ass't. Sup't., J. A. Lawyer, Sec'y. and Treas'r. and H. J. Frary, Gen'l. Passenger Agt. — Gen'l. Offices at Watertown, N. Y.

WEST AND SOUTH

GRAND TRUNK RAILWAY.

For the whole of the Province of Quebec and nearly all of Ontario, the *Grand Trunk Railway* offers a direct and continuous route to the cities and towns of Michigan, Ohio, Indiana, Illinois, Wisconsin, Iowa, Minnesota, Nebraska, Kansas, Missouri, Kentucky and Tennessee, and to the Territories and Pacific States.

At Detroit connections are made with the *Michigan Central* and the *Lake Shore and Michigan Southern Railways* leading directly to Chicago and passing through the principal cities of Southern Michigan and Northern Indiana, one route of the latter railway passing through Toledo, Ohio

At Detroit, a complicated net work of railways, covering the entire lower peninsula of Michigan, converges, and the same is true at Toledo, for the States of Ohio and Indiana, and at Chicago for the States of Illinois, Wisconsin, Minnesota, Iowa and all the other States and Territories above mentioned.

THE BUFFALO AND LAKE HURON DIVISION of the *Grand Trunk* runs through the best portion of the western peninsula of Ontario, connecting, by the International Bridge, the great system of railways which converge at Buffalo, with the navigation of the great lakes at Goderich on Lake Huron. Access is thereby given for the important section of country traversed, either to the north western States and Territories, or to New York, Boston, Philadelphia and all the eastern and southern cities and towns of the United States.

It will be seen, moreover, that not only is the *Grand Trunk Railway* a great avenue of communication between different parts of the Dominion, but it also connects widely separated portions of the United States, and since the gauge has been changed to conform to the general American system, a large portion of the passenger and freight business of the road is derived from business between Canada and the United States as well as between different parts of the States themselves.

GREAT WESTERN RAILWAY.

The *Great Western* is still more an International line than the *Grand Trunk*, being a connecting link in the great thoroughfare between the eastern and western States. It traverses the western peninsula of Ontario, which has been well termed the "Garden of Canada," and lies in the direct route between some of the largest cities and most fertile, populous and wealthy sections of the United States.

From Toronto all points in the United States are reached by passing over the *Toronto Branch* to Hamilton, where it unites with the main line from Windsor to Suspension Bridge.

For NEW YORK and all points east and south connection is made at Suspension Bridge, and, also by the new *Air Line Division*, at Buffalo, over the International Bridge with the *New York Central and Hudson River Railroad* which passes through the most wealthy and populous portions of the State of New York to Troy, Albany and New York, taking on its way the important cities of Rochester, Syracuse, Rome, Utica and Schenectady, and landing passengers to New York in the magnificent Grand Central Station on Fourth Avenue.

For BOSTON, passengers continue on from Albany over the BOSTON AND ALBANY RAILROAD, passing through Pittsfield, Springfield, and Worcester, important cities of the thriving old commonwealth of Massachusetts. This, like the *New York Central*, is among the most substantially built and thoroughly equipped roads of the country, having a double track of steel rails the entire distance from Boston to Albany 200 miles.

Over these two roads, which occupy the first rank in the States as great thoroughfares between the east and west, trains run with almost perfect regularity. The time from Boston to Chicago, via the *Boston and Albany, New York Central, Great Western*

and *Michigan Central Railway* by through express trains is about thirty-four hours;—from New York about thirty-two hours. Drawing room and sleeping cars accompany all through trains.

For CHICAGO and all points west, close connections are made with the *Michigan Central Railroad*, the passenger cars being taken over the Detroit River on the immense ferry boats of the line. Drawing room and Sleeping cars go through without change. Here and at Sarina, connections are made with the net work of American railways extending over the western and southern States and to the Pacific States and Territories.

CANADA SOUTHERN RAILWAY.

This new and important road promises to be a successful candidate, not only for the local business of the section which it traverses, but for the trade of western Canada with the States as well as for through business between the States themselves. It forms a part of the most direct route between Chicago and Buffalo as already stated in the description of the road p. 58. Connecting at Buffalo with the *New York Central* and *Erie Railways* convenient access is had to all the eastern and southern States. From its western connections at Detroit, Toledo and Chicago, all parts of the western States and Territories and the Pacific coast are reached. The *Toledo, Wabash and Western Railway* connecting at Toledo is an important feeder from points on the Mississippi River, etc.

The easy grades, steel rails and sumptuous cars of this road will doubtless cause it to become very popular.

For Wisconsin and Minnesota the *St. Clair Branch* connects with Michigan roads terminating at various ports on Lake Michigan from whence steamboats cross the lake to Milwaukee and other Wisconsin ports.

NEW YORK CENTRAL AND HUDSON RIVER RAILWAY.

Going East, connection is made with the *New York Central and Hudson River Railroad* at two points, namely,—at Suspension Bridge, near Niagara Falls, and at the International Bridge at Buffalo.

This Railway is one of the most complete and substantially built in the United States.

It has a double track of steel rails, a solid road bed and is well entitled to the high popularity it has attained as part of a great thoroughfare between the East and the West. It passes through the most fertile, populous and wealthy part of the great State of New York, and has had much to do in the building up of the beautiful cities and villages which abound along its entire length, from which in turn it now derives a large revenue.

Its course from Buffalo and Suspension Bridge is almost directly east to Albany, from whence it follows the Hudson River to New York City. It has the advantage of a direct line and an easy grade.

Wagner's drawing room and sleeping cars attend all express trains which are run through to New York City. Express trains also run to Boston, via *Boston and Albany Railroad* from Albany, without change. A sleeping car from

Watertown on the Rome, Watertown and Ogdensburg Railway is attached at Rome every evening, and a drawing room car from Cape Vincent and Watertown every morning, to an express train for New York. The traffic over this popular thoroughfare has steadily increased from the first and has now become so great that the company are compelled to build another double track at an expense of about twenty millions of dollars.

This work has been in course of construction during the past two years (1873-74) and when completed it will make up with the existing line the first *Four Track Railway* in the country. The two northerly tracks will be used for the freight trains, thus leaving the two southerly tracks for the exclusive use of the passenger trains.

A very ingenious and simple contrivance is in use on this road by which water is taken on to supply the engines of the fast trains while in full motion. It is a sort of *scoop* arrangement and consists of a trough of water between the rails into which an iron pipe shaped for the purpose is dropped. The force of the train drives the water into the tank, filling it in going about twelve hundred feet. Through trains are run from New York to Chicago in about thirty-four hours.

OFFICERS. This road is under the presidency of Cornelius Vanderbilt, who has been styled the *rail road king* of America. Wm. H. Vanderbilt is Vice President, J. M. Toucey, Supt. Hudson River Rail Road, J. Tillinghast, Supt. New York Central Rail Road and C. H. Kendrick, Genl. Passenger Agent. The Grand Central passenger station recently completed on Fourth Avenue in New York City is one of the finest in the country and is a noble specimen of architecture and engineering. When the improvements to the road now projected and in course of construction are completed the New York Central and Hudson River Railway will take the lead of the railways on

this continent if not in the world, in the magnitude of its business and completeness of its appointments, while the rate of passenger fare is believed to be the lowest in the world, namely: one penny (two cents) per mile.

ERIE RAILWAY.

Another important and popular route for New York and all points east and south is by the *Erie Railway* which connects with the *Great Western* at Suspension Bridge and with the *Grand Trunk*, *Great Western* and *Canada Southern* at Buffalo. This line is quite direct, forming the hypotenuse of a triangle, of which the *New York Central* and *Hudson River* form the other two sides.

It traverses the southern border of New York State in the beautiful valleys of the Susquehanna and Delaware Rivers, passing through the cities of Hornellsville, Corning, Elmira, Oswego and Binghamton. Much of the scenery along the route is noted for its picturesque beauty, varying from the quiet pastoral landscape to scenes of wild sublimity.

New York passengers are landed at the ferry house of the Company on the Hudson River near the foot of Chambers St., or at Twenty-Third St., some distance above, as they may prefer. The lower ferry is conveniently situated for passengers going to Europe, or by either of the Long Island Sound routes to Boston, while the upper ferry is nearer the large up town hotels.

This road also connects at Buffalo with the *Grand Trunk* and *Canada Southern* Railways and through them, with the *Michigan Central* and *Lake Shore and Michigan Southern* for Chicago and the Pacific Coast.

At Waverly on the Erie line, connection is made with the *Lehigh Valley* Railway for Philadelphia and Southern Cities.

MICHIGAN CENTRAL RAILROAD.

Although this great railway does not pass through any portion of Canada it is so intimately connected with important Canadian lines as to deserve especial mention among American roads.

The following roads are owned or controlled by the *Michigan Central Railroad Company*.
Main Line.—Detroit to Chicago..... 284 miles.

Jackson, Lansing and Saginaw Division.—Jackson to Gaylord..... 236 * "
Air Line Division.—Jackson to Niles 103 "
Grand River Valley Division.—
Jackson to Pentwater.... 178 "
Joliet Division.—Lake to Joliet..... 45 "
South Haven Division.—Kalamazoo to South Haven..... 39 "
South Bend Division.—Niles to South Bend..... 11 "

Total..... 896

It will be seen that this road and its branches have a general convergence at Detroit, bringing this city, as well as Jackson and Lansing, into railway communication with all parts of the State. As has already been shown, in mentioning the connections of the *Grand Trunk*, *Great Western* and *Canada Southern* Railways, it forms an important connecting link in the great railway thoroughfare from New York to Chicago and the Pacific coast, *via* Canada.

Its local connections are being continually increased by its energetic president, and the efficiency of the general and local superintendents is manifested in its remarkable freedom from accidents, in the punctuality with which the trains are run and in the general regard for the comfort and convenience of travellers.

OFFICERS: Jas. F. Joy, *Presl.*, Detroit, Mich.; H. E. Sargent, *Genl. Supt.*, Chicago, Ill.; C. H. Hurd, *Assist. Genl. Supt.*, Detroit, Mich.

* This division will soon be completed to Cheboygan on the Straits and to Mackinaw City, 50 miles.

CANADIAN STEAM NAVIGATION

BY

WM. CANNIFF, M. D., M. R. C. S., (ENG.),

AUTHOR OF "PRINCIPLES OF SURGERY" AND "SETTLEMENT OF UPPER CANADA,"

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INTRODUCTION.

Among the many advantages belonging to the Dominion of Canada is its unmatched water limits. The eastern boundary of the vast domain looks out upon the restless waters of the Atlantic, and the western confines are laved by the more quiet but imperious waves of the Pacific; while extending inland from the former stretches for many a hundred miles, broad navigable rivers, lakes and bays. All these waters both salt and fresh are exceedingly rich in various kinds of fish, and what is more important for our purpose they form a highway along which may pass the elements of wealth to enrich our land—constituting arteries through which will flow the nutriment to secure the growth and development of a great nation. These natural channels of trade and commerce have already been used; and although the Dominion is yet in its infancy, it already ranks third in the list of maritime nations. Judging from the present, the future is full of promise to our land. So full that one would hesitate to fix a limit to its greatness. But let us glance at the extent of this wealth of waters.

AREA OF CANADIAN WATERS.

It is computed by the Census Branch of the Department of Agriculture that the total acreage of the inland waters of Ontario amounts to 3,881,729 acres; those of Quebec, 3,728,176 acres; those of New Brunswick, 98,870 acres; and those of Nova Scotia 525,600 acres. These returns compute the lineal extent of sea coast, not calculating indentations of the land, at 1,164 statute miles for Quebec; at 545 statute miles for New Brunswick; and 1,170 statute miles for Nova Scotia; total 2,879 statute miles. Also "The extent of the marine league of maritime jurisdiction and the exclusive right to sea fishing grounds which follows it, covers (save what may be conceded by treaties) consequently an area of about 9,947 square statute miles or 25,771 square kilometres." The aggregate area of the Canadian portion of those large freshwater seas called Lake Ontario, Erie, Huron, and Superior, divided by the boundary line between Canada and the United States, and of that immense sheet of salt water surrounded by British territory forming the mouth of the River St. Lawrence and its Gulf, as also of the Baie des Chaleurs and the Bay of Fundy, is given in detail as follows:—

"The area of the Canadian part (Ontario) of the frontier waters of the St. Lawrence and its great Lakes may be estimated at 27,094 square statute miles, or 70,171 square kilometres.

"The area of the mouth of the St. Lawrence, from Point des Monts to Anticosti, is about

"equal to 9,201 square miles, or 23,830 square kilometres.

"The total area of the Gulf, washing the shores of the Provinces of Quebec, New Brunswick, Nova Scotia, Newfoundland, Prince Edward Island, and the small French colony of Miquelon, may be computed at 78,300 square miles, or 202,789 square kilometres.

"The area of the Baie des Chaleurs, between the Provinces of Quebec and New Brunswick, is equal to 1,923 square statute miles, or 4,980 kilometres.

"The area of the Bay of Fundy, between the Provinces of Nova Scotia and New Brunswick, is equal to 5,403 square miles, or 13,994 square kilometres."

EARLY NAVIGATION.

These magnificent water ways were used by the aborigines long before the European had trod the soil of the New World. Along the shining rivers, over the bright waters of the lakes and bays their light bark canoes were wont to glide and dance as they sought the distant hunting grounds, or silently follow the war-path among hostile tribes. And after the discovery of Canada, when the daring sons of France had planted her standard on the banks of the St. Lawrence, the intrepid explorer penetrated the very heart of the continent by journeying along these natural roads. In this way the most important discoveries were made. Mission fields were opened, trading posts planted, and settlements effected. By these avenues the fur trade with the Indians was established, and for almost two centuries carried on. Also, these water channels often became the scene of warlike displays as England and France contended for supremacy among the Indian tribes. As colonization progressed the bark canoe no longer was the only water-vehicle employed; the French introduced the Batteau, the U. E. Loyalists the Schenectady, and the Americans the Durham boats. All of these were flat-bottomed and intended to stem the currents and rapids. Travelling by these boats was of the most tedious character, and distances now traversed in less than twenty hours, then took even weeks to accomplish.

The sailing vessels by which the first colonizers crossed the Atlantic were of small tonnage. These vessels ascended the rivers as far as navigation permitted. It is almost 200 years since the first sailing vessel cut the waters of Ontario and the upper lakes. The varying fortunes of those who ventured to build these boats constitute a history full of interest. A hundred years later and but few sails yet whitened the inland lakes. These mostly belonged to the Royal Navy; but after the Revolutionary war they were em-

ployed to carry passengers up and down the lakes.

The first Canadian merchant vessel was built at the mouth of the Niagara river in 1792. She was named the *York*. Merchant vessels gradually increased in number during the first two decades of the present century. It is worthy of notice that Canada took the lead in building the early vessels upon the lakes.

INTRODUCTION OF STEAM NAVIGATION.

But a new era in water navigation was to be inaugurated, and Canadian water was to be one of the first places in which a novel power was to be tested. Many great discoveries have seemingly been accidental; but the probabilities are that as the field of science is cultivated up to a certain point new ideas are the natural outcome of that cultivation.

An idea may be conceived and then long remain in a state of incubation before it grows and develops into a reality. The steam engine invented by Watt was the fruit of an idea conceived years ago by Solomon de Caus. So great and manifest a power could not long remain unemployed, and the application of steam power to move machinery and propel vessels was but the natural sequence.

The changes wrought by the use of steam in propelling vessels have already almost ceased to be marvellous; so soon do we become accustomed to everything which conduces to the advantages and comforts of civilized life. Yet only seventy years ago a steamboat was unknown. Today by means of steam navigation letters are conveyed across the Atlantic in little more than a week, and almost every day a fresh English mail is opened. While by means of the telegraph hourly communication may be held. But eighty years ago the mails from England were received in America only twice a year.

America enjoys the honour of having produced the first steamboat in the world, and Canada is entitled to the credit of building the second one. The first steamboat was constructed by Robert Fulton of New York, and launched upon the waters of the Hudson river in 1807. She was 150 tons burthen, and was named *Clermont*. The second steamer was built by John Molson and launched at Montreal the 3rd of November 1809. She was called *Accommodation*, and plied between Montreal and Quebec. Ten persons took passage the first trip, and 36 hours were occupied in the voyage. So great was the wonder that the whole city of Quebec turned out to see her enter the harbour. The fare was eight dollars down and nine up. It was at least ten years later before the first steamer ventured across the Atlantic. But it is stated by an American paper that the first steam-

ship which made the voyage under steam throughout across the Atlantic, was the *Royal William* in 1833. This same authority says the vessel was of 180 horse power, and 1000 tons burden, and was built at Three Rivers on the St. Lawrence.*

THE FIRST STEAMER ON THE LAKES.

The first steamboat to run upon the Canadian Lakes was the *Frontenac*, built upon the shores of the Bay of Quinté, at Bath, eighteen miles from Kingston. The keel was laid in October, 1815, and the vessel was launched on the 7th September the following year. This enterprise was undertaken by a joint stock company consisting of representatives from Kingston, Prescott, York, Niagara and Queenston. In reply to an advertisement, two persons made tenders for the contract. Notwithstanding a bitter feeling still existing against the Americans arising out of the recent invasion of Canada, the contract was given to Harry Teabout, representative of a firm at Sackett's Harbour. The contract price of the wood-work was £7,000; the engine cost also £7,000. When completed, however, the total cost amounted to about £20,000. The length of the keel was 150 feet, of the deck 170 ft., the width 32 ft.; tonnage about 700; the two paddle wheels had about 40 ft. each. The machinery was imported from England. A writer of that day says of the *Frontenac* "that her proportions strike the eye very agreeably; and good judges have pronounced this to be the best piece of naval architecture of the kind in America." This event introduced a new era in the prosperity of the country, and created a great deal of interest among the settlers of Upper Canada. On the 7th of June, the *Frontenac* left Kingston on her first trip, commanded by Capt. James McKenzie, of the Royal Navy, who had assisted in fitting her up. She plied between the head of Lake Ontario and Prescott, and made the round trip once a week. Capt. McKenzie continued in command as long as she was seaworthy. This gentleman who has been called "the father of steam navigation in Upper Canada," afterward sailed the *Atiöpe*. He died in 1830, and was very much esteemed. We are informed that the *Frontenac* at one time undertook to run to Montreal, but when near Alexander Bay she ran upon a shoal. This point is still known as "Frontenac Shoal."

About the same time the *Frontenac* was built, a small steamboat was launched at Sackett's Harbour. She was a slow vessel and plied between Queenston and Ogdensburg, but did not prove very profitable.

BAY OF QUINTE STEAMERS.

Shortly after the *Frontenac* was completed a second steamboat was commenced at the same

* A recent writer in the *New Dominion Monthly*, in an article on "Canada's Early Marine," which seems to have been taken almost entirely from Dr. Canniff's "Settlement of Upper Canada," speaks of the *Royal William* as having been built at Three Rivers, without stating the authority we have above given. This article brought forth the following from one signing himself "An Old Quebecker."

TO THE EDITOR OF THE GAZETTE,

SIR,—The *Montreal Witness*, giving extracts from the *New Dominion Monthly*, states that in 1833 the *Royal William* (steamship) was built at Three Rivers on the *Lake St. Lawrence* and was intended to sail between a Nova Scotian port and Cowes, Isle of Wight. The above is not correct. That remarkable vessel built by J. S. Campbell, in Quebec, for a private company of subscribers, to run between Quebec and Halifax. She did so for 100 years, and as she did not ply, was sent to London as a steamship, and was the first that ever sailed such, she was sold to the Portuguese Government, and used as a frigate for several years. In April, 1838, the first steamer arrived in New York from Great Britain.

AN OLD QUEBECER.

place. This was the *Queen Charlotte*, which became the pioneer steamer upon the Bay of Quinté. She was launched and commenced sailing in the early part of 1818. Her route was from the head of the Bay of Quinté to Prescott, making trips twice a week. For a few weeks *The Charlotte* was commanded by Capt. Richardson, an old navy veteran who lived at Picton. He was succeeded by Capt. Mosier, who had for some years been a successful commander on the Lake. The fare from the head of the Bay to Prescott, meals included, was five dollars. During the two following seasons *The Charlotte* was in command of Capt. Dennis. The next year Capt. Gilderslieve took charge, and continued to sail her until she was laid aside from age, a period of nearly twenty-eight years. As may be supposed this steamboat was a great boon to the inhabitants of the Bay District. At first she was not remunerative to the stockholders, but under the management of Capt. Gilderslieve she became profitable.

The *Kingston*, which succeeded the *Queen Charlotte*, upon the Bay, was built by a joint stock company, we believe at Niagara. She was a fast boat and for a time had run between Toronto and Hamilton, under the command of Capt. Ives. On the Bay, the *Kingston* was at first commanded by John Grass, afterwards by Mr. Harrison.

The *Sir James Kemp* followed. She was the last steamboat built at Bath. Her route was from Belleville to Prescott; and rate of speed from 10 to 12 miles an hour. At this time Gilderslieve commenced to build at Kingston. As one of the oldest and most important ship-builders and owners in Upper Canada, Mr. Gilderslieve requires a brief notice. The son of a ship-builder on the Connecticut River, he came to Kingston while the *Frontenac* was in course of construction. He assisted to finish this vessel, and to build the *Queen Charlotte*. He superintended the building of the *Sir James Kemp*, and then commenced operations at Kingston. In the ship-yard established by him were built a good many vessels which performed good service on the lake, river and bay. Among these was the *Commodore Barry* which was then noted for having two engines, and which in its third year collided with the schooner *Kingston* at night, and immediately sank. Also the *Prince of Wales* in which was placed the engine which had belonged to the *Sir James Kemp*. The *New Era*, the *Bay of Quinté*, beside others were here constructed. Mr. Gilderslieve was a man of great enterprise, honest integrity; and he acquired a great deal of wealth. His death, which took place in 1854, was a cause of much regret among his many friends.

In 1821, the steamboat *Prince Edward* was built at Garden Island. She was intended for service on the Bay of Quinté. The *Brockville* was placed on the Bay in opposition to the *Prince of Wales*, at a later date. She was commanded at first by Chrysler, and afterwards by Bonter, and ran two seasons. The *Fashion*, Capt. Bonter, followed. The *St. Helen* was built by a Company, and for a number of years plied between the head of the Bay and Montreal, making the round trip once a week. She was sailed by Capt. Chrysler. The *St. Helen* became the property of Mr. McCuag. She was finally wrecked while on her way to Montreal, in the Rapids. For a while the *Farmer*, Capt. Chambers, ran between Kingston and Picton.

During the last ten years several small boats have plied between Belleville, Picton and Napanee. Among these we find the *John Gurney*, Capt. Porte, the *Quail*, Capt. Morden.

A steamboat line between Belleville and Oswego has existed for several years, generally making the round trip twice a week. The *Kincardine*, Capt. G. M. Reid will make semi-weekly trips, leaving Belleville every Monday and Thursday, and calling at most of the intermediate ports.

The steamer *Rochester*, Capt. J. J. Campbell, leaves Belleville: Mondays, Wednesdays and Fridays, Belleville at 5 a. m.; Picton at 8 a. m., arriving in Kingston about 12.15 p. m. Tuesdays, Thursdays and Saturdays, Belleville at 2.45 a. m.; Picton at 6 a. m., arriving in Kingston about 10 a. m. Returning, leaves Kingston daily (Sundays excepted) at 3 p. m., arriving at Picton about 7 p. m., and Belleville at 10.30 p. m.

We have obtained somewhat indefinite information regarding a small boat, built on the River, below, which was constructed like a basket. She plied for a time between Belleville and Prescott, and was ultimately wrecked in Burlington Bay.

LAKE ONTARIO STEAMERS.

We have already given an account of the first steamer, the *Frontenac*, which sailed the waters of Lake Ontario. This vessel was built at Bath, which at that time was one of the centres of civilization in Upper Canada. But as the country became settled, and extended westward, and York began to assume the importance of a Capital, other places were found more suitable for ship-building. Mr. Gilderslieve began to carry on his operations at Kingston. Prescott also presented a suitable place for the construction of boats, and Niagara shortly became the scene of activity from the presence of a ship-yard. At a few other points steamboats were also built from time to time.

At Prescott about 1822, a small steamboat was built by a joint stock company. She was commanded by Capt. McDonald.

The immediate successor of the *Frontenac* was the *Niagara*, built about 1829, sailed by Capt. Mosier. Her rate of speed was from eight to nine miles an hour. The *Queenston*, built by the Hon. John Hamilton, and commanded by Capt. Whitney, ran also about the same time between York and Prescott. One of the steamboats of that period was formed out of the schooner *Union*, at Brockville, and was for a time sailed by Capt. Mosier. Another steamboat at that time running between York and Prescott was the *Atiöpe*. She was built shortly after the *Queenston* by Mr. Robert Hamilton. She had a high pressure engine with boilers on deck; commanded by Capt. Graham.

About the year 1830 the *Great Britain* was launched at Prescott, the Hon. John Hamilton being the owner, and was under the command of Capt. Whitney. Her route was between Toronto and Prescott. The *Canada* was built in 1831, and commanded by Capt. Richardson, afterward Harbour Master at Toronto. *William the Fourth*, owned by a joint stock company, was launched at Prescott, and also plied for some time between Toronto and Prescott with Capt. McDonald in charge. In 1834 the *Cobourg* was built at Cobourg by a joint stock company. Capt. McIntosh took command. This boat also for a time ran between Toronto and Prescott. Prior to the building of this boat the engines had been made

at Montreal, but for the *Cobourg* the engine was manufactured at Toronto.

About 1835 the *St. George* was built at Kingston by a joint stock company, and was sailed by Capt. Elmsley between Toronto and Prescott.

The *Commodore Barry*, before referred to, was owned by a company, Mr. Gilderslieve being the principal stockholder. She likewise was placed on the route between Toronto and Prescott. She was wrecked by colliding with a schooner off Long Point. Mention is made of a steamboat built by Donald Bethune at an early date which ran for a time on the Bay of Quinté, and afterward between Toronto and Hamilton.

We have been unable to procure accurate information of all the steamers, the order of time at which they were built, and their routes of service, but the following statements furnished by Capt. Twohy, of Hamilton, is entirely reliable. He says:

In 1833, when I came to Canada, a steamer left Prescott every day for Toronto and Hamilton and Niagara. The names of the boats forming the line were the *Great Britain*, *William the Fourth*, *St. George*, *Cobourg*, *United Kingdom*, and *Commodore Barry*. The American steamer *United States* left Prescott every Sunday for the head of the lake. The Canadian steamers were ahead of the requirements of the country at that time. The traffic and travel were not sufficient to make steamboat enterprise remunerative. There had been the year previous, 1832, a large immigration which had no doubt stimulated steamboat building.

For a while the lake line of steamers connected at Prescott with what was termed the steam wheel vessel, the *Iroquois*, which descended the rapids. She was, however, found unsuitable for the purpose and soon laid aside.

The exigencies of those early times gave birth to several projects of more or less novelty. Different kinds of engines were manufactured, and steamboats were constructed after new designs with the view of navigating the rapids, securing greater speed, or of economizing. We learn that the *John By* had a paddle wheel placed across the stern. The first put in was too large and had to be removed. Her route was between Toronto and Hamilton, under the command of Capt. Kerr. Her existence was terminated by running ashore a short distance above the river Credit.

For many years the steamers on Lake Ontario passed down the St. Lawrence no further than Prescott. The rapids between this point and Montreal was a serious barrier to the progress of the country. As we have pointed out had the St. Lawrence been navigable from its mouth to the upper lakes, it is impossible to conjecture how much more rapidly the country would have become settled; and to what a position Canada would by this time have attained. It was a long time after steamers had been plying upon the lakes before an effort was made to navigate the river between Prescott and Montreal. The first person to act in the matter we believe was Capt. Whitney. He succeeded in forming a joint stock company in 1837 or '38 to construct a boat for the especial purpose of navigating the rapids. She was built in the form of two cigars, with beams across, the paddle wheel being placed in the middle. But for some reason the venture failed; and the boat did not run at all.

The first steamboat to run the rapids was the *Iroquois*, which was formed something like a scow. She went down as far as Dickenson's Landing.

We now approach the period between 1840 and 1850. The commencement of this decade was noted for somewhat extensive ship-building. About the year 1838 or '40 a steamer at first called the *Ontario* was built at Niagara. She was a fast boat and it is said made the quickest passage recorded, between Niagara and Toronto, being two hours from light-house to light-house. She was taken to Montreal, and her name changed to *Lord Sydenham*. She then plied between Montreal and Quebec.

The steamer *Traveller* built by the Hon. John Hamilton, ran between Toronto and Prescott. She was in charge of Capt. James Sutherland. This gentleman was among those killed at the terrible catastrophe of the Des Jardins Canal. The *Passport* was also built by the Hon. Mr. Hamilton, at Kingston. She was noted as an iron boat, the hull of which was built in Scotland. The *Magnet*, also an iron boat, and owned by the same parties, plied between Hamilton and Kingston. Capt. Sutherland, above mentioned, was part owner and for a time commanded her. She was afterward sailed by Capt. H. D. Twohy. We learn in connection with the facts we have gathered of the *Magnet*, that Capt. Sutherland proceeded to England and obtained from the British Government the sum of £5000. In consideration of this payment she was to be at the service of Government at any time when occasion might require and was built unusually strong, with extra heavy beams, &c. This was just after the rebellion of 1837-38.

In 1840, a company was formed at Niagara, called the "Niagara Harbour and Dock Company." Under them Mr. Heron, and Donald Bethune built a number of steamboats, which formed what was called the "Black Line." All of the vessels being painted black. They consisted of the *Sovereign*, the *Princess Royal*, the *Gore*, the *Experiment*, the *Niagara* and the *Chief Justice Robinson*. They formed a Royal Mail Line. Of these, the *Princess Royal* was commanded by Capt. Coleleuch. She was afterward purchased by Capt. Elmsley. The same parties also built the *City of Toronto* which was a few years ago converted into the steamer *Algoma* a well known and popular boat.

The *America* was launched about the year 1840, and was sailed by Capt. Gordon, running between Toronto and Rochester. The *Admiral*, built in 1842 was also for a time under the command of Capt. Gordon. Her route was between Hamilton, Toronto and Rochester. The *Eclipse*, the *Boxmanville* and the *Peerless* soon followed as Lake Ontario steamboats. In 1843 or 1844 the *Queen Victoria*, the *Canada*, and the *Transit* were built. The last mentioned being commanded by Capt. Richardson.

The steamer *Abwell* was launched at Hamilton, by Mr. Harrison who also commanded her for a time. Her route was between Hamilton and Kingston, until destroyed by fire at Hamilton. Her place was taken by the *Europa* with Mr. Harrison as commander. She was afterwards taken to Lower Canada for services on the St. Lawrence below Montreal.

Among the incidents in connection with early steam navigation we may mention that in 1838 the *Experiment*, a small boat owned by the Imperial Government, was on service at Prescott, when the United States steamer was seized by the mob. She was commanded by Lieut. Fowel. When the United States steamer was engaged in

carrying re-inforcements to the Yankee invaders which were shut up in the windmill, the *Experiment* sent a shot from a six-pounder which took off the head of the Yankee wheelsman, and caused the filibustering vessel to beat a hasty retreat to Ogdensburg.

In 1848, the year of the Irish famine, the *City of Toronto*, *Princess Royal*, and the *Sovereign* carried, at the expense of the British Government, some 25,000 indigent immigrants.

We believe that several Canadian built steamers were, during the late civil war in the United States, taken to assist in forming the fleet of blockade vessels and others to run the blockade. At all events the *Arabian*, which was built at Niagara by Mr. Heron became a blockade runner and was finally lost off the coast of Florida.

As the trade of the country increased steam vessels were employed exclusively for forwarding purposes. About the year 1843 and shortly after a number of freight boats with side paddle wheels near the stern were placed on the lakes and rivers by a company of Forwarders. On account of their peculiar construction they were called the *polliwogs*. Among these were the *Rose*, *Shamrock*, *Thistle* and *Dart*.

It cannot be recorded that the first steamboat proprietors on Lake Ontario and the St. Lawrence found their investments satisfactory, with the exception of Mr. Gilderslieve.

At the present time the "CANADIAN NAVIGATION COMPANY," has two lines daily, Royal Mail and Express lines of steamers, between Hamilton and Montreal, calling at Beauharnois, Cornwall, Prescott, Ogdensburg, Brockville, Alexandria Bay, Clayton, Gananoque, Kingston, Oswego, Charlotte, Cobourg, Port Hope, Darlington.

These magnificent lines are composed of the following first-class steamers, viz:

<i>Corsican</i> (composite)	- - - -	Capt. Sinclair
<i>Spartan</i>	" - - - -	" Dunlop
<i>Corinthian</i>	" - - - -	" Farrell
<i>Passport</i>	" - - - -	" Sherwood
<i>Athenian</i>	" - - - -	" Morley
<i>Magnet</i>	" - - - -	" Bailey
<i>Bohemian</i>	" - - - -	" McCoy
<i>Abyssinian</i>	" - - - -	" Estes
<i>Algerian</i> (new)	- - - -	" Kelley

The steamers leave the Canal Basin, Montreal, at 9 o'clock every morning (Sundays excepted), and Lachine on arrival of the train leaving the Bonaventure Street Station at noon, for Hamilton and intermediate Ports, making direct connections at Prescott and Brockville, with the railways for Ottawa City, Kemptville, Perth, Arnprior, &c.; at Toronto and Hamilton with the various railways and steamboat routes for Collingwood, Sault Ste. Marie, Fort William; and Stratford, London, Chatham, Sarnia, Detroit, Chicago, Milwaukee, Galena, Green Bay, St. Paul, and all places West; and with the steamer *City of Toronto*, for Niagara, Lewiston, Niagara Falls, Buffalo, Cleveland, Toledo, Cincinnati, &c.

The Express Line leaves daily at 7 o'clock A. M. (Sundays excepted), and from Lachine on arrival of 9 o'clock A. M. train, direct for Ogdensburg, Alexandria Bay, Clayton, Oswego, and Rochester. Connecting with the New York Central Railway for Niagara Falls and Buffalo.

The steamers of this line are unequalled, and, from the completeness of their arrangements, present advantages to travellers which cannot be

surpassed. They pass through all the rapids of the St. Lawrence, and the beautiful scenery of the Lake of the Thousand Islands by daylight.

The steamer *Norseman*, Capt. Crawford, sails between Port Hope and Rochester. And the *City of Toronto*, commanded by Capt. James Dick, runs between Toronto, Niagara and Lewiston. A steamer also plies between Toronto and Port Dalhousie every week.

The Merchants' Lake and River Steamship Line is prepared for the season with a fleet of twenty-five first-class passenger and freight steamers, and will run them during the season of 1874 between Montreal and Chicago and all intermediate ports. The names of the vessels that will call at ports on Lake Ontario and St. Lawrence are the *America*, *Canada*, *Calabria*, *Celtic*, *Dominion*, *Dromedary*, *East*, *Lake Michigan*, *Osprey*, *Persia* and *York*. Those composing the line that will run between Montreal and Chicago will be the *Argile*, *Asia*, *Columbia*, *California*, *City of St. Catherine's*, *Prussia*, *Scotia*, *Lake Erie*, *Lake Ontario*, *Lincoln*, *Ocean*, *Clinton*, *Europe* and *Sovereign*. This array of vessels is so large that a daily line has been organized, and vessels will thus call each day at each port on the route, and as they are fitted up with every comfort and convenience for passengers, they cannot but become highly popular with travellers and tourists. Besides, this is the largest Canadian Through Line ever formed from Montreal, and running in connection with the Allan, Liverpool and Glasgow Lines, Dominion Line and Temperley's London Line of Ocean Steamships; also forming close connection with the other lines of steamships and first-class iron clipper sailing ships. The names of the agents are James Norris, Sylvester Neelon, Capt. P. Larkin, St. Catherine's; A. D. Mackay, J. B. Fairgrieve, Hamilton, and G. E. Jaques & Co., Montreal and Toronto, and it is promised that all freight will have quick despatch by this line.

STEAM NAVIGATION OF LAKE ERIE AND THE UPPER LAKES.

In the chain of rivers and lakes which stretch from the Atlantic away to the North-West, Lake Erie is irregularly linked. Its geographical position was such that it never formed during the French reign in Canada, and subsequently in the settlement of the country, to any extent a water way for travel or commerce. Lying along the southern boundary of the peninsula of Upper Canada, it could not form a highway to the same extent as the other lakes. The early navigators to the North-West found a more direct way by passing up the Ottawa, crossing to Lake Nipissing, and thence down the French River to the Georgian Bay, and occasionally by going up the Bay of Quinté, the River Trent; and sometime by way of the River Don to Lake Simcoe. In the settlement of Upper Canada almost every part of the Province could be conveniently reached without approaching Lake Erie. But although thus situated out of the direct way, Lake Erie would doubtless have been to a greater extent a route of travel, had it not been for the barrier to navigation in the existence of the Niagara Falls. This wonder of the world, although forming a charming feature on the face of the continent has always greatly retarded navigation upon the Upper Lakes. The construction of the Welland canal has to some extent overcome the difficulty, but by no means entirely.

It was many years after the *Frontenac* first sailed on Ontario, before any steamer was launched on Lake Erie. And the requirements of the country did not, then, demand vessels of so large a tonnage. We believe it was in the early part of the fourth decade, when the first small steamers were placed on the upper waters of the Niagara and Lake Erie. Mr. Robert Hamilton was the pioneer in this field. Among the first steamboats to run on Lake Erie were the *Chippewa*, the *Emerald*, which plied between Chippewa and Buffalo, the *Kent*, which was lost in 1845 by sinking, the *Ploughboy*, owned by a Company in Chatham, and the *Clifton*.

But if navigation on the Canada side of Lake Erie was always limited, such was not always the case on the other side. There was a period when an immense stream of travel flowed up and down by American steamers.

Prior to the completion of the railways along the south shore of Lake Erie, and the Great Western of Canada, American steamboat navigation on this lake was comparatively extensive. From Buffalo four lines took their departure,—to Cleveland, Toledo, Sandusky, and Detroit. This was the great thoroughfare between New York and all the Eastern States, and the West, then just beginning to be opened up. A stream of travellers nightly, from the cars all hot and dusty, poured down into one of the splendid steamers waiting to receive them. This pleasant change made this route very popular. As many as 1,500 passengers have been seen on one steamer. These were palmy days for the proprietors. But the railways utterly destroyed them.

Although at the present time navigation on this lake is limited, the hope may be entertained that in the not very far off future, the enlargement of the canals on the St. Lawrence, and of Niagara, will open the way for the development of steam marine in Canada, far beyond the present most sanguine expectations. By this means the wealth of the Great West on the one hand, and of Europe on the other would ceaselessly flow by our door; and at the same time commerce and intercourse between the Maritime Provinces, and Western Canada would be immeasurably increased.

LAKE HURON STEAMERS.

The circumstances we have mentioned which affected navigation on Lake Erie, to some extent operated in connection with Lake Huron. At least, the southern portion of this lake was only to a limited extent a highway for travel and trade. The traffic upon this part of the lake has been confined principally to such as arose from direct intercourse between Canada and the United States. But the more northern parts of Lake Huron, especially the Georgian Bay, have been from time immemorial the way of travel, by the Indians, the French explorers, the North-West traders, the settlers; and also for modern commerce.

The pioneer vessels on Lake Huron have been unfortunate, both sailing and steam vessels.

The *Griffon* which was launched on the Niagara above the Falls, nearly two hundred years ago by La Salle, being the first sailing vessel on the Upper Lakes, was, on her return from Lake Michigan, lost on the waters of Lake Huron. And about the middle of the present century a pioneer steamer met with a similar fate. The "Montreal Mining Company" which had commenced operations at the Bruce Mines near the upper end of Lake Huron, had a steamer built at

Montreal which was named the *Bruce Mines*. She was employed in carrying supplies to the mines, and the copper ore down to Quebec. Capt. Fraser who was for a time in command, informs us that the ore was discharged directly from the "Bruce Mines" on board one of the Allan steamers for conveyance to England. But this steamer had a short existence. In the fall of 1854, when making her last trip from Montreal, where she had received a full load of machinery for use at the mines, and stores, having reached Lake Huron, she encountered unusually rough weather, and when off Cape Hurd she foundered. In consequence of the pumps breaking down it was impossible to keep her afloat, and she sank some seven miles from land. The crew with the few passengers were saved by boats, excepting one person who would not obey orders, and so lost his life.

THE GEORGIAN BAY STEAMERS.

The Georgian Bay which is a part of Lake Huron, is noted for being the point of departure for the Upper Lakes. The Indians, as we have seen, the French, and the traders to the North-West were accustomed to portage from Lake Ontario by one of several routes, and pursue their long journeys to the great Lone North Land. And in recent days the same portaging is done by means of railways. Ever since the construction of the Northern railway, a stream of travel has, during every summer, steadily flowed from Toronto by this highway. By this road we have seen travellers passing to the Western States, surveyors proceeding to open the vast country beyond, miners to develop the untold riches of Superior, pioneer settlers to reclaim the wilderness, traders, pleasure, and health seekers; and, on two occasions the eyes of Canada have with much solicitude witnessed the departure of Canadian troops to vindicate Britain's honor, and put down red-handed rebellion. The Georgian Bay is moreover a place of interest because of the picturesque beauty by which its shores are characterized. And the historical reminiscences are not without great attraction. Among the many islands and islets which stud the bay is one named Christian Island. This name is significant as indicating the fact that Christianity was here, long years ago, preached to the aborigines. In fact here was one of the earliest if not the very earliest mission field in all America. The earnest Recollets, and the Jesuit Missionaries for many a year sought in this region to win the Indians to Christianity. A French fort was also planted on this bay at an early period in the history of America.

The first steamboat for passengers, at least, to run on the Georgian Bay was the *Gore*, which had been built on Lake Ontario, and had for some time plied between Toronto and the opposite shore. In 1846, she was purchased by Charles Thompson and Capt. Laughton, and taken by Capt. James Dick, to the Georgian Bay where she was employed in sailing between Sturgeon Bay, at the foot of the Georgian Bay, carrying passengers and freight. At that time the freight was taken by stages and teams from Toronto to Holland Landing, and thence conveyed by the steamboat *Beaver* through Lake Simcoe, to Orillia, and then carried to Sturgeon Bay, and received by the steamer *Gore*. The following year, 1847, the *Gore* was commanded by Capt. F. C. M. Fraser when she made regularly two trips a month to Sault Ste. Marie, touching at

Penetanguishene, Owen Sound, Manitowaning, the Government Station on Manitoulin Island, and St. Joseph's Island. Two intermediate trips were made between Sturgeon Bay and Owen Sound. In 1848, Capt. Peck sailed the *Gore* on the same route. The following years she was commanded by Fagin; and in addition to the points mentioned, she stopped also at the Bruce Mines, at this time in operation. Capt. McGregor sailed her in 1850. It was either this year or the following, 1852, that the *Kaboolah* was wrecked in the Georgian Bay with Capt. McGregor on board.

Steamboat communication was thus continued on the Georgian Bay, until 1855, when the Northern Railway being completed to Collingwood, the Company chartered some American steamers to run between Collingwood and Chicago. They arranged to have a tri-weekly line between Collingwood and the American port in Lake Michigan, and a weekly to Green Bay. They were fine excellent steamers. This arrangement continued until 1858. In 1862, six large propellers were placed on the route by the Company.

The Company also owned steamers on Lake Simcoe in 1856.

At first the traffic and travel was to a great extent, from Collingwood to Chicago, and other American ports in the West; but of late years the line of travel has been gradually increasing to the Canadian side, especially to Fort William. The passage of the Canadian troops under Colonel Wolseley, demonstrated the possibility of making a highway to the Great North-West. The construction of the Dawson Road has to a great extent prepared the way for travel. And the several steamers which have been placed upon the chain of lakes on the way to Fort Garry have also contributed to the great end—a highway of our own to the magnificent domain, awaiting the settler in the far North-West. Every year the line of steamers upon this route is becoming more popular, and the proprietors and the officers spare no pains to secure the comfort of the traveller. The following, taken from the yearly advertisement of the Company, shows how completely the requirements of the day are met on this portion of the route, a route extending from Toronto to Fort Garry. The service consists of the First-class upper-cabin side-wheel steamers *Chicora*, *Frances Smith*, *Cumberland*, *Algoma*, having splendid drawing room cabins. They leave Collingwood every Tuesday and Friday, on arrival of steamboat express train; calling at Owen Sound, Bruce Mines, Sault Ste. Marie, Michipicoten, Neepigon, Silver Islet, Prince Arthur's Landing and Duluth. They connect at Thunder Bay with Dawson's Transportation Line for Fort Garry, and at Duluth with the Northern Pacific Railway for Moorehead, and Kittson's Red River Line for Fort Garry and Red River Country.

This route embraces the most enjoyable and picturesque summer tour, by making the circuit of Lake Superior with the sheltered and beautiful waters of the inside channels of Lake Huron and Georgian Bay; and thence by three hours rail with magnificent parlour cars to Toronto, connecting with the Royal Mail Daily Line of Steamers on Lake Ontario, and the Grand Trunk Railway.

Cheap excursions will be made during the summer season, in the months of June, July, August and September, affording ample opportunity for visiting the Great Mineral Region of Lake

Superior and the Fishing Ground of Lake Neepigon.

The Government have wisely made provisions by which the emigrants to Manitoba may proceed to Winnipeg at reduced rates by the Dawson route. For all interested in this matter we insert also the following notice.

Emigrants and all others intending to go to the Red River Country, will find that for speed and economy, the Collingwood and Lake Superior Route, *via* Northern Railway, from Toronto, is the best.

The particulars of the route are as follows: From Toronto to Collingwood *via* Northern Railway, 95 miles. Collingwood to Fort William, 650 miles. Fort William to Fort Garry, *via* Dawson's Route, 437 miles. Fort William to Duluth, 202 miles. Duluth to Moorehead, by Northern Pacific Railway, 250 miles. Moorehead to Fort Garry, by one of Kittson's Line of Steamers, on Red River, 300 miles.

Fare.—From Toronto to Fort Garry, first class *via* Duluth, \$42.50; second class, \$24.00; second class, by Dawson's Route *via* Fort William, \$15. Meals to second class passengers on steamer, 35 cents. Children between the ages of 4 and 12, half fare. 150 pounds of baggage free.

Particulars of Dawson's Route from Fort William to Fort Garry: Thunder Bay to Shebandowan, 46 miles; Shebandowan to Rainy Lake, 171 miles; Rainy Lake to Lake of the Woods, 120 miles; N.W. Angle to Fort Garry, 100 miles, by Government Steamer to Fort Frances; Fort Frances to Fort Garry by wagon road.

Good sheds are provided by the Government at the different stopping places along the route, and provisions supplied at a cost charge.

"BEATTY'S SARNIA, LAKE HURON, AND SUPERIOR LINE," was established in 1871. As the name indicates, the steamers sail from Sarnia to Thunder Bay. The proprietors are J. & H. Beatty & Co., of Thorold. The line is composed of the following new, first-class upper-cabin, commodious, full powered, fast steamers *Manitoba*, *Ontario* and *Quebec*, which will run in connection with the Grand Trunk and Great Western Railways, on and after the opening of the Sault Ste. Marie Canal, from Sarnia to Lake Superior. They leave Sarnia every Tuesday and Friday, for Bruce Mines, Sault Ste. Marie, Michipicoten, Silver Islet, Prince Arthur's Landing, Fort William, and Duluth, calling at Goderich, Kincardine, Southampton, Killarney, Little Current, La Cloche, and Spanish River.

The same firm has a steamer, the *Hawöuna*, running between Collingwood and Parry Sound, in the Georgian Bay.

LAKE SIMCOE AND THE MUSKOKA LAKES.

The only steamboat to ply upon the waters of Lake Simcoe and Couchiching prior to 1850 was the *Beaver*. At this date the *Morning* was built by a Company to run in opposition. Thomas Thompson was the principal owner, Capt. Bell was commander, and she made trips principally for passengers between Bell Ewart and Orillia, calling at Beavertown and Atherly. She was purchased by the N. R. Company in 1854 or 55. The company in 1855 built the *J. C. Morrison* which took the same route. At first she was commanded by a Mr. Fellows; but not giving satisfaction, Capt. F. C. M. Fraser was requested to take charge. He continued in command until the latter part of 1856. Finally she was destroyed

by fire at Barrie, in 1857. Her place was taken by the *Morning*, now owned by Capt. May. She continued to run until about 1862 when the new steamer *Emily May* succeeded her. The *Morning* was afterward converted into a three masted schooner, and still exists. The *Ida Burton* was built at Barrie by Burton Brothers, to run between Barrie and Washago at the foot of Lake Couchiching, touching at different points on the route. She is now getting old. In 1872 the *Emily May* was bought by the Northern Railway.

The settlement of the FREE GRANT LANDS in Muskoka during the last few years has led to more extensive travel upon these waters. Until the present season travellers to that district had to take steamer from Bell Ewart or Barrie to Washago. From Washago to Gravenhurst on Lake Muskoka, a distance of 14 miles, stages convey the passengers over a good road. Passengers, leaving Toronto by the morning train, arrive at Washago and thence proceed per steamers *Nipissing* and *Wenonah* to points on Lakes Muskoka, Rosseau and Joseph the same day.

Fares from Toronto as follows: Washago, \$3.00; Rosseau \$4.00; Bracebridge \$3.50; Joseph \$4.25.

Excursion tickets, good for ten days are issued from Toronto to Bracebridge and beyond, during the months of June, July, August and September, at greatly reduced rates.

Free grants of land to actual settlers are given away to all comers over eighteen years of age. A family of several persons can secure a large block of land *gratis*, and heads of families get two hundred acres as a free grant.

Locatees, in addition to obtaining the free grant of one hundred acres, will be allowed to purchase an additional one hundred acres at fifty cents an acre *cash*.

This system of granting land to settlers free of cost in what is known as the Muskoka District led to the settlement of land not otherwise particularly attractive, and it opened to the eyes of the public the picturesque lakes named *Muskoka*, *Rosseau*, and *Joseph*, as well as *Parry Sound* on the Georgian Bay. Being convenient to the capital of Ontario, these charming lakes soon became the resort of many tourists and persons desirous of speedily and without much expense, obtaining the relaxation arising from delightful though uncultivated scenery, and the purest of air, with choice fishing and game.

About the year 1865-66, Mr. A. P. Cockburn, M. P., launched on the Muskoka Lake, a small steamer called the *Wenonah*. She was built near Gravenhurst. Finding that this small boat did not fully meet the wants of the public, Mr. Cockburn proceeded to construct a larger one. The *Wenonah* did good service to the settlers, and afforded tourists excellent opportunity to see the beauties of the island-studded lakes. The new steamer *Nipissing*, was launched in the season of 1871. Her keel was 115 feet; length of deck 123 feet; breadth 31 feet; tonnage 150. She has continued to ply upon these inland waters, at first on Lake Muskoka, and afterward also on Lakes Rosseau and Joseph; the waters of these lakes having been united by short canals cut through the rocky barriers which separated the three lakes. The steamboat trip up the Muskoka river to Bracebridge is one of no ordinary attraction. The pioneer steamer on Lake Rosseau was the *Wabamink*. The distance from Gravenhurst to the head of Lake Joseph is 43 miles.

THE UPPER WATERS OF THE RIVER TRENT,
LAKE SCUGOG, & C.

To the north of the town of Peterborough is a chain of lakes most of which are navigable by steamboats of small tonnage. From Bridge-North to Port Perry there are a number of these small boats plying with more or less regularity, and touching at Indian Village, Bobcaygeon, and Lindsay. They also run to Buckhorn, Fenelon Falls, and Omamec.

The pioneer steamboat, built many years ago, was the *Ogenah*, Capt. Wallis.

On Rice Lake a number of small steamers are engaged in carrying ore from the village of Hastings to Harwood where it is transferred to the cars and taken to Cobourg. The first boat on this sheet of water was the *Whitchawing*, owned by Mr. H. Calcutt. It ran up the Otonabee to Peterborough. A more commodious vessel has recently been constructed.

OTTAWA RIVER STEAMERS.

The Ottawa River is so named because the Ottawa Indians who had their home in the west were wont to pass by this river to Montreal for the purpose of trade. We have before adverted to the historic fact that the natives and the voyagers for many years navigated the various rivers, notwithstanding rapids and falls, and by portaging, made their way thousands of miles into the interior of the country. It is now 260 years since Champlain, the first European to do so, passed up the Ottawa to explore the country, guided by Indians. He crossed by the Matawan River and Trout Lakes, to Lake Nipissing, and thence down the French River to Georgian Bay. Turning his face eastward, he coasted the bay, and by portages reached the head waters of the river Trent. Descending the Trent, he passed through the beautiful Bay of Quinté and thus discovered Lake Ontario.

The rapids and falls in the course of the Ottawa have precluded the possibility of continuous navigation; but upon the several lakes, and navigable portions, steamers have been plying for many years. And the construction of canals has provided water ways by which steamboats can pass.

We may divide the river into two portions, one of which lies between Montreal and Ottawa City; the other portion is the Upper Ottawa.

The "OTTAWA RIVER NAVIGATION COMPANY'S" Royal Mail Line of Steamers, between Montreal and Ottawa, consists of the new iron steamers

Peerless - - - - Capt. A. Bowie.
Prince of Wales - - - Capt. Wm. Shepherd.
Queen Victoria - - - Capt. P.Y. Macdonnell.
Princess, - - - - Capt. P. McGowan.

They commence to run about 1st June—

Upwards.—Passengers leave by the 7 a.m. and 5 p.m. trains for Lachine by Railway, and connect with the steamers *Prince of Wales* and *Princess* for Ottawa and intermediate landings.

Downwards.—Passengers leave Ottawa at 7 a.m. and 5 p.m. by steamers *Peerless* and *Queen Victoria*, for Montreal and intermediate landings. Passengers leaving Ottawa by the evening steamer will descend the Lachine Rapids. The comfort and economy of this line are unsurpassed, whilst the route is one of the most picturesque in Canada. Tourists will find this a delightful trip.

Connections made at Ottawa with steamers of Upper Ottawa.

The following extracts from the Tourists' Guide are interesting and appropriate:—

The best route from Montreal to Ottawa, the Capital of the Dominion, is to take the train to Lachine, which leaves the Benaventure Street Depot every morning (Sundays excepted) at seven o'clock, and there step on board the steamer *Prince of Wales*, (Capt. H. W. Shepherd) and sail up the river. By this last route we have a better opportunity of seeing the beautiful scenery of the St. Lawrence and Ottawa rivers, as they first meet.

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

At the head of the Lake of the Two Mountains the banks contract, so that the river is not more than half a mile in width, and it continues thus narrow, for about a mile, when there is again an expansion, for the length of nine miles, forming the Upper Lake of the Two Mountains.

The river again contracts to the breadth of half a mile, and continues, sometimes broader, sometimes as narrow, until we reach Carillon. Great improvements have been made at this place by the Railway Company, by building new wharves and station houses, and here again the navigation is impeded by rapids. A railroad has been formed between the two stretches of navigable water, and by it we arrive at Grenville, whence we proceed by the steamer *Queen Victoria* (Captain Bowie,) to Ottawa, which we reach at about six o'clock p.m.

Here we are at Grenville on board the steamer, and traversing the waters of the Grand River, as the Ottawa is called; five miles from Grenville we stop at L'Original, where a stage awaits passengers going to the celebrated Caledonia Springs, a distance of some 9 miles, through a very interesting country, giving some very picturesque views. The springs are much frequented by invalids during the summer months, for the sake of the mineral waters.

As we hurry on with the restless speed of steam, we have abundant opportunities of examining the picturesque banks of the river on both sides, until we come close up to the city.

And now we reach Ottawa City, picturesquely built upon three separate bluffs or ledges form-

ing the river bank of the south side. Right before us is an imposing scene, second only to Niagara in grandeur and magnificence. The Chaudière Falls are immediately above the city, and there, with thundering cadence, the waters precipitate themselves down the precipice of forty feet in height, and gathering into a basin, boil and seethe, and hiss, and whirl around in mad excitement, while the spray arises and the sunbeams gleaming upon it form an almost perpetual rainbow. A fine bridge spans the river just below the Falls, from which a magnificent view of them is obtained. Beside the Grand Fall there is also little Chaudière on the northern side, and here a curious phenomenon presents itself. The great portion of the waters which precipitate down the latter, find their way underground, where none can trace their course.

From Ottawa, many very pleasant excursions can be made into the country, both by stages and steamboats, running to different parts, so that every facility is afforded for enjoying to the utmost extent the romantic scenes which abound on every side.

Looking at the Ottawa altogether, it is perhaps one of the finest and most picturesque of all the rivers of Canada; and when we consider that it drains a country of about 80,000 superficial miles, we cannot but think that many more years will not pass over, without a vast change for the better in the land. Clearances effected, and comfortable farms and dwellings erected on a soil abundantly fertile, with still a background of unlimited forest for the successful prosecution of the lumber trade; when we look at all these facts, the conclusion to which we must inevitably come is, that PROSPERITY is written in legible characters upon the broad expanse of country stretching around us. The establishment of the seat of Government at Ottawa also tends to open up the country, and the increase will be great.

UPPER OTTAWA.

The "Union Forwarding and Railway Company" was incorporated in 1859, and in a few years arrangements had been made to develop the Upper Ottawa as a place to afford pleasure to the tourist and health to the public generally. Hotel accommodation at the various points of interest was quickly secured.

The following synopsis of the trip from Ottawa is taken from the Travellers' Guide:

Omnibusses leave Ottawa City Hotel every morning during the week for Aylmer, distant 8 miles, over a splendid macadamized road, to meet the steamers of this Company, one of which leaves Aylmer daily at 8.30 a.m.

These steamers are all first-class passenger steamers, replete with every modern convenience for safety and comfort, and commanded by attentive and experienced officers.

Ann Sisson - - - - Capt. Findlay
Oregon - - - - - " Cowley.
Alliance - - - - - " Murphy,
Jason Gould - - - - " Bolton.
Pontiac - - - - - " Blondin,
Emerald - - - - - " Couvrette,
Pembroke - - - - - " Duggan,
Snow Bird - - - - - " Beattie.

Immediately after leaving Aylmer, breakfast is served. The principal points touched at on the river are March, Kelley's, Badham's Onslow,

Fitzroy, Pontiac, Union Village, Arnprior, Sand Point, Bonnechere Point, Farrel's, Gould's Landing, Portage-du-Fort, Cobden, Pembroke, Petawawa, Fort William, Point Alexander, Moor's Landing and Des Joachim Rapids.

At Pontiac, passengers leave the steamer, and take the cars of the Union Railway which is constructed to overcome the "Chats Rapids" obstructions. This Railway is almost entirely built of trestle work, in some places of great height, and is of itself quite worth a visit. The cars are drawn by horses, and occupy about twenty minutes in reaching Union Village, where the powerful steamer *Alliance* will be found waiting. In half an hour the picturesque Village of Arnprior is reached. Passengers are now on what is called the "Chats Lake," which is 25 miles long, averaging 2½ miles across. The "Chaux" Rapids are situated about two miles above Farrel's Landing. This rapid is caused by the sudden contracting of the channel. The current is very swift, and it is with difficulty the boat forces her way up. The scenery above this point is most varied and picturesque, reminding the tourist of the Thousand Islands of the St. Lawrence.

At Gould's wharf, passengers going through to the Des Joachim leave the steamer *Alliance*, and are driven in omnibusses to Cobden, where the steamer *John Gould* is in readiness. The steamer passes through "Muskkrat" Lake and "Mud" Lake. The navigation here is most interesting. For miles the whole country seems afloat, and the channel is frequently completely closed with floating islands of weeds and rushes, which the steamer is specially designed to overcome. The channel for about 14 miles is extremely tortuous, and not more than 100 feet in general width.

Pembroke is reached at 9.30 p. m., where passengers remain until next morning. The Hotels here are good, and can accommodate a large number. Pembroke is the largest place on the Ottawa above the Capital, and is a great rendezvous and point of departure for raftsmen, and their supplies connected with the extensive lumbering operations of the river above.

The steamers leave Pembroke daily at 7 o'clock a. m., returning same day, leaving Des Joachim at 1 p. m.—passengers arriving at Ottawa next afternoon at 5.30 p. m.—the round trip thus occupying three days.

The scenery above Pembroke is unequalled. Huge frowning rocks rise perpendicularly from 800 to 1,000 feet high for several miles, whilst the river at their base is of great depth. This portion of the Ottawa is known as "Deep River." The "Narrows" are worthy of a visit. The steamer passes through them amidst clusters of the most beautiful islands, where there is excellent fishing.

The "Calumet" Falls, near Portage-du-Fort, are well worth visiting, and if timber is passing, a view of the "slides" may be had, which is most exciting. A day can be well spent at Portage-du-Fort and vicinity.

To induce excursion parties to visit the Upper Ottawa, the Company has reduced the fares as low as possible, as under:—

Aylmer to Chats Rapids and back,	\$2.50
" Portage-du-Fort "	5.00
" Pembroke "	9.00
" Des Joachim "	12.00

Meals included. Children under 12 years of age, half price.

RIDEAU CANAL.

The great barrier to navigation in the mighty water way between the Atlantic and Lake Erie in the existence of the Niagara Falls and the many sunken rocks in the St. Lawrence, has been already referred to; also those in the Ottawa river.

By the construction of the St. Lawrence and Welland Canals these obstacles have been to some extent avoided. In addition to these canals there is one other deserving of notice. We refer to the Rideau Canal, which is a magnificent military highway of water, formed in part by a chain of lakes and streams, and, in part, by cuts through rock. Extending from Kingston in a north-eastern direction, it unites the waters of Lake Ontario with those of the Ottawa. The project was conceived shortly after the close of the war of 1812, it is said, by the Duke of Wellington. The object was to provide an inland channel capable of navigation by which could be safely conveyed from the Lower Province to the Upper, such military supplies as might be required. At the same time a road would be opened for commercial purposes during times of peace, the rapids of the St. Lawrence being avoided by this somewhat circuitous route. This stupendous work was constructed by the Imperial Government, at a cost of upwards £1,000,000 sterling. It is 135 miles in length, having 46 locks of grand proportion. In later days not only the construction of the St. Lawrence canals, but the Grand Trunk and Ottawa railways has placed the Rideau Canal in a position far less important than it at first held. Still, however, steamers of a certain tonnage continue to ply upon that route to the great advantage of the inhabitants.

ST. LAWRENCE.

Sea-going steamers ascend the St. Lawrence as far as Montreal; but Quebec is the port at which passengers embark and disembark. A wonderful change has taken place upon the shores of the St. Lawrence since Cartier and Champlain first ventured along from point to point, and with excited wondering eyes gazed on the grand rugged hills and the interminable forests of beautiful green. Time has woven a checkered history which clothes the past of New France. But apart from the historic interest appertaining to the St. Lawrence, the same beauty exists which extracted from the first voyagers the expression, which gave *Quebec* its name, and *Montreal* its royal appellation.

The trip by water between Montreal and Quebec is a popular one. The Richelieu Company's Royal Mail line of steamers plying between these two places is worthy of the commendation bestowed upon it by an appreciative public. The steamer *Quebec*, under Capt. J. B. Labelle, and the *Montreal*, commanded by Capt. Robert Nelson, are among the best appointed inland steamers in the world. The *Quebec* has the best accommodation for 400 first-class passengers, and the *Montreal* for 350. One of these steamers leaves Montreal at 7 p. m., calling at Sorel, Three Rivers and Batiscan. The state rooms, and the tables set on these steamers are among the luxuries of the day; and thousands of tourists avail themselves of this line during the summer months. The arrangements of this line are most complete.

The Richelieu Company was organized in 1845, and has now a paid up capital of \$750,000. Beside the *Quebec* and *Montreal*, the following steamers belong to the Company, viz: *Canada*, *Trois-*

Rivières, *Berthier*, *Chambly*, *Terrebonne*, *Mouche-à-Feu*, *Sorel*, *Rivière-du-Loup*, *L'Assomption*, *Maskinongé*.

The steamer *Trois-Rivières*, Capt. Jos. Duval, leaves for Three Rivers, every Tuesday and Friday, at 9 a. m., calling at Sorel, Maskinongé, Yamachiche, Rivière-du-Loup, Port St. Francis and Champlain, connecting at Sorel, with steamer *Mouche-à-Feu* for St. David, Yamaska, St. Aimé, and St. Thomas de Pierreville.

Steamer *Berthier*, Capt. L. H. Roi, leaves for Berthier every Tuesday, Thursday and Saturday, at 3 p. m., calling at Repentigny, St. Sulpice, Lavatrie, Lanoraie, connecting here with railroad to Joliette.

Steamer *Chambly*, Capt. I. Lamoureux, leaves for Chambly, every Tuesday and Friday, at 3 p. m., calling at Verchères, Contrecoeur, Sorel, St. Ours, St. Antoine, St. Hilaire, Belœil and St. Mathias.

Steamer *Terrebonne*, Capt. E. Malhiot, leaves for Terrebonne and L'Assomption, every day, Sundays excepted, at 4 p. m., calling at Boucherville, Varennes, Bout-de-l'Isle and Lachenaie.

THE LOWER ST. LAWRENCE.

The Gulf of St. Lawrence, and the river as far as Quebec has now become one of the principal highways for trans-atlantic vessels. In addition to the numerous steamers bound to or from the other side of the Atlantic, we have steamers coasting to the Maritime Provinces. Since Confederation the intercourse between old Canada and the lower provinces has very much increased. Trade is rapidly on the increase, while tourists seeking health and pleasure, find in the cool sea breeze and water the essentials for complete enjoyment and recuperation of strength. As a watering place the Lower St. Lawrence cannot be surpassed.

The steamers plying here belong to the Quebec and Gulf Ports Steamship Company. This Royal Mail Line of Steamers ply between Montreal, Quebec, Father Point, Gaspé, Percé, Passpebiac, Dalhousie, Chatham, Newcastle, Shediac, Charlottetown, P. E. I., and Pictou; and by Railway and Steamboat connections to St. John, N.B., Halifax, N. S., Portland and Boston.

The line is composed of the following first-class powerful steamers, which are intended to run as stated in the Time-Tables:

The iron and steel-built paddle steamer *Secret*, (New.) Capt. Davidson.

The iron and steel-built paddle steamer *Miramichi*, Capt. Baquet.

The iron and steel-built screw steamer *Georgia*, Capt. McKenzie.

The iron and steel-built screw steamer *Allambra*, Capt. Angrove.

The iron and steel-built screw steamer *Flamborough*, Capt. Telfer.

The iron and steel-built screw steamer *Hodji*, Capt. McKichan.

The wooden steamer *Pictou*, Capt. Jack.

The officers and employes are experienced, and are polite and obliging. The table is good, and nothing is wanting to promote the comfort of passengers. The scenery along the River and Gulf of St. Lawrence is grand and beautiful and the air is cool and invigorating, even in the warmest months. Persons wishing to spend the summer at the seaside cannot fail to find places to their taste at some of the ports at which the steamers touch. The sportsman and angler will find this route unrivalled. The rivers, bays, and

inlets along the river and coast swarm with salmon, trout and other fish. The immense fleet of vessels visiting the ports of Quebec and Montreal, from the stately and magnificent Atlantic steamers to the small fishing craft, pass up and down in view of the traveller.

The rates of fare, are low—not more than would be charged at first-class hotels for the time occupied by the trip. Passengers know exactly what they have to pay: there are no extra charges. Railway connections are made from Halifax to Pictou, Charlottetown, Shediac, Father Point, Quebec and Montreal. Also from St. John, N. B., to Shediac, Father Point, Quebec, and Montreal.

A new steamer about completed will form a weekly line with the *Georgia* from Montreal.

NOVA SCOTIA STEAMERS.

The number of coasting steamers in Nova Scotia is not very large. One makes a weekly trip to the towns east of Halifax; others ply between New Glasgow and Pictou, and another on the Bras d'Or Lake in Cape Breton. Steamers also run between Halifax and Portland, in connection with the Grand Trunk Railway, Halifax and Boston and Pictou, the Straits of Canso, Port Hood, C. B., Charlottetown, P. E. I., Shediac, N. B., and Quebec, and between Annapolis and St. John, N. B. What Nova Scotia lacks in railways or steamers, however, she possesses in good roads and the best of stage accommodation. The traveller need therefore experience no delay or difficulty in arriving at any place he may desire.

There is a steamer, weekly, from Halifax westward to Lunenburg 70, Liverpool 106, Shelburne 146, Yarmouth 202 miles.

Steamers ply between Halifax and Dartmouth, Pictou and New Glasgow, Port Mulgrave and Hawkesbury, and on the Bras d'Or Lake, in Cape Breton. Also, between Halifax and Boston, Halifax, the Straits of Canso, Pictou and Charlottetown, Pictou and Port Hood, C. B., Annapolis Digby and St. John, Yarmouth, St. John and Boston, and Halifax and Portland, in connection with the Grand Trunk Railway.

NEW BRUNSWICK STEAMERS.

Although this Province is entitled to the honour of being among the first in the field of railway enterprise, steamboat facilities are not yet very great. However they are on the increase.

New Brunswick has a number of navigable streams, chief among which is the noble river St. John, which takes its source in the State of Maine, 450 miles from the sea. The City of Fredericton is situated on the banks of this river, 84 miles from its mouth, and between it and St. John large steamers ply daily during season of navigation. Above Fredericton, small steamers can proceed, at high water, to Woodstock, Tobique and Grand Falls, a distance of 220 miles, and even 40 miles further up to the Madawaska. Steamers also run on Grand Lake and Salmon River, 95 miles from the City, and 45 miles from the river St. John; upon the Washademoak 29 miles; and up the Kennebecasis 25 miles. Vessels of large tonnage can proceed a good distance up the Miramichi, the Restigouche, and the Richibucto, and smaller vessels up the Oromocto, Petitecodiac, Memramcook, Cocagne, Buctouche and other rivers. Steamers and large vessels also run up the St. Croix, a distance of thirty miles from Eastport to Calais and St. Stephens, touching at St. Andrews.

It is to be observed that a large majority of the places in the Province of New Brunswick are chiefly known as "Settlements."

The Union and Express daily line of steamers run from St. John westward to Brundage's Point 10 miles, Holder's 17, John Orr's 16, Long Reach 23, Oak Point 24, Sterrett's 26, Tennant's Cove 31, Wickham 33, Thompson's 22, Thomas Golding's 35, Cambridge 36, Cameron's 37, Gagetown 47, Jemseg 49, Upper Gagetown 55, Tilley's 63, Sheffield 65½, Upper Sheffield 67, Maugerville 71, Oromocto 73, Glasier's 79, Fredericton 84. They connect with steamers to the Upper St. John, at Fredericton.

A steamer plies semi-weekly from St. John westward to Grand Lake, Newcastle Creek, Newcastle Bridge, Coal Mines, and Brigg's Corner (Salmon river) 95 miles.

The International line of steamers sail from St. John, tri-weekly in summer, semi-weekly spring and fall, and weekly in winter, to Eastport, Portland and Boston, connecting at Eastport with ferry for Campobello, Grand Manan, Indian Island and Deer Island, and with Frontier steamers for St. Andrews, St. Stephen and Calais, Me., and at Portland with Grand Trunk Railway for all parts of Canada.

The steamer *City of St. John*, tri-weekly, to L'Etang, Mascarene, St. George, St. Andrews and St. Stephen, and weekly to Deer Island, Campobello and Grand Manan.

The north shore line of steamers, run from Point du Chene, weekly, to Richibucte, Chatham, Newcastle, Shippigan, Caraquette, Bathurst, St. Peter's Village, Dalhousie and Campbellton 320 miles.

The Quebec and Gulf ports steamers, from Point du Chene, sail weekly, to Pictou, 120 miles, Chatham, Newcastle, Dalhousie, Carleton, Paspebiac, Percé, Gaspé, Metis, Father Point and Quebec, 908 miles by way of Baie des Chaleurs, or 612 miles direct. Connects with steamers at Point du Chene.

Steamers leave St. John four times a week for Digby and Annapolis, connecting at the latter place with the Windsor and Annapolis railway, and weekly for Yarmouth, N. S., and Boston, Mass.

The Anchor Line of Steamships make periodical trips between St. John, Glasgow and Liverpool.

The Prince Edward Island Navigation Company's steamers sail regularly between Point du Chene and Charlottetown.

NEWFOUNDLAND STEAMERS.

Although this island has hitherto refrained from casting its lot with the Confederation we give the following information which was prepared for the Dominion and Provincial Directorates by P. A. Crosby.

ROUTES IN THE PROVINCE OF NEWFOUNDLAND.

There are no railways in this Province, and no regular means of communication to the large majority of places. Two steamers make fortnightly trips—southward to Channel 300 miles, touching at Ferryland, Trepassey, Burin, Harbor Briton, Rose Blanche, Burgeo, and La Poile, and northward to Tilt Cove 230 miles, touching at Trinity, Catalina, Greenspond, Fogo, and Twillingate; and another runs tri-weekly between Portugal Cove, Brigus, Harbor Grace and Carbonear, and

weekly between Portugal Cove and Bay Roberts. All other places have to be reached by stage, private vehicle, or boat—chiefly the latter. There is only one daily stage route in the Province, and that between St. John's and Portugal Cove. The few others are tri-weekly, weekly, fortnightly and monthly. Regular communication is had between St. John's and Halifax once a fortnight by mail steamship, and with Montreal and Liverpool four times a year by the Allan line of steamers.

PRINCE EDWARD ISLAND STEAMERS.

The youngest member of the Confederation naturally being an island, possesses a fair number of steamers.

The following was also prepared for Lovell's Directory by Mr. Crosby:

ROUTES IN THE PROVINCE OF PRINCE EDWARD ISLAND.

The general mode of travelling in the Province is by stage or private vehicle. During season of navigation steamers run between the capital (Charlottetown) Georgetown, Summerside, Victoria, Orwell Cove, Port Selkirk, Port Augustus and Mount Stewart. The three first named places and Alberton, Port Hill and Souris, are the only ones of importance on the Island; all the others are but small villages and settlements. Mail coaches leave daily for Summerside, calling at Milton, Greenville, Hazel Grove, Gretna Green, Springfield, Summerfield, Kensington, New Annan, Traveller's Rest and St. Eleanor's; and semi-weekly for Georgetown, calling at Southport, Pownal, Mill View, Vernon River and Wellington; also for Souris, calling at French Fort, Scotch Port, Glenroy, Morrell, St. Peter's, Five Houses and Rollo Bay; and for Centreville, calling at Cornwall, Strathgarnety, Bonshaw, De Sable, Hampton, Crapaud, Tryon and Searlton. Stages also run twice a week between Summerside and Alberton, passing through St. Eleanor's, Miscouche, Port Hill and Pilgrim's Rest. This comprises the principal stage routes on the Island; bye-roads branch off these to other settlements, but with them there is no communication except by private conveyance and such accommodation as can be afforded by the Mail carriers.

Steamers run regularly between Charlottetown Summerside, Shediac, N. B., (connecting with European and North American Railway to and from St. John), Pictou, N. S., (connecting with Nova Scotia Railway to and from Halifax), Port Mulgrave, N. S., and Port Hood, C. B. Weekly communication is had with Quebec and Montreal by the Gulf Ports steamers, and with Pictou, Port Hawkesbury, Halifax and Boston by the Oriental steamers.

A steam ferry runs between Charlottetown and Southport; and sail boat ferries over the Cardigan, Foxley and Grand Rivers. Small boats sail between Annandale and Morris Point, and Georgetown and St. Andrew's Point, and there is a fortnightly packet between Alberton and Charlottetown, touching at Shediac. In winter, communication is had between the Island and New Brunswick by way of Cape Traverse and Cape Tormentine, a distance of eleven miles across the straits of Northumberland. A submarine cable crosses here and gives the most important places on the Island telegraphic connection with all parts of the Dominion of Canada, the United States, Newfoundland and Europe.

Though there are no Railways in the Province, —which is only 130 miles in length and 34 miles in its greatest breadth — the traveller will find it possessed of good roads and excellent stages.

GOVERNMENT SUBSIDIES TO STEAMERS.

In a few cases where the Post Office grant, and the traffic were not sufficient to support steam communication between certain places, where it was desirable the trade should be encouraged and developed, Government assistance was afforded. "The Quebec and Gulf Ports Steamship Company," received \$750 for each round trip, from Quebec to Pictou, Nova Scotia, and both touching at Father Point, Gaspé, Percé, Miramichi, and Shediac. Occasionally one of the boats run up the Bay Chaleurs to Dalhousie. For this "side service" a small sum, from \$50 to \$100 was given by Government.

The steamer *Secret*, a fast iron boat usually performed this service. This Company's iron-screw vessel *Gaspé*, was not quite so fast. The *City of Quebec* which was sunk by the Steamship *Germany* belonged to this Company. She was fitted up in a superior manner. After her loss the Company purchased another iron-screw steamer named the *Georgia*. She was employed chiefly running between Montreal and Pictou and Charlottetown, P. E. Island.

The total amount given by Government to this Company for 1870 was \$23,850, including the Post Office grant, \$8,850.

The amount paid the previous year 1869, was \$21,900. The amount for 1868, was \$16,500.

Before Confederation, the Government of Nova Scotia, granted to the Prince Edward Island Steam Navigation Company, for running their steamers between Charlottetown and Pictou, twice a week carrying mails and passengers, \$1,600. After Confederation the Canadian Government continued the payment according to contract. During 1869, this Company extended the route of their steamers to Port Hawksbury in the Straits of Canso; and Parliament voted for this service \$1,400. The total amount received by this Company for 1870, was \$2,956. The amount thus received in 1869, was \$1,600 as before.

The same Company received from Government, through New Brunswick \$1,300. This was for services performed by their Steamers in running between P. E. Island, and Shediac, N. B., from 1st July, 1867 to close of 1868.

STEAMBOAT LEGISLATION—DEPARTMENT OF MARINE AND FISHERIES.

The importance of the Fisheries and Marine interests of the Dominion was recognised at the time of Confederation by the creation of a Department to be superintended by a member of the Dominion Government. This department was called into existence on the 1st July, 1867, the date of Confederation. Among the matters mentioned in the Act organizing this department are the steamers and vessels belonging to the Government, except gunboats or other vessels of war. Under the provisions of this act a Board of Steamboat Inspection was called into existence. Prior to July, 1868, under the Canadian Steamboat Inspection Act of old Canada, the passenger, freight, and tug steamers of Ontario and Quebec were examined by Inspectors of Steamboats. These inspectors formed a Board, and met at different places. In New Brunswick, steamers were examined by a Government Inspector of

Steamboats. In May, 1868, a Dominion Act was passed, under which Inspectors were appointed for the different districts mentioned. They formed a Board of Steamboat Inspection. There were six Inspectors, one for each of the following Divisions, West Ontario and Huron, East Ontario, Montreal, Sorel, Quebec, and Nova Scotia, and New Brunswick. The Act required that the chairman should furnish to the Minister of Marine and Fisheries, a report of the proceedings of the Board, once a year, also a return of all steamboats inspected.

All steamboats registered in Canada must be inspected every year, if running. They also examine the applicants for engineer's certificates. The small fees charged for the inspection are sufficient to cover all the expenses connected with the Board of Inspectors. The number of inspectors has hitherto been six; but the increase of labour to the chairman renders it necessary to appoint another.

STEAMBOAT INSPECTION.

In the spring of 1868, the old Board of Steamboat Inspectors met at Windsor, Hamilton, St. Catharines, Toronto, Kingston, Ottawa, Montreal, and Quebec. The new Act came into force on the 22nd of May, and the chairman of the Board, Samuel Risley, called the Inspectors together at Montreal on the 1st of July. In the Fall of 1868 the Board met in the following places: St. John, N. B., Halifax, Pictou, Quebec, Montreal, Kingston, Windsor, Hamilton, St. Catharines, and Toronto. 340 certificates were issued at these sittings, 98 of which were for examinations, and 242 for renewals.

1869—The Board of Steamboat Inspection granted in the year 1869, 516 Engineer certificates. Of these, 376 were renewals, and 140 after examination. Five rejected.

The return of vessels inspected in the several divisions, exhibited a total of 401 steam vessels, having a registered tonnage of 42,562 tons

Passenger Steamers	-	173
Freight	-	47
Tug	-	181

Of these 253 were paddle steamers, 46 propellers, and 102 screw tugs.

1870—According to the Report of the Minister of Marine and Fisheries, there was in 1870, 404 steamers owned in the Dominion, busily employed during the season of navigation, extending over a period of seven months, and some of them are employed on the seaboard nearly the whole year. "This extensive fleet of steamers, comprising some large and powerful passenger boats, frequently carrying hundreds of passengers each trip, and running at a speed sometimes exceeding 14 miles an hour, performed the various and respective services in which they were engaged throughout the Dominion during the year 1870, without any explosion of boiler or serious accidents resulting in loss of life.

The remarkably small number of casualties, in 1870, drew from the Minister of Marine and Fisheries, the following tribute,

"I avail myself of this opportunity of stating that there is no branch of the Public Service with the administration of which this Department is charged, which is a subject of more anxiety to me, than the Inspection of Steamboats in the Dominion, numbering as they do 438 vessels, scattered all along an immense extent of territory, and carrying during the season of navigation

great numbers of passengers, foreign as well as Canadian, on our seacoasts, our rivers and lakes, and it is a matter of great satisfaction for me to know that with such an immense passenger traffic as is carried on the St. Lawrence and the other extensive waters of Canada, no accident occurred during last year involving loss of life to any of the large crowds of passengers who travelled on our Canadian boats, through any defect in the steamers, their boilers or machinery, and I think it bears high testimony not only to the efficiency and safety of our Canadian steamers, but also to the carefulness, patience and vigour of our steamboat inspectors, who I believe have well and faithfully performed their very onerous and responsible duties, and so far as I can learn, to the general satisfaction of the owners of the boats. The reputation of our passenger steamers on the lakes and rivers of Canada, for speed, comfort and safety stands high both at home and abroad, and it has been the means of drawing large numbers of our neighbours from the adjoining States to our waters for the purpose of enjoying the splendid scenery and cool invigorating breezes which are to be found on our lakes and rivers during the summer months."

1871—The total number of steamboats inspected during 1871, was 438.

The total number in 1870 was 403
and in 1869 401

Of those inspected in 1871, 157 were passenger steamers, 87 freight, 194 tugs.

The Board granted 625 engineer's certificates; 165 were after examinations, 460 were renewals.

British Columbia does not yet come under the operations of the Board of Inspectors. But there are several steamers running there one of which is a Government vessel. A mail line is supported by Government between San Francisco and British Columbia.

1872—PORT OF MONTREAL. Comparative statement, showing the date of the opening and closing of navigation, arrival of the first vessel from sea, and the departure of last vessel for sea, tonnage, &c., &c., of sea-going vessels for past six years.

Year	Opening of navigation.	Close of navigation.	First vessel from sea.	Last vessel for sea.	Number of vessels.	Tonnage.	Credit of Net tonnage in port at one time.
1867	April 22	Dec. 6	May 4	Nov. 29	401	109,053	59, Oct. 23
1868	" 17	" 9	" 4	" 27	478	198,759	51, Dec. 21
1869	" 25	" 8	April 30	" 21	537	259,813	61, Nov. 4
1870	" 18	" 18	" 22	" 27	680	316,848	62, Dec. 20
1871	" 8	" 1	" 22	" 29	601	351,721	89, Oct. 27
1872	May 1	" 5	May 5	" 28	727	398,890	84, Oct. 30

Classification and tonnage of sea-going vessels that have been in the harbour for the past six years.

Year	Tonnage.	Year	Tonnage.
1867	109,053	1868	198,759
106 Steamships	87,199	105 Steamships	101,563
55 Ships	47,463	41 Ships	39,893
87 Barques	30,853	78 Barques	31,871
18 Brigs	3,757	21 Brigs	4,570
66 Brigantines	4,223	49 Brigantines	7,907
140 Schooners	11,428	157 Schooners	15,947
494	199,083	478	198,759
1869	259,813	1870	316,848
117 Steamships	117,963	114 Steamships	133,912
68 Ships	64,854	78 Ships	73,757
107 Barques	45,710	107 Barques	75,797
18 Brigs	4,755	16 Brigs	4,183
49 Brigantines	6,241	42 Brigantines	10,391
234 Schooners	17,726	223 Schooners	19,428
557	259,813	680	316,848
1871	351,721	1872	398,890
142 Steamships	146,827	215 Steamships	217,713
89 Ships	92,592	67 Ships	62,777
170 Barques	82,363	182 Barques	87,197
26 Brigs	6,538	23 Brigs	6,221
47 Brigantines	7,839	68 Brigantines	11,664
180 Schooners	15,561	178 Schooners	14,888
664	351,721	727	398,890

Comparative statement showing the number and tonnage of river craft, including steamers, schooners, barges, bateaux, &c., that have been in the harbour during past six years.

	No. of vessels.	Tonnage.	Greatest number in port at one time.
1867	5,218	711,477	214—October 31.
1868	5,822	746,927	397—June 23.
1869	5,866	721,321	253—November 5.
1870	6,345	816,478	253—October 6.
1871	6,378	821,787	281— " 6.
1872	7,150	956,782	309— " 21.

1873—During the year 1873, 21 steamers were laid up, broken up, lost or taken out of service, and of the 554 steamers in the Dominion at the close of the year, 85 had been added during the year.

The loss of life by steamboats was greater during the past year than during any previous year since 1857, when the law for their inspection went into operation. Chief and most important in this respect was the loss by fire of the steamer *Bavarian*, which occurred on Lake Ontario on the evening of the 5th November, by which twenty lives were lost of the forty all told on board. Six were passengers, three of whom were ladies. Two of the passengers only were saved, a man and a boy.

The immediate cause of this accident arose from the improper stowage of high wines near the engine and boilers on the main deck. Owing to the inhuman conduct of the pilot, Napoleon Defour, who, with eight others, made off from the steamer in a life boat capable of carrying at least twenty-five persons, many were lost who might have been saved.

This terrible event has naturally raised the question in the minds of the public whether adequate provision usually exists in connection with steamers on our lakes to secure the safety of the passengers in the event of fire. Nothing more horrible can be imagined than a ship on fire with small boats sufficient to carry only one-fourth, or one-third of the passengers, and the life preservers deficient in number and quality. The question is, whether the proprietors cannot furnish to each steamer ample provision to meet any emergency. If the present rates of fare will not permit them to do so it becomes a matter for consideration with those who desire to travel by steamer whether they prefer to run the risk of a terrible death in order to economize money. A few actions for damages might settle the whole matter.

The following supplementary table from the official returns brings the list of steamers up to the end of the past year.

THE FLEET OF STEAMERS IN THE DOMINION.

STEAM VESSELS INSPECTED FOR THE YEAR ENDING 31ST DECEMBER, 1873.

ONTARIO, HURON, AND SUPERIOR DIVISION.

Name of Vessel.	Registered tonnage.	Description.
International	712	Grand Trunk car ferry, Sarnia.
Cascara	372	Passenger steamer, Lake Superior.
Princess of Wales	55	Island ferry, Toronto.
City of Chatham	247	Freight propeller.
Enterprise	491	Welland Railway, passenger, and freight propeller.
City of Montreal	229	Passenger and freight propeller.
Wales	96	Georgian Bay, barge tug.
Fred. Hatcher	15	do do tug.
Mary Ann	53	do do tug.
Gen. Wilson	28	do do tug.
Transit	63	Wellington Bay, pleasure steamer.
Argyle	82	Illago tug, St. Clair Falls.

Name of Vessel.	Registered tonnage.	Description.
Sovereign	391	Passenger and freight propeller.
Beclia	300	do do do
Sarn. Perry	51	Harbour tug.
Young Lion	13	do do
Alma Munro	259	Passenger and freight propeller.
Bouquet	157	Island ferry, Toronto.
Georgian	345	Freight propeller.
Ontario	21	Harbour tug.
Kitty Hoyt	11	Dredge tug, Toronto Harbour.
Little Eva	11	do do do
Algonia	623	Lake Superior, passenger steamer.
Minnie Hall	47	Georgian Bay, tug.
N. P. Sprague	80	Lake Erie, timber tug.
Francis Smith	353	Lake Superior, passenger steamer.
Wabouso	107	Georgian Bay, do
Manitoba	236	Lake Superior, do
Alex. Jones	42	Steam ferry, Sarnia.
Hershi	46	Freight barge, Lake St. Clair.
Sea Owl	51	Steam ferry, Sarnia.
Great Western	712	Great Western Railway car ferry, Windsor.
Whistle Wing	31	Passenger and freight steamer, Rice Lake.
Isaac Butts	67	Passenger and freight steamer, Rice Lake.
Forest City	46	Passenger and freight steamer, Rice Lake.
Saginaw	591	Great Western Railway car ferry, Sarnia.
Transfer	151	Canada Southern Railway, car ferry.
Lady Ida	18	Freight barge, Lindsay.
E. L. Stoddart	12	Freight and passenger steamer, St. Clair River.
Champion	31	Freight and passenger steamer, St. Clair River.
Clyde	41	Freight and passenger steamer, Rice Lake.
M. A. Robertson	223	Georgian Bay, freight propeller.
Jerome	30	Collingwood tug.
Albert Wright	29	Harbour tug.
Anglo Saxon	38	Passenger steamer, Lindsay and Port Perry.
Ogemah	75	Passenger steamer, Lindsay and the back lakes.
Novelly	57	Passenger steamer, Lindsay and Bobcaygeon.
Ranger	40	Timber tug, Lindsay.
Champion	73	Passenger and freight, Lindsay.
Mary Ellen	31	Timber tug, Lindsay.
Ontario	49	Passenger and freight, Lindsay.
Commodore	65	do do do
Vanderbilt	53	do do do
Samson	10	Timber tug, Lindsay.
O'Kour	31	Screw passenger steamer, Georgian Bay.
Perla	247	Passenger and freight propeller.
Jessie Olliver	129	Coasting steamer, Lake Superior.
Waldman	13	do do do
M. J. Mills	13	Explosive do do
Silver Spray	130	Passenger tug, Silver Lake.
Helen Grace	53	do do do
MoJoe	26	Lumber tug, Collin's Inlet.
Victoria	69	Wood barge, St. Clair River.

WEST ONTARIO DIVISION.

Norseman	74	Side-wheel passenger and freight, Port Hope and Rochester, U. S.
Lothair	248	Screw, freight, lumber, Lake Ontario.
City of Dresden	63	do passenger and freight, Dresden and Detroit.
P. E. McKerrall	67	Screw, freight, Georgian Bay.
W. S. Ireland	72	do do Detroit River and Lake Huron.
City of Sandusky	163	Side-wheel, passengers, Port Stanley and Cleveland.
Alexander	77	Puffin, freight, Detroit and St. Clair Rivers.
Transit	327	Screw, passengers and car ferry, Detroit and Windsor.
Beaver	17	Screw tug, Dresden and Detroit.
Minnie Murton	18	do do Detroit River and Lake Erie.
Thomas	21	Screw, freight, Detroit River.
City of London	907	Screw, passengers and freight, Montreal and Chicago.
Coral	58	Screw, freight and tug, Dresden and Detroit.
Bob Hackett	52	Screw, passengers and freight, Windsor and Leamington.
Thomas Webb	67	Screw, freight and tug, Detroit and St. Clair Rivers.
Dominion	117	Side-wheel, passengers and freight, Chatham and Detroit.
W. T. Hobb	111	Screw tug, Lake Ontario.
City of Toronto	235	Side-wheel, passengers, Toronto, Niagara and Lewiston, U. S.
Canada	207	Screw, passengers and freight, Montreal and Chicago.
Indian	162	Screw, freight, Hamilton and Montreal.
Lake Ontario	306	Screw, passengers and freight, Montreal and Chicago.
Bromelay	175	Screw, freight, Montreal and Chicago.
Osprey	139	Side-wheel, passengers and freight, Hamilton and Quebec.
Lincoln	335	Screw, freight, Montreal and Chicago.
America	302	do passengers and freight, St. Catharines and Montreal.
Europe	307	Screw, passengers and freight, Montreal and Chicago.
Dominion (of St. Catharines)	245	Screw, freight, Montreal and Chicago.
Ocean	287	do passengers and freight, Montreal and Chicago.
Mary A. Laughlin	12	Screw tug, Port Colborne Harbor.
Stephen Neelon	24	do do do do
Wm. A. Booth	43	do do do do
Chas. M. Carter	23	do do do do
C. F. Winchworth	11	do do do do
Chas. W. Stanley	23	Screw, freight, Chicago and Montreal.
Minnie Battle	11	do tug, dredge tender, Thames River.
John S. Noyes	22	Screw tug, Thames River, and Lake St. Clair.

Name of Vessel.	Registered tonnage.	Description.
Union	698	Side-wheel, passenger-ferry, Railway, Windsor and Detroit.
Ada F. Allen	68	Screw, freight, Detroit and St. Clair Rivers.
Beaver of Amherstburgh	39	Screw, freight and tug, Sydenham and St. Clair Rivers.
J. Holt	45	Screw, passengers and freight, Dresden and Sarnia.
Messenger	12	Screw tug, Sydenham River and St. Clair.
River King	45	Side-wheel, passengers and freight, Chatham and Wallaceburg.
Hero	10	Screw tug, Sydenham and St. Clair Rivers.
Thames	30	Screw tug, Sydenham and St. Clair Rivers.
Manitoba (of Chatham)	60	Screw tug and barge, Sydenham and St. Clair Rivers.
Heindeer	23	Screw tug and barge, Sydenham and St. Clair Rivers.
J. C. Clark	83	Screw, passengers and freight, Wallaceburg and Sarnia.
E. Windsor	87	Screw barge, Sydenham and St. Clair Rivers.
Isaac May	499	Screw barge, Waubesaene and Cleveland.
Maid of Midland	12	Screw, passengers, Ponetanguishene and Coldwater.
Bella Taylor	17	Screw tug, Georgian Bay.
Lilly Kerr	26	do do do
Lake Erie	287	Screw, passengers and freight, Chicsago and Quebec.
Calabria	283	Screw, freight, Hamilton and Montreal.
John S. Clark	13	Screw tug, Toronto Harbour.
Columbia	214	do freight, Montreal and Chicago.
Johnnie Griffin	27	do tug, Welland Canal.
Prussia	201	do passengers and freight, Montreal and Chicago.
Agnes McMahon	45	do tug, Port Colborne Harbour.
Maggie	21	do do do do
Wm. Ross	11	Screw tug, Welland Canal.
Maggie B. Mitchell	19	do do do
Maggie B. King	21	do do do
Minever	13	do do do
Ada Carter	15	do do do
Argyle	258	Screw, passengers and freight, Montreal and Chicago.
Georgiana	40	Side-wheel, freight, Thunder Bay.
Rescue	110	Screw tug, Lake Erie.
Arno	110	do Lake Ontario and Quebec.
Arno	211	do freight, Montreal and Chicago.
St. Clair	15	do tug, Rondeau Harbour.
J. B. Crow	77	do tug and freight, Rondeau and Pelee Island.
Wm. Hall	31	Screw, tug and freight, Rondeau and Pelee Island.
Vanderbill	90	Screw barge, Georgian Bay and Lake Erie.
California	241	Screw, freight, Montreal and Chicago.
Culla Munro	206	Screw tug, Port Stanley Harbour.
Prince Alfred	10	do do Waubesaene.
Victoria (of Bell Ewart)	39	Screw tug, Lake Simcoe.
Isabelle	43	do do do
Simcoe	29	do do do
Carriella	19	Screw, passengers and freight, Lake Couchiching.
Ida Hurton	20	Side-wheel, passengers and freight, Lake Couchiching.
Emily May	101	Side-wheel, passenger and freight, Lake Simcoe and Couchiching.
Emily Dunham	32	Puffin, ferry, Bell Ewart and Bosch's Point.
Advance	26	Screw tug, Lake Simcoe.
G. S. Hathaway	8	do do Holland River.
Dan	7	do passengers and mails, Lake Muskoka.
Nipissing	52	Side-wheel, passengers and freight, Lake Muskoka.
Silver Spray	142	Side-wheel passenger and freight, Toronto and Port Dalhousie.
Tecumseh	513	Screw, freight, Port Colborne and Chicago.
Wm. Seymour	46	Screw, passengers and freight, Sarnia and Southampton.
Samuel R. Norrop	22	Screw tug, Guelph Harbour.
Susan C. Doly	17	do do do Lake Huron.
East	20	Screw, passengers and freight, Port Colborne and Chicago.
Asia	267	Screw, passengers and freight, Montreal and Chicago.
Cumberland	223	Side-wheel, passengers and freight, Collingwood and Port William.
Colonel Strickland	41	Side-wheel, passenger and freight, Lakes Stoney and Clear.
Enterprise (of Lindsay)	117	Screw, freight, Port Perry and Fenelon Falls.
Niagara	5	Screw tug, Cobourg Harbor.
Emma Munson	14	do do do and Lake Ontario.
Lizzie	18	Screw tug, Port Colborne Harbour.
Olivia Gordon	33	do do do do
Heep	35	do do do do
L. N. O.	7	do do do do
Florence	73	Screw, passengers ferry, Sarnia, and Port Huron.
Wenonah	62	Side-wheel, was on stocks; not inspected.
T. H. Beard	14	Screw tug, bridge tender.
H. B. McPherson	26	do do do do
Perry	39	do do do do
Acadia	217	Screw, passengers and freight, Montreal and Chicago.
Philo Bennett	7	Screw tug; now at Owen Sound.
Minnie Walker	19	do do dredge tug, Southampton.
Almeda Cowell	10	do do do Toronto.
Cayuga	31	Screw barge, Detroit River.

EAST ONTARIO DIVISION.

Hiram A. Calvin	163	Side-wheel tug on Lake Ontario and River St. Lawrence.
Wellington	221	Side-wheel tug on Lake Ontario and River St. Lawrence.

Name of Vessel.		Description.		MONTREAL DIVISION.		Name of Vessel.		Description.	
Registered tonnage.				Registered tonnage.	Description.	Registered tonnage.			
Bay of Quinte	150	Side-wheel tug on Lake Ontario and River St. Lawrence.		Champlain	47	Paddle tug, Ottawa and Whitehall.	Hope	8	Screw, Quebec Harbour tug.
William	109	Side-wheel tug on Riv. St. Lawrence.		England	51	do Ottawa and Grenville.	Lord Elgin	41	Side-wheel, towing, Montreal and Quebec.
Pierrepont	82	do passengers, Kingston to Cape Vincent.		Engineer	8	Screw tug, Ottawa and Whitehall.	Aorella	19	Screw, towing, Montreal and Quebec.
Watertown	103	Side-wheel, passengers, Kingston to Cape Vincent.		Caroline	49	Screw, freight, Montreal and Ottawa.	Etolle	99	Side-wheel, passengers, Quebec and Grandine.
Melamora	151	Screw tug, on Upper Lakes.		Louise	49	Paddle tug, Ottawa and Grenville.	Port Neuf	137	Side-wheel, passengers, Quebec and St. Jean.
Rocheiter	77	Side-wheel, passengers, Bay of Quinte.		Jaco	49	Paddle, passengers, Ottawa and Hull.	St. Nicholas	52	Side-wheel, passengers, Quebec and New-Liverpool.
John Bright	113	Screw tug, on Bay of Quinte and River.		Mac	21	do Ottawa River.	St. Antoine	99	Side-wheel, passengers, Quebec and St. Antoine.
John A. Macdonald	119	Side-wheel, tug, Montreal to Quebec.		Hoyer	25	Paddle tug, Ottawa River.	Quebec	100	Side-wheel, ferry, Quebec and Levis.
S. S. Edsall	91	Screw tug, on Lake Ontario and River.		Peelers	120	do do	Notre Dame de la	100	Side-wheel, ferry, Quebec and Levis.
America	01	Side-wheel, tug, on Lake St. Louis.		Ferry, Victoria	20	Paddle, passengers, Ottawa River.	Victoire	50	do do do do
Gilde	20	Screw tug, Kingston to Montreal.		Cygnus	16	Paddle tug, Grace's Point & Montreal.	St. Croix	51	do passengers, Quebec and St. Croix.
Corseian	214	Side-wheel, passengers, Hamilton to Montreal.		British America	52	do Leachin and Carillon.	Erpress	91	Side-wheel, passengers, Quebec and Berthier.
Maud	45	Side-wheel, passengers, Kingston to Cape Vincent.		Corillon	49	do Carillon and Whitehall.	Ranger	152	Side-wheel, towing, Bic and Montreal, and to carry 25 passengers.
Spartan	281	Side-wheel, passengers, Hamilton to Montreal.		Aurora	57	Paddle, passengers, Leachin and Champlain.	Helec	25	Side-wheel, towing, Quebec and Montreal.
Bristol	277	Screw, freight, Montreal and Chicago.		Albert	80	Paddle tug, Montreal and Ottawa.	St. Lawrence	403	Side-wheel, passengers, Quebec and Elmouat.
Lake Michigan	301	do passengers, do do		Magne	118	Paddle, passengers, Montreal and Hamilton.	Tiger	60	Side-wheel, passengers, Quebec and Ste. Anne.
Wren	15	do tug, Kingston to Montreal.		H. F. Bronson	28	Screw tug, Montreal and Kingston.	Horo	137	Side-wheel, towing, Brandy Pots and Montreal.
City of Hamilton	120	Side-wheel, tug, Bay of Quinte to Montreal.		Archie	41	Paddle, tug, Montreal and Ottawa.	Canada	10	Side-wheel, towing, Quebec and Montreal.
Rose	92	Screw, freight steamer, Rideau Canal and River.		Byron	34	Paddle, do	Eclipse	33	Side-wheel, towing, Quebec and Montreal, and to carry few passengers.
Cerylle	75	Screw, freight steamer, Rideau Canal and River.		Champion	37	Screw tug, Montreal and Whitehall.	St. George	128	Side-wheel, Grand Trunk ferry, Quebec and Levis.
Robert Anglin	48	Screw, freight steamer, Rideau Canal and River.		Shicklona	17	do do do	St. Andrew	127	Side-wheel, towing, Bic and Montreal, and to carry few passengers.
Portsmouth	98	Screw, freight steamer, Rideau Canal and River.		Alco	23	Paddle, freight, Montreal and Ottawa.	Scotchman	36	Side-wheel, towing, Quebec and Montreal.
Bruce	236	Screw, freight, Montreal to Chicago.		Edith	10	Screw tug, Montreal and Kingston.	Quebec	37	Side-wheel, towing, Quebec and Montreal.
Corinthian	239	Side-wheel, passengers, Montreal to Hamilton.		Charlotte	10	do do do	Clyde	149	Side-wheel, passengers, Chicoutimi and Quebec.
Marg. Stevenson	96	Side-wheel, passengers, on Lower St. Lawrence.		Fawn	33	Paddle tug, Ottawa and Lake Champlain.	St. Charles	65	Side-wheel, towing, Quebec and Montreal.
Plasport	102	Side-wheel, passengers, Montreal to Hamilton.		G'n Elevator, No. 8	41	Grain Elevator, Montreal Harbour.	Napoleon III	53	Side-wheel, towing, Quebec and Montreal.
Castor	46	Screw tug, Montreal and Lake Belleville.		" " 2	40	do do do	Voyager	17	Side-wheel, towing, Quebec and Montreal.
Matilda	23	Side-wheel, tug, Montreal & Ottawa.		" " 7	23	do do do	Powerful	125	Side-wheel, towing, Brandy Pots and Montreal.
Ald	23	Side-wheel, tug, Montreal & Ottawa.		" " 8	23	do do do	Providence	26	Side-wheel, towing, Montreal and Quebec.
St. Lawrence	107	Screw, freight, Quebec and Chicago.		" " 1	20	do do do	Albion	108	Side-wheel, towing, Montreal and Quebec.
Manitoba	50	Side-wheel, passengers and tug, River St. Lawrence.		" " 2	20	do do do	Union	453	Side-wheel, passengers, Quebec and Chicoutimi.
Norfolk	42	Side-wheel, passengers, Bay of Quinte.		" " 7	23	do do do	Gatineau	78	Side-wheel, towing, Quebec and Montreal.
Jessie Abbey	20	Screw tug.		" " 8	23	do do do	Contest	80	Side-wheel, towing, Bic and Montreal.
Gazelle (or Halmas)	52	Side-wheel, passengers, River St. Lawrence.		" " 9	23	do do do	Saguenay	654	do passengers, Quebec and Chicoutimi.
H. M. Mixer	0	Screw tug, Kingston and Bay of Quinte.		" " 10	23	do do do	Shannon	29	Screw, Quebec Harbour tug.
Grenville	11	Screw tug, on Rideau Canal.		" " 11	23	do do do	Sturm	37	do do do
Starling	2	Screw tug, on Bay of Quinte.		" " 12	23	do do do	Mercy	31	do do do
Ellen Jeffers	14	do do do		" " 13	23	do do do	Mars	24	do do do
Prince Edward	26	Side-wheel, ferry, Belleville and Prince Edward.		" " 14	23	do do do	Danless	25	Screw, towing, Quebec and Montreal.
Simon Davis	17	Screw, fish-boat, Kingston and Port Ontario.		" " 15	23	do do do	Fira	51	do do do
Africa	265	Screw, passengers and freight, Montreal and Chicago.		" " 16	23	do do do	Anglesa	97	Side-wheel, towing, Bic and Montreal.
Eleonor	10	Screw tug, on Rideau Canal.		" " 17	23	do do do	Ilector	51	do do Quebec and Montreal.
Norman	112	Screw, freight, Bay of Quinte, de Kincairdine.		" " 18	23	do do do	Mahl of Orleans	76	Side-wheel, passengers, Quebec and Orleans Island.
Kincairdine	132	do do do and Lake Ontario.		" " 19	23	do do do	Eugenie	87	Side-wheel, passengers, Quebec and St. Jean, Island of Orleans.
Albecean	765	Side-wheel, passengers, Lake Ontario and Prescott.		" " 20	23	do do do	Reindeer	61	Screw, towing, Brandy Pots and Montreal.
Abyssinian	720	Side-wheel, passengers, Lake Ontario and Prescott.		" " 21	23	do do do	Rival	36	Side-wheel, towing, Quebec and Montreal.
York	105	Side-wheel, freight, Hamilton and Montreal.		" " 22	23	do do do	E. P. Dard	21	Screw, Quebec Harbour tug.
Bruce	87	Side-wheel, passengers, on Rideau Canal.		" " 23	23	do do do	Resolute	40	do towing, Bic and Montreal.
Monitor	88	Side-wheel, tug, on Du Chene Lake.		" " 24	23	do do do	Rescue	125	do do do do
Jessie Cassels	181	do passengers, do do		" " 25	23	do do do	Rescue for 1872	125	do do do do
Prince Arthur	109	Side-wheel, passengers, Chate Lake.		" " 26	23	do do do	Miramichi	131	Side-wheel, passengers, Quebec and Pictou, N. S.
Jean Gombal	22	do do Musk-Rat do		" " 27	23	do do do	National	77	Side-wheel, passengers, Quebec and St. Nicholas.
Deux Tivieres	31	do do Roche-Captain to Deux Rivieres.		" " 28	23	do do do	City	93	Side-wheel, towing, Quebec and Montreal.
John Egan	98	Side-wheel, passengers, Des Joachim's to Pembroke.		" " 29	23	do do do	New Donalot	20	Screw, Quebec Harbour tug.
Alumnette	5	Side-wheel, passengers, Chapoin to Harrgrave.		" " 30	23	do do do	Hercules	125	Side-wheel, towing, Brandy Pots and Montreal.
Sir John Young	56	Side-wheel, passengers, Chapoin to Harrgrave.		" " 31	23	do do do	Pointe Levis	59	Side-wheel, towing, Quebec and Montreal.
Enterprise	18	Side-wheel, tug steamer, on Mississippi Lake.		" " 32	23	do do do	Humber	10	Screw, Quebec Harbour tug.
Adventure	108	Screw, freight, on Rideau Canal and River.		" " 33	23	do do do	Arctie	191	do Winter ferry, Quebec and Levis.
Lif	6	Screw tug, Rideau Canal, Bay and River.		" " 34	23	do do do	Margaret	20	Screw, Quebec Harbour tug.
Elwood	7	Screw tug, Rideau Canal, Bay and River.		" " 35	23	do do do	Kate	16	do do do
Saxon	130	Screw, barge, freight, Bay, River and Lake.		" " 36	23	do do do	Fire Fly	18	Side-wheel, towing, Quebec and Montreal.
Kitty Friel	82	Screw, barge, freight, Rideau Canal and River.		" " 37	23	do do do	Conqueror, No. 2.	21	Side-wheel, towing, Gulf and Montreal.
Chandler	68	Side-wheel, tug, Du Chene Lake.		" " 38	23	do do do	Conqueror No. 1.	15	Side-wheel, towing, Gulf and Montreal.
Emerald	50	do do do do		" " 39	23	do do do	Fairy	0	Screw, Quebec Harbour tug.
Oregon	50	do do do do		" " 40	23	do do do	Amanda	0	do do do do
Snow Bird	45	do do do do		" " 41	23	do do do	Rival	0	Side-wheel, towing and carry passengers, Quebec and Montreal.
Alliance	107	do do do do		" " 42	23	do do do	Pictou	811	Screw, freight and passengers, Montreal and Halifax.
Kenape	7	do passengers, Des Joachim's River.		" " 43	23	do do do	Flamborough	455	Screw, freight and passengers, Montreal and Halifax.
Forest Queen	89	Side-wheel tug, Alumnette Lake.		" " 44	23	do do do	St. Joseph	6	Side-wheel, towing, Harbour of Quebec.
Pembroke	57	do do ferry, between Prescott and Oglesburg.		" " 45	23	do do do	Arctie	70	Screw, passengers, Quebec and Na-tashwan.
St. Jean Baptiste	74	do do do do		" " 46	23	do do do	Prince Edward	112	Screw, winter ferry, Quebec and Levis.
Royal	2	Screw, passengers, between Dundee and Cornwall.		" " 47	23	do do do	Southern	906	Side-wheel, passengers, Montreal and Pictou, N. S.
Gatineau	6	Screw, freight, between Ottawa and Cape Vincent.		" " 48	23	do do do	Northern	801	Side-wheel, passengers, Montreal and Pictou, N. S.
Dell	4	Screw tug, Rideau Canal.		" " 49	23	do do do			
Mary Ann	35	do do do do		" " 50	23	do do do			
Welsman	36	do do freight, Rideau Canal, River and Bay.		" " 51	23	do do do			
Ivanhoe	83	Screw, freight steamer, Bay of Quinte, River and Lake.							
Water Lily	79	Screw, freight and tug, Rideau Canal and River.							

THREE RIVERS DIVISION.

Name of Vessel.	Registered tonnage.	Description.
Fire Fly.....	16	Paddle, passengers, St. Francis and Sorel.
Merrett.....	979	Screw, freight, Quebec and Montreal.
Delisle.....	17	Screw tug, Montreal Harbour.
Castor.....	58	Paddle tug, St. Francis and Chambly.
Sorel.....	143	Paddle, passengers, Berthier & Sorel.
William.....	103	do do Quebec and Montreal.
Chambly.....	78	do do Montreal & Chambly.
Montreal.....	284	do do Montreal and Quebec.
Berthier.....	153	do do Berthier & Montreal.
Champion.....	127	do do and tug, Quebec and Montreal.
Berthier.....	29	Paddle tug, Three Rivers & Chambly.
Carlus.....	4	Screw tug, Ottawa and Chambly.
Victoria.....	111	Paddle tug, Montreal and Sorel.
New York.....	53	do do Montreal and Chambly.
Terrebonne.....	55	Paddle, passengers, Montreal and Terrebonne.
.....	33	Paddle tug, Montreal and Quebec.
L'Assomption.....	28	Stern-wheel, passengers, L'Assomption and Montreal.
Rocket.....	172	Paddle, passengers, and tug, Montreal and Gulf.
Ignatius Tyler.....	21	Paddle tug, Rivière du Loup and Burlington.
Meteor.....	109	Paddle tug, and passenger, Montreal and Quebec.
Bismark.....	10	Stern-wheel tug, Rivière du Loup and Sorel.
John.....	41	Paddle tug, Montreal and Whitehall.
Quebec.....	527	Paddle, passengers, Montreal and Quebec.
Montreal.....	29	Paddle tug, Sorel and Chambly.
Lincoln.....	43	do do Laclaire and Ottawa.
Trois Rivières.....	225	Paddle, passengers, Three Rivers and Montreal.
L'Assomption.....	80	Paddle tug, Montreal and Chambly.
Canada.....	503	Paddle, passengers, Montreal and Quebec.
Richelieu.....	68	Paddle, passengers, lights and buoys.
Mary.....	33	Paddle tug, Montreal and Quebec.
Louis Turville.....	31	Screw tug, Ottawa and Grenville.
Atenakis.....	26	Stern-wheel, passengers, Pierreville and Chambly.
L. A. Senechal.....	32	Screw tug, Montreal and Whitehall.
Lucinda.....	21	Stern-wheel tug, Batiscan and Three Rivers.
Manxman.....	21	Stern-wheel tug, Ottawa & Grenville.
Marie.....	15	do do Three Rivers & Chambly.
Beaver.....	104	Paddle tug, Montreal and Quebec.
Vermont.....	47	do do do Chambly.
Dixie.....	134	Paddle, passengers, Three Rivers and Ste. Genevieve.
Leval.....	65	Paddle tug, Three Rivers & St. Maurice.
Arthur.....	7	do do do do
Monasci.....	7	do do do do
St. Paul.....	80	Paddle, did not run.
York.....	5	Paddle tug, Montpelier River.
King Bird.....	8	Stern-wheel tug, Rivière du Loup and Sorel.
Rivière du Loup.....	21	Paddle, passengers, Rivière du Loup and Sorel.
Pte Nio.....	22	Screw, passengers, St. Hyacinthe and St. Pie.
Maskinongé.....	22	Paddle, passengers, Maskinongé and Sorel.
Milford.....	10	Stern-wheel; did not run.

NOVA SCOTIA AND NEW BRUNSWICK DIVISION.

Gollab.....	40	Screw tug, Halifax Harbour, N. S.
Linda.....	390	Screw passenger steamer between Yarmouth, St. John and Boston.
Gipsy.....	25	Screw tug, Yarmouth Harbour, N. S.
M. A. Starr.....	166	Screw passenger steamer running coastwise, N. S.
David Weston.....	552	Paddle passenger steamer on the River St. John.
Rhebas.....	627	Paddle passenger steamer on the River St. John.
Hiram Perry.....	39	Screw tug in St. John Harbour.
Norman.....	12	do do do do
General.....	25	Paddle tug boat in St. John Harbour.
suburbary.....	108	do do do do
Aha G.....	50	do do do do
Lincoln.....	32	do do do do
Spreck.....	7	Screw tug boat, St. John River.
Tiger.....	19	Paddle do do do
Hercules.....	11	do do do do
Send.....	258	Paddle passenger steamer in the Bay of Fundy, N. B.
Dot.....	9	Screw tug boat, St. John River.
Antelope.....	77	Paddle do do do
Ollive.....	257	Paddle passenger steamer on the River St. John.
Cl. of Fredericton.....	196	Stern-wheel passenger steamer on the Upper St. John River.
St. Patrick.....	13	Screw tug boat, St. John Harbour.
St. John.....	17	do do do do
L'Annis.....	17	Screw ferry boat, St. George, N. B.
Rothney Castle.....	81	Paddle passenger steamer coastwise, north shore of N. B.
City of St. John.....	518	Paddle passenger steamer, coastwise, in the Bay of Fundy.
Victor.....	21	Screw tug, St. John Harbour.
Captain.....	8	do do do do
Starr.....	128	Paddle passenger steamer on the Washington Lake, N. B.
Empress.....	600	Paddle passenger steamer in the Bay of Fundy.
Geo. O. Hunter.....	13	Screw tug boat, Bay of Fundy.
Nephtis.....	19	do do do do
Fred. Leavitt.....	11	Screw ferry boat, Annapolis, N. S.
Andover.....	139	Stern-wheel passenger steamer, Upper St. John River.
Enterprise.....	29	Paddle ferry boat, Woodstock, N. B.
Western Expedition.....	196	do do do do
Nanthis.....	23	Screw tug boat, Bay of Fundy.
G. W. Johnson.....	35	do do do do
Tenser.....	24	Paddle ferry boat, Chatham, N. B.
New Era.....	13	do do do do
Newcastle.....	20	do do do do
Scyllah.....	15	Screw tug boat, do do

Name of Vessel.	Registered tonnage.	Description.
Relief.....	59	Screw tug boat, Chatham, N. B.
Liddle.....	12	do do do do
Telegraph.....	59	Paddle ferry boat, Indiantown, N. B.
Frank.....	28	do do Summerside, P. E. I.
Princess of Wales.....	630	Paddle passenger steamer between Prince Edward Island, Nova Scotia and New Brunswick.
St. Lawrence.....	675	Paddle passenger steamer between Prince Edward Island, Nova Scotia and New Brunswick.
Heather Bell.....	95	Paddle passenger steamer between Prince Edward Island, Nova Scotia and New Brunswick.
Elfin.....	31	Paddle ferry boat, Charlottetown, P. E. I.
Maid of the Mist.....	116	Paddle passenger steamer, Charlottetown, P. E. I.
Mayflower.....	136	Paddle ferry boat, Pictou Harbour, N. S.
Tiger.....	28	Screw tug boat, Pictou Harbour, N. S.
East Biding.....	85	Paddle passenger steamer, Pictou, to New Glasgow.
.....	10	Screw tug boat, Wallace River, N. S.
Dragon.....	136	Screw tug boat, Pictou Harbour, N. S.
Lady Head.....	157	Paddle passenger steamer, St. John River, N. B.
Enterprise.....	72	Paddle ferry boat, Millidgeville, N. B.
Alda.....	29	Screw tug boat, St. John Harbour, N. B.
Gladiator.....	4	Screw tug boat, Dieppe Harbour, N. B.
Fawn.....	457	Paddle passenger steamer, St. John River, N. B.
Onangandy.....	80	Paddle ferry boat, St. John Harbour.
Highlander.....	181	Stern-wheel passenger steamer on the Upper River St. John.
Ida Whittier.....	207	Stern-wheel passenger steamer on the Upper River St. John.
Richmond.....	41	side-wheel ferry boat on Lennox Passages, C. B.
Marysville.....	25	Paddle ferry boat, Fredericton, N. B.
New Dominion.....	19	do do do do
Forty-second.....	40	do do do do
Me Mac.....	150	do do Halifax, N. S.
Chalmette.....	108	do do do do
Sir C. Ogilvie.....	129	do do do do
A. C. Whitney.....	60	Screw tug boat, Halifax Harbour, N. S.
Lady of the Lake.....	92	Paddle ferry steamer, Sydney Harbour, N. S.
Neptune.....	98	Paddle passenger steamer, Bras d'Or Lake, N. S.
D. G. Ingraham.....	84	Screw tug boat, Cow Bay, N. S.
L. Boyer.....	68	do do Port Calcutta, C. B.
E. M. Cates.....	42	do do Little Grace Bay, C. B.
Unicorn.....	20	do do Sydney Harbour, C. B.
Dolphin.....	18	do do Linagan, C. B.
Albert.....	87	Screw tug and freight steamer on the Bay of Fundy.
Fred. Clinch.....	13	Screw tug boat, Musquash River, N. B.
J. C. Vail.....	11	Paddle ferry boat, Goulala Point, N. B.
Bismarck.....	10	Paddle tug boat, Fredericton, N. B.
La Have.....	32	Screw tug boat, Bridgewater, N. S.
Daisy.....	39	do do Liverpool, N. S.
Bessie B.....	9	do do St. John, N. B.
Glindoo.....	175	Screw freight boat, St. John and Boston.

GOVERNMENT STEAMERS.

We have no definite information of the number and character of the steamers in use by the various Provinces prior to Confederation; but the steamers owned by the Dominion in 1868, were the *Napoleon III*, *Lady Head*, *Advance*, *Richelieu* and *Druid*. The first four were stationed on the St. Lawrence, the last at Halifax. The *Advance* was shortly thereafter sold, being unfit for service. The others were efficient strong vessels, and employed on Trinity House Service. They supplied the light-houses, laid down buoys, towed wrecked or disabled vessels, and rendered assistance to shipping coming up the St. Lawrence when necessary, also assisted to remove obstructions in the river, &c.

In 1870, three steamers were employed by Government, the *Napoleon III*, *Lady Head*, and *Druid*. The *Napoleon III* was a powerful iron screw vessel, 300 horse power, built in Glasgow, in 1856. A serviceable steamer, but rolled a good deal. The *Lady Head* was also an iron screw vessel; built at Glasgow, in 1857; 150 horse power. The *Druid* was an iron side-wheel steamer, built likewise at Glasgow, in 1856. She had two steple engines, and 170 horse power. Drew but little water, and was a powerful tow boat, well suited for river service.

In 1871, the same steamers were on duty; in

addition to which, the *Richelieu*, a paddle-wheel boat in the service of the Trinity House, Montreal, and a small steam yacht in the service of the River Police at Quebec, were under the management of the Government.

In 1872, the Government vessels were the *Napoleon III*, *Lady Head*, *Druid*, *Dolphin*, *Richelieu* and *Sir James Douglas*, British Columbia. The last mentioned came into the hands of the Government when British Columbia became part of the Dominion the year previous. She was built of wood, in Victoria Harbour, in 1864; she was a small vessel, built for dredging the Victoria Harbour. Has no sleeping accommodation; but can seat about twenty passengers.

The Dominion steamers are every year becoming more useful. The building of so many new light-houses, with those already erected in the river and Gulf of St. Lawrence, Straits of Belle Isle, and the coasts of Newfoundland and Labrador, upon points of the most dangerous character, where no sailing vessel should venture, in fact the light-houses being put there to warn them away, none but powerful steamers, commanded by prudent and experienced masters, and manned by good crews, should undertake the duties. The supplies at Anticosti and other points are landed in ship boats, manned by six men, and rowed from one to three miles from where the steamer is obliged to lay to, requiring from six to ten trips, frequently through very rough seas; twelve to fourteen strong men, with two good boats, are needed for the purpose. It has sometimes happened that a sudden storm has sprung up, with a strong wind blowing on the land, and so rapidly increasing in strength as to prevent the boats from returning to the steamer, and she has been compelled to run far out to sea to get away from the treacherous neighbourhood, some days elapsing before she could take off the men. Before a sailing vessel could get her men on board, and sails and anchors up, she would be driven among the breakers. Besides being well employed on the above important duties, the steamers are also frequently engaged in rendering assistance to vessels in distress in the Gulf, and are depended upon to a great extent in such emergencies for the saving of life and property. A fair charge is made for the time occupied in such service, and the amounts so accruing are deposited to the credit of the Receiver General as revenue, enough being collected to go a considerable way towards paying for fuel, &c., annually consumed.

ATLANTIC STEAMERS.

The development of steam navigation upon the ocean during the last fifty years is one of the wonders of this century. It is a pleasing reflection that Canada, notwithstanding her infancy among the nations, has taken no unimportant part in creating the vast steamship marine which now exists in the world. Before speaking about the Allan Company which will naturally present itself to the mind as first as a Canadian line, we wish to refer to another name, which should by no means be ignored in this connection.

THE CUNARD LINE.—The Cunard steamers are known on almost every sea, and wherever known, enjoy the reputation of being unsurpassed, and almost unequalled for safety, management, and appointments in every way. We have generally regarded the Atlantic Cunard Steamers as Anglo-American, inasmuch as they

sail from Boston; but it must not be forgotten that these steamers stop at Halifax, and that it is really from this port that they start to cross the Atlantic. But we claim Cunard and glory in the success of his vast enterprise for another reason. The Cunard family are not only British subjects, but they belong to the noble class of Britons who laid the foundation of British Canada. They belong to the band of U. E. Loyalists who instead of rebelling remained firm adherents of the throne of England.

Robert Cunard, of Pennsylvania, was attainted of treason by the successful rebels, and lost his estate by confiscation. He became a refugee in New Brunswick, where he died in 1818. His son Abraham, settled in Halifax, became a merchant, and died in that city. It was his sons who founded the Royal Mail Steamship Line.

CANADIAN TRANSATLANTIC STEAM NAVIGATION.

The eastern coast of Canada is much nearer the British Isles than any other part of America. Consequently the ocean ferry between Europe and America is more quickly crossed here than anywhere else. Other things being equal the shortest sea route must eventually become the most popular. And when it is fully established, as it can and will be, that the voyage from Quebec is as safe as any other; and that the service is in every way as comfortable as by any other line, the demands of the public will require, instead of a weekly, almost a daily line. We speak, of course, of the time when the country shall become more densely populated and wealthy.

The MONTREAL OCEAN STEAMSHIP COMPANY, or ALLAN LINE, already so well and favorably known to Canadians, has an interesting history. To place a sketch before our readers, we cannot do better than quote from J. C. Morgan's "Celebrated Canadians."

Sir Hugh Allan, the founder of the Company, was born at Salcoats, Scotland, on the 29th Sept. 1810. He is the second son of the late Captain Alexander Allan, who was long and favorably known as a highly popular and successful shipmaster, trading between the Clyde and Montreal. During the thirty years he was engaged in that business, the different ships he commanded were much sought after by passengers; and many persons still living throughout the Province retain to this day pleasant reminiscences of the voyages which they made across the Atlantic under his watchful care. Brought up almost on the verge of the ocean, and his father and two of his brothers being seafaring men, Hugh, at an early age manifested a strong attachment to all kinds of nautical craft, and attained a considerable degree of knowledge in matters connected with them. Constantly in and about boats and ships, living almost on the water, and in the company of sailors, it was to be expected that his predilections would run in that way, and his subsequent career has been, doubtless to a large extent, influenced by his early associations.

In the year 1824, his family removed their residence to Greenock, and, in the following spring (1825) Hugh, being then fourteen years of age, was entered as a clerk, with the highly respectable firm of Allan Kerr & Co., then an extensive and influential shipping agency in Greenock. There he acquired some knowledge of the management of ships, and the method of keeping their

accounts, and developed a strong liking for that kind of business. After he had been there about a year, his father, who was a farseeing man, and had ulterior views for him, proposed that he should go out to Canada; and, this being in accordance with his own wishes, he at once agreed to the proposal. He sailed from Greenock, for Montreal, on the 12th April, 1826, in the brig *Favorite*, of which his father was then commander, and his eldest brother, second officer. After an agreeable passage, diversified by the usual incidents of fogs, icebergs, and occasional strong breezes of wind, incidents always regarded as important, on first crossing the sea, the *Favorite* arrived at Quebec on the 15th May. She was towed from thence, by the steamboat *Hercules*, then the only tow boat on the river; and after various delays, reached the foot of the current St. Mary. There was a strong breeze of wind down the river, and the steamer was unable to take the ship up the current,

A hawser was therefore passed ashore, and attached to about a dozen pairs of oxen, (then kept for the purpose) by whose assistance the *Hercules* and the *Favorite* surmounted the current; and the subject of this sketch landed at Montreal, for the first time, on Sunday morning, the 21st May, 1826. At that time there were no wharves built, and the vessels lay as near to the shelving beach as they could conveniently get, using long gangways, rigged on spars, as a means of communication with the shore. After looking about him for a few days, he obtained a situation as a clerk, with the firm of William Kerr & Co., then engaged in the dry goods trade in St. Paul street. There he remained a little more than three years, and obtained some acquaintance with goods, besides a general knowledge of mercantile business and book-keeping. The winters were chiefly spent in the country, north of Montreal, in the neighbourhood of Ste. Rose and Ste. Thérèse, where he acquired a knowledge of the French language, and during these years, all his spare time was occupied in improving himself in various branches of learning and knowledge.

Mr. Allan revisited his father's house in 1830, and remained with the family during the winter. In April, 1831, he sailed for Canada in the ship *Canada*, and arrived in Montreal, on the 1st of May. Soon afterwards he obtained a situation in the house of James Miller & Co., then engaged in building and sailing ships, and as commission merchants. This was congenial employment for him, and he devoted his whole energies to the business. He remained a clerk there until the end of the year 1835, when he was admitted a partner with Mr. Miller and Mr. Edmonstone and Mr. Allan commenced a new partnership. That connection still exists, though other changes have taken place in the partnership since then.

In the year 1841, they were employed by the then Governor General the late Lord Sydenham, to build a steam frigate, which bore his name. They also built in that year, a small screw steamer for the Government, called the *Union*, being one of the earliest attempts at that description of vessel in the Province. Next year, besides two sailing ships, they built a tow boat for the river, called the *Alliance*, and several barges to lighten ships up and down the river. The *Alliance* was one of the best and most powerful tug boats that has ever been on the St. Lawrence.

They soon after discontinued ship-building;

and for some years contented themselves with the management of their ships, and such other business as was entrusted to them; till about the year 1851, when the successful establishment of screw-steamers on the Atlantic elicited proposals for a line to the River St. Lawrence. Mr. Allan took up the matter with much interest, and entered into correspondence with various parties on the subject, which resulted in his making an offer to a leading member of the Government, then in office in this province, to establish such a line. The government, however, preferred giving the contract to parties in Great Britain; because no doubt, they were supposed to be better able to carry it out. It was consequently given to Messrs. McKean, McLarty & Co., of Glasgow. After a trial of about a year and a half, these parties failed to give satisfaction; and the Government again threw the contract open to competition.

Mr. Allan once more took up the matter warmly; and through the influence of the Hon. John Ross, the Hon. G. E. Cartier, the Hon. L. T. Drummond, and others, a contract was given to him. He had already, with his brothers and business connections, built the Steamships *Canadian* and *Indian*, which were then profitably employed in the service of the home government in the Black Sea, during the Crimean War; and he proceeded at once to England, and contracted for two others, the *North American* and *Anglo-Saxon*. With these four steamships the line was commenced in the spring of the year 1856. The service was fortnightly to and from the St. Lawrence, during open navigation; and monthly to and from Portland, during winter. The performances of the steamers were exceedingly satisfactory; and, though not at first attended with much profit, the line was successfully conducted.

In the year 1857, the public began to ask for more frequent communication, and soon after, the question was taken up by the Government. It was ultimately determined that the service should be increased to a weekly steamer from each side during the whole year; and, after some negotiation, the Government arranged with Mr. Allan for the establishment of the increased service. He lost no time in proceeding to England, and contracted for the building of four additional steamers of enlarged size, and on the 1st May 1859, the weekly service was commenced, and has ever since been continued.

There are few public enterprises of any kind in this Province, in which Mr. Allan has not been engaged, either as a director or a shareholder. He has shown himself to be one of our most enterprising and public spirited men, and a credit and honour to the country in which his conceptions have been chiefly carried out.

A third mail service has recently been established by an arrangement between the Messrs. Allan and the Dominion Government. During nine months of the year the Halifax mail boats are to undertake to call at St. John's (Newfoundland) going and returning. During the other three months of the year, when the ice makes the navigation between these places difficult and tedious, a wooden steamer, the *Newfoundland*, of 900 tons, specially constructed for the purpose, will conduct the service.

The vast increase in the Canadian trade, and the great development of emigration to Canada, compelled Messrs. Allan, in the year 1859, to add four steamers to their line, making a fleet

of eighteen steamships, with which the weekly mail service was conducted. From that period up to the present time, successive additions have been made in the following order:—The *St. Patrick*, *St. Andrew*, *St. David*, *Corinthian*, *Manitoba*, *Caspian*, *Moravian*, *Hibernian*, *Peruvian*, *Nestorian*, *Austrian*, *Prussian*, *Scandinavian*, *Sarmatian*, *Polynesian*, and *Circassian*. The *Polynesian*, the largest vessel at present in the fleet, was dispatched on its first voyage in October of last year, and made the extraordinary passage of seven days, eighteen hours and fifty-five minutes between Quebec and Londonderry. The *Circassian*, the latest addition to the Allan fleet, sailed on its first voyage on the 24th April. The Allan steamers, it should be noticed, are built with an exclusive regard to the elements of strength and solidity, but that these are not inconsistent with extreme beauty of form will be admitted by any one who has examined the lines of the *Circassian*. The steamers are not classed at Lloyd's, nor with the Liverpool Underwriters, the owners having their own standards of strength, &c., which, however, are much in excess of the requirements of Lloyd's.

The following is a complete list of the fleet of steamers at present belonging to the Montreal Ocean Steamship Company:

"ALLAN" LINE OF STEAMERS.

Steamer.	Gross Tonnage.	Net Tonnage.	Horse Power.	Cabin Accom.
Sardinian.....	4,200	2,300	875	120
Polynesian.....	3,984	2,021	875	120
Sarmatian.....	3,911	2,175	650	100
Circassian.....	3,200	1,815	550	100
Scandinavian.....	2,840	1,811	500	100
Prussian.....	2,794	1,776	500	90
Austrian.....	2,458	1,650	450	115
Nestorian.....	2,488	1,677	450	115
Moravian.....	2,481	1,671	400	80
Peruvian.....	2,320	1,670	400	100
Hibernian.....	2,752	1,726	400	80
Nova Scotia.....	2,950	1,850	400	80
Caspian.....	2,728	1,788	400	80
Manitoba.....	2,395	1,543	300	25
Canada.....	2,401	1,631	280	25
North American.....	1,873	1,138	250	75
Corinthian.....	1,517	919	170	40
St. David.....	2,350	1,500	275	30
St. Andrew.....	2,300	1,700	275	30
St. Patrick.....	1,210	894	120	20
Acadian.....	931	598	100	—
Newfoundland.....	900	550	100	40
Boeckl.....	350	175	100	—
Meteor.....	250	150	75	—
Mersey.....	221	51	20	—
	55,588	34,477	8,520	1,585

With reference to some of these steamers, viz., the *St. Andrew*, the *St. Patrick*, the *St. David*, the *Corinthian*, and the *Manitoba*, it should be stated that they are engaged in what is now a weekly, but which, up to 1870, was only a fortnightly service between Glasgow and Montreal, for the conveyance of passengers and goods. In addition to this trade, the Allan Company, when it was requested by the Dominion Government to undertake the fortnightly mail service to Halifax, established connections with the Southern Ports of Baltimore and Norfolk, which passengers to the Western States frequently choose as their route by way of the Baltimore and Ohio Railroad, and the newly constructed Chesapeake and Ohio Railroad, which comes down to Norfolk. The people of Norfolk, Virginia, warmly welcomed the establishment of the service in 1871, as an event in their history, and are doing everything they can to encourage the trade, which is growing in a very satisfactory manner, both there and at Baltimore.

The sailing fleet which now numbers thirteen vessels, of a total net tonnage of 13,780 tons, at one time comprised twenty-five vessels. The ships at present in use are fine iron vessels, some of them, such as the *Gleniffer*, possessing great sailing powers. They are for the most part, engaged in trading between Liverpool, Quebec and Montreal, and Glasgow, Quebec and Montreal. When Canadian freight is not to be had, some of the vessels are despatched to Calcutta, Bombay, and other ports. Up to about ten years ago, two voyages out and home in the season, which was held to last about eight months, was considered fair work for one of these sailing vessels; but those now engaged in the trade make regularly three voyages. The *Gleniffer*, in the year 1871, made four voyages to Quebec and back during the eight months of the St. Lawrence open navigation. In addition to this, the *Gleniffer* made one voyage to New York within the twelve months, and had one month to be in port before the next opening of the St. Lawrence navigation. Her shortest passage was made in fifteen days from Quebec to Greenock.

The high price of coal in England has neces-

sarily turned the attention of the steamship owners to the methods of obtaining that article of necessity from other quarters. It was a matter of course that the attention of Sir Hugh Allan should not overlook the coal resources of the Dominion. Some time since, property was acquired at Acadia, near Pictou, on the northern coast of Nova Scotia, which was known to contain coal. The Acadian Coal Company was formed by Sir Hugh Allan, and now the Allan Company, maintain a steamer of 931 tons, called the *Acadian*, which is solely engaged in conveying the coal from this district to the various depots of the Company at Quebec and Portland.

These are the merest outlines of the inception and progress of this great Company, which has done so much to build up and consolidate the Dominion; to encourage, foster, and stimulate its trade; and to furnish it with strong arms, hard sense, and indomitable energy.

OTHER OCEAN LINES.—The success which has attended the Allan Line, the steady growth of the country, and the increasing flow of emigration to Canada naturally lead to the formation of other Lines of Steamships for the same route.

DOMINION LINE.—This line has steamers running regularly between Liverpool and Quebec, in summer, and Portland in winter. They call at Belfast. The following first-class steamships are among those in this service:

Dominion, *Mississippi*, *Memphis*, *Vicksburg*, *Ontario*, *Texas*, *Missouri*, and *St. Louis*.

General Agents in Canada are David Torrance & Co., Montreal.

TEMPERLEY LINE.—Running between London, Quebec and Montreal, calling at Plymouth. The following first-class iron steamers have been upon this route: The *Scotland*, *Thames*, *Severn*, *Hector*, *Medway*, *Delta*, *Nyanza*, *Tagus*, *Niger*.

These steamers sail once each week during summer navigation, carrying both passengers and freight. Rates of passage: Quebec to London, cabin, \$60.00. Agent at Montreal, David Shaw.

SKETCH OF THE GEOLOGY OF NOVA SCOTIA.

BY HUGH FLETCHER,

OF THE GEOLOGICAL SURVEY OF CANADA.

The geological formations hitherto recognized in Nova Scotia are given, in descending order, in the following table :

1. Recent,	}	Post Calozoic.
2. Post glacial,		
3. Glacial,	}	Triassic.
4. New red sandstone,		
5. Coal measures,	}	Carboniferous.
6. Millstone grit,		
7. Lower carboniferous,	}	Devonian.
8. Oriskany,		
9. Lower Heldeberg,	}	Upper Silurian.
10. Niagara,		
11. Clinton,	}	Middle Silurian.
12. Medina and Oneida,		
13. Quebec,	}	Lower Silurian.
14. Potsdam or auriferous,		
15. Laurentian.		

It should be remarked, however, that some doubt exists among geologists as to the precise age of the lower members of the series, so that the grouping must be regarded as only provisional.

LAURENTIAN FORMATION.—To this formation are referred the gray, reddish and cream-colored gneissic, syenitic and porphyritic rocks, alternating with bands of mica schist, and frequently traversed by veins of quartz and calc-spar, which underlie unconformably the gold-bearing strata. They cover, although the limits are ill defined, considerable areas in every part of the province, and form the axes of many of the principal ranges of hills. Extending from the Tusket Islands in Yarmouth county to the vicinity of Windsor, in a band of variable breadth, the gneissoid rocks connect there by a spur with the great exposures of the Halifax peninsula, whence they are met with at intervals as far as Cape Canso. A belt fifteen miles wide stretches from this band at Lake Rossignol northward to the valley of the Annapolis River, with a prolongation, five miles in breadth, which has been traced from the head-waters of the Nictaux River, along the south shore of Lake Gaspereau, towards Minas Basin. The Cobequid Hills, which attain at some points an elevation of 1,200 feet, consist of a central axis of Laurentian rocks, which extend from Cape Chignecto to the head of River John, in Pictou county. At the source of the Stewiacke River in Colchester county, they are again seen, continue at intervals to Cape George in Antigonish county, and appear on an extension of the same line at Cape Mabou, Margerie Forks, and Red Cape. In the hills around Lochaber Lake, Antigonish county, and at Cape Porcupine on the Strait of Canso, strata of this age are well developed. The numerous indentations of the Bras d'Or Lake owe their contour generally to the ridges of Laurentian rocks which fringe its margin, and have resisted denuding agencies better than the softer intervening strata. These are found running parallel to, and not far from the coast between St. Peter's and East Bay, between the Strait of Barra and Long Island, between Cape Dauphin and Point Bevis, at St. Patrick Channel, Whykokomagh, and

West Bay. Laurentian rocks are also known to exist at the sources of the Rivers Denys and Inhabitants; near Lake Ainslie; between St. Anne Bay and Smoky Cape, and at Aspy Bay.

Few minerals of economic value are found within the region occupied by these rocks. The Shelburne granite, a gray, fine-grained variety, is largely used as a building and ornamental stone. Syenite and porphyry, which take a fine polish, occur in the Cobequid Mountains and other localities. Large and beautiful crystals of smoky quartz are associated with gneissoid rocks at Paradise, in Annapolis county, and in many localities small garnets are met with.

LOWER SILURIAN FORMATION.—Two subdivisions, are included in this formation: the Potsdam or auriferous series, and the Quebec series.

Potsdam or auriferous series.—This group includes the metamorphic rocks which occupy almost the whole Atlantic seaboard from the western extremity of Nova Scotia to Cape Canso, with a breadth of forty miles in the western, and of seven miles in the eastern part. A considerable portion of Northern Cape Breton is probably occupied by rocks of this series. Corrugated black slates are found north of Cheticamp; the sand of most of the streams there contains gold; and gold has been found in quartz veins at Middle River.

The topography of the Atlantic coast metamorphic region is very striking. The whole coast is dotted with innumerable islands. Long narrow bays penetrate deeply into the land, constituting, in many cases, excellent land-locked harbors, of which that of Halifax is the best. At the head of each of these indentations a river discharges, connected with a chain of small lakes, formed in inequalities of the surface, which extend far inland, and swarm with fish. The coast is generally low, the hills seldom exceeding 400 feet in height. The soil is sterile, supporting a stunted vegetation, with forests of spruce, and birch.

The total area occupied by the auriferous rocks is estimated at 3,000 square miles, and their vertical thickness at 12,000 feet. The upper 4,000 feet consist of micaceous schists and corrugated black slates, with auriferous quartz veins, apparently of little value. Beneath these slates lie conformably the productive auriferous strata—dark gray or greenish, thick-bedded quartzite, breaking into rhomboidal masses, interstratified with dark blue slates, and more rarely chloritic, hornblende and magnesian rocks. These are tilted up along several east and west anticlinal axes, which are crossed by subordinate north and south lines of elevation. At the junction of these two series of folds the gold mines are situated.

The gold-bearing veins are of two kinds: (1)

Veins crossing the stratification at various angles; (2) Veins conformable to the stratification. The former are composed of opaque white quartz, and contain little gold except near their junction with the stratified veins. These latter vary in thickness from a mere streak of quartz to eight or ten feet; the largest veins being seldom the most productive. The quartz presents two varieties, being either white and crystalline, with the gold usually in large particles; or bluish-black, laminated in planes parallel to the bedding, of an oily lustre, with the gold finely disseminated and sometimes invisible. The veins are usually inclined at a high angle to the horizon. At Waverley, eleven miles from Halifax, a remarkable horizontal deposit of corrugated quartz occurs, about nine inches in thickness, which is known as barrel quartz, from its resemblance to a number of small casks laid side by side. In this the quartz is laminated parallel to the folds; the surface is covered with a thick coating of iron oxide, through which numerous particles of gold are distributed.

The gold is associated in the veins with mispickel, sulphides of iron, lead, copper, zinc, antimony, bismuth and molybdenum; also with calcite, dolomite, ankerite, baryte and small traces of native silver and copper. Mispickel or arsenical pyrites is seldom absent, being found in the veins, and also, in the form of crystals or crystalline concretions, in the wall rock.

The average yield of gold is about 15 dwt. 16 gr. per ton of quartz. It is generally very pure, being on the average twenty-two carats fine, and is valued at \$19.50 per ounce. The largest nugget yet found was obtained at Tangier, and weighed twenty seven ounces. Since the discovery of gold in Nova Scotia in 1860, upwards of seven tons of the precious metal have been taken from the mines, of which about seventy are at present in operation, employing six hundred men.

The principal gold-mining districts, named in the order of their discovery, are Mooseland, Tangier, Lawrencetown, Oldham, Ovens, Wine Harbor, Renfrew, Sherbrooke, Waverley, Country Harbor, Gold River, Montagu, Wagamatcook or Middle River, Gay River, Hammond Plains, Stewiacke, Musquodobit and Uniacke.

Most of the gold is derived from the quartz veins, but placer washings have been worked at the Ovens, Lawrencetown and Tangier; and with such good results as to render it probable that if hydraulic machinery were introduced they would prove profitable.

In addition to the gold of this series a good roofing and flagging slate is stated to have been discovered in the townships of Douglas and Rawdon in Hants county.

Quebec Group.—The occurrence in Nova Scotia

of deposits similar to the metamorphic strata of the Eastern Townships of Quebec, although recognized many years ago in Newfoundland, has only recently been ascertained by the examination of certain rocks which overlie the Laurentian gneisses at several points in the Cobequid Mountains, near Five Islands on Minas Basin; at Arisaig; at George River, on the Little Bras d'Or; at Kelly Cove, on the Great Entrance of the Bras d'Or; and at Whykokomagh. The general aspect of these rocks is everywhere the same; they consist of diorites, argillites, white and bluish banded, compact and saccharoidal dolomitic and serpentinous limestones, interstratified with quartzite of various colors, beds of jasper, foliated and compact talc, and agalmatolite. Many of the limestones are impregnated with iron and copper pyrites and galena. At Kelly Cove the vertical thickness of the series is about 500 feet.

White and purplish marbles are found at the Five Islands, but are difficult to work in large blocks because their texture is not homogenous. The Lower Silurian rocks of Whykokomagh contain a bed of hematite iron ore, ten feet thick, which has been proved about a thousand feet on its strike, and may probably be of great value from its proximity to the Sydney coal field.

MIDDLE AND UPPER SILURIAN FORMATIONS.

—These formations will be described together because, although well exposed in many parts of Nova Scotia, little has been done in the way of defining the limits of the different series which constitute them. The Middle Silurian has been subdivided into three groups: The Oneida and Medina, including hard jaspideous rocks, associated with a soft yellow agalmatolite, serviceable for ornamental purposes and pottery, overlaid by red and yellow arenaceous and argillaceous shales, with pyritous, fossiliferous limestone; the Clinton, a series of ferruginous, concretionary shales and slates, sometimes so black as to be mistaken for coal, and thin beds of limestone; and the Niagara, consisting of hard, homogeneous, ferruginous argillites, containing large nodular blocks.

The Upper Silurian is represented by variegated red, gray and green Lower Helderberg slates.

Collectively, these groups correspond with the so-called Arisaig rocks, largely developed on the south-east shore of Northumberland Strait, where the total thickness is about 900 feet. They occupy the greater part of Digby and Annapolis counties, their continuity being broken by the Annapolis gneissoid band; and spread through Northern Lunenburg, Hants and King's counties nearly to the Avon River. The Arisaig rocks lie on both flanks of the Cobequid Mountains from Cape Chignecto to River John in Pictou county. A third band of these rocks, of considerable breadth, extends eastward from the carboniferous area near Truro as far as the boundary between Pictou and Antigonish counties, where they pass under the carboniferous rocks, with the exception of two narrow spurs which enclose the Antigonish carboniferous region, and are continued to Arisaig and Cape Porcupine. A considerable portion of the eastern coast of Cape Breton is also occupied by these rocks, which are again met with at River Denys, Mabou and several other places.

Valuable iron ores of Clinton and Lower Helderberg age occur in Colchester and Pictou

counties. At Londonderry, on the southern slope of the Cobequid Mountains, and on the line of the Intercolonial Railway, an irregular fissure vein has been traced for many miles, accompanying a band of quartzite associated with gray, blue and olive shales, and hard gray and brown feldspathic sandstones. These rocks probably belong to the Clinton series. The strike of this vein, which coincides with that of the country rocks, is east and west, with a dip of 80° to the south.

The ore consists of a mixture of concretionary limonite, specular iron ore, and ankerite, together with baryte, and occasionally a small quantity of iron and copper pyrites. It is estimated that to a depth of 250 feet there are 5¼ millions of tons of available ore, containing 50 per cent. of metallic iron. This latter, of which about 3,000 tons are produced every year, is of the very best quality, and is smelted with hardwood charcoal at the Intercolonial Iron Works, situated on the west side of Great Village River. An English company with a capital of \$2,000,000 has recently been formed for developing these mines, and for establishing the manufacture of steel rails and other railway materials by the Siemens' patent. A number of coke-blast smelting, and steel making furnaces, sufficient for the production of 30,000 tons of steel per annum, are in process of erection.

Iron ores are also met with at Blanchard and Springville in Pictou county, and are being developed. In addition to several small veins of specular iron and ankerite, a vein of copper ore has been discovered at Polson Lake in Antigonish county. Beds of baryte, sufficiently pure to be used as a substitute for white lead in painting, are also found among these rocks. Veins of quartz sometimes traverse the Arisaig slates, and are frequently stated, although without good foundation, to carry gold. Of this character are the so-called gold deposits of Cape Porcupine.

DEVONIAN FORMATION.—The only rocks clearly shown to belong to this formation are found in a narrow ridge of dark colored coarse slates holding spirifers, running parallel to the Annapolis River from Hillsburgh on Annapolis Basin to Kempt Lake in King's county, interrupted by the gneissoid belt before mentioned. The series to which they are assigned on fossil evidence is the Oriskany. Associated with these slates, a highly fossiliferous bed of hematite, locally metamorphosed into magnetite, exists at Nietaux and Moose River, and furnaces have been erected near Clementsport for the reduction of the ore.

At McAr Brook, Arisaig, and also at Lochaber Lake, red non-fossiliferous argillites, not probably of Devonian age, have been observed. Contemporaneous igneous rocks, consisting of amygdaloidal traps and greenstones, also occur at Arisaig.

CARBONIFEROUS FORMATION.—The rocks older than the carboniferous have all been more or less metamorphosed after being deposited; those now to be described are seldom found in an altered condition, and in many cases occupy nearly the same horizontal attitude in which they were originally deposited, consisting merely of hardened sediments. Rocks of this period of formation are unknown within the Province west of a line drawn from the head of Bedford Basin to tide-water at Avon River, except in small patches of lower carboniferous limestone on the west bank of this river, and at

the head of Mahone and Margaret bays. In the northern and eastern counties they are largely developed. The total thickness of the formation has been estimated at 16,000 feet, but it is extremely variable in different localities.

The carboniferous rocks occupy five well marked districts: (1) The Cumberland and Pictou district extends from the broad New Brunswick area along the shore of Northumberland Strait to the eastern boundary of Pictou county, and as far south as the metamorphic area of the Cobequid Mountains. (2) The Minas Basin district, bounded on the north by the Cobequids, extends in a narrow belt from the Bay of Fundy to the Nova Scotia Railway near Truro, following the railway till it joins the Pictou area. From Truro it broadens out and extends in a belt fifteen miles wide to the Avon River, stretching also up the valleys of the Shubenacadie, Stewiacke and Musquodobit Rivers. (3) The Antigonish district is situated on the shores of St. George Bay and the Strait of Canso, and is seen as far inland as Lochaber Lake. (4) The Guysborough district, separated from the last by the metamorphic hills of Cape Porcupine, and bounded on the south-east by Chedabucto Bay, stretches in a narrow belt towards the west branch of St. Mary River, along which it runs for some miles. (5) The Cape Breton district occupies the margin of the Bras d'Or Lake, as well as the coast from St. Peter's to Cheticamp; it is also found in patches at Aspy Bay, Ingonish and St. Anne Bay, and covers the greater part of the island between Mira Bay and Baddeck Channel.

This formation is subdivided into: (1.) The Lower Carboniferous; (2.) The Millstone Grit; (3.) The Coal Measures.

(1.) *The Lower Carboniferous.*—At the base of this series occurs in many places a coarse conglomerate made up of the waste of the pre-carboniferous rocks. Occasionally this appears to be replaced by a peculiar group of "false coal measures," characterized by thick beds of bituminous shale and coal. Overlying the conglomerate is a great but undetermined thickness of red and green marls, clays and massive limestones, frequently associated with gypsum in beds sometimes of great thickness and purity. These rocks occupy most of the carboniferous area in Nova Scotia; they form by their desintegration soils of great fertility in the chief agricultural districts. Many useful minerals accompany the lower carboniferous rocks. At Gay River gold has been extracted from a conglomerate largely composed of the debris of the auriferous rocks. The limestones afford a strong excellent lime, although too dark in color for ornamental work; some of them yield hydraulic lime and cement. Brine springs issue from many of these rocks. The export of plaster or gypsum has become an industry of great importance; 120,693 tons were exported from Nova Scotia during 1873. It is quarried principally on Minas Basin, at Windsor, Walton, Parrsboro', Maitland, Hantsport and Cheverie; but immense deposits are also found in Antigonish; and in Cape Breton on the Great Bras d'Or, St. Anne Harbor, Mabou and elsewhere. Iron ores have been discovered on the Shubenacadie River and at Brookfield, in veins traversing lower carboniferous limestones and sandstones; and in beds near Sutherland River in Pictou county, and on Sydney Harbor. A mineral paint is found at Chester; pyrolusite or oxide of manganese,

galena, baryte, and clays for pottery and brick making are not uncommon.

(2.) *The Millstone Grit* comprises about 5,000 feet of coarse and fine-grained, greatly false-bedded sandstone and arenaceous shale, usually of a gray or greenish-gray color, but sometimes red, containing also thin beds of argillaceous and bituminous shale, with underclays and a few organic remains. Although usually barren, the millstone grit occasionally contains workable seams of coal. A seam five feet thick, separated by a great thickness of barren gray sandstone, apparently of this age, from the productive coal measures, has been worked in the Sydney coal-field. It is underlain by a bed of fireclay holding stigmæria or fossil roots, and overlain by several feet of argillaceous shale, containing many impressions of ferns and other plants. Coarse conglomerates are sometimes found in connection with this series, which underlies the coal measures in all the coal-fields.

The soil derived from the rocks of this series is poor, and the surface of the country is often encumbered with huge unworn blocks of sandstone from the underlying beds. Building stone is quarried in some localities from sandstone strata of this age, but the most useful product is the grindstones, largely exported from Minudie on Cumberland Basin.

(3.) *The Coal Measures*, although occupying a limited area in Nova Scotia, are of great importance on account of the valuable deposits of coal which they contain. The rocks of this series consist of alternations of about 4,000 feet of sandstone, arenaceous, argillaceous, bituminous and carbonaceous shale, fireclay, and thin layers of limestone and ironstone, with seams of coal. Erect trees and plants of many species abound in the shales, especially in proximity to the coal seams; some of the carbonaceous shales being composed almost entirely of carbonized plants arranged in layers one above another. Many of the limestones and bituminous shales are in great part made up of the shells of minute crustaceans and mollusks, together with the teeth, scales, spines and coprolites of extinct genera of fishes. The sandstones abound in fucoids, drifted trunks and the more durable parts of trees.

The principal coal-fields of Nova Scotia are the Cumberland, the Pictou, the Inverness and Richmond, and the Eastern or Sydney coal-fields. A two feet seam of coal has also been discovered on the Kennetcook River in Hants county, and an outlier of the coal measures is supposed to exist at the head of Country Harbor.

The annual quantity of coal raised in Nova Scotia is about a million tons, of which the Sydney coal-field furnishes nearly two-thirds. The number of men employed in this industry is about four thousand. The coal is shipped to Canada, the United States and the West Indies.

Cumberland Coal-field.—The importance of this district scarcely accords with the enormous development of carboniferous strata on the Joggins shore. In the whole length of this section, carefully measured by Sir Wm. E. Logan, there occur but two workable seams of coal, and these of irregular thickness and quality. The Main seam is five feet thick, divided into two layers by an inch of clay, the coal being of good quality. The measures have been traced in an easterly direction for upwards of fifteen miles, as far as the Styles Mine. At the Victoria Mine there are three seams, none of them exceeding

three feet in thickness. Other mines are situated on a seam twelve feet thick, divided into several layers by clay partings.

At Springhill, twenty miles south-east of the Joggins shore, two large seams, one eleven, the other thirteen feet thick, separated from the Joggins series by a fault, have been opened on the southern outcrop of a synclinal. The Intercolonial Railway furnishes an outlet for the produce of this district, which has been hitherto retarded in its development for want of a safe shipping-place.

Pictou Coal-field.—The most important collieries of this region, which occupies about twenty-five square miles, are situated on the west side of the East River. An intricate system of extensive faults traverses the district in all directions. Besides other workable seams, two of enormous thickness occur within the area, the Main seam, forty feet thick, composed of alternating layers of coal and ironstone, and containing twenty-four feet of good coal; and the Deep seam, fifteen feet six inches thick. Six collieries, of which the principal is the Albion Mine, supply about a third of the whole annual yield of Nova Scotia.

Inverness and Richmond Coal-field.—The coal measures are found in tracts of inconsiderable size and importance at Sea Coal Bay, Port Hood, Mabou, Broad Cove and Chimney Corner, probably forming the ends of a basin now covered by the waters of the Gulf of St. Lawrence. They occupy an aggregate area of about twenty-five square miles.

Eastern or Sydney Coal-field.—This is perhaps the most important of the Nova Scotia coal-fields. In a thickness of 2,000 feet of strata five or six considerable seams occur, containing collectively about thirty feet of coal. These strata are repeated by a series of gentle undulations along the whole coast from Mira Bay to the Great Bras d'Or, with a general north-easterly dip at a low angle. They extend inland about two miles; and underlie about seventy-five square miles on the land, although the workings are not confined to the land, since the greater part of the basin is submarine. Coal was taken from some of the seams as early as the year 1725, for the supply of the English and French colonists. Fifteen collieries are now in operation, in some of which the workings have been extended a considerable distance under the sea. Short lines of railway connect the mines with Sydney Harbor or some of the outlying bays. About forty miles have already been built, and another line is being constructed to the winter port of Louisbourg.

Clay ironstone, and fireclay abound in the coal measures of Nova Scotia, but have not been utilized to any great extent. Works have recently been established near New Glasgow in Pictou county for the manufacture of pottery.

TRIASSIC FORMATION.—The valleys of the Annapolis and Cornwallis Rivers are cut out of soft, calcareous, coarse sandstone and conglomerate, containing fossils of Triassic age, similar to those which cover nearly the entire surface of Prince Edward Island. Triassic sandstones also fringe the shores of Cobequid Bay and Minas Basin from Five Islands to the Shubenacadie River, and extend in a belt, in no part much exceeding five miles in breadth, from Minas Basin to the vicinity of Clementsport on Annapolis Basin, and again between Annapolis Basin and St. Mary Bay.

Between this belt and the Bay of Fundy runs an elevated table land called the North Mountains, once a favorite resort of the caribou. This ridge is formed by a trap overflow, traces of which are also seen at several points on the Cumberland coast. In northern Prince Edward Island the jaw of a large carnivorous reptile, *Bathysgnathus borealis*, was found in sandstone of this age.

Both the trap and the sandstone produce fertile soils. The sandstone is too soft for building stone, and contains no useful minerals. Native copper is found in small veins with quartz, jasper, and calc-spar in the trap of Cape d'Or. Numerous finely crystalline minerals also abound in it, as well as small veins of magnetic and specular iron ores.

POST-CENOZOIC PERIOD.—The superficial deposits of Nova Scotia may be considered under three subdivisions, Glacial, Post-glacial and Recent deposits.

Glacial Deposits.—In all parts of Nova Scotia evidence is found of a time when thick irregular accumulations of clay, sand and gravel, containing boulders or large rounded masses of the older rocks, were deposited by glaciers, icebergs or other natural agencies on the underlying rocks, these latter being at the same time polished and striated. The course of the striae is in general north and south, with frequent local modifications. The long deep bays of the southern coast, cut across the upturned edges of hard metamorphic rocks, and the narrow lakes and chains of lakes, which occupy about one-third of the interior, and have usually a north and south direction, bear testimony to the erosive power of ancient glaciers.

Gold derived from the quartz veins, is found in many places distributed through the drift gravels and clays.

Post-glacial Deposits consist chiefly of modified drift beds of sand and gravel. A remarkable ridge, known as the Boar's Back, runs along the west bank of the Hebert River in Cumberland county, and a similar ridge runs parallel to the Clyde River in Shelburne.

Modern Deposits.—In many localities limited patches of bog iron ore and ochres have been formed after the close of the post-glacial age. Such are the beds of the Cumberland, Pictou and Sydney coal-fields. Shell marl is met with in some of the lakes, and peat beds are numerous on the southern coast. The dike lands of the Bay of Fundy, which have been reclaimed from the sea, and the fertile intervals and deltas of many of the rivers belong to this epoch. In the intervals of Middle River and Baddeck, Cape Breton, bones of the Mastodon have been discovered. The existence of sub-marine forests at Fort Lawrence, in Cumberland county, points to a gradual subsidence of the land during the modern period.

The pre-historic men of Nova Scotia have left behind them in the mounds of shells and bones, found near the sea in every part of the Province, chipped and polished stone implements of war and peace. Arrow heads, spear heads and javelins, axes, hammers, chisels, knives, pipes and other remains are turned up by the plough in the cultivated fields; especially in Annapolis, at the mouth of Le Quille River, at Yarmouth, about Shubenacadie, Musquodobit and Margaret Bay. The stones most used were varieties of quartz, argillite and soapstone.

SKETCH OF THE GEOLOGY OF NEW BRUNSWICK.

BY M. H. PERLEY, Esq.

TAKEN BY PERMISSION FROM "EIGHTY YEARS PROGRESS OF BRITISH NORTH AMERICA."

So large a proportion of New Brunswick is now covered with dense forest, and, as yet, has been so imperfectly explored, that no very precise description of the geological formation of the country can be given. At present it can only be stated generally, that according to the information hitherto obtained, New Brunswick consists mainly of certain rocks, which may be thus described:

1. The primary rocks of *granite, gneiss, and mica slate*, which form a broad belt extending directly across the province, near its centre, in a north-easterly direction. This belt is a spur or branch of the great chain of Alleghany mountains. It enters the province from the United States above Woodstock, embracing Mars Hill, near the Des Chutes river, and the range of hills known as the Tobique mountains, all of which, however, are less than 2,000 feet in height, except one, which rises to the height of 2,170 feet. At the western end, this belt of hilly country is supposed to be forty miles wide; it narrows gradually in its north-easterly course, and the hills decrease in height, until they finally disappear before reaching the Bay of Chaleurs, near Bathurst.

Another belt of similar rocks enters the province from the westward, at the Cheputnecticook Lakes and River St. Croix, and also pursues a north-easterly course to Fall Moose Hill, near the Bellisle in King's county, soon after which it disappears on meeting the coal measures. The Nerepis Hills are in this belt, which is narrower and less elevated than that to the northward.

Both these belts of granitic rocks form anticlinal ridges, against which the stratified masses lean, or they border immense troughs containing the secondary and tertiary formations. The regions they occupy are generally stony, often rocky, and not susceptible of cultivation. In the less rocky portions excellent soils are frequently found when the loose stones are removed.

The trap rocks, which include *felspar, basalt, porphyry, green-stone trap*, and others of a volcanic character, are found largely in connection with these belts of primary rocks, into which they send numerous dikes, veins, and intruding masses. A tract of trap rocks, associated with granite and sienite, and frequently passing into the true granitic rock, extends from Chamcook, near St. Andrew's, to the eastern extremity of the county of St. John. This tract is on the average about ten miles in width, and about ten miles distant from the northern shore of the Bay of Fundy, with the north-easterly course of which it runs

nearly parallel. These trap rocks occupy a large space in the counties of King's, St. John, and Charlotte; the lofty columnar basalt, of the island of Grand Manan, is especially remarkable. They form in general a poor and rugged country but do not necessarily indicate the presence of unfertile soils, because they contain a large percentage of lime. This chemical character eminently distinguishes the trap from the granitic rocks; and the soils formed from each of these classes of rocks, respectively, differ widely, and require entirely different modes of treatment. Whenever the trap rocks crumble, from the action of the weather or other causes, as frequently happens, they form reddish soils of much richness; and when these soils are deep, they may be profitably applied as covering to other soils of an inferior character.

2. The *Lower Silurian* rocks, which form a broad belt south of the Tobique hills, running parallel with the north-easterly course of that range, and sweeping around the western end of the coal measures. The slates of this formation are composed of beds of clay that have been gradually consolidated, in which there is no lime. They form soils of medium and inferior quality, which require drainage and the free use of lime.

3. The *Upper Silurian* rocks, which cover nearly the whole northern portion of New Brunswick, from the Tobique hills to the northern boundary of the province, at the 48th parallel of North latitude, where this formation is met by the lofty mountain ridges of Gaspé. The counties of Carleton, Victoria, and Restigouche, rest principally on this formation, which furnishes a large portion of the richest upland soil of New Brunswick. Among the upper Silurian rocks of this region are beds of valuable lime-stone, frequently abounding in characteristic fossils. The rocks themselves are generally slaty clays, more or less hard, containing lime in considerable quantity as an ingredient, and crumbling down into soils of much richness, and sometimes of great tenacity. These soils are of a heavier character than those of the coal measures, and infinitely more fertile.

The upper Silurian rocks are also found skirting the Bay of Fundy, forming a belt of unequal width, from the Saint Croix to Point Wolf, at the eastern extremity of St. John county. The southern part of Charlotte, and nearly the whole of St. John county, are in this formation. The rocks of this district have been heretofore classed as lower Silurian; but the better opinion seems

to be that they belong to the upper Silurian, and have been greatly changed by igneous action. This opinion is sustained by the presence of large beds of limestone, which especially distinguish this district; and by the presence of fossils in the slates which are less metamorphosed. They are not altogether incapable of yielding good soils; but this portion of the province is, for the most part, covered with soils of an inferior character.

4. The *lower carboniferous* rocks, or red sandstone, which form a narrow belt everywhere between the Silurian rocks and those of the coal measures. They are also found extensively in Westmoreland, Albert, King's, Queen's, Carleton, and Gloucester; with small patches in St. John and Charlotte counties. In these sandstones, which are situated beneath the coal measures, large deposits of gypsum are found, and salt springs often occur. This formation consists chiefly of red conglomerate, fine-grained red sandstone, and beds of red clay. The conglomerate does not produce so good a soil as the fine-grained red sandstone, which crumbles into red and sandy soils, light and easy to work, often fertile, and under proper management yielding good crops. The beds of red clay, often called red marl, are interstratified with beds of red sandstone, and crumble down into soils which vary from a fine red loam to a rich red clay. In the neighbourhood of lime, these sandstones are themselves rich in lime; and when associated with gypsum, combine to form some of the most generally useful, and, when properly drained, some of the most valuable upland soils in the province.

5. The *carboniferous* rocks, or coal measures, which cover a large proportion of the breadth of New Brunswick, consist chiefly of gray sandstones of various tints, but sometimes of a dark and greenish hue, and at others of a pale yellow colour. The district occupied by these coal measures, extends along the whole gulf shore of this province, from the boundary of Nova Scotia, at Baie Verte, nearly to Bathurst on the Bay of Chaleurs, without interruption. It constitutes a large part of the counties of Gloucester and Northumberland; the whole of Kent; the most considerable portions of Westmoreland, Queen's, and Simsbury; and extends also into Albert, King's, and York counties. This coal measure district is distinguished by the general flatness of its surface, gently undulating, however, intersected by numerous rivers and several large lakes but consisting principally of table lands, more or less elevated, over which forests of mixed growth

extend in every direction. The sandstones of this formation consist principally of silicious matter, cemented together by a small proportion of clay, chiefly decayed felspar; they crumble readily, form light soils, pale in colour and easily worked, retaining little water, ploughed with facility early in spring and late in autumn, but needing much manure, and subject to being parched up in hot and dry summers. Some of these sandstones, however, contain greater proportions of clay, and form stiffer soils; others, that are green or gray internally, weather of a red colour, and form reddish soils of good quality.

It has been remarked, that the coal measures of New Brunswick contain a smaller variety of sandstones than those of England and Scotland, and are free from those thick beds of dark-coloured shale which occur in the coal-measures of the United Kingdom. The soils there, lying above the richest coal-fields, are often miserably poor, and greatly inferior to those furnished by the carboniferous rocks of New Brunswick.

6. The *tertiary* deposits, which are found at numerous localities along the coast of the Bay of Fundy. These consist of beds of sand, marly clay, and marl, forming low and nearly level tracts, exposed to the sea, and frequently extending some distance from the shores. In the marl and marly clay of this formation, the remains of marine animals and plants are found in profusion. In the counties of Gloucester and Restigouche, on the coast of the Bay Chaleurs, these are similar to animals and plants which still exist in the province, and the marls of that district may therefore be referred to the *pliocene* period of the upper tertiary formation.

There are two kinds of *alluvium* in the province, the fresh-water and the marine, both exceedingly fertile. The first of these, composed of the particles of rocks detached by the frost, heat, and moisture, which cause rapid disintegration, are carried downward by the rains, and transported by the floods in early spring along the valleys and river sides, where, being deposited they form the fertile intervals that border nearly every river in New Brunswick. The marine alluvia are carried inwards by the rapid tides of the Bay of Fundy, and spread along its estuaries where, in the course of time, they become grass-bearing marshes, and being rescued from the sea by embankments, finally produce clover and wheat. These "diked marshes," as they are termed, possess extraordinary and enduring fertility, and exist extensively in the counties of Westmoreland and Albert, near the head of the Bay of Fundy, where the tides rise to the height of fifty feet and upwards.

For information under this head the writer is indebted to the labours of Dr. Gesner, Dr. Robb, Professor Johnston, and Mr. Logan of Canada, in addition to his own observations in every part of New Brunswick.

MINES, MINERALS and QUARRIES.

As the geological character of New Brunswick can as yet be but imperfectly described, its minerals, at the present, are therefore only partially known. The principal mineral substances hitherto found in the province are as follows:—

1. Bituminous coal, of good quality, found in numerous localities in the coal measures of the province, of the fat and caking description, like the Newcastle coal of England. No seam of this coal thicker than twenty-one inches has yet been

discovered. The principal workings are in the vicinity of Grand Lake, Queen's county, and the seam is found, on the average, at about twenty feet below the surface. In 1851, nine hundred and forty tons were raised.

2. A highly bituminous mineral, found near the Peticodiac river, in Albert county. A scientific dispute has arisen as to the precise character of this mineral, which one party designates *asphalte*, and the other *pitch coal*; hence it has been proposed to establish it as a new mineral, under the name of *albertite*. It is valuable for making the best illuminating gas, and also for the manufacture of various liquid hydro-carbons and illuminating and lubricating oils, which are distilled from it. The seam at present worked is vertical, and on the average about six feet wide. The deposit is supposed to be extensive. In 1851, fifteen hundred tons were raised.

3. Iron ores, of various descriptions and qualities, are found in almost every section of New Brunswick. An inexhaustible bed of *hematite* has been found at Woodstock, near the river St. John; extensive iron-works have been constructed there, and in 1851, eight hundred and ten tons were smelted. No other iron-works have yet been established in the province, although rich ores exist abundantly, especially in King's and Queen's counties.

4. Various ores of manganese have been found in connection with the iron ore of Woodstock. Gray oxide of manganese, highly crystallized and of fine quality, has been worked to some extent on the Tattagouche river, near Bathurst, and thence shipped to England. Black oxide of manganese has been found near Quaco, and of this considerable quantities have, at different periods, been shipped to the United States.

5. *Plumbago* (*graphite*) exists in one of the largest beds known in America, at the falls near the city of St. John. It approaches in some degree to a metamorphosed coal, but is still sufficiently pure for the manufacture of lustre, and preparation of moulds for iron castings. It has been worked to some extent; in 1853, eighty-nine thousand nine hundred and thirty-six pounds were exported.

6. Ores of lead (*galena*) have been found on the island of Campo Bello; also at Norton, in King's county, and lately on the banks of the river Tobique, of very good quality. The extent of the deposit, at the several places mentioned, has not yet been ascertained.

7. Gray sulphuret of copper has been found in small quantities on the shores of the Bay of Fundy, in Charlotte county. It has also been found on the left bank of the river Nepisiguit, near Bathurst, and a company was formed some years since to work the deposit; but the irregular distribution of the mineral rendered their operations uncertain, and the mine has been abandoned.

8. Granite, of the best description, is found on the right bank of the Saint John, above the Long Reach, in King's county. Quarries were opened there some years since, and many public and private buildings in the city of St. John are built wholly, or in part, of the granite quarried there. Although it exists largely in other portions of the province, no other quarries have yet been worked.

9. Gypsum exists in abundance at Hillsborough, about four miles from the Peticodiac river,

to which it is transported on a tramway, and thence shipped in large quantities to the United States. It is also found extensively at Martin's Head, in St. John county; at Sussex Vale, in King's county; and near the river Tobique, in Victoria county. There is also a deposit near Cape Meranguin, in Westmoreland. A snow-white gypsum, compact, translucent, and approaching the finest alabaster, is likewise found at Hillsborough, in considerable quantity. It works readily in the lathe, and makes beautiful ornaments. The quantity of gypsum quarried in 1851 was 5,465 tons. In 1853, no less than 15,712 tons were exported.

10. Limestones are found in various districts, but are principally burned for quick-lime, in large quantities, near the city of St. John, at L'Etang, in Charlotte county, and at Petit Rocher, on the Bay of Chaleurs. Kilns exist at other places, where quick-lime is burnt on a small scale, for local consumption. Hydraulic limestones have been noticed in many localities. The old mountain limestone, abounding with fossils, is found near the Ocnabog lake, in Queen's county, in its usual position with reference to the coal measures; the whole thickness of the band does not, however, exceed one thousand feet. Magnesian limestone has been noticed near the coal mines at Salmon river, in Queen's county. In 1851, the quantity of lime burned was 35,599 casks, of five bushels each.

11. Marbles of very fair quality are worked in the vicinity of St. John, and are also found near Musquash, on the shores of the Bay of Fundy, as well as on the coast of the Bay of Chaleurs.

12. Superior dark-red sandstones, as also gray and other sandstones, are quarried at Mary's Point and Grindstone Island, in Albert county, and thence exported to some extent. These sandstones are found in large blocks, and are prized for building purposes. Excellent blue flagstones are likewise found at Grindstone Island. Good sandstones for buildings are found on the banks of the Miramichi, as well as in numerous other parts of the coal measures.

13. Grindstones are manufactured to a very considerable extent in the counties of Albert and Westmoreland, as also at Miramichi, and on the coast of the Bay of Chaleurs, at New Bandon and Caraquet. They form an export of much value. There were 68,949 grindstones made in 1851.

14. Fine oil-stone (*novaculite*), equal to Turkish, is found at Cameron's Cove, near the northern head of Grand Manan, whence American citizens carry it off in quantities. Excellent blue whetstone has been worked to some extent near the Sevogle, a tributary to the North-West Miramichi. Fine stone of the like description is also procured from the banks of the Moose Horn brook, in King's county.

15. Double refracting or Iceland spar, of the best description for optical purposes, is found at Belledune, in the county of Restigouche.

16. Roofing slate (*argillaceous* slate) of good quality is found on the banks of the Tattagouche, near Bathurst, and the roof of the court-house at that place is covered with it. Similar slate has been observed at the narrows of the Tobique river, and on the left bank of the St. John, about three miles above Green river, in Madawaska.

17. Iron pyrites, or *sulphure* of iron abounds in New Brunswick, and may be used in the

manufacture of copperas when it occurs in veins. Where dikes of trap-rock have been injected into slate, the latter is often found charged with pyrites; and this *pyritiferous* slate is an article of much economical value, as, by a very simple process, it may be made to produce both copperas and alum.

18. Bituminous shale, a variety of *argillaceous* slate, is found in abundance on the banks of the Memramcook river, near Dorchester, in Westmoreland—and throughout a large district in that vicinity. This shale is highly charged with bitumen; and from it naphtha is distilled, as also a new liquid hydro-carbon which has been designated *kerosene*. Atmospheric air, after being passed through this liquid, becomes a powerful illuminating gas. A mineral oil is also obtained by distillation from this shale, and from it *paraffine* is made, a valuable substance for lubricating machinery. Liquid bitumen, or *naphtha* in its natural state, is found in small quantities flowing from this shale, in several places.

19. Plastic clay, for bricks and pottery, exists in large beds in many districts, and is often found of very fine quality. Beds of fire-clay are found beneath the bituminous coal wherever it exists in New Brunswick. A large outcrop of this valuable clay has been observed at the mouth of the Salmon River, near the head of the Grand Lake, in Queen's county.

20. Peat, of good quality for fuel, exists in large tracts, especially in the counties of Kent, Queen's, and Sunbury. There are two extensive deposits, washed by the sea, on the shores of the Bay of Miramichi—the one at the Black Lands, near Tabusintac; and the other on the opposite side of the bay, at Point Escuminac.

21. Sulphate of barytes has been found north of Fort Howe, near the city of St. John, and is said to exist in other localities.

22. Felspar, in large crystals, has been frequently seen in those granitic rocks which in-

tersect gneiss. When pure, this mineral is admirably adapted for the manufacture of fine porcelain.

23. Milk-white quartz, in veins and beds more or less extensive, occurs in numerous localities. This substance may be profitably employed in the manufacture of flint glass. Quartz crystals, both limpid and smoky, are found in many places. The finest pure crystals have been procured near the Musquash river, in the county of St. John.

24. Ochres and the ochreous earths are found, in beds of considerable thickness, in the sandstones of coal measures. From some of the ochres, of a ferruginous character, fire-proof paints have been manufactured, at the Sealouche river, near Shediac, in Westmoreland.

25. Chlorite, the famous pipe-stone of the Indians, called by them *Tomaganops*, is procured at Grand Manan, and also at the Tomaganops brook, a tributary of the North-West Miramichi, in Northumberland. When first procured from its native bed it is of a dark-green colour, compact, soft, and easily worked; by the moderate action of fire, it becomes very black and quite hard.

26. Jade (*nephrite*), a stone remarkable for its hardness and tenacity, of a light-green colour, and of an oily appearance when polished, is found in the province, in localities known to the Indians. Some of them possess ancient scalping-knives and other weapons of jade, neatly polished, and bearing a fine cutting edge.

27. Jasper is found along the shores of the Bay of Chaleurs, and other localities in the northern part of the province. The ancient arrow-heads, spear-heads, and other Indian implements of stone, for use in war or the chase, were chiefly formed of native blood-red jasper, exceedingly fine and hard, oftentimes emulating the appearance of the semipellucid gems.

28. Hornstone, or *chert* is frequently found in the primary rocks, and has been especially noticed at Grand Manan and the Gannet Rock. It

has been seen of various colours, and somewhat translucent. The Indians formerly used chert for the heads of their spears and arrows, although these were sometimes formed of white quartz.

29. Soapstone (*steatite*) is found in the northern part of the province by the Indians. Cooking pots, and other utensils of soapstone, are often found near their ancient camping-grounds.

30. Salt-springs, affording a copious supply of water, exist at Sussex Vale, from which salt has been manufactured for many years, by evaporation in boiling. This salt is peculiarly fine, and is supposed to improve the flavor of the excellent butter made in that valley. Salt-springs are also found along a small tributary of the Hammond river, in King's county, and near the river Tobique, in Victoria.

The origin of these springs is yet an unsettled question; and whether they arise from some unknown chemical action in the bowels of the earth, or are produced by the solution of beds of rock-salt, remains to be determined.

31. Sulphureous and ferruginous springs, and those emitting carburetted hydrogen, are found in numerous localities, in the coal measures and slates of the province; but as none of their waters have yet been analyzed, no precise description can be given of their several qualities.

Very many of the various minerals above described have been observed by the writer, in the localities mentioned; and there is reason to believe that others will be found as the country becomes cleared and more minutely explored.

In addition to the minerals already mentioned, Dr. Gesner states, that Tale and Talcose Slate, Mica Slate, Thompsonite, Stilbite, Apophyllite, Tourmaline, Serpentine, Iserine, Asbestos, Amethysts, Agates, and Garnets, exist in New Brunswick, but he does not indicate their several localities.

MINERAL STATISTICS FOR THE DOMINION OF CANADA.

COMPILED BY

CHARLES ROBB, C. E., OF THE GEOLOGICAL SURVEY OF CANADA.

The following Tables exhibit in a concise form the results of Mining operations during the years 1869, 1870 and 1871 throughout the Dominion of Canada and the British American Provinces. They have been compiled chiefly from information obtained by the Officers of the Geological Survey, under the arrangement specified in Mr. SELWYN'S SUMMARY REPORT, addressed to the Legislature, and dated May 2nd, 1870, pp. 13 and 14; and partly from the Reports of the Commissioner of Mines for Nova Scotia, supplemented by other authentic sources of information. In some cases, in order to render the Tables more complete and uniform, it has been deemed necessary to fill up some of the items by estimating according to the compiler's best judgment. In such cases, the figures are marked by an asterisk. These Tables comprise the records only of such mines as have been in operation during the whole, or any part of the three years referred to; and in some instances where it has been impossible to obtain any information all notice has necessarily been omitted. In the column indicating the year, the brackets denote that the "aggregate" production, number of men, etc., for each year of all the mines of the class referred to is recorded.

TABLE I.—PROVINCE OF ONTARIO.

Description of Mineral Product.	Designation of Property or Company.	LOCALITY. Lot, Range, Township, County.	Year.	Number of				Value of Plant and Machinery.	Quantity Produced.	Value of Product at Mine.	Destination of Product. D.C. U.S. G.R.	REMARKS.
				Men.	Horses.	Engines.						
						No.	H. P.					
GOLD	Cook Mine	7 in 6th, Marmora, Hastings	1869	30	0	1	20	\$ 10000	*500 oz.	\$ 6250	All	In operation during three years.
	Silver Island Mining Company	Woods Location, Timiatar Bay, L. S.	1869	5	1			10791 lbs.	60760	1/2	1/2	First opened by Montreal Mining Co.; afterwards sold to American Co.
SILVER ORE	do do do	do do do	1870	77	4	1	40	172825 "	105325	All	Total to end of 1871, \$350,485.	
	Thunder Bay Mining Company	Thunder Bay, Lake Superior	1871	40	3	1	40	*30000	86945 "	815307	All	Operations suspended since 1869
LEAD ORE	Frontenac Lead Company	S. half, 16 1/2 9th, Loughboro', Fr. Lennox	1869	50	4	2	30		3204 "	2592	All	do do do
	Peterboro' do	W. half, 29 A, Galway, Peterboro'	1869	32	4	1	40	17200	*5501 lbs	4'06	All	Work suspended, but to be resumed.
IRON ORE	Chaffey & Matthews Mines	Near Newboro', Crosby, Leeds	1869	110	0	3	40		22720 "	58900	All	Has been worked for many years
	Huron Iron Mines	8 in 1st, Helmut, Peterboro'	1870	135	23	0	40	11000	17720 "	41300	All	Cobourg, Peterboro', M'rao Co.
IRON PYRITES	Cowan Iron Mines	E. half 1 in 6th, Belhouse, Lanark	1871	122	8	9	40		25000 "	62500	All	Worked since 1868.
	Elizabethown Mine	19 in 2nd, Elizabethown, Leeds	1870	6	3			600	480 "	5300	All	Used at Brockville with produce of two following phosphate
PHOSPHATE OF LIME	Brockville Chemical Company	9 and 10 in 7th, Burgess, Lanark	1870	10	0				150 "	1000	All	Mines, in manufacture of Super-phosphate (85 tons in 1870).
	Victoria Phosphate Mine	12 in 7th, do do	1870	12	3			1200	400 "	5200	1/2	
PLASTER	Grand River Plaster Beds	Near Cayuga, Haldimand	1869	22	8				800 "	2100	All	In operation for many years,
	Alexander Taylor's do	Near Yorkville, Seneca, Haldimand	1870	22	3			15000	6000 "	10000	All	with little variation in production.
HYDRAULIC CEMENT	Brown's Quarry and Mill	Thorou, Leeds	1869	8	2	1	40		4250 "	8500	All	do do do
	Napabee do	Near Napabee, Lennox	1870	20	10	1	35	23000	17000 lbs.	3525	All	
MICA	New York Mica Company	16 in 9th, North Burgess, Lanark	1869	22	2				23000 "	4050	All	do do do
	Eniskillen Companies	Petrolia, Eniskillen, Lambton	1871	28	10	1	35	52000	200 "	11700	All	But little worked since 1870.
PETROLEUM	do do do	do do do	1870	525	750	400	*0060	1700000	300000 "	375000	1/2	The return for 1870 is the only one obtain'd.
	Huron & Bruce Co's	Salt Wells in Huron and Bruce Cos.	1869	200	20	10	200	100000	60000 "	108000	All	Production limited from want of adequate market.
SALT	do do do	do do do	1870	200	20	10	200	*110000	100000 "	20000	All	
	do do do	do do do	1871	150	15	10	200	*160000	70000 "	73000	All	
COPPER ORE	West Canada Company	Lake Huron	1869	175	5	0	387	170000	2180 tons	141000	All	Recently this Co. have erected at their mines works for the reduction of the copper, in part by a humid process.
	do do do	do do do	1870	205	9	0	387	257000	1815 "	118445	All	
do do do	do do do	do do do	1871	161	6	0	387	257000	2385 "	117830	All	
Annual Average				4495	829	423	6734	2,270,817		506982		

In the Township of Marmora, in Hastings County, within the last three years, most important discoveries of auriferous veins have been made and operations commenced for developing them on an extensive scale, and with good prospects of success.
 In the Thunder Bay silver region also, Mining operations are in progress at several other points besides those indicated, and most important results are anticipated; but with the exception of those in the table, no authentic records have as yet reached us. In Marmora, a quarry of excellent flintlike stone has lately been opened, and in Burgess a platinum mine and mill are in successful operation, of which we have no specific details.
 † For other facts with regard to Iron Ores and Phosphate of Lime, see Mr. Venner's Report.

TABLE II.—PROVINCE OF QUEBEC.

Description of Mineral Product.	Designation of Property or Company.	LOCALITY. Lot, Range, Township, County.	Year.	Number of				Value of Plant and Machinery.	Quantity Produced.	Value of Product at Mine.	Destination of Product. D.C. U.S. G.R.	REMARKS.
				Men.	Horses.	Engines.						
						No.	H. P.					
GOLD	Chaudiere Gold Mining District	Seignory Vaudreuil, Benue	1869	40				\$ 20,000	10501 oz.	\$ 18,900		The produce of desulphatory alluvial washing; a quartz crushing mill has been erected, but is not now in operation.
	do do do	do do do	1870	21				29,000	5814 "	10,407		Owing to the low price of copper, these mines have been worked on a very limited scale during the last three years.
	do do do	do do do	1871	12				20,000	113 "	2,070		
COPPER	Harvey Hill Mine	17 in 15th, Leeds, Megantic	1869	342	40	5	100	120,000	12800 tons	150000	1/2	
	Capel and Hartford Mine	3, 1, in 5th, 6th, Ascot, Richmond	1870	187	30	5	100	120,000	10568 "	137417	1/2	
	Huntington & Ives do	8 in 8th, 9 in 9th, Bolton, Bromo	1871	60	10	5	100	120,000	4714 "	40,370	1/2	
IRON	Forsyth Iron Mine	11 to 7th, Hull, Ottawa	1869	370	40	4	200	*100,000	104000 tons	72,250	1/2	The production of the St. Maurice Forges averages 2000 tons of pig iron annually.
	St. Maurice, St. Joseph and St. Francis Iron Mining Co.	Champlain County, Yamaska County	1870	376	40	4	200	100,000	10400 "	72,250	1/2	
PLUMBAGO	Canada Plumbago Company	28 in 8th, Buckingham, Ottawa	3yrs	18	4	1	50	*50,000	450 "	*00000	1/2	Worked only on a limited scale.
	Melbourne Slate Quarry	22 in 6th, Melbourne, Richmond	1869	00	8	1	8	3,500	7870 sqs.	32,000	1/2	The Danville school-slate quarry is in operation, but no authentic returns have been obtained.
ROOFING SLATE	do do do	do do do	1870	72	8	1	8	3,500	1568 "	10,411	1/2	
	Rockland do do	22 in 4th, do do	1871	50	6	1	8	3,500	4765 "	19,925	1/2	
HYDRAULIC CEMENT	Orleans Cement Works	Parish St. Pierre, Orleans Island	3yrs	11		1	10	11,000	30000 lbs.	4,200	All	This is the annual production, &c., which varies very little from year to year.
	do do do	do do do	1869	500	6	5	83	70,000	11000 tons	12,000	All	Operations hitherto confined to the St. Hubert and Ste. Bridgette bogs.
PEAT	Champlain Peat Bog	Champlain Parish, Seignory & Co.	1870	200	7	5	83	70,000	10000 "	18,000	1/2	Some produced in 1871 from 1-1/2 bogs.
	do do do	do do do	1871	600	7	5	83	70,000	10300 "	30,900	All	
SOAPSTONE	Sheik & Whitney's Mine	24 in 7th, Bolton, Bromo	1871	4		1	10	3,000	300 "	1,800	"	Mine only opened late in 1871.
	do do do	do do do	1870	4		1	10	3,000	300 "	1,800	"	
Annual Average				1201	93	17	659	374,100		339200		

In addition to the above we have to note the following, of which, however, we have no authentic details:
 1st.—In the Chaudiere Gold District, beside the desulphatory operations of which the results are given above, an English Company have acquired territorial rights, and the use of the crushing mill referred to, with a view to extensive and systematic working, both in the alluvial and quartz rock. Owing, however, to various accidental causes, these works are not yet in full operation, and consequently we have no definite results to record.
 2nd.—The works erected on by Mr. M. Nelson and others at River Moisie and at Montreal, for the manufacture of axes and other wrought iron articles from the iron sands of Moisie.
 3rd.—An establishment at Quebec, for the manufacture of steel by a new process, from the iron sands, under the direction of Mr. Labreche Viger, not yet in full operation.
 4th.—There is a mill at the Chaudiere Falls, near Ottawa City, for the manufacture of hydraulic cement from the Neveau limestone.
 5th.—The mica mines, near Grenville, have been worked on a small scale for several years, and Mr. S. Miller is now working a plumbago mine in the same locality.

MINERAL STATISTICS FOR THE DOMINION OF CANADA.

TABLE III.—PROVINCE OF NOVA SCOTIA.

COAL.

SUMMARY of the Production of Coal in each County in Nova Scotia and Cape Breton in 1869-70-71, condensed and compiled from Official Records contained in the Reports of the Chief Commissioner of Mines for the Province of Nova Scotia.

COUNTY.	Year.	Number of				Aggregate Power of Engines.	Expenditure on New Works.	Quantity Raised.	Quantity Sold.	Value of Quantity sold at the Mine.	Total Quantity.		Value of Quantity sold.	Sales compared with previous Years.		Destination of Product.				
		Mines.	Men.	Horses.	Engines.						Raised.	Sold.		Increase.	Decrease.	Nova Scotia & Cape Breton.	Adja-cent Provinces.	Other Countries.		
CUMBERLAND.....	1869	4	5	13	2	11	4174	21	15066	8515	16163	1585	1970	6135	1397					
	1870	4	85	13	3	41	2194	21	6053	7884	13799		1137	5801	446					
	1871	4	118	14	8	41	9009	25	12332	11737	23742	36451	23136	63895	4153	931	1656	9767	290	
PICOU.....	1869	7	851	81	30	1355	71104	29	218075	198212	373498		62300	29510	48093	84090				
	1870	8	1044	70	29	1520	87781	47	248880	228253	417992		25313	47501	86502	92178				
	1871	8	937	80	29	1320	87901	84	285991	245699	456201	753547	670337	1217701	19275	87147	62173	97162		
CAPE BRETON.....	1869	17	1446	210	80	1274	45919	70	343369	801320	591346		7575	83171	71089	157064				
	1870	12	1460	197	35	1377	95719	80	367373	333578	696976		29259	81372	70873	163526				
	1871	15	1418	192	25	1417	123707	68	370918	833431	630128	1081729	276829	1890450	4531	81795	85160	82094		
INVERNESS AND VICTORIA.....	1869	2	39	3	1	7	13582	80	695	719	1109			1176	498	202				
	1870	2	11	2	1	7	21574	90	463	290	575			461	296					
	1871	2	10	2	2	27	615	90	4018	450	894	5376	1450	2878	160	68	887			
Annual Average.....		28	2514	294	67	2956	107,107	02	635,098	658,830	1,064,938			132,092	137,612	222,998				

OTHER MINERALS IN NOVA SCOTIA.—Apart from Coal and Gold, the only other minerals which have been made available in Nova Scotia during the last three years, as in many previous years, are iron and gypsum; the former chiefly at the Intercolonial Iron and Steel Company's Works (formerly called the Acadia Iron Works, near Londonderry, in the County of Colchester, and the latter at and in the neighborhood of Windsor, in Hants County, where gypsum has been quarried for a century. The returns for both products are very imperfect. From the most reliable information we can obtain, the annual production of the Intercolonial Iron and Steel Company is about 5000 tons of ore of about 50 per cent. produce, which is manufactured into pig and bar iron, cast wheels, cast and spring steel, of the aggregate value of \$120,000, of which about two-thirds are consumed in Canada, one-sixth exported to England, and one-sixth to the United States. The average number of men employed is 306; horses, 12; horse-power of engines, 209.

The returns relative to gypsum, which is a most important article of export, are more imperfect. From the best information we can obtain, we may state that from the port of Windsor alone at least 125,000 tons of raw gypsum are annually exported, being the produce of 15 or 16 quarries, and amounting in value at the port of shipment to about \$100,000. Only about one-twenty-fifth is used in Canada, the remainder being exported to the United States. The number of men annually employed in this branch of mining industry may be estimated at 200.

TABLE IV.—PROVINCE OF NOVA SCOTIA.

GOLD.

CONDENSED and compiled from the Reports of the Chief Commissioner of Mines for Nova Scotia.

DISTRICT.	Year.	Number of			Quartz Crushed.	AVERAGE.		Total Yield of Gold.	Total value.	Yield compared with that of previous year.							
		Mines.	Men.	Mills.		Yield per Ton.	Val. per Man.			Increase.	Decrease.						
SHELBOROUGH.....	1869	17	134	11	11500	11	9 13	765 70	6516 11 10	102611 78	oz.	dwt.	grs.	oz.	dwt.	grs.	
	1870	13	157	11	11428	08	12 12	840 65	7134 4 0	13192 70	1587	12	8				
	1871	11	171	12	11882	15	9 3	711 87	6579 10 7	121729 33				554	4	17	
RENFREW.....	1869	10	112	6	7258	09	8 13	511 68	3937 15 7	57308 63				275	10	2	
	1870	9	90	5	8243	15	7 5	692 24	1171 18 11	21680 59				1925	16	29	
	1871	6	36	5	2163	10	9 14	690 83	1179 17 10	21827 83				7	19	5	
WAVERLEY.....	1869	0	54	4	3915	15	8 3	515 31	1591 11 10	29416 82				795	14	12	
	1870	3	12	4	2916	00	6 5	357 31	811 3 21	15097 07				780	10	13	
	1871	3	56	4	2742	10	10 10	471 72	1127 8 12	29416 61				816	11	15	
WINE HARBOR.....	1869	4	65	5	2729	12	5 7	294 70	719 8 10	13399 62							
	1870	2	20	5	2359	15	7 18	659 90	911 15 11	16923 41				195	6	19	
	1871	3	35	5	2927	00	10 12	569 53	1558 0 10	28459 16				623	11	2	
TANGIER.....	1869	3	51	4	1332	02	17 21	432 45	1192 3 10	2355 15				270	15	1	
	1870	3	84	4	2732	10	13 7	337 63	1814 2 10	33561 22				621	19	0	
	1871	5	88	4	2924	00	14 7	410 61	2043 0 7	38229 76				278	17	21	
UNJACK.....	1869	14	71	6	3171	13	11 18	496 52	1867 3 12	31642 72							
	1870	3	20	6	1794	10	6 7	521 61	598 1 5	1081 11							
	1871	3	11	4	909	00	8 0	476 84	369 17 3	6075 84							
MONTAGUE.....	1869	8	29	2	572	07	1 8 4	513 97	895 13 14	14965 00							
	1870	3	18	2	956	04	3 0	1178 71	3831 9 6	76882 05							
	1871	3	51	3	818	15	3 9	119 53	3152 8 15	58319 97							
OLDHAM.....	1869	0	56	5	1735	02	16 2	169 78	1394 16 6	25803 80							
	1870	13	65	3	2911	02	15 12	583 96	2951 15 3	37957 49							
	1871	12	43	3	3374	00	1 5 0	739 41	1718 12 12	31794 56							
STORMONT.....	1869	4	19	2	784	02	5 18	221 95	227 0 13	4299 00							
	1870	5	21	3	1553	10	7 14	509 11	578 5 15	10598 29							
	1871	6	18	3	1937	09	5 19	575 11	659 17 21	16598 02							
LAWRENCE TOWN.....	1869	2	20	2	223	00	2 17	37 79	31 0 29	655 76							
	1870	2	30	2	1552	17	12 15	514 43	100 0 23	18310 37							
	1871	2	60	2	765	00	10 0	510 51	613 11 2	11350 75							
MESQUOBIOT or CARIBOO.....	1869	2	21	2	479	13	1 1	232 88	59 15 23	9138 75							
	1870	2	10	2	622	09	12 16	251 72	304 11 19	7299 89							
	1871	2	25	8	812	17	0 7	279 93	378 5 15	6998 20							
UNPROCLAIMED and other DISTRICTS.....	1869	7	29	6	622	09	12 16	251 72	304 11 19	7299 89							
	1870	3	25	8	812	17	0 7	279 93	378 5 15	6998 20							
	1871	1	0	0	281	60	7 23	239 49	112 3 16	2974 40							
Annual Average.....		66	588	53	32,517	01			18,957 7 14	\$451,299 59							

In addition to the above return of gold extracted chiefly from quartz, an amount of 366 oz. 7 dwts. 9 grs. of alluvial gold is reported as having been obtained during the three years specified. The annual production of alluvial gold bars, therefore, being only 122 oz. 2 dwts. 11 grs., or \$25,923. The value of the gold is taken at \$18.50 per ounce, as in the Official Reports.

TABLE V.—PROVINCE OF NEW BRUNSWICK.

Description of Mineral Product.	Designation of Property or Company.	LOCALITY.		Year.	N ^o . of Mines.	N ^o . of Men.	N ^o . of Horses.	Value of Machinery.	Quantity Produced.	Value of Product at the Mine.	Destination of Product.			REMARKS.
		District.	County.								Canada.	United States.	Great Britain.	
COPPER ORE.....	Adams Island Mine.....	Adams Island.....	Charlotte.....	1869	30	1	6000	170 tons.	11700			All	Work was suspended in 1869, do do do 1870, The return for 1870 is the only one obtained, but the works are supposed to have been in operation for three years with little change.	
	Alma Copper Mine.....	Salmon River.....	Albert.....	1870	4	1	1000	50 "	2000					
MANGANESE.....	Markhamville Manganese Mining Company.....	Markhamville.....	Kings.....	1869	20	7	2000	300 "	11700					
				1870	29	7	2000	300 "	11700					
ANTHONY ORE.....	Prince William Mine.....	Prince William.....	York.....	1869	12	0	3000	153 "	2600				Suspended since 1869.	
PITMBAGO.....	Split Rock Mine.....	Portland.....	St. John.....	1869	16	2	700	6000 lbs.	13600				Irregularly worked; now suspended.	
POAL.....	Grand Lake Mines.....	Grand Lake.....	Queens.....	3 yrs.	12	8	1000	22950 tons.	26500	All			Partly worked, with little change.	
ALBERTITE.....	Albert Mines.....	Near Hillsboro.....	" "	" "	12	4	30000	19207 "	192070	All	Chiefly.		Total from 1852 to 1870, 216,371 lbs.	
SALT.....	Sussex Salt Works.....	Sussexvale.....	Kings.....	" "	2	2	1000	1509 lbs.	3618	All			Regularly worked, with little change.	
Annual Average.....					195	28	47,700		262,288					

There are important works near Hillsborough, in Albert County, for the manufacture of plaster from the gypsum which abounds in that neighborhood, but no detailed statements regarding them have been obtained.

TABLE VI.— BRITISH COLUMBIA.

Description of Mineral Product.	Designation of Company, &c.	Year.	Number of				Value of Plant and Machinery.	Quantity Produced.	Value of Products.	REMARKS.
			Men.	Horses.	Engines.					
No.	H. P.									
GOLD.....	Return of Gold Mining generally throughout the Province.....	1889	2000					\$ 1,321,871	† Wells, Fargo & Co.'s Returns. Hon. H. L. Langevin, C. B., Minister Pub. Works. Wells, Fargo & Co.'s Returns.	
		1870	2000					1,333,740		
		1871	2000					1,319,331		
COAL.....	Vancouver Coal Mining and Land Company (Limited).....	1869					35,802 tons	147,594	Sales in the last ten years, 300,000 tons. There is one other Coal Company in the Province, from which no returns. ‡ Probably one-fourth more gold is taken away by private hands.	
		1870					29,843 "	122,953		
		1871	191	5	10	222	\$1,000	46,900 "		185,400
Annual Average.....			2194	5	10	222	36,822 coal	1,488,014		

The coal produced by the Vancouver Coal Mining Company at Nanaimo and Newcastle Island is supplied to the Town of Victoria, and to steamers calling at the place on their way to San Francisco, California, Portland in Oregon, and Honolulu, in the Sandwich Islands.

TABLE VII.— NEWFOUNDLAND.

The geological structure and economic interests of this Island are so closely allied with those of the Dominion, that it has been deemed desirable to include in this Report the record of its most important mineral products. Although various other minerals of economic importance, such as coal, galena, gypsum, &c., are known to exist in the Island, the Copper Mines of Tilt Cove are the only ones now systematically worked.

Description of Mineral Product.	Designation of Property.	LOCALITY.	Year.	Number of				Value of Plant and Machinery.	Quantity of Copper Ore Produced.	Value of Copper Ore at the Mine.	Quantity of Nickel Ore Produced.	Value of Nickel Ore.	REMARKS.
				Men.	Horses.	Engines.							
				No.	H. P.	No.	H. P.						
COPPER AND NICKEL.	Union Mine.....	Tilt Cove, Notre Dame Bay.....	1869	248	1	1	35	\$ 80,000	Tons. 45,091	\$ 418,212	Tons. 37	\$ 11,694	All shipped to Swansea, Wales
	do	do	1870	288	1	1	35	80,000	4,000	120,000	135	28,800	
	do	do	1871	110	2	1	35	80,000	3,000	99,000	20	4,300	
Annual Average.....				239	1	1	35	80,000	17,364	210,414	61	14,283	

TABLE VIII.

GENERAL SUMMARY of Mining Statistics for the Dominion of Canada and British Provinces.—Average of the years 1869, 1870 and 1871.

NAME OF PROVINCE.	Number of				Value of Plant and Machinery.	Value of Product at Mine.	REMARKS.
	Men.	Horses.	Engines	H. P.			
ONTARIO	6495	829	423	0731	\$ 2270818	\$ 966882	Expenditure on new works only included. Total in ten years from 1862, 106,173 ca. 1 dw. 17 grs. Total in six years, beginning 1861, \$1,274,746. Total sales in ten years, 300,000 tons.
QUEBEC.....	1261	93	17	530	370100	330209	
NOVA SCOTIA.....	2511	291	67	2956	107107	1192363	
do	588		53	*1000		351208	
do	360	25	6	209		220000	
do	198	28			47700	262288	
NEW BRUNSWICK.....	230	1	1	35	30906	233792	
NEWFOUNDLAND.....	2900					238006	
BRITISH COLUMBIA.....	191	5	10	222	\$1000	15155.	
do							
Grand Total, Annual Average.....	13,902	1,268	577	11,607	6,638,623	5,014,830	

Some of the above figures are probably too low, as it has been impossible in many cases to obtain complete returns.

SKETCHES OF THE EDUCATIONAL SYSTEM OF CANADA.

By J. G. HODGINS, LL.D., BARRISTER-AT-LAW AND DEPUTY SUPERINTENDENT OF EDUCATION.

(FOR ONTARIO SEE PAGE 33.)

PROVINCE OF QUEBEC.

The first school established in the Province of Quebec was by Rev. Father Le Jeune, who opened one in Quebec in 1632. He commenced with two pupils—a negro and an Indian boy. During the following year the missionaries collected twenty lads, chiefly from the Indian wigwams, for the school; but the restraint was too much for them, and they soon scattered to the woods again. Father Le Jeune did not despair, however, for, in 1635, he again established a "Seminary for the Hurons," afterwards known as the Jesuit College of Quebec. In 1639, Madame De La Peltrie established a similar institution for Huron girls, which was afterwards known as the Ursuline Convent of Quebec.

In 1647, the Theological Seminary of St. Sulpice was established in Montreal; and, in 1663, Mgr. Laval, the first Roman Catholic Bishop of Quebec, set on foot the "Grand Séminaire de Québec," designed for the education of candidates for the priesthood. In 1668, at the suggestion of the celebrated Colbert, Bishop Laval founded the "Petit Séminaire," which was chiefly designed to "francize" the Huron lads. The project failed, so far as the Indians were concerned, but, in 1688, the number of French boys at the seminary had increased to sixty. The Bishop also established an industrial school near Quebec for the *habitants*. From it they were drafted either to the Grand or Minor Seminary.

The only elementary schools which existed at this time were those founded by Sister Bourgeois, of the Congregation of Notre Dame, and by the Recollets. The Jesuit College and several primary schools were also maintained.

In 1728, the Jesuits projected a college at Montreal; and the Frères Charron, of the same city, proposed to establish elementary schools in the various parishes, as in France. In 1737, the Christian Brothers banded themselves together as teachers of these church schools, and adopted a distinctive garb as such.

Things remained in nearly the same state until after the conquest—1759. In 1773, the Sulpicians established the "Petit Séminaire," or "Collège de Montréal." In the following year, the Jesuit order was suppressed in Canada, (as they had, in 1762, been suppressed in France), and their revenues were afterwards diverted to educational purposes. The Jesuit estates were taken possession of by the Government in 1800; and, in 1831, they were devoted to education.

In 1787, the Legislature first formally turned its attention to education, and a committee of the Legislative Council was appointed "to inquire into the best means of promoting education." Two years afterwards the Committee reported, recommending that an elementary school be estab-

lished in each parish, a model school in each county, and a provincial college at Quebec, and that they be endowed out of the Jesuit estates.

The schools, &c., were to be open to Protestants and Roman Catholics alike, and to be under the management of a united Board of both—each Church to provide for religious instruction, and the visitation of the college to be in the Crown. The Bishop (Hubert) of Quebec, and Père De Glapion, the ex-Superior of the Jesuits, objected to the plan and the project failed.

The Duke de Rochefoucault, who visited Quebec in 1795-9, thus described the state of education at that time: "The Seminary of Quebec, * * * forms the only resource for Canadian families who wish to give their children any degree of education. * * * Upon the whole the work of education in Lower Canada is greatly neglected. At Sorel and Trois Rivières are a few schools kept by nuns; and in other places men and women instruct children, but the number of schools is, upon the whole, so very small, and the mode of instruction so defective that a Canadian who can read is a bit of a phenomenon. The English Government is charged with designedly keeping the people of Canada in ignorance; but if it were sincerely desirous of producing an advantageous change in this respect, it would have as great obstacles to surmount on this head as in regard to agricultural improvements."

In 1793, the first House of Assembly convened in Quebec urged upon the Governor the propriety of vesting the forfeited Jesuit estates in the Legislature, for educational purposes—which would be in accordance with the original design of the French monarch who endowed the Order with these lands for educational purposes only. Nothing was done, however. In 1800, another address was presented to the Governor on the subject, who replied that: "His Majesty George III. has been graciously pleased to give directions, (as he had done four years previously in Upper Canada) for the establishing of a competent number of free schools, for the instruction of children in the rudiments of useful learning, and in the English tongue; and, also, as occasion may require, for foundations of a more comprehensive nature; and His Majesty has been further pleased to signify his royal intention that a suitable proportion of the lands of the Crown should be set apart and the revenue thereof applied to such purposes."

With a view to carrying out these wishes of the Sovereign a bill was passed establishing a "Royal Institution for the Advancement of Learning," to which was intrusted the entire management of all schools and institutions of royal foundation in the Province and of the property with which they

were endowed. No grant of land was made, however, and owing to this fact, and to mismanagement, the project entirely failed.

In 1812 and 1814, other abortive efforts were made to put the "Royal Institution" Act into operation. In 1818, a simpler Act was passed by the Legislature, but it failed to receive the royal assent. The Act passed in 1800-1 was, however, revived and liberalized, and all of the schools receiving Government aid were placed under the corporation of the Royal Institution. Nevertheless the project, which was never popular, again failed; and the functions of the Royal Institution are now chiefly confined to the oversight of McGill College, Montreal. This institution was founded by the will of the Hon. Peter McGill in 1811, but owing to a protracted law suit in regard to that will the royal charter for the college was not issued until 1821.

In 1824, a committee of the House of Assembly prepared and presented an elaborate report on the state of education in the Province. From this report it appeared that "in many parishes not more than five or six of the inhabitants could write; that generally not above one-fourth of the entire population could read; and that not above one-tenth of them could write, even imperfectly."

To remedy this state of things, and to meet the wishes of the R. C. clergy, who complained of the too Protestant character of the Royal Institution Act, a measure was passed in the same year (1824) known as the *Fabrique* Act. It provided for the establishment, by the *Fabriques* (a corporate body under the old French laws of the Curé and Churchwardens) of one school in each Roman Catholic parish for every hundred families. In 1829 a further effort was made to modify the Royal Institutions Act of 1801, so as to provide for two committees (Protestant and Roman Catholics) of the Royal Institution. Owing to some legal impediments in the way the bill was dropped.

In the same year, however, (1829) an effort was made to popularize the existing schools. A bill was passed providing for the election of trustees, in place of the *fabriques*, by the land-holders of each parish. This measure, though defective, was the first general elementary School Act of Lower Canada, and the germ of the present system. It was amended in 1830 and 1831 so as to provide for the election of ministers, equally with laymen, as trustees, for half yearly examinations, and for the appointment of visitors to inspect schools and report upon their condition. An appropriation was also made for a deaf and dumb institution.

In 1831, the House of Assembly appointed a standing committee on education; and in the following year the various Acts relating to elementary schools were amended and consolidated.

Girls' schools were provided for and prizes instituted. The school visitors were authorized to decide disputes, fix school boundaries, and chose sites for superior schools. Teachers were required to hold a certificate of qualification, to keep open the school at least half a year, and to hold public examinations. In 1833 and 1834 this Act was again amended.

In 1836, the committee of the House of Assembly having reported on the "universal incompetency of school-masters," a normal school was authorized for five years in Montreal and Quebec, and certain convents named were authorized to train female teachers for the same period.

The School Act of 1832, as amended, having expired, the Assembly passed a more comprehensive Bill, which was rejected by the Legislative Council. This Bill contained two important features: 1st, Authority to establish model schools; and, 2nd, permission to raise a school rate with the consent of the inhabitants. The objections urged against the Bill were: 1st, That while the aggregate expenditure for education during the preceding seven years only amounted to \$600,000, yet this bill, by its unusually large appropriation (\$160,000 per annum) would have the effect of superseding rather than stimulating local effort; and, 2nd, that the expenditure of the grant by members of the House was denouncing.

As in Upper, so in Lower, Canada, the political troubles of 1837-8 paralyzed all further educational effort. On the union of the Provinces, however, a comprehensive measure was passed providing for a uniform system of public education for Upper and Lower Canada and appropriating \$200,000 a year for its maintenance. Dr. Meilleur, an active educationist, was appointed to superintend the Lower Canada schools.

In 1843, this law was amended; and in 1846, it was superseded by an improved measure, which first embodied a principle of compulsory taxation. This was, however, modified in 1849, so as to make it permissive. In 1851, an abortive effort was made to establish a Normal School. In 1855, Dr. Meilleur gave place to Hon. P. J. O. Chau-

veau, LL.D., who infused new life and energy into the school system of Lower Canada.

During all these years the superior institutions of learning continued to multiply. In 1804, the Seminary of Nicolet was established; in 1806, St. Raphael Seminary, (which had been burned in 1803), was reopened as the College of Montreal; in 1811, the College of St. Hyacinthe; in 1824-25, the College of Ste. Thérèse de Blainville; in 1826, the Industrial College of Chambly; in 1827, the College of Ste. Anne la Poëtière; in 1827-28, McGill College; in 1828, La Providence Convent at Montreal; in 1832, the McDonald Deaf and Dumb Asylum, Quebec; in 1833, L'Assomption College; in 1842, the Christian Brothers Schools at Quebec; in 1843-45, Bishop's College, Lennoxville, and a Classical High School, Quebec; in 1846, St. Michel College, Joliette College, Industrie; in 1847, Masson College, Terrebonne; in 1849, Schools for the Deaf and Dumb, at Chambly and Longue Pointe; in 1849, the College de Ste. Marie, Montreal; in 1850, the College of Notre-Dame de Levis, and Rigaud College; in 1852, McGill College, and the Grand Seminary of Quebec, and in 1853, Bishop's College, were chartered respectively as McGill, Laval and Bishop's College Universities; in the same year (1853) the College of Ste. Marie de Monnoir, and the Normal and Model Schools of the Colonial and Continental Church and School Society, at Montreal (subsequently transferred to McGill College); in 1854, the College of St. Germain de Rimouski, St. Francis, (Richmond), Laval, near Montreal, Ste. Marie de la Beauce and Verchères; in 1855, Sherbrooke and Varennes Colleges; in 1846, La Chute College, Argenteuil; in 1858, the Reformatory School, Isle aux Noix; in 1859, the College of Trois-Rivières; in 1860, Longueuil College; and in 1862, Morrin College, Quebec. In 1872, the Wesleyan Methodists projected a College at Stanstead.

Hon. Dr. Chauveau's first act was to prepare two important school bills, one to consolidate

and improve the system of elementary schools, and the other that of superior education. He also projected the *L. C. Journal of Education*, and *Le Journal de l'Instruction Publique*, and promoted the establishment, in 1857, of Jacques-Cartier and McGill Normal Schools, Montreal, and of Laval Normal School, Quebec. Various modifications and improvements were made in the school system of Lower Canada, now Quebec, during the incumbency of Dr. Chauveau, who, in 1867, became Minister of Public Instruction and retired in 1873. The Hon. Mr. Ouimet, is his successor.

The Public Educational Institutions in the Province of Quebec are thus classified:

- Universities;
- Classical Colleges;
- Industrial Colleges;
- Academies for Boys, or mixed;
- Academies for Girls;
- Normal Schools;
- Model Schools, annexed to Normal Schools.
- County Model Schools;
- Public Elementary Schools;
- Dissentient Elementary Schools.

In his last report, Hon. Dr. Chauveau, gives the following particulars relating to the progress of education in the Province of Quebec since 1852:

	1853	1857	1862	1867	1870	1871	1872
Institutions	2302	2940	3501	3712	4028	4063	4143
Scholars	16824	14528	18935	20400	21704	22304	22470
Fees and rates for all purposes	\$165848	\$124708	\$142728	\$72849	\$576788	\$53526	\$1085179
Disciplinary penalties	507	584	737	691	601	601	829
School Districts	2500	3073	3322	3046	3065	3061	3710
School Houses	2015	2149	2040	3145	2223	2223	6579
Assessment for the year	\$22928	\$16798	\$24117	\$50111	\$14320	\$40505	
Teachers	192	228	219	232	246	254	
Provisions to teachers	\$2211	\$3277	\$3076	\$4700	\$4895	\$5100	

PROVINCE OF NOVA SCOTIA.

1. *First Educational Efforts.*—The earliest public effort made in Nova Scotia on behalf of education was in 1780, when a grant of \$6,000 to be raised by lottery, was authorized by the Legislature with which to erect a building for a Superior School at Halifax. A further grant of \$400 per annum was made for a master, and \$200 for an usher, whenever the number of scholars should exceed forty. A private Grammar School had existed at Halifax for many years previous.

In 1782, four hundred acres of land were granted by the Government in aid of a school at Windsor.

2. *King's College, Windsor.*—In 1787, George III., directed the Governor to recommend the House of Assembly "to make due provision for erecting and maintaining schools, where youths may be educated in competent learning, and in the knowledge of the Christian religion." A committee of the House, in compliance with this recommendation, reported in favour of the establishment of an academy at Windsor, as the best situation for a Church of England Seminary. It recommended that \$1,000 per annum be given to a head master ("who should be a clergyman of the Established Church") \$500

a year to a professor of mathematics and natural philosophy. The committee expressed its "apprehensions of evil to the youths of the Province if they were sent to the United States for instruction, where they would lose their attachment to their native land, and imbibe principles unfriendly to the British constitution. The committee further recommended a grant of \$2,000 "to pay teachers salaries." On the 1st of November, the new academy at Windsor, was opened by the bishop. Seventeen students were admitted. Two gentlemen were appointed to seek aid for the College in England.

In 1789, a grammar school was established at Halifax. It was first opened in the Province buildings. In 1790, the Imperial Parliament made a grant of £4,000 sterling, or about \$20,000, towards the erection of the Church of England College, at Windsor, and, in 1795, a further grant of \$2,225, to complete it. In 1802, the College was incorporated by Royal Charter. In the same year the R. C. Vicar General Burke, of Halifax, memorialized the Government for leave to establish a R. C. Seminary at Halifax. The subscriptions for the Seminary having failed, the Vicar General contented himself with the erection of "a large building for the charitable education

of youth of his own church." In reply to the memorial, the Governor notified Mr. Burke "that no school or Seminary of Education could be exercised in this Province but such as were conformably to the laws of England and of this Province confirmed by His Majesty," and that without such approbation the Government would "not presume to issue any licence for any such school." Mr. Burke, however, still persisted in erecting the building.

In 1803, Windsor College was formally opened and the Imperial Parliament endowed it with a grant of £1,000 sterling per annum. In 1806, for some cause, the Archbishop of Canterbury disannulled all of the statutes of the College.

In 1813, the College was further endowed by a grant of 20,000 acres of land in Nova Scotia. In 1833, the Imperial endowment of £1,000 sterling was reduced to £500, and in a few years it ceased altogether. In 1851, the Provincial endowment of £400 sterling per annum (first made in 1788) was reduced to \$1,000, which sum it has continued to receive up to the present time. It still remains under the control of the Church of England, and has in connection with it a Collegiate School or Academy.

3. *Dalhousie College, Halifax.*—In 1817, the

Legislature, on the recommendation of the Governor (the Earl of Dalhousie), granted \$39,000, out of the Castine fund, for the endowment of a College at Halifax, in connection with the Church of Scotland, but open to all denominations.* In 1818, part of the Parade-ground was given as a site for the proposed college. In 1819, the Legislature made a grant of \$8,000, for the erection of the new institution on the Parade, to be named Dalhousie College. In 1820, the college was incorporated, and, in the same year, Governor, the Earl of Dalhousie, laid the corner stone of the college. He said that "the doors of the college would be open to all who profess the Christian religion." He also stated that it was particularly intended for those who are excluded [by the "thirty-nine articles of the Church of England"] from Windsor College." In 1821, the Legislature made a further grant of \$4,000 towards the erection of the building. Owing to various causes, but chiefly to the existence of several rival institutions in Nova Scotia, Dalhousie College was not successfully put into operation until 1863, when various denominations united to support it, as a literary institution. In the meantime, the Castine endowment fund, created in 1817, had by skillful management increased to \$60,000, which enabled the governors to appoint six professors to the various chairs in the institution.

4. *Other Colleges and Academies.*—In 1816, the trustees of an Academy established by the Presbyterians at Pictou, were incorporated. It received for many years a grant of from £300 to £500, but the appropriation generally gave rise to a warm debate, owing to the rivalry between the Academy and Windsor College—the former, it was alleged "endeavouring to produce hostility to the established Church and Windsor College." In 1827, the House of Assembly granted \$800 to an Academy at Annapolis. In 1840, Acadia College, established by the Baptists at Wolfville, was incorporated. The Horton male and female Academies are in connection with this College. The Sackville Academy is under the control of the Wesleyans. In 1841, St. Mary's College, established by the Roman Catholics at Halifax, was incorporated. In 1847, the Free Presbyterian Church established a Theological College at Halifax, and attached to it an Academy. They had also a Classical College at Truro, which is now incorporated with the College at Halifax. Goreham Congregational College, which was established by Mr. Goreham at Liverpool (Queen's County), having been burned, has not been revived. The remaining Colleges and Academies in Nova Scotia are: St. François-Xavier's Roman Catholic College at Antigonish, Cape Breton; Arichat Roman Catholic Academy at Isle Madame, C. B.; and the New Glasgow Academy in the County of Pictou, besides a Seminary at Yarmouth, and a Ladies' Academy and other female schools in Halifax. In addition to the Academies named, the Legislature has appropriated \$600 to each of the remaining counties for the establishment of a County Academy. The Legislature of Nova Scotia also pays \$4,000 a year to the Wesleyan Academy at Sackville, New Brunswick. The Legislative grant in aid of Colleges

* This fund was the proceeds of the import and excise duties levied at Castine, a fort on a peninsula on the east side of Penobscot (Maine) which was taken by the British troops in 1811. Out of the same fund the Legislature also appropriated \$4,000 for the establishment of the garrison library, in the same city.

Nova Scotia is \$6,600 per annum and to the "special academies" \$7,000.

5. *Normal Schools.*—In 1854, a Normal School for Nova Scotia was established at Truro. In 1856, two model schools were attached to it. The attendance of students varies from year to year. There is a model farm attached to the school.

6. *Grammar Schools.*—In 1811, an act was passed establishing a grammar school in each of the counties. The salary of the head master was fixed at £100 per annum, and of the assistant £50, when over thirty pupils attended the school. In addition to the Grammar School and the Royal Acadian School at Halifax, and the Collegiate School at Windsor, there are forty-five others in the Province, attended by about 1,800 pupils—1,000 of which are in the classics and mathematics. The cost of these schools is about \$14,000 per annum, including nearly \$10,000 granted by the Legislature for their support.

7. *Common Schools.*—In 1811, an Act was passed by the Legislature of Nova Scotia, providing for the payment of \$100 in aid of a school or schools in any settlement of not less than thirty families in which \$200 were raised by assessment for school purposes. In 1825, when the Common School Act of 1811, expired, the matter was referred to a Joint Committee of both Houses. The report of the Committee stated that at the time "there were 217 schools attended by about 3,600 children, at a cost of about £11,000, but that there were yet 1,400 children who did not attend any school at all. They thought that 210 additional schools were necessary and that an assessment on the whole population, according to each man's ability, should be levied and that the children should be taught free of charge and that £60 should be the minimum of a teacher's salary." After a long debate the report was rejected by a vote of 24 to 12. Next session in 1826, the House resolved to adopt the principle of the report (which it had before rejected) with this modification, that it should not take effect in any school district unless with the consent of two-thirds of the ratable inhabitants. A grant of \$10,000 in aid of the schools was made.

In the same year (1826) the Province was divided into school districts, and the rate-payers were authorized to appoint trustees for the establishment and maintenance of Common Schools, under the control of Boards of Commissioners. In 1829, Thomas C. Haliburton, Esq., in his *Historical and Statistical Account of Nova Scotia*, thus expresses his opinion in regard to the state of education in Nova Scotia. He says:—

"The education of the people is provided for by an University at Windsor, by Academies at Pictou and Annapolis, and by a Grammar School at Halifax. In addition to these Seminaries, provision is made by the Legislature, for assisting the exertions of the poor, in the establishment of common schools. For this purpose, the sum of £4,000 per annum, is granted by a temporary Act, and apportioned among the several counties, in each of which a Board of Commissioners is appointed, to direct its appropriation. The system upon which this aid is contributed is not permanently settled, a great difference of opinion existing, as to the expediency of introducing a direct tax for the support

of common schools; a detail of the plan is therefore rendered unnecessary."

In 1833, the grant in aid of these schools had increased to \$16,000. Various subsequent School Acts were passed up to the year 1849, when Dr. Dawson (now Principal of McGill University, Montreal) was appointed Superintendent of Education for the Province. Under his management a new school act was passed in 1850, and the character of the schools was greatly improved, and the numbers increased. On the retirement of Dr. Dawson, in 1854, another School Act was passed, and a Normal School was established at Truro. In 1855, Rev. Dr. Forrester was appointed Superintendent of Education and Principal of the Normal and Model Schools. He was succeeded by Mr. Rand. In 1864, the establishment of the Normal School which trains about 60 teachers a year, has given a great impetus to education, and has very materially elevated the character of the schools and the profession of teaching in the Province. In 1861, the Legislative grant in aid of schools was \$67,000, while the whole expenditure amounted to about \$250,000. In 1862, the number of schools was 1,230. In 1864, the School Act was revised, and many of the provisions of the Ontario School Act incorporated in it, including the substitution of school sections for school districts, and vesting in the rate-payers the right to determine annually how the schools should be supported during the year, &c. In 1865, the school law was again revised and amended, and again in 1866. It is now, with some modifications, a transcript of the school law of Ontario. Under its authority a comprehensive code of regulations have been adopted by the Council of Public Instruction and a programme of the studies for the school prescribed. In 1869, Mr. Rand was transferred to New Brunswick, and was succeeded by the Rev. A. S. Hunt, M.A. The number of schools, as well as the attendance of pupils, has more than doubled since 1840. At present there are about 1,500 Common Schools, attended by 76,500 pupils, and supported at a cost of nearly \$500,000, including a legislative grant of about \$155,000. The total number of Educational Institutions of all grades in the Province is about 1,530, attended by upwards of 80,000 students and pupils, and supported at a cost of nearly \$555,000 per annum, including a legislative grant of about \$175,000. Rev. A. S. Hunt, M.A., is now the Chief Superintendent of Education.

8. *A Deaf and Dumb Institution* has been established in Halifax since 1858. It has been highly successful, and is attended by about fifty pupils from Nova Scotia and New Brunswick. Its total cost is only about \$5,250 per annum, part of which is granted by the Legislature of Nova Scotia, and part by that of New Brunswick, in proportion to the number of pupils attending the school from each Province.

9. *Acadian School.*—In 1813, Capt. Bromby established an industrial school for the poor in Halifax on the Lancasterian system. The school was subsequently aided by the Legislature and Capt. Bromby received £200 in consideration of his labours and expense in establishing the school.

10. *Private Schools.*—There are several private schools of an excellent description for both boys and girls in various parts of the Province. They receive no aid from the Legislature.

PROVINCE OF NEW BRUNSWICK.

1. *Educational Efforts and Progress.*—In New Brunswick, as in the other provinces, the efforts to provide education were for many years spasmodic, and took nearly the same direction.

2. *Common or Parish Schools.*—Little was permanently done in early times for elementary education. In 1823, an Act for the encouragement of Parish Schools was passed. In 1829, this Act expired, but was continued and was again reenacted in 1831. In 1833, a general School Act was passed, authorizing the rate-payers to appoint three trustees in each parish for the purpose of dividing it into school sections or districts, and to examine and employ teachers. Provided the inhabitants contributed £20 for a male, and £10 for a female teacher, with board, and the schools were kept open for at least six months in each year, the Legislature contributed an equal sum to aid insupporting the schools.

The average grant to each Parish was £120, but it was not to exceed £160. The whole amount granted by the Legislature to Schools in 1836 was £12,000. In 1837 another more comprehensive act was passed, providing for the establishment of a County Board of Education for the examination of teachers. The grant to each parish was by this Act raised to £180. In 1840 this Act was supplemented by one which raised the stipend of teachers. In 1843 owing to the greatly depressed state of the provincial funds only £1200 were granted in aid of Parish Schools but the sum was shortly afterwards restored to its original amount of £12,000. In 1845 a Committee of the House of Assembly (of which ex-Governor Wilmot was chairman) brought in a report on the condition of the schools and a draft of bill "for the support and improvement of Parish Schools." At the suggestion of the Committee, the Bill was deferred. In 1847, a new Act was passed, by which local Boards were superseded by a Provincial Board, consisting of the Governor and his Executive Council. The stipends of teachers were fixed at £18, £22 and £30, according to their grade. Books and apparatus were also provided, and the grant to a parish was raised to £260. In 1849, this Act was amended. In 1852, a new Act was passed, and the late Rev. James Porter, (of Toronto) was appointed Chief Superintendent of Parish Schools, and a member of the Provincial Board of Education. By the new Act provincial and local superintendents (or inspectors) were appointed to give it effect. In 1853, Mr. Porter resigned, and was succeeded by J. M. d'Avray, Esq. The grant in aid of Parish Schools at this time amounted to \$64,000. A normal or training and model schools were also established at St. John. In 1854-5 this Act was renewed and supplemented by one which raised

the salaries of teachers. In 1858 the School Act was again revised and an additional impulse given to education. Henry Fisher, Esq., succeeded Mr. d'Avray as Chief Superintendent in 1858; but on his death, in 1856, John Bennett, Esq., took his place. There were about 900 common schools in operation in New Brunswick in 1865, besides about 25 superior schools (a grade between common and grammar schools), and 20 denominational and Madras schools.

In 1871, the whole school law underwent revision, and a new and comprehensive Act, based on the Ontario School law, was passed to regulate common schools. Theodore H. Rand, Esq., was appointed to succeed Mr. Bennet as Chief Superintendent. A discussion arose in regard to the power of the New Brunswick Legislature "to make such changes in the school law as deprived Roman Catholics of the privileges they enjoyed at the time of Confederation (in 1867) in respect of religious education in the common schools." The matter was referred to the Dominion government but the competence of the Local Legislature to deal with the question was sustained and the Dominion Government refused to interfere: An appeal against this decision was made in 1874 to the Privy Council, but the appeal was dismissed with costs.

3. *Grammar Schools* have been established in nearly all the counties of New Brunswick. Each grammar school receives £100 per annum from the Legislature, and, in addition, is supported by fees and subscriptions. King's College Collegiate School is the Grammar School for York County.

The first Grammar School Act of New Brunswick was passed in the year 1805. It was entitled "An Act for encouraging and extending literature in this Province." It provided for the establishment of a Grammar School in the city of St. John. Another Act was passed in 1816, providing for a Grammar School at St. Andrews. In 1823 the general Act was amended; and, in 1829, another Act was passed providing for the endowment of King's College, and for this establishment and support of grammar schools throughout the Province. In 1846, this Act was amended so as to provide specifically for the teaching in Grammar Schools of "Orthography, Reading, Writing, Arithmetic, English Grammar, Geography, History, Natural Philosophy, the practical branches of mathematics, the use of Globes, the Latin and Greek Languages and such other useful learning as may be judged necessary." It also provided that in "every Grammar School there shall be an average number of fifteen scholars over ten years of age in daily attendance."

In his Report for 1873, the Chief Superin-

tendent states that there are 894 Common Schools in operation, attended by 40,405 pupils, 22,307 boys and 18,098 girls. The Provincial grant in aid of these schools is about \$90,000 per annum. The number of Superior Schools reported was 41, attended by 2,930 pupils. The Legislative aid is nearly \$9,600. The number of Grammar Schools reported was 14, attended by 881 pupils, Legislative aid, about \$6,400. The Normal School has an attendance of from 50 to 70 students, per term.

4. *New Brunswick University.*—In 1800 the Legislature passed an Act incorporating an Educational Institution for the Province, under the name of the College of New Brunswick, at Fredericton. In 1828, this name was changed to that of King's College by royal charter, and endowed with \$800 yearly, and a grant of 6,000 acres of land. Its income is now about \$13,500 per annum. In 1854 a commissioner from Canada (Rev. Dr. Ryerson, Chief Superintendent of Education), one from Nova Scotia (J. W. Dawson, Esq., LL.D., now Principal of McGill University, Montreal), and three from New Brunswick (Hon. Messrs. Gray, Saunders, and Brown), were appointed by the Lieutenant-Governor to devise a scheme for increasing the usefulness of the institution. In 1859, an Act was passed by the Legislature reorganising the institution in the manner suggested by the commissioners. Each county in the Province is entitled to a yearly scholarship for one student, valued at sixty dollars, besides gratuitous instruction.

The number of students who graduated in 1871 was seven. In 1872, nine. The attendance of students is about sixty.

5. *Other Colleges and Academies.*—In 1836 the Baptists of the Province established a seminary for higher education, in Fredericton. This institution receives a grant of \$1,000 per annum from the Legislature. In 1843 the Wesleyan Methodists, partly by the liberality of C. F. Allison, Esq., erected the Allison Academy for higher education, at Sackville. In 1854 the Wesleyans also established a Female Academy at Sackville. These institutions receive an annual grant of \$2,400 from the Legislature of New Brunswick, and \$1,000 from the Legislature of Nova Scotia. The Presbyterians have a college at Woodstock, and an academy at Chatham; the Roman Catholics, have also an academy at Chatham, as well as St. Basil's Academy, which receive grants from the Legislature. There are also other academies. The total of the Parliamentary grant in aid of education in New Brunswick is nearly \$200,000 per annum.

PROVINCE OF PRINCE EDWARD ISLAND.

In the year 1804 (as stated by Hon. Mr. Coles, Colonial Secretary) the first step towards making provision for the encouragement of Education in Prince Edward Island was made. In that year, the English Secretary of State in a despatch gave directions to appropriate the rent of the Warren Farm (Government property) towards the support of a School in Charlottetown. But it was not until the year 1819 that a direct appropriation of these rents was made in the erection of a National School, which was opened in 1821.

In 1808, the legislative grant for education in the Island was £328; in 1829 it was only £502; in 1832, £563; in 1839, £605; in 1841, including a grant to the Academy, it was £1,272; in 1845, £1,725; in 1850, £1,825; in 1854, after the passing of the Free Education Act the grant was raised to the munificent sum of £9,038; in 1855, to £11,909 and in 1856, to £12,000.

On the first distribution of the lands in the island, thirty acres were reserved in each township for a schoolmaster. No public school was, however, opened until 1821, when the National

School referred to was opened in Charlottetown. Some years afterwards a Board of Education was appointed for the island; and, in 1836, a central academy was also opened in Charlottetown. In the following year (1837) a visitor or superintendent of schools was appointed for the island. In 1848 a visitor was appointed for each county; and in 1852 the first Act establishing Free Schools in a British Colony, was passed by the Legislature. It gave a great stimulus to education in the island. In 1853 a visitor for the whole island was again appointed. In 1856 a normal school was established at Charlottetown, and in 1857 an agitation arose as to the use of the Bible in the public schools. In 1861 the Legislature passed an Act to consolidate the laws relating to education in the Island, and to improve the condition of public schools, as well as to authorise the use of the Bible in them. It also passed an Act to establish the Prince of Wales' College in honour of His Royal Highness' visit to Prince Edward, in that year.

In 1863, another Act was passed still further to

improve the condition of the schools, to determine the salaries of teachers, and to authorize "the establishment of a grammar school in lieu of two district schools." It prescribed that grammar school masters should hold a certificate of the highest class, and also "be qualified to teach the Latin, Greek and French languages in such proficiency as the Provincial Board of Education shall deem requisite." In 1864, the School Act was again amended and also the Act relating to the Prince of Wales' College.

In 1868, the whole of the Acts relating to education in the Island were consolidated.

The Progress of Education has been as follows:

Year.	Schools	Pupils.
In 1837 there were in the island	51	attended by 1,659
In 1841	121	" 4,356
In 1848	" 131	" 4,512
In 1852	" 133	" 4,760
In 1-55	" 270	" 12,133
In 1861	" 302	" 11,500
In 1863	" 305	" 12,205
In 1868	" 339	" 13,350
In 1-69	" 360	" 14,867
In 1871	" 381	" 15,795
In 1874	" 384	" 15,235
In 1-72	" 392*	" 16,257

*Including these are 15 grammar schools, with about 950 pupils, and one normal school with 72 pupils.

PROVINCE OF NEWFOUNDLAND.

In 1802 Governor Lord Gambier, with the concurrence of the R. C. Bishop O'Donnell, of the Island, and the Protestant clergy, established a Protestant and Roman Catholic school at St. John's, and placed it under the management of clergymen of various religious persuasions. Other schools were also established by various bodies at the outports. The Benevolent Irish Society established a school at St. John's in 1806. In 1823, the Newfoundland and British North American School established "free" schools. In 1836 the number of schools in Newfoundland was only 79. In 1843, the first Act was passed providing for the education of the people. Of this Act the Rev. Charles Pedley, in his History of Newfoundland, thus speaks:—

"By the Act of 1843, a sum of \$25,500 was granted annually for the promotion of education, of which sum one half was appropriated in support of Protestant and one half in support of Roman Catholic schools. This amount was further distributed among a number of districts whose boundaries were defined by the Act, and which embraced the whole Island. In each district a board was to be appointed by the Governor, consisting of seven persons, of whom the senior clergyman of the district was to be one. In all those districts in which the majority of the population were Protestants the schools were to be under a Protestant board, and where the majority were Roman Catholics, the schools were to be held by Catholic boards. A yearly fee of one dollar was to be required from each pupil attending the schools, the several boards being empowered to remit the fee where persons were unable to pay the same.

"In the following year an Act was passed to provide for the establishment of an academy in St. John's for the promotion of a superior order of education.

"By that Act, the sum of \$15,000 was appropriated for the erection of an academy, and for providing a library and apparatus. The institution was to be under the management of nine directors appointed by the Governor. His Excellency had also the appointment of senior and junior masters, 'provided that no minister of religion having any fixed pastoral charge should be eligible as a master.' The salary of the senior master was fixed at \$1,500, that of the junior master \$1,250, payable out of the general revenues of the colony."

In 1858, a further Act was passed "for the encouragement of education" in the Island. By this Act \$52,625 were granted for the support of Protestant and Roman Catholic schools in the following proportions, viz.: \$23,764 to Protestant districts; \$18,336 to Roman Catholic districts; \$5,000 for denominational commercial schools, and \$3,475 for convent schools. \$3,750 were also granted to various schools for training scholars as teachers.

A further grant was made in aid of building and repairing school-houses and in supplying schools with books, maps, and school furniture. By this Act the Governor was authorized to appoint a Protestant and a Roman Catholic Inspector of Schools.

In regard to the progress of education in the Island the Rev. Charles Pedley remarks:—

"The general results of the educational provi-

sion made in the colony are, at this day, disappointing. With a grant of upwards of \$65,000 expended annually by the Legislature on this object, the culture of the labouring people in St. John's, and especially in the outports, is of a lamentably low order. And it is difficult to foresee any considerable improvement, as the chief hindrance in the way lies in the indifference and apathy of the people themselves."

At present the Island is divided into forty-four educational districts;—of these, twenty-seven are under the control of a general Protestant Board of Education, and the remaining seventeen under a Roman Catholic Board. There is a school-inspector in connection with each board. The Legislature aids in the erection of school-houses by contributing one half their cost in each case.

There are three denominational Academies—Episcopalian, Wesleyan and Presbyterian—and one R. C. College (Bonaventure), at St. John's. Each receives a legislative grant varying from \$750 to \$4,400 per annum. In addition, \$2,000 are divided among the Protestant Academies for the training of common school teachers, and \$1,750 to Bonaventure College for the training of Roman Catholic teachers. There is a good Grammar School at Harbour Grace, and ten commercial schools at various places throughout the island.

In 1845 there were 209 schools with 10,300 pupils		
In 1857	" 220	" 11,300
In 1870	" 243	" 13,328
In 1871	" 281	" 16,087
In 1872	" 297	" 16,831

PROVINCE OF BRITISH COLUMBIA.

British Columbia, although educationally the youngest Province of the Dominion, bids fair to outstrip some of her sister provinces in enterprise and efficiency. The Act organizing her system of education was only passed on the 11th of April, 1872, and the first report on the condition of the schools was issued in September.

John Jessop, Esq., the first Superintendent of Education for the Province of British Columbia, appointed under the new Act, was formerly a successful student in the Normal School in Ontario. He has, as we see from his report, not failed to introduce into the British Columbia Schools many features of the Ontario School-System, and the law and most of the official regulations are almost verbatim transcripts (as far as they go) of those in force in this Province. The text-books used, also, are chiefly the same as those authorized for use in Ontario. There is a Provincial Board of Education, which is authorized to examine and give certificates to Public School Teachers, and to prescribe general regulations for the schools, etc.

The Legislative educational grant, for all pur-

poses, is \$40,000 a year. Of this sum \$8,346 were expended for school-house building and repairs. The trustees have no power to levy rates, but all the expenses of the schools are defrayed, upon the certificate of the Superintendent, out of the \$40,000 grant. There were in British Columbia (and Vancouver Island) 26 school districts in 1873; in one-half of them only schools were reported, and these were attended by 573 boys and 455 girls—total 1,028. The school population reported is from 1,800 to 2,000.

In 1843 Vancouver Island was first occupied by the Hudson Bay Company, and Victoria, the capital, founded. This capital was selected by James Douglas, Esq., the governor, on behalf of the Hudson Bay Company. In 1844, the boundary-line between the United States and what is now known as British Columbia, was determined. In 1849, Vancouver Island was conditionally granted by the Queen to the Company, for the purpose of settlement.

In the year 1859 gold was first publicly known to exist in the valley of the Fraser River (British Columbia proper) and in that year the occupation

of Vancouver Island was resumed by the Queen. The Island, with British Columbia, was then erected into two British Crown Colonies, with separate boundaries, but under one government.

Though private efforts were made to establish schools as early as possible nothing was done in that direction by the Government until 1869, when a "Common School Ordinance" was passed by the Governor in Council. This ordinance was amended and its provisions were extended in 1870. In 1872 a comprehensive Act was passed by the Legislature (to which we have referred) based upon the Public School Act of Ontario. This Act was slightly amended in 1873.

In his report for 1873, the Chief Superintendent strongly recommends two features of the Ontario system for adoption in British Columbia, viz.: Compulsory education (the principle of which the Act of 1873 embodies); and the setting apart of part of the public domain for education. He also recommends the erection of teachers' residences and the introduction of vocal music in the schools. He deprecates the inadequacy of teachers' salaries and the want of uniformity in teaching.

PROVINCE OF MANITOBA.

The inspector of Protestant Schools in his first report says:—

"The Act upon which the present system of Common School Education is based was passed during the first session of the first Parliament of Manitoba held in 1871.

"Previous to the passing of this Act there were one or more schools in each of the English-speaking parishes. These schools were under the direct control of the Incumbent of the parish, and, with the exception of two, were all Church of England Schools. Some of them were entirely supported by the Church Missionary Society. As to the rest the teachers' salaries, as well as all expenses incurred in the erection, furnishing and repairing of the school-houses, were defrayed by local collections and subscriptions, aided during the past few years, by a grant from the Diocesan Fund. In several of the parishes,

which are not connected with the Church Missionary Society, the schools have been carried on for the past few years under great difficulties. In these localities the support of the school devolved almost entirely upon the people residing in them: and when it is borne in mind that these parishes, always small and by no means wealthy, suffered heavily from the ravages of the grasshoppers, the difficulties of providing a reasonable salary for the teachers and keeping up the school-houses will be easily understood and appreciated. Indeed some of our schools have been frequently closed, for the simple reason that the teacher's salary could not be raised; and in more than one case the clergyman of the parish has undertaken the school duties himself, and devoted, free of charge, a few hours each day to the important duty of instructing the youthful members of his flock in the different branches of a common school education.

"So far as I have been able to learn, no assistance has ever been given by the Hudson's Bay Company, to the elementary schools, though in the case of the higher school of the country it has shown most commendable liberality."

As already intimated the Legislature established a system of education for the Province in 1871, and placed it under the control of a Provincial Board of Education and two Superintendents,—one a Protestant and the other a Roman Catholic. It also gave to the Board \$6,000 to assist it in maintaining the schools.

There are about 20 Protestant Schools, attended by nearly 850 pupils, and the same number of Roman Catholic Schools attended by nearly 750 pupils. The Church of England, Presbyterian and the Wesleyan Churches have each established a College in Montreal for theological and secular instruction.





30° 40° 50° 60° 70° 80° 90°

Wolstenholme Sound
Melville Monument

BAFFIN'S BAY

DICKBURN ISLAND

5 IN.?

Arctic Circle

Arctic Circle

FOX CHANNEL

8 IN.

10 IN.

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10 YEAR

15 YEAR

20 YEAR

25 YEAR

30 YEAR



EXPLANATION.

- Lines of Equal Mean Temperature for the year.
- - - - - do for the Winter, (three months.)
- do for the Summer, (three months.)

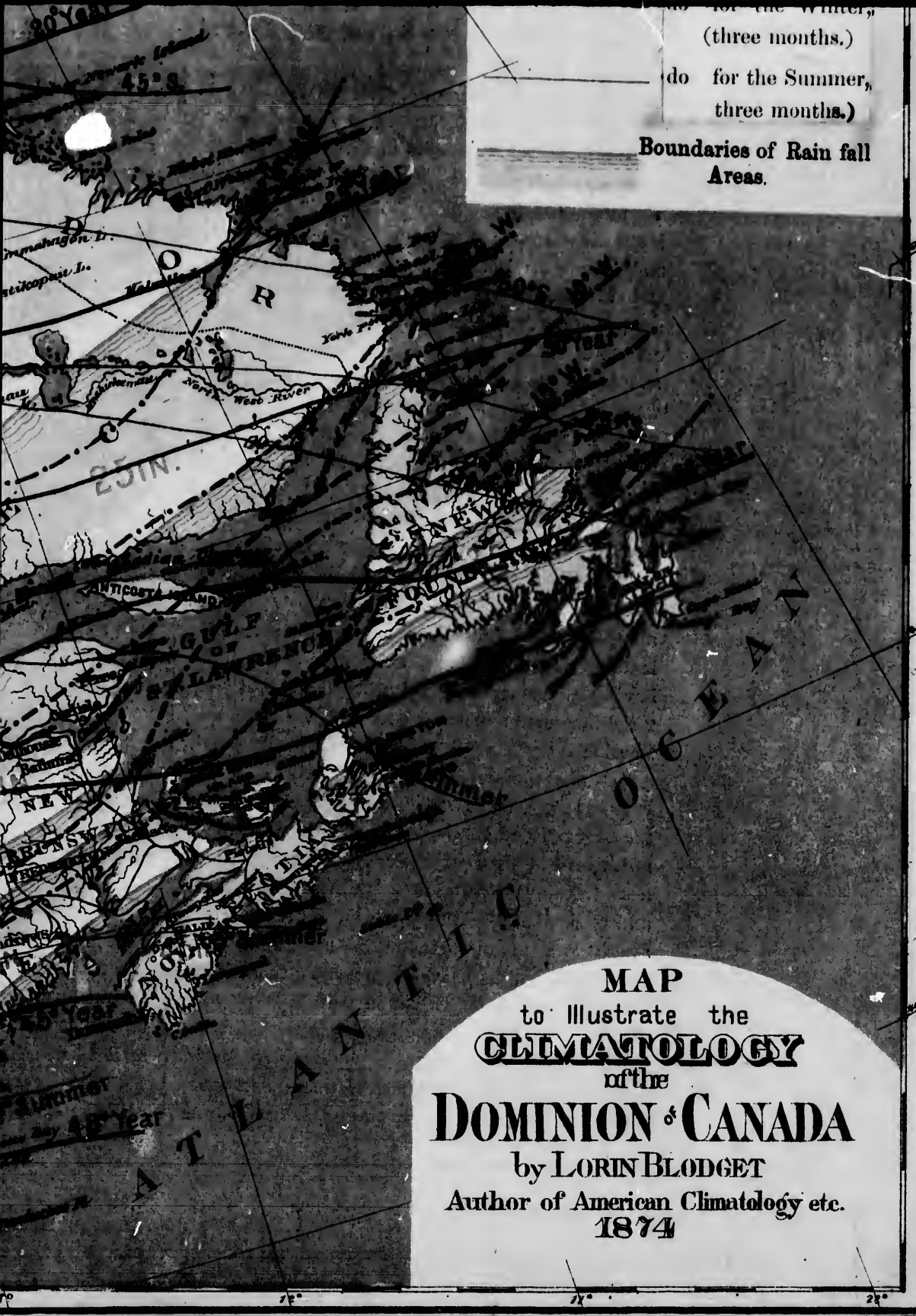
Boundaries of Rain fall



for the Winter,
(three months.)

do for the Summer,
three months.)

Boundaries of Rain fall
Areas.



MAP
to illustrate the
CLIMATOLOGY
of the
DOMINION of CANADA
by LORIN BLODGET
Author of American Climatology etc.
1874

THE CLIMATE OF BRITISH NORTH AMERICA

By LORIN BLODGET.

AUTHOR OF "AMERICAN CLIMATOLOGY," ETC.

TEMPERATURE.

The climate of British North America is generally colder than that of like latitudes of Europe by about 10° on the annual means of temperature, and the position of Toronto is a fair representation of this general climate, so far as the interior districts, or those not immediately on the sea coast are concerned. At Toronto the deviation from the calculated mean temperature for its parallel of latitude is nearly 7 degrees, the normal or average, as calculated by Dove, being 51° while the annual mean for 30 years at Toronto is $44^{\circ}3$. The continental position of the larger portion of the interior therefore may be stated as rendering it colder by 10° than western Europe and colder by 6° to 7° than the average of climates of the northern hemisphere, continental and maritime both included. But the lower annual mean detracts little or nothing from the productive capacity of Canada, the greater heat of summer fully compensating for the cold of winter, and there are large districts in the East, with still greater areas on the Pacific coast, which possess all the advantages of full maritime climates. Nova Scotia with a portion of New Brunswick and several adjacent islands possess what may be called a full maritime climate, or one with a very moderate curve of changes in successive months, and no conspicuous extremes of heat or cold. The average is colder, however, than that for the west of Europe by about 5° for the colder months. On the western or Pacific coast of British America a full equal to the English climate is found, with the winter quite as mild as that of Cornwall, and the curve of changes among the months very moderate. The area embraced by this mild European climate is very great, Vancouver's Island alone being 20,000 square miles in extent, and other islands, with the mainland, giving at least 50,000 square miles more having a climate essentially the same. At Victoria the winter mean is over 41° , while that of London is 39° and that of Plymouth, England, 44° . The summer rises to 62° only, and the year is $51\frac{1}{2}^{\circ}$, these being also the equivalents for the best part of England. For a long distance northward of Vancouver the characteristic mildness continues as it does on the west of Ireland and of Scotland. Though much of the surface is rough and mountainous, thus interfering with occupation for agricultural purposes, there is no material inferiority of climate on this western side of the continent in comparison with that of the most valuable portions of the British Islands. Another most important and distinctive climatological district is found on the plains east of the

Rocky Mountains, in which the maritime features blend with the continental, affording a climate analogous to that of the plains of South Russia, and highly favorable to agriculture and fixed occupation of the soil. This modified climate extends westward from Lake Superior and Lake Winnipeg to the Rocky Mountains, and indeed beyond them, in various cultivable valleys; the general area being a triangle with its base along the 49th parallel, its western limit along the 122nd meridian of longitude from 49° to 60° N. latitude, from which point a nearly right line to Fort William would form its north-easterly limit. At the lowest estimate the area so included cannot be less than 350,000 square miles, for which the general climate is as favorable as that of Prussia, or as that of South Russia, from Moscow to the Black Sea. The severity which is sometimes experienced at Red River, and on the plains in its vicinity, is greatly modified in approaching the mountains westward, the influence of the Pacific coast extending far inland, and rendering the larger share of this great triangular area very mild for its latitude.

West of the Rocky Mountains the climate is warm and humid, like that of the west of Ireland, or of Norway. Though the surface is rough and sharply mountainous, there are many tracts of valuable surface, with magnificent forests, and waters never closed by ice, or obstructed by the severity of the winter climate. Some parts of this coast appear to receive excessive quantities of rain, but such is not the case on Vancouver's Island, nor on the mainland at some little distance from the coast. The local features of the climate have not been sufficiently observed to render the details clear, but it is indisputable that the climate is especially mild in winter, with little snow near the coast, and with a greatly softened effect extending inland across the Rocky Mountains and far down the Peace, Athabasca and Saskatchewan rivers. On these interior plains the great herds of buffalo winter in security, an indisputable proof of uniform mildness of climate. In the second great area outside the limits of the well settled colonies, which is the slope toward James Bay and the plateaux north of the present settlements of Canada, the climate has a wide range from summer to winter, and is marked by extreme continental severity in the latter season. The summer is short, warm and prolific; but too short for most crops to mature. While its capacity will at some time be developed, it is still certain that the great interior plains before described will first be occupied. The altitude of this great tract is small, even at the summit north of Lake Huron and Superior; but the sur-

face is so completely covered with water lines and marshes, and so generally denuded of timber, as to increase the winter severity, at the same time that the summer is not easily adapted to such growth as its climate would favor. Rupert House, James' Bay, is a representative position for this great area, and so far as the few observations obtainable would show, it appears warm enough for the three summer months to admit of considerable cultivation. The summer mean cannot be less than 60° or quite as great as that of the average in the Scottish lowlands, and in the north of Ireland. The critical features of this district are its liability to frosts in spring and fall, and the intense severity of the cold in winter and even late in the spring. Only in May, and after the middle of that month, is any growth possible. Temiscaming on the southern border of this district, lat. $47^{\circ}20'$, is certainly within the cultivable climates, having a summer mean of 65° , and it cannot be doubted that a large portion of the surface intervening between this point and James Bay will ultimately be occupied. The summer mean of 65° may be now assumed as the limit to which cultivation has gone, but it is possible nearly or quite to that of 60° , which reaches to the mouth of the St. Lawrence, thence north of the Saguenay to Rupert River, the southern extremity of James Bay, and north-westward just east of Lake Winnipeg to Lake Athabasca. Around Hudson's Bay, and eastward throughout Labrador, while there is much heat in July and August, there are sudden changes to colder weather possible in every month, and the summer is too short for any form of cultivation. North of this doubtful ground is the great area of Labrador and the Hudson's Bay region proper, a district of vast extent and wholly uncultivable. At Nain and Hebron, Labrador, and at York Factory, Lake Athabasca, Slave Lake and Great Bear Lake on the west, there are records of observations sufficient to define the climate with reasonable precision. Labrador has a summer mean of 48° at lat. 57° , and 45° at lat. 58° near the coast. The interior toward Hudson's Bay probably differs little in general climate. The winter mean is everywhere below zero, and single extremes fall far below the freezing point of mercury. West of Hudson's Bay the summer mean is 50° to 55° , or 10° warmer than Labrador, but the winter is nearly as cold at the west as at the east. At Fort Simpson and at all points along Liard and Mackenzie rivers, the warm air from the Pacific coast appears, and sensibly modifies the climate. There is much natural growth of forests and grasses over all the region west of Hudson's Bay, and far down the valley of the Mackenzie river.

Barley and other grains ripen at Fort Liard at the 60th parallel, ten degrees farther north than on the Labrador coast.

Notwithstanding the extreme severity of the climate of large areas of British North America, almost the whole surface to the polar circle is extremely prolific in animal and vegetable life. The seal and other fisheries of the Atlantic coast are almost or quite unequalled in their profusion, the ice on the return current in March and April bringing great numbers of seals along the Labrador coast. In the interior waterfowl and birds of every description swarm in countless numbers; with hares, foxes, deer, and the musk ox; salmon abound in the rivers, and with all these swarms of fur bearing and food yielding animals there must be great capacity to maintain settlements of civilized men. Highly nutritious grasses and rich fruits are suddenly frozen in at the close of the year, to furnish winter food for deer, buffalo, and other animals. For this reason the northern plains are better than those of lower latitudes to maintain all this class through the winter.

RAINFALL.

The distribution of water falling in rain and snow is much more obscure than the distribution of heat. Very few measurements have been taken beyond the limits of the agricultural settlements of Canada proper; none, indeed, except in the provinces of the Atlantic coast. It is only known of much of the interior that the warm season is profusely showery, and the cold seasons are generally dry. The aggregate of water falling in rain and snow diminishes in going northward, except at the immediate coast of the Pacific. The snows of the central districts are light in

winter, though falling in blinding storms along the surface. The quantity of water in any certain depth of this dry snow is also small. On the cotcaux, or higher plains near the Missouri there is an area deficient in summer rain, but on Lake Superior, and along the fertile or forest belt north-westward the warm season is accompanied by frequent and profuse showers, affording an abundant supply of water. Probably all the cultivable surface of British North America is sufficiently humid in summer for ordinary purposes: its deficiency being during the cold season. On Vancouver's Island the rain fall is moderate, and generally the quantity on the immediate coast north of the 49th parallel is less than on the coast below the mouth of the Columbia. Observations of the annual fall of snow are not sufficient to give definite quantities, but the average is 80 to 100 inches for the Atlantic provinces, 70 to 90 for the Canadas—Ontario and Quebec—and diminishing quantities in going westward, until the average is less than 20 inches on the Saskatchewan Plains. On the Rocky Mountains again, the quantity is large, 70 to 100 inches or more on the western ranges, but immediately on the Pacific coast it is again less, and on Vancouver's Island, the winters are quite open, with slight falls of snow.

The illustration of rain distribution is less definite than is desirable, for want of observations in the colder and more distant districts, but it is reasonably well supported by observation of known districts, and by analogy elsewhere. It is generally true, that when the temperature remains low and little moisture can be sustained in a state of vapor, the fall of water in rain and snow must be light. On the broad plains of the central areas surrounding Hudson's Bay the quantity of water falling in rain and snow has never been measured, but it cannot be large. For

many months of the dead winter it is very small, and of the snow at any time falling the quantity or depth required to make an inch of water is twice as great as in Nova Scotia, or on the Pacific coast. In the general illustration it should also be observed, that local excesses or deficiencies are merged in general results. There are points of the Pacific coast that receive as high as 100 inches of rain, but the localities are too small for distinct exhibition. So on the Atlantic coast, where, at many points from Nova Scotia northward, there are local excesses of rain and snow not possible to delineate on the general chart.

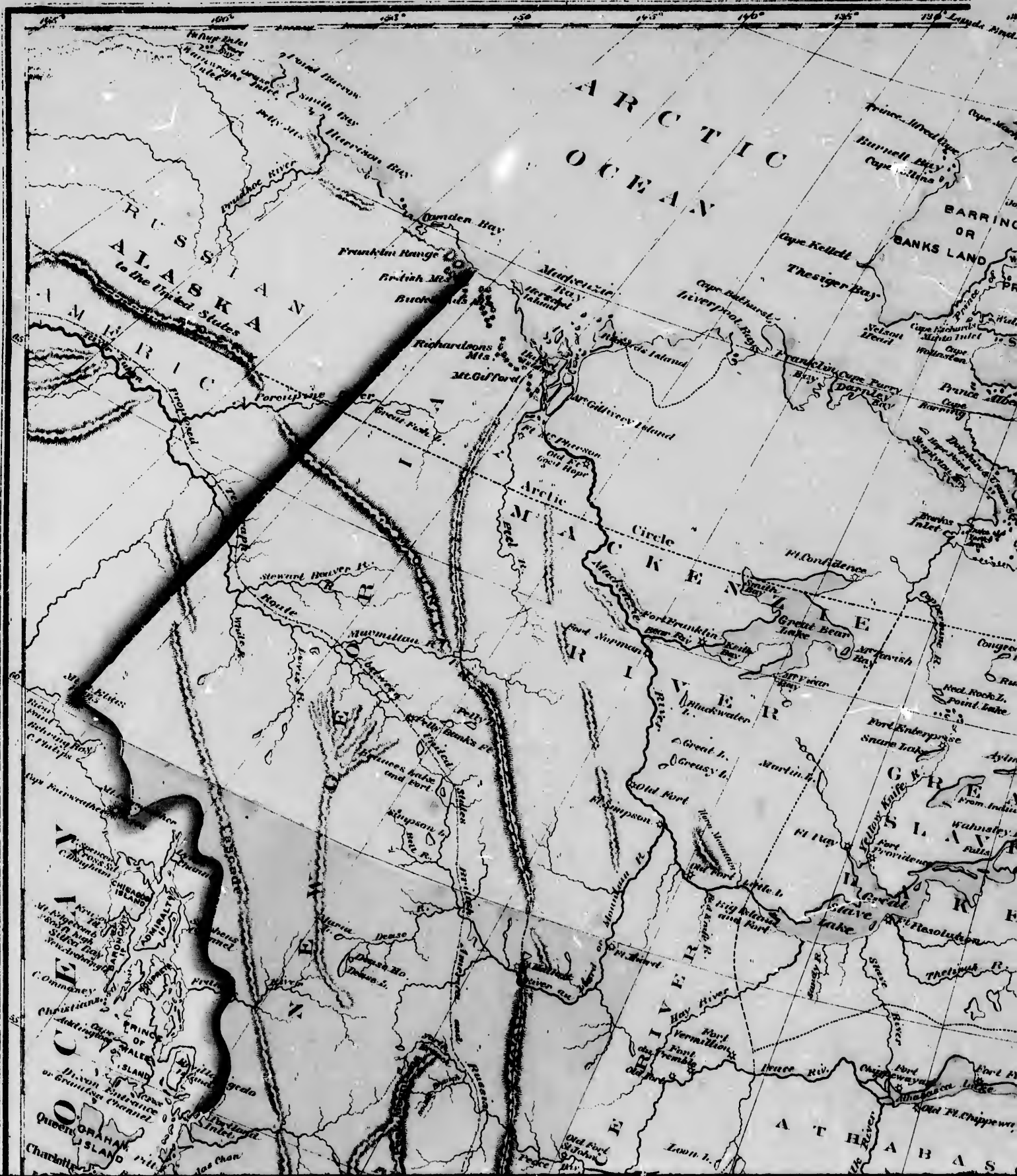
SUMMARY OF OBSERVATIONS.

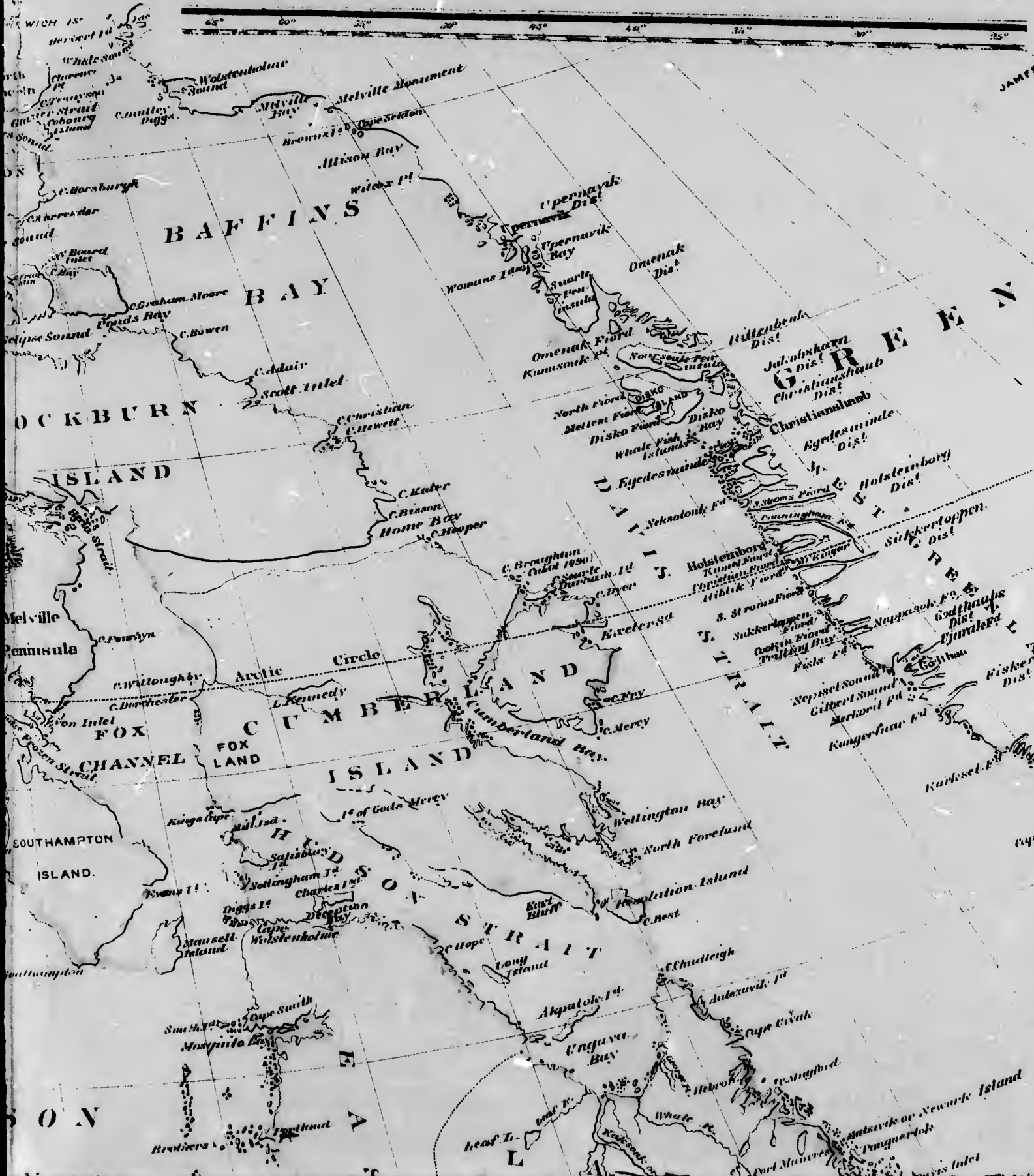
A few only of the more important stations at which observations have been taken can be embraced in the following tabular statements, for want of space. Many highly important districts are yet very imperfectly represented, particularly in the interior, north and west.

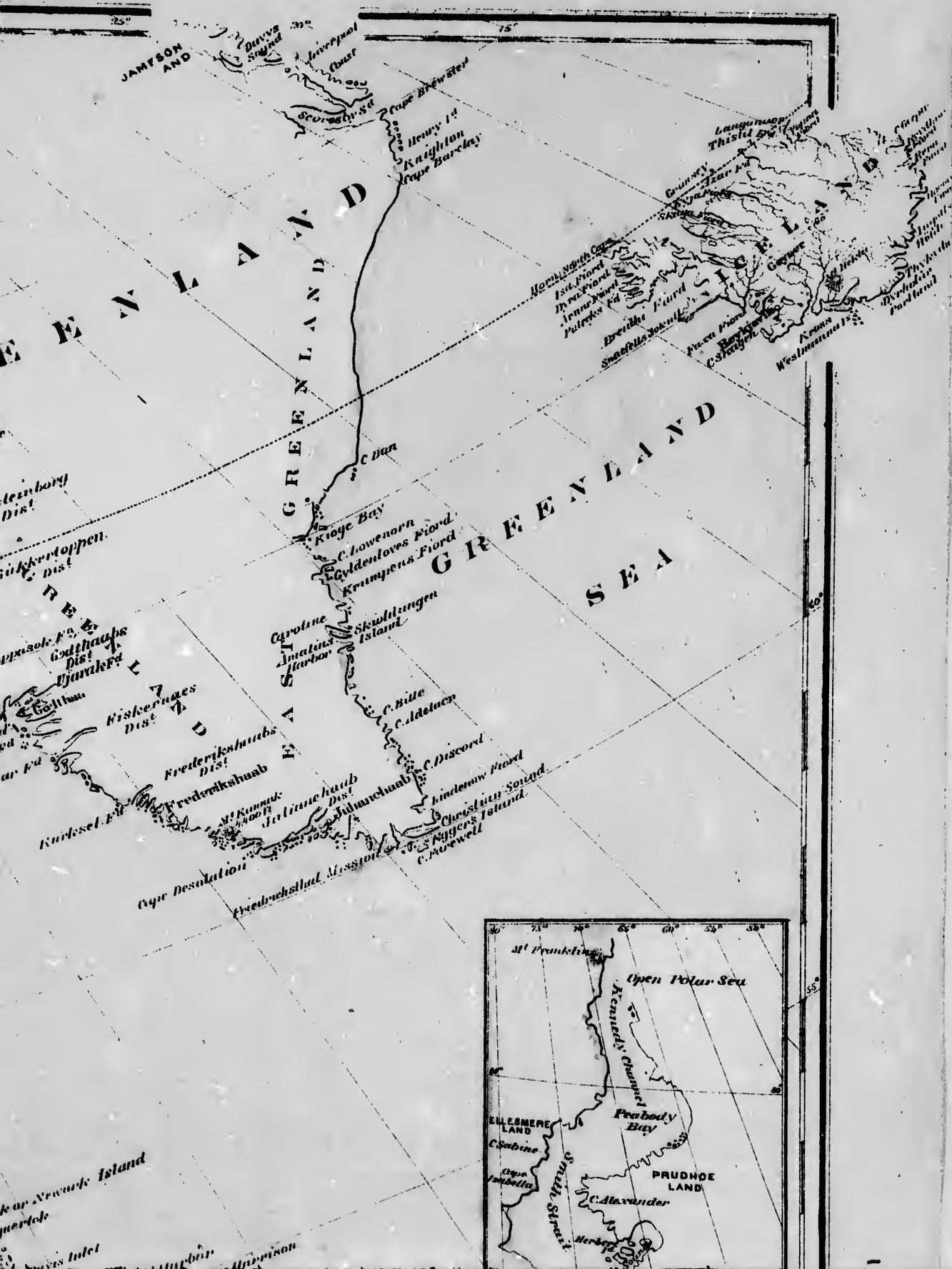
TEMPERATURE OBSERVATIONS—MEANS FOR THE SEASONS AND YEAR.

	Lat.	Sp'g.	Sum.	Aut.	Win.	Year	Years.
Windsor, C. W.	42°20'	45.0	60.0	48.7	20.0	47.30	46 1866-72
Goderich	42°47'	41.3	60.5	47.3	20.1	44.8	4 1866-72
Hamilton	43°12'	45.1	60.0	51.2	20.0	46.7	10 1846-55
Toronto	43°30'	40.7	60.0	47.0	24.1	44.2	21 180-71
Montreal	45°30'	51.2	66.0	45.0	13.2	41.4	10 1833-62
Quebec	46°40'	56.5	65.0	44.0	13.5	45.3	5 (1841-1)
St. John, N. B.	45°40'	37.2	58.0	45.2	21.1	44.4	10 1840-70
Halifax, N. S.	44°44'	35.8	52.4	47.0	20.0	42.8	4 1867-70
Albion Mines, N. S.	42°04'	37.0	53.3	46.3	20.0	42.0	10 1848-59
St. John's, N. F.	47°30'	34.1	54.0	43.0	23.2	38.3	5 1854-58
Salt, Labrador	57°10'	21.7	47.0	32.2	0.5*	26.1	6 1777-81
Newton, Labrador	68° 0'	21.4	45.6	29.8	0.5*	21.6	9 1777-81
Norway House	54° 0'	28.5	50.0	29.0	2.8*	28.1	7 1841-7
Fort Hope, Repulse B.	62°32'	4.7	39.0	15.8	25.0	6.1	1 1846-7
Prince of Wales Fort, H. B.	69° 10'	10.0	31.1	14.0	20.0	16.7	1 1868-9
Fort Confidence, G. B. L.	64°20'	7.8	34.0	17.2	24.0	13.7	3 1850-52
Yukon	66° 10'	14.3	28.7	17.4	24.0	16.0	1 1855-56
Pelly Banks	61°30'	25.5	40.0	20.0	17.0	20.0	1 1855-56
Stikine	57° 0'	44.5	57.5	47.0	33.0	44.5	10 1855-62
Victoria	48°30'	50.2	60.7	53.0	41.8	51.5	1 (V. H.)
Edmonton	53°40'	—	—	—	—	—	20 1827-57
Fort Benton, T. S.	47°40'	60.0	72.8	44.2	25.4	48.2	1 1853-4
Fort Riley, " "	40°40'	53.3	64.0	42.0	10.0	39.3	6 1848-53
Thunder Bay, Fort William	46°25'	54.3	60.0	57.8	10.7	53.7	1 1849-50
Fort Garry	49°40'	50.0	64.0	57.0	14.4	52.2	1 1871-2

* Below Zero.





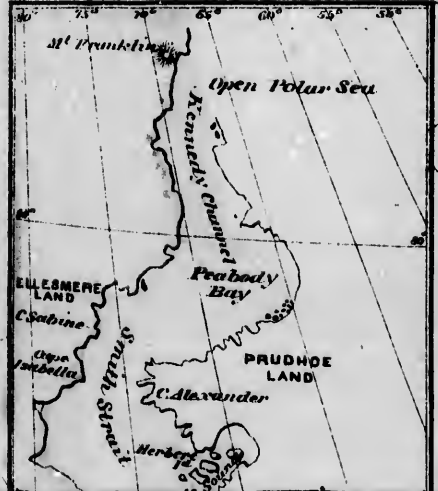


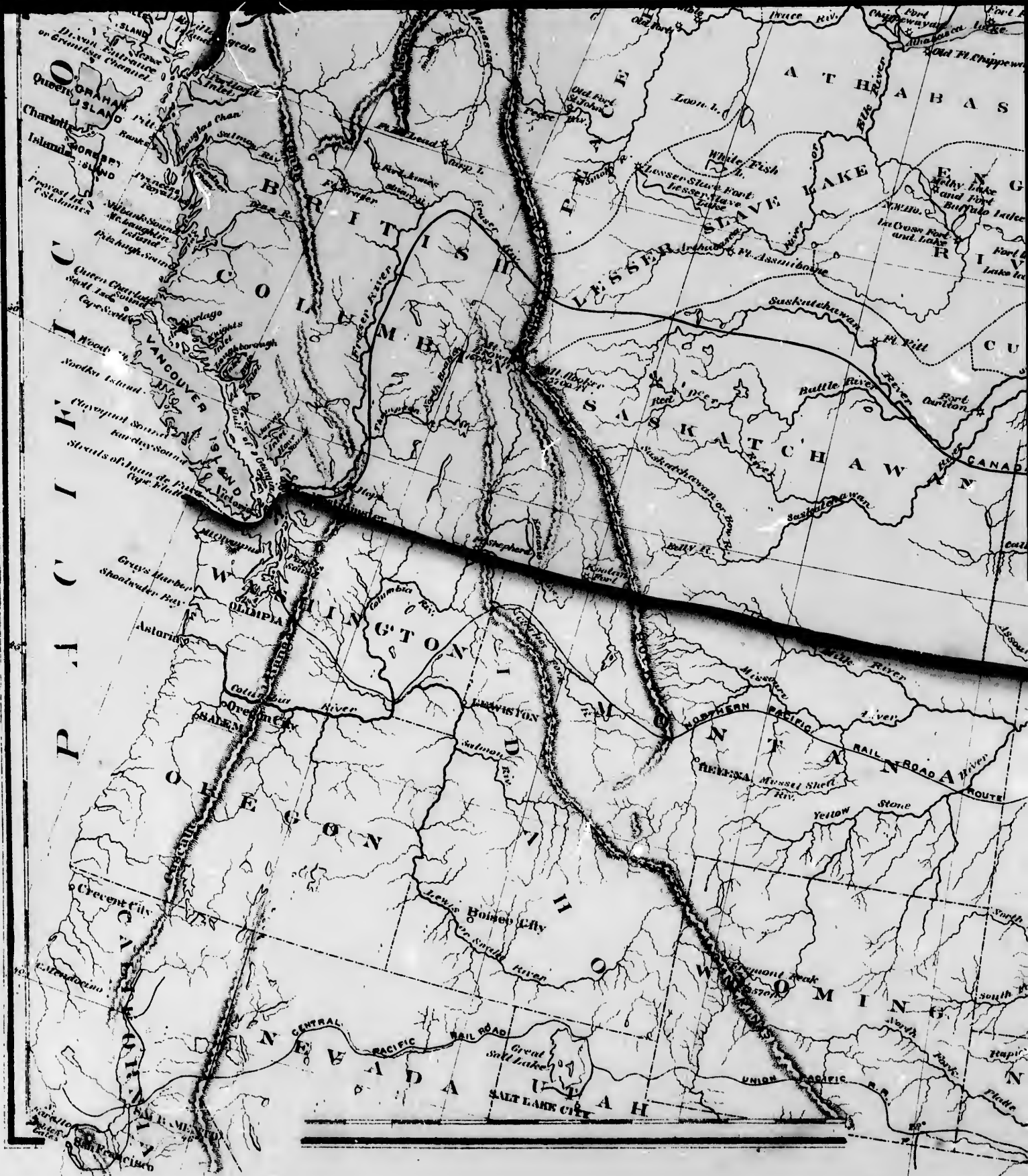
E E N L A N D

G R E E N L A N D

G R E E N L A N D

S E A









MAP
OF THE
DOMINION of CANADA
AND THE
BRITISH POSSESSIONS
IN
NORTH AMERICA
with a portion of the
UNITED STATES

UNITED STATES CONSULAR OFFICES in the Dominion of Canada : WILLIAM A. DART, Consul General, Montreal.

CONSULAR DISTRICT	PLACE.	NAME.	RANK.	CONSULAR DISTRICT	PLACE.	NAME.	RANK.
CLIFTON	CLIFTON	ROBERT S. CHILTON	CONSUL	PASCOOT	Morrisburgh	James Redington	Agent.
Do	Do	Joseph E. Whitman	Deputy Consul.	Do	Ottawa	E. A. Buckman	Do
Do	St. Catharines	D. C. Haynes	Agent.	PARICE EDWARD ISLAND	CHARLOTTETOWN	DAVID M. DEAN	CONSUL
COATICOOK	COATICOOK	EDWIN VAUGHAN	CONSUL	Do	Do	P. S. Macgowan	Vice Consul.
Do	Do	M. K. Stone	Vice Consul.	Do	Casumpego	George H. Wain	Agent.
Do	Georgetown	George W. Fogg	Agent.	Do	Georgetown	A. A. McDonald	Do
Do	Hereford	John B. Nichol	Do	Do	Summerside	Fairfax McNeill	Do
Do	Lineboro	Ira D. McClary	Do	QUEBEC	QUEBEC	W. C. Howland	CONSUL
Do	Potton	John Blabac	Do	Do	St. John, N.B.	Edmund B. Holt	Vice Consul.
Do	Stanstead	A. T. Foster	Do	ST. JOHN, N.B.	ST. JOHN, N.B.	D. B. Warner	CONSUL
FORT ERIC	FORT ERIC	ANDREW C. PHILLIPS	CONSUL	Do	Do	A. D. Goodwin	Vice Consul.
Do	Do	S. H. Graham	Deputy Consul.	Do	McAul Junction	Charles F. Hoban	Agent.
Do	Port Rowan	Channey Bennett	Agent.	Do	Newcastle	Robert H. Call	Do
Do	Port Stanley & St. Thomas	Martin Payne	Do	Do	Fredericton	B. Barker	Do
GASPÉ BASIN	GASPÉ BASIN	Gordon H. Holt	CONSUL	Do	St. Andrew	Edward Loring	Do
Do	Do	John Short	Vice Consul.	Do	St. George	Benjamin Inadall	Do
Do	Marquesen Islands	J. B. F. Paluchand	Agent.	Do	St. Stephen's	Charles H. Clarke	Do
GOBERNOR	GOBERNOR	A. A. Thompson	CONSUL	ST. JOHN'S, N.F.	ST. JOHN'S, N.F.	THOMAS N. MOLLOY	CONSUL
Do	Do	F. A. Robertson	Vice Consul.	Do	Do	Charles Wills	Vice Consul.
Do	Do	Isaac N. Griswold	Agent.	Do	Harbor Grace	P. Devereux	CONSUL
HALIFAX	HALIFAX	M. M. JACKSON	CONSUL	ST. JOHN'S, QUEB.	ST. JOHN'S, QUEB.	FRANK HARMON	Vice Consul.
Do	Do	J. F. Phelan	Vice Consul.	Do	Do	David Nutt	Agent.
Do	Barrington	G. Robertson	Agent.	Do	Clarenceville	David Nutt	Agent.
Do	Bridgewater	William H. Owen	Do	Do	Freilgelsburgh	George R. Marrie	Do
Do	Shelburne	N. W. White	Do	Do	Sorel	George H. Bramley	Do
HAMILTON	HAMILTON	HENRY RAY WYERS	CONSUL	Do	Stambridge	Hiram Skeele	Do
Do	Do	Brightam Balcom	Vice Consul.	Do	Sutton	L. L. Davies	Do
Do	Do	M. O. Macgregor	Agent.	SARINIA	SARINIA	SAMUEL D. PACE	CONSUL
Do	Paris	George C. Baker	Do	Do	Do	Albert Hendrick	Vice Consul.
KINGSTON	KINGSTON	JAMES M. TAUS	CONSUL	Do	London	William F. Blake	Agent.
Do	Do	John C. Clark	Vice Consul.	TORONTO	TORONTO	ALBERT D. SHAW	CONSUL
Do	Do	John C. Hays	Agent.	Do	Do	La Rue Peck	Vice Consul.
Do	Belleville	E. E. Abbott	Do	Do	Cobourg	George Stephens	Agent.
Do	Charlevoix	Albert R. Lee	Do	Do	Port Hope	Isaac Lawrence	Do
Do	Napies	Robert Clapp	Do	Do	Whitby	Almer A. Allen	Do
Do	Pictou	Robert Clapp	Do	VICTORIA	VICTORIA	DAVID ERNSTAIN	CONSUL
MONTREAL	MONTREAL	WILLIAM A. DART	CONSUL GENERAL	Do	Do	Francis Garesche	Vice Consul.
Do	Do	Orlando P. Bloss	Vice Consul General.	Do	Do	John L. Nea	CONSUL
Do	Hemmingford	J. E. Corbin	Agent.	WINDSOR, ONT.	WINDSOR, ONT.	JOHN SWIFT	Vice Consul.
Do	Huntingdon	A. Somerville	Do	Do	Do	Charles N. Scott	Agent.
Do	Lachine	Charles Carleton	Do	Do	Amherstburgh	Thomas McCae	Do
Do	Three Rivers	Samuel Ogden	Do	Do	Chatham	Thomas McCae	Do
PICTOU	PICTOU	OSCAR MALMOS	CONSUL	Do	Dart	H. D. Cunningham	Do
Do	Do	John R. Noonan	Vice Consul.	Do	Wallacuburg	L. H. Johnson	Do
Do	Archat	James G. McKeen	Agent.	WINDSOR, N.S.	WINDSOR, N.S.	DANIEL K. HOBART	CONSUL
Do	Cape Canso	Thomas C. Cook	Do	Do	Do	P. S. Burnham	Vice Consul.
Do	Cow Bay	Charles Archibald	Do	Do	Annapolis	Jacob M. Owen	Agent.
Do	Glace Bay	David McKeen	Do	Do	Corwallis	Ebenezer Rand	Do
Do	Guyborough	E. H. Franchville	Do	Do	Digby	W. B. Stewart	Do
Do	Lingan	F. E. Leaver	Do	Do	Kempt	Henry H. Gault	Do
Do	North Sydney	William Purves	Do	Do	Parabore	B. D. King	Do
Do	Port of Sydney	F. E. Leaver	Do	Do	Walton	A. McN. Parker	Do
Do	Pagwash	Henry G. Price	Do	Do	Wolfville	Joseph H. Ives	Do
PASCOOT	PASCOOT	CLYTON STANLEY	CONSUL	Do	Do	James M. Davila	Do
Do	Do	Thomas J. Tracy	Vice Consul.	WINNIPEG	WINNIPEG	JAMES W. TAYLOR	CONSUL
Do	Brockville	W. A. Schofield	Agent.	Do	Do	A. N. Carpenter	Vice Consul.
Do	Corwall	John Murray	Do				

LIST OF FOREIGN CONSULS in the Dominion of Canada exclusive of United States Consuls.

COUNTRY.	TITLE.	RESIDENCE.	NAME.	COUNTRY.	TITLE.	RESIDENCE.	NAME.	
ARGENTINE REPUBLIC	Vice Consul	Three Rivers	Geo. B. Day.	SPAIN	Vice Consul	Gaspé	A. Fauchand.	
Do	Do	St. John, N.B.	Juan Robertson.	Do	Do	St. John, N.B.	H. J. K.	
AUSTRIA	Consul	Montreal	E. Schultas.	Do	Consular Agent	St. Stephen	D. Brown.	
Do	Do	Halifax	Wm. Cunard.	Do	Do	St. George	S. Johnson.	
BELGIUM	Consul	Halifax	C. E. Loune.	Do	Do	Carquois	J. R. Dawn.	
Do	Do	Montreal	Genevise Joseph.	Do	Vice Consul	Halifax	Don A. M. Draz.	
BRAZIL	Vice Consul	Halifax	M. Tobie.	Do	Do	Sydney	Wm. Purvis.	
CANAL	Consul General.	Montreal	Geo. B. Day.	Do	Consular Agent	Yarmouth	G. S. Brown.	
Do	Do	Quebec	John Laird.	Do	Do	Lunenburg	D. Owen.	
Do	Vice Consul	Chicoutimi	Hon. D. Price.	Do	Do	Liverpool	T. M. Veils.	
Do	Do	Three Rivers	J. F. Gaudet.	Do	Do	Little Glace Bay	H. Raby.	
Do	Do	St. John, N.B.	J. W. Scammell.	Do	Vice Consul	Pictou	H. Primrose.	
DENMARK	Consul	Halifax	Stephen Tobie.	Do	Do	Charlottetown	T. S. Carvell.	
Do	Do	Montreal	J. F. Wulff.	Do	Do	St. John, N.B.	Don J. Frousk.	
Do	Vice Consul	Quebec	G. T. Pemberton.	Do	Consular Agent	Trinity	A. H. Cole.	
Do	Do	Saguenay	D. Price.	Do	Do	Greenapolis	J. A. Noonan.	
FRANCE	Consul General.	Quebec	Martial Chevalier.	Do	Do	Touringuet	H. Duder.	
Do	Vice Consul	Montreal	Dr. P. E. Picanit.	Do	Do	Fogo	H. Finlister.	
Do	Do	Halifax	J. B. Morrow.	Do	Do	Burin	F. Birtou.	
Do	Do	Sydney	Hon. J. Bourinot.	Do	Do	Harbor Breton	P. Hubert.	
Do	Do	St. John's, N. F.	J. C. Tompsait.	Do	Do	Gaulois	W. Galleez.	
Do	Consular Agent	Toronto	W. J. Macdonell.	Do	Vice Consul	Harbor Grace	T. H. Ridley.	
Do	Do	St. John, N.B.	George Carvell.	Do	Do	Montreal	J. F. Wulff.	
Do	Do	Charlottetown	Dr. H. Kirk.	SWEDEN and NORWAY	Do	Do	Quebec	W. A. Schwartz.
Do	Consul	Victoria, B. C.	Eugène Boulet.	Do	Consul	Quebec	Yvesmain	
Do	Consul	Toronto	J. A. Simmers.	Do	Vice Consul	Quebec	J. E. Barry.	
Do	Do	Quebec	C. Pihl.	Do	Do	Saguenay	Hon. D. Price.	
Do	Do	Montreal	U. C. Manderlob.	Do	Do	Trois Pistoles	N. Tetu.	
Do	Do	Halifax	M. Liebman.	Do	Do	Rimouski	G. Sylvaio.	
Do	Do	Charlottetown, N. H.	A. Merrison.	Do	Do	Gaspé	J. J. Lowndes.	
Do	Do	Montreal	A. M. F. Glanell.	Do	Do	Halifax	G. Haddock.	
Do	Do	Do	A. LeBoutillier.	Do	Do	Miramichi	H. Hut. hi on.	
FRANCE	Vice Consul	Montreal	C. Bonacina.	Do	Do	Rhincote	Do	
Do	Consular Agent	Quebec	G. T. Pemberton.	Do	Do	Ductouche	J. Bowser.	
Do	Do	Halifax	G. O. Black.	Do	Do	Shediac	W. S. M. Harrington.	
Do	Do	St. John, N.B.	A. T. Clark.	Do	Do	St. John	John Cudip.	
Do	Do	Quebec	C. F. Champlin.	Do	Do	Halifax	J. Ferguson, Jr.	
Do	Do	Toronto	B. H. Dixon.	Do	Do	Halifax	J. B. Guley.	
Do	Do	Quebec	C. Johnson.	Do	Do	Pagwash	H. G. Meece, Jr.	
Do	Do	Halifax	Dr. Wickwire.	Do	Do	Yarmouth	J. M. Moody.	
Do	Do	St. John, N.B.	J. E. G. Tisdale.	Do	Do	Sydney, C.B.	W. H. Archibald, Jr.	
Do	Do	Montreal	H. B. Day.	Do	Do	Pictou	J. B. Noonan.	
Do	Vice Consul	Quebec	J. Laird.	Do	Do	St. John's, N.F.	R. H. Prowse.	
Do	Do	Three Rivers	Hon. D. Price.	Do	Do	Halifax	S. E. Gregory.	
Do	Do	St. John, N.B.	J. F. Gaudet.	Do	Do	St. John	J. Robertson.	
Do	Do	St. John, N.B.	T. W. Scammell.	Do	Do	Montreal	F. H. Henshaw.	
Do	Do	St. John	E. Allison.	Do	Vice Consul	Sydney, C.B.	H. H. Archibald.	
PORTUGAL	Consul	Halifax	T. Abbott.	Do	Do	Pictou	C. H. Ives.	
Do	Do	Montreal	C. S. Watson.	Do	Do	Bristol	S. C. Tupper.	
Do	Vice Consul	Gaspé	P. Vibert, Jr.	Do	Do	St. Mary's Bay	C. E. Everett.	
Do	Do	Quebec	Dun Malvares.	Do	Do	Annapolis	J. A. Guvaz.	
SPAIN	Consul General	Quebec	Don J. M. Blauco.	Do	Consular Agent	Quebec	C. P. Champlin.	
Do	Vice Consul	Montreal	Dr. J. L. Leprohon.	Do	Do	Three Rivers	J. McDougall.	



ATLAS OF THE DOMINION
MAP OF
BRITISH COLUMBIA

to the 56th Parallel, North Latitude.

COMPILED AND DRAWN AT THE LANDS AND WORKS OFFICE, VICTORIA, B.C.

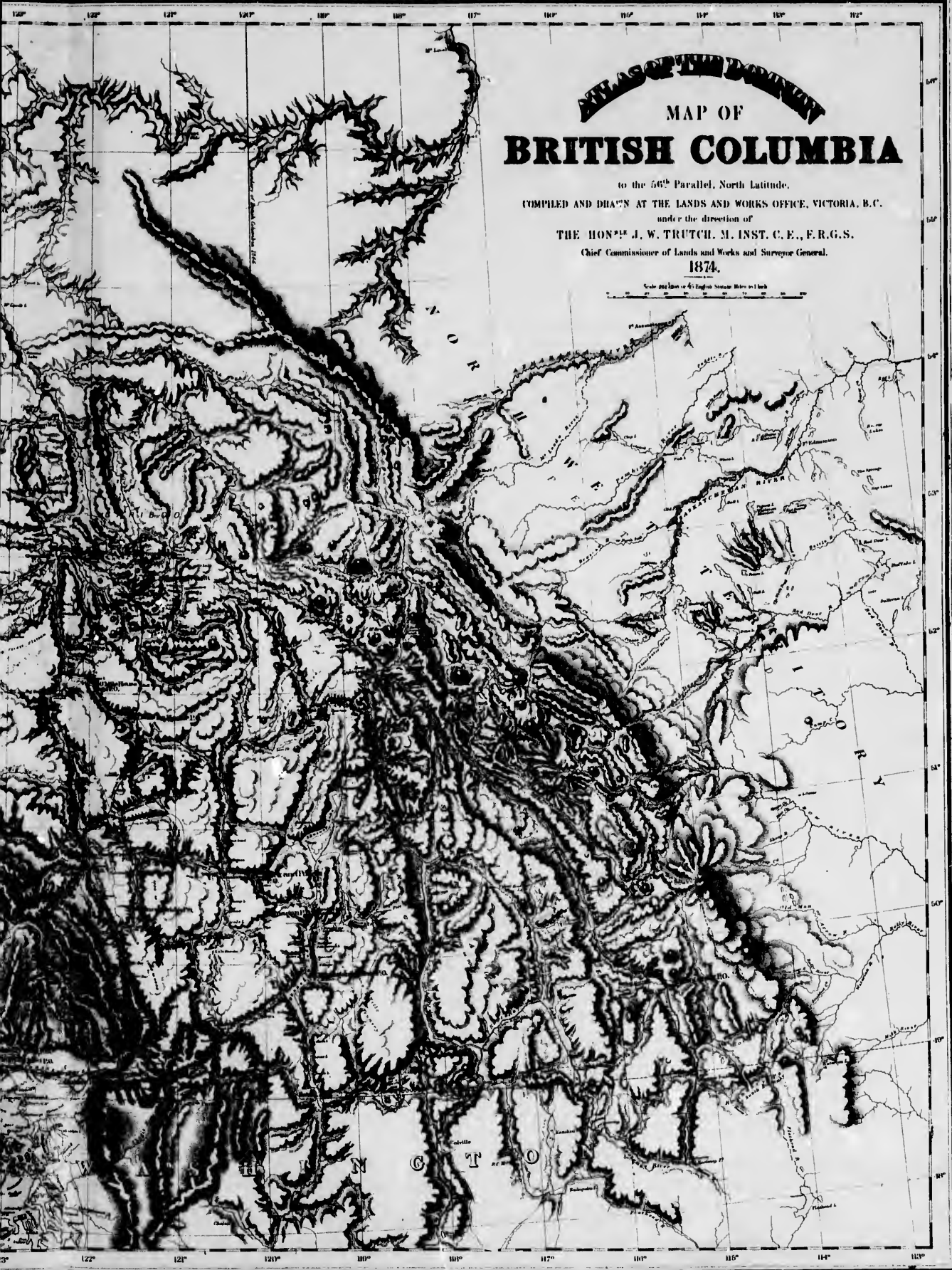
under the direction of

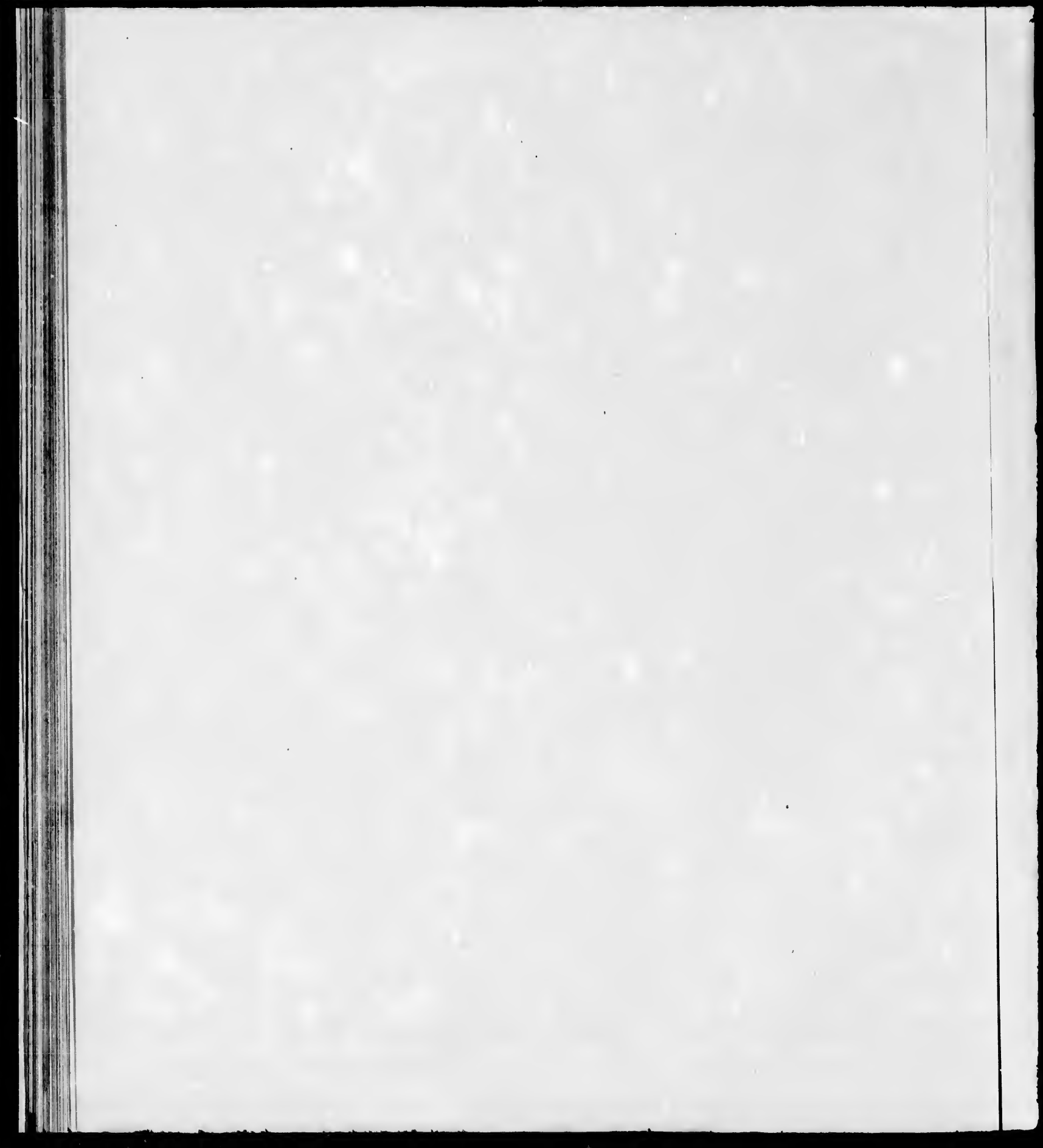
THE HON^{BLE} J. W. TRUTCH, M. INST. C. E., F. R. G. S.

Chief Commissioner of Lands and Works and Surveyor General.

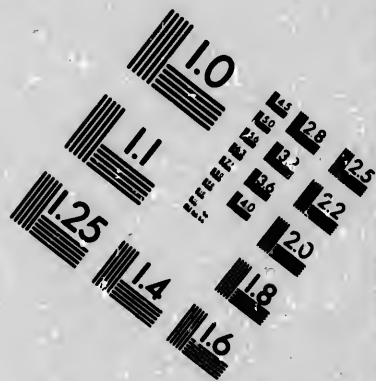
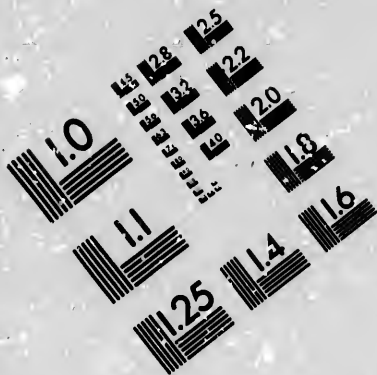
1874.

Scale 200 Miles or 45 English Statute Miles to 1 Inch

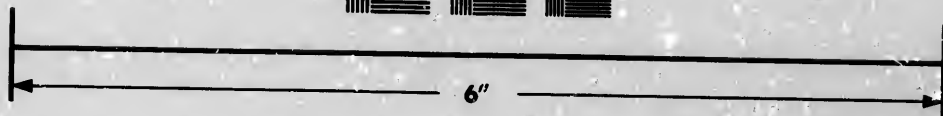
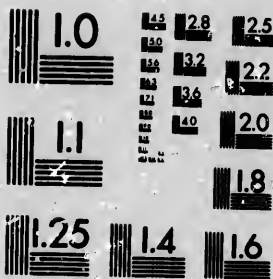








**IMAGE EVALUATION
TEST TARGET (MT-3)**



**Photographic
Sciences
Corporation**

23 WEST MAIN STREET
WEBSTER, N.Y. 14580
(716) 872-4503

18
20
22
25

10

65° 00'

65° 00'

66° 00'

45° 00'

47° 00'

MAP
of the Province of
NEW BRUNSWICK

by: H.F. Walling.



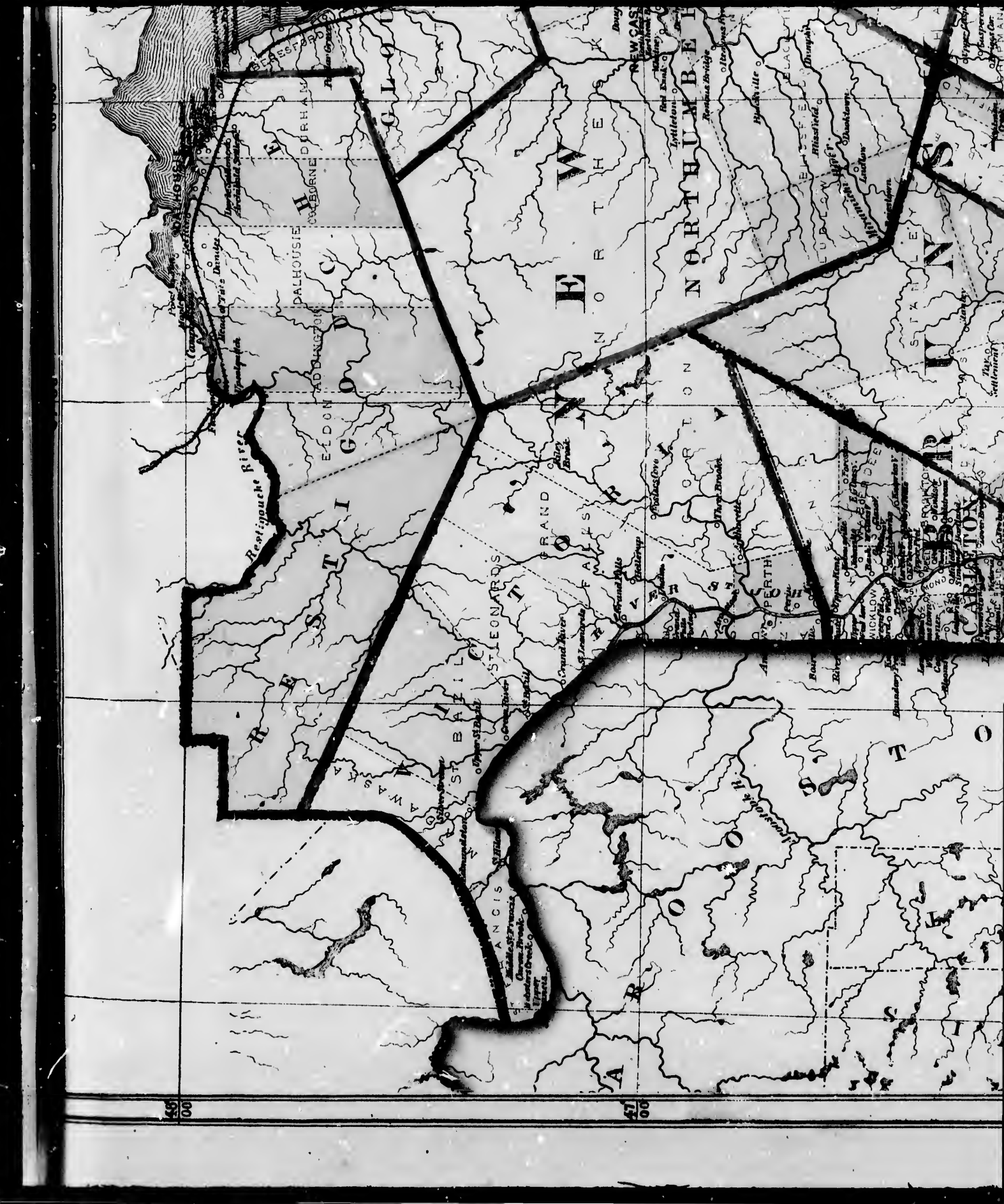
Scale, 20 Miles to an Inch.





64°00' Longitude West from Greenwich

65°00'





STANLEY

FREDERICKTOWN

CARROLLTON

WASHINGTON

SANGOR

MACHIAS

46
00

45
00

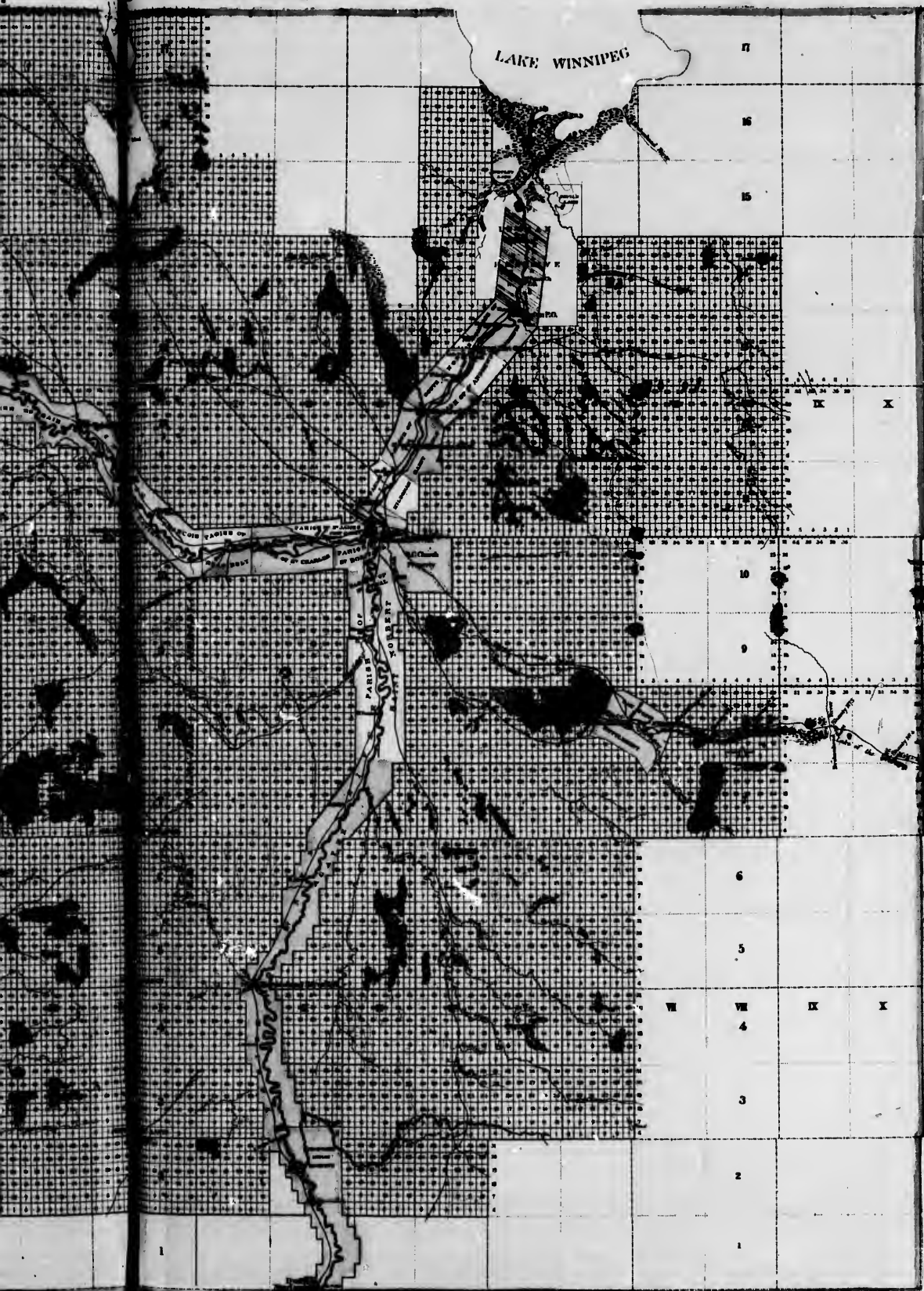
MAP OF THE PROVINCE

Shewing the Surveys effected



VINEYARD OF MANITOBA,

Plans effected by 1st March 1873.

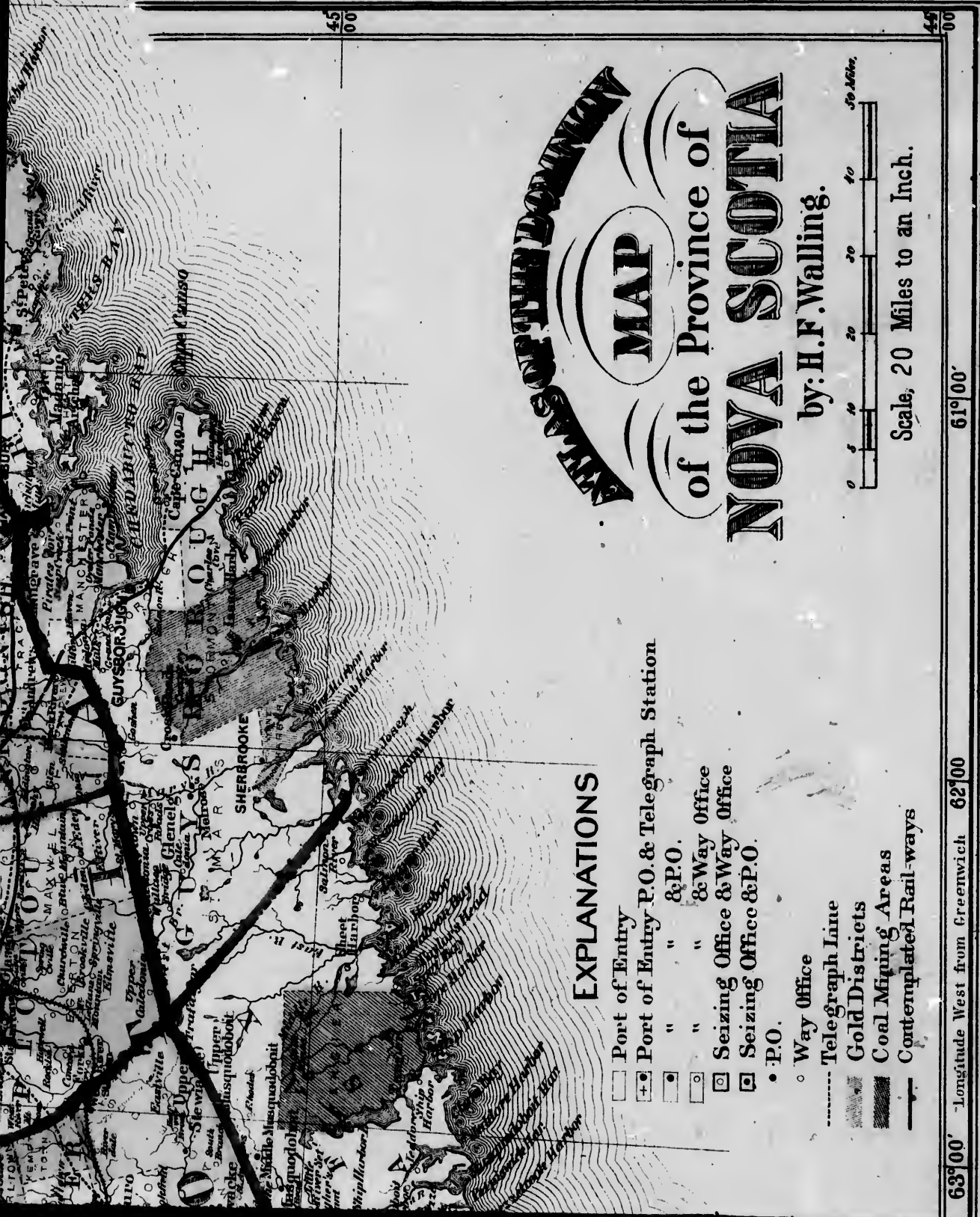


Scale: 1 in. = 1000 ft.

Department of the Secretary of State of Canada,
Dominion Lands Office, June 30th 1873.

C. J. Dennis
Surveyor General.





MAP
of the Province of
NOVA SCOTIA

by: H. F. Walling.



Scale, 20 Miles to an Inch.

EXPLANATIONS

- Port of Entry
- + Port of Entry P.O. & Telegraph Station
- " " & P.O.
- " " & Way Office
- Seizing Office & Way Office
- Seizing Office & P.O.
- P.O.
- Way Office
- Telegraph Line
- Gold Districts
- Coal Mining Areas
- Contemplated Rail-ways

63° 00' Longitude West from Greenwich 62° 00'

61° 00'



59°00

58°00

57°00

56°00

52°00

51°00

50°00

49°00



56° 00'

55° 00'

54° 00'

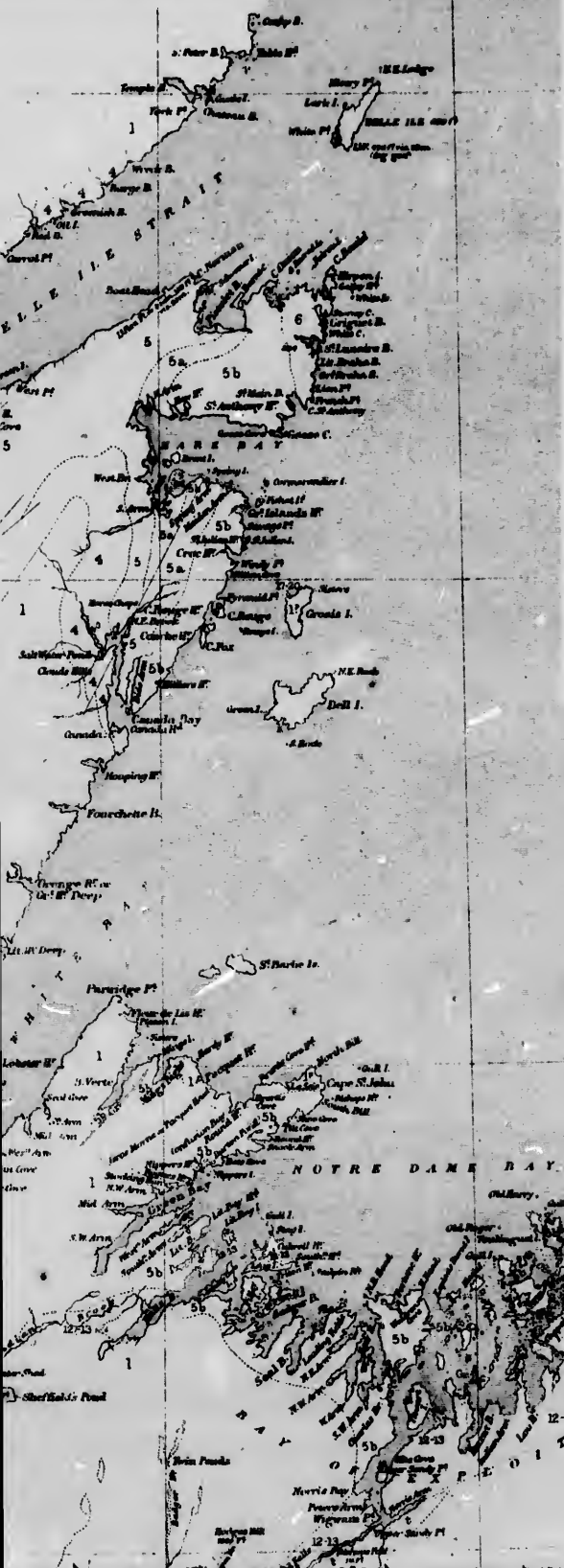
53° 00'

52° 00'

51° 00'

50° 00'

49° 00'



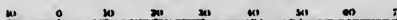
ATLAS OF THE DOMINION

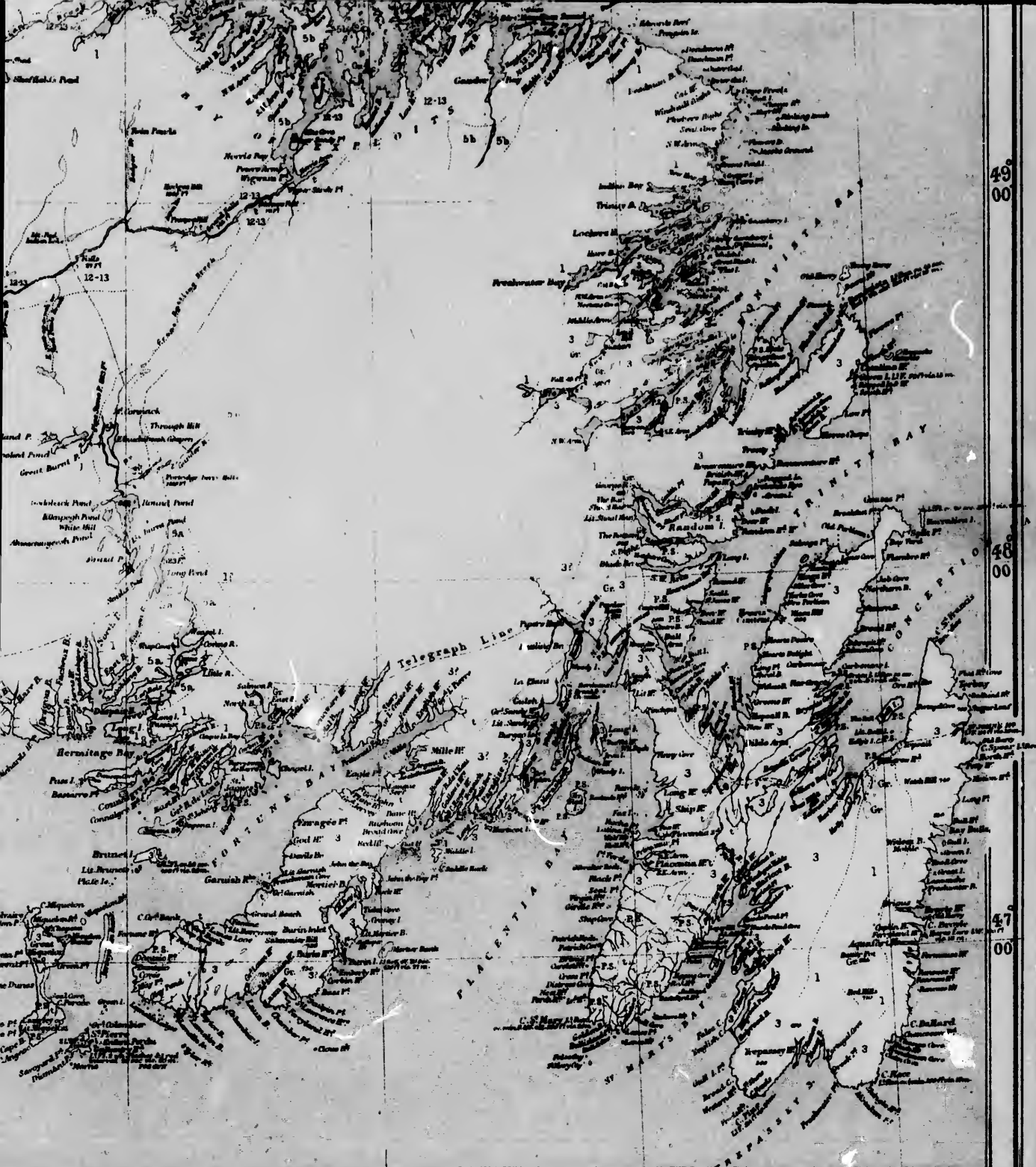
MAP OF NEWFOUNDLAND

BY
ALEX^R MURRAY, ESQ^{RE} F.G.S.

DRAWN BY
M^R ROBT BARLOW, DRAUGHTSMAN,
TO THE
GEOLOGICAL SURVEY OF CANADA.

Scale of English Statute Miles





49
00

48
00

47
00

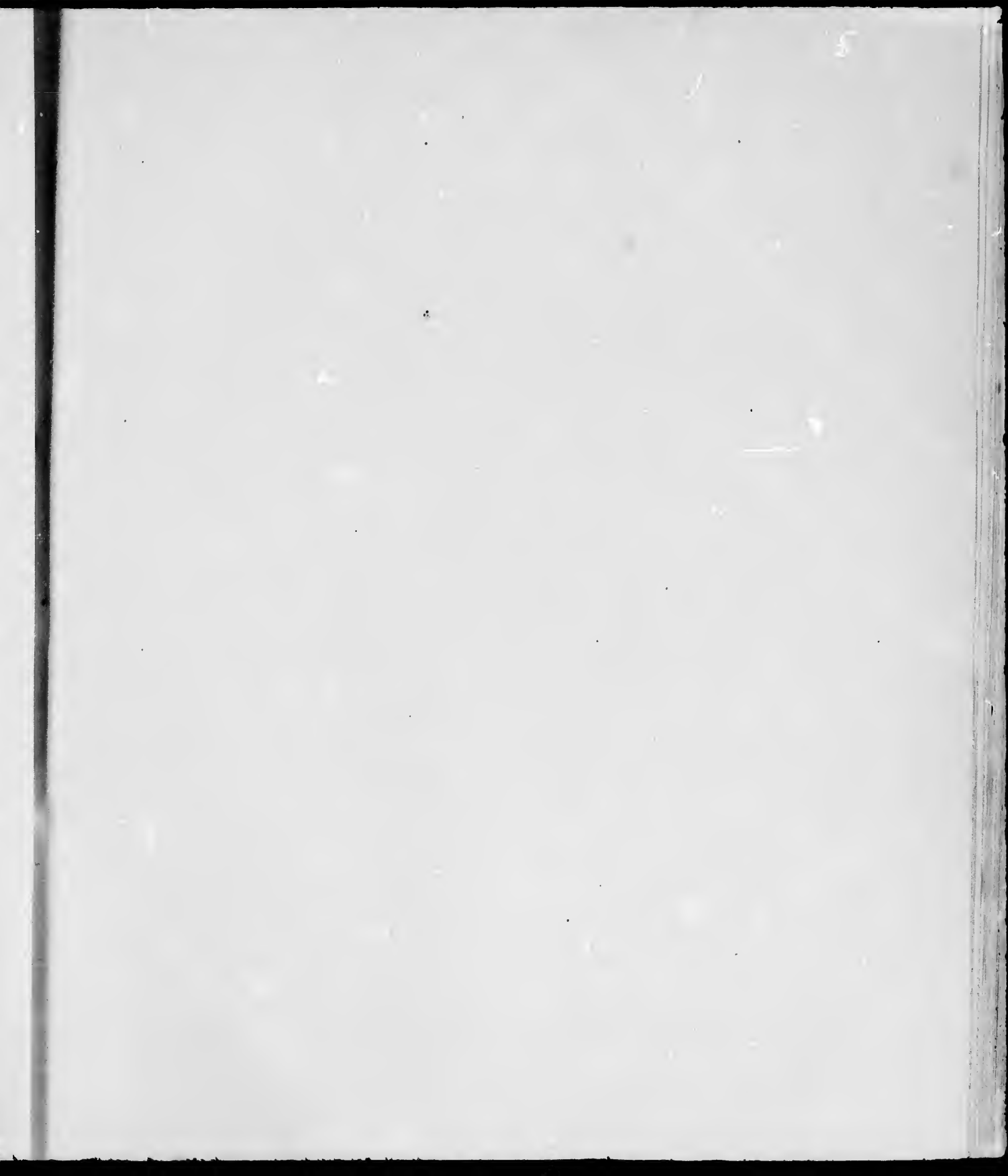
56°00'

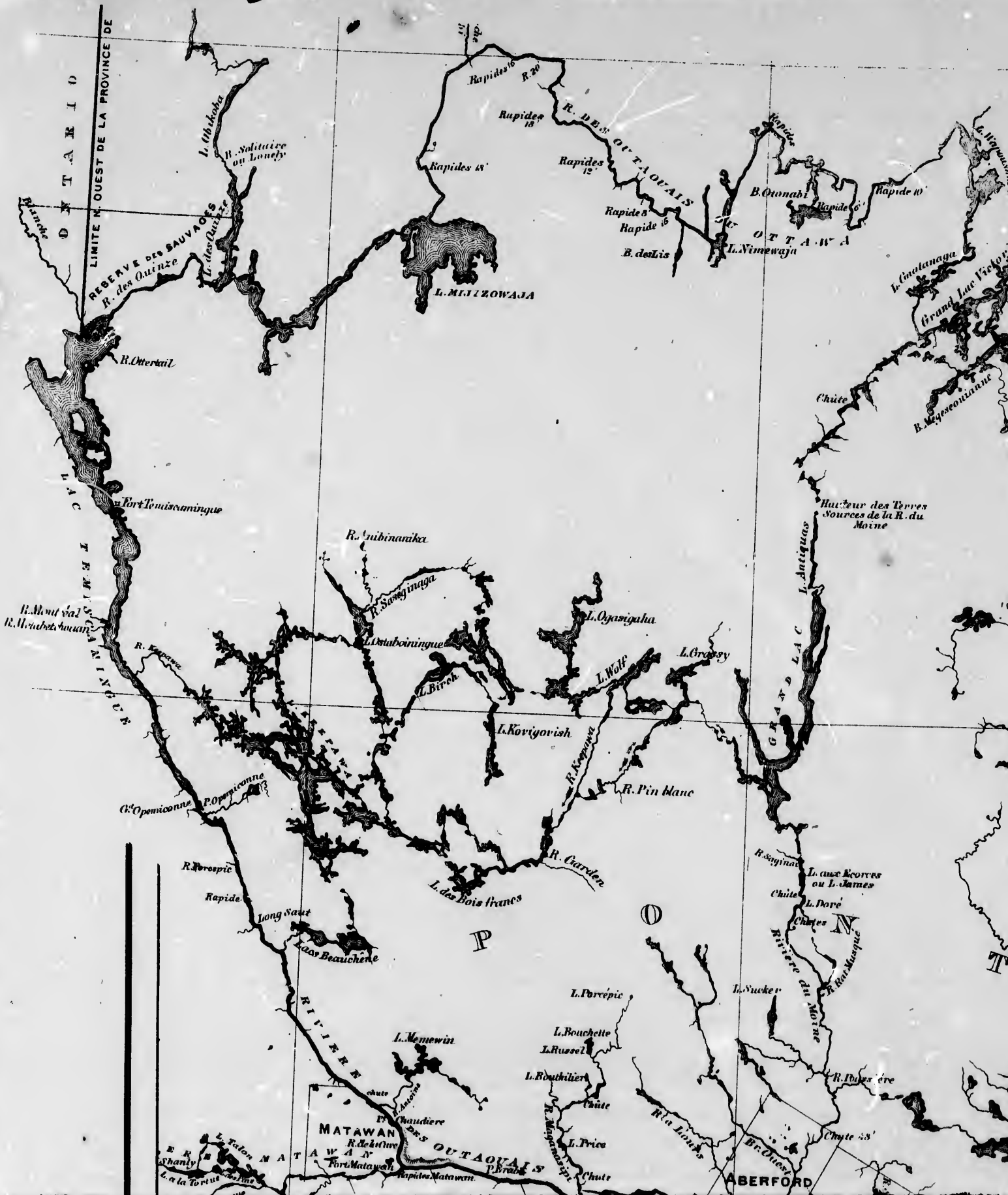
55°00'

54°00'

53°00'







ONTARIO

LIMITE N. OUEST DE LA PROVINCE DE

RESERVE DES SAUVAGES
R. des Quinze
L. des Quinze

L. Chabouché
R. Solitaire ou Lonely

Rapides 16 R. 20

Rapides 18

Rapides 14

Rapides 12

Rapides 8

Rapide 10

B. des Lis

Rapide 6

B. Otonabi

L. Nimewaji

Rapide 10

L. Gataganaga

Grand Lac Victoria

B. Messecottienne

Chûte

Hauteur des Terres
Sources de la R. du
Morne

L. Antiquus

R. Rubinanika

R. Sasseginaga

L. Ostaboingue

L. Birch

L. Oyasigaha

L. Wolf

L. Grassy

L. Kovigorish

R. Kappawa

R. Pin Blanc

R. Kappawa

R. Opimiconne

R. Opimiconne

R. Prosopie

Rapide

Long Saut

Lac Beauport

L. des Bois francs

R. Curden

R. Saginaw

L. aux Ecores
ou L. James

Chûte

L. Doré

Rivière au Morne

L. Sucker

R. Ibouère

Chûte 18

L. Porcépic

L. Bouchette

L. Russell

L. Routhilier

L. Price

Chaudière

MATAWAN

R. de l'Orne

Fort Matawan

OTTAWA

Rapide Matawan

R. La Louis

R. Chocoy

ABERFORD

L. Taton

L. la Tortue

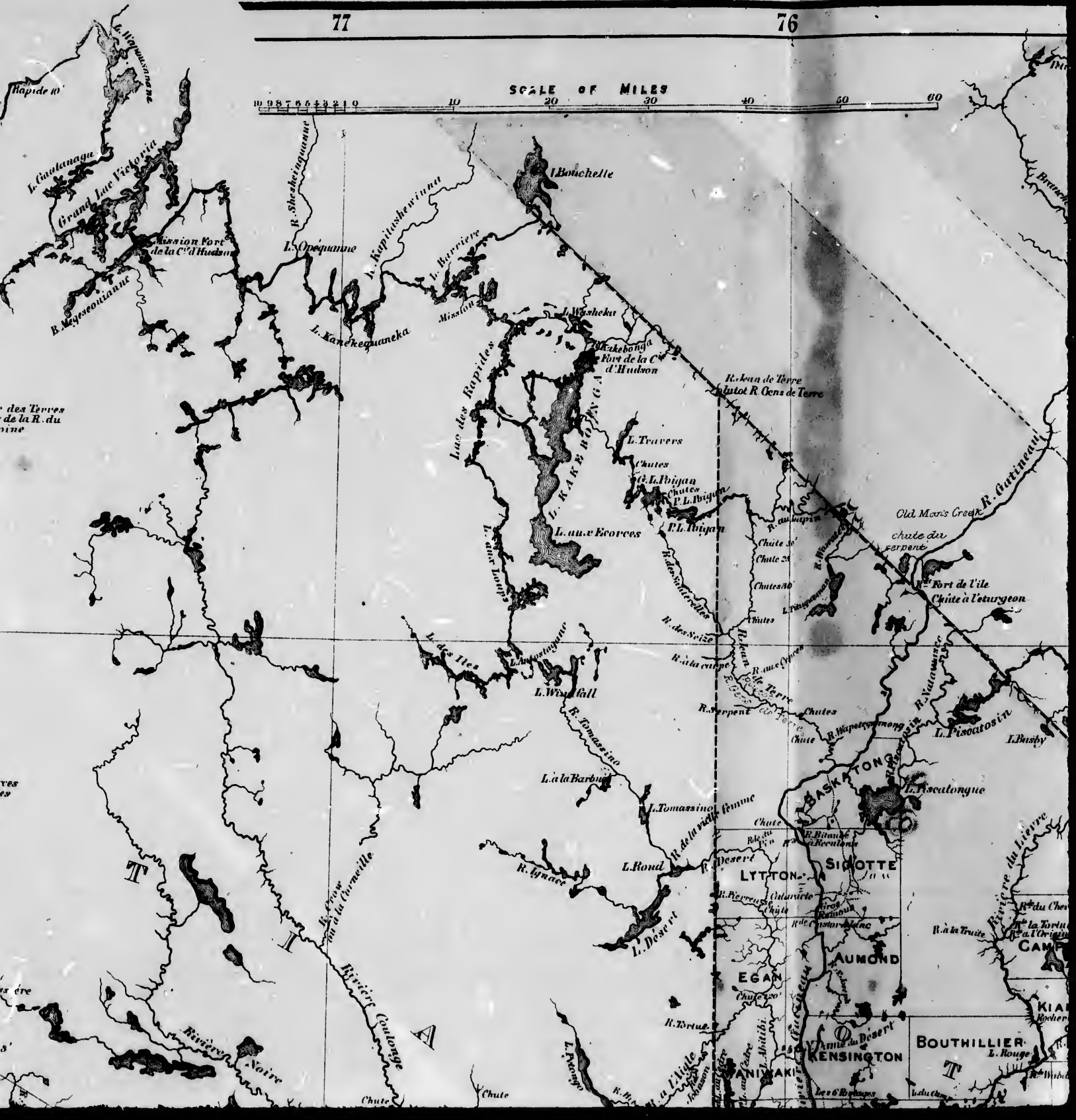
Chûte

P

O

T

SCALE OF MILES





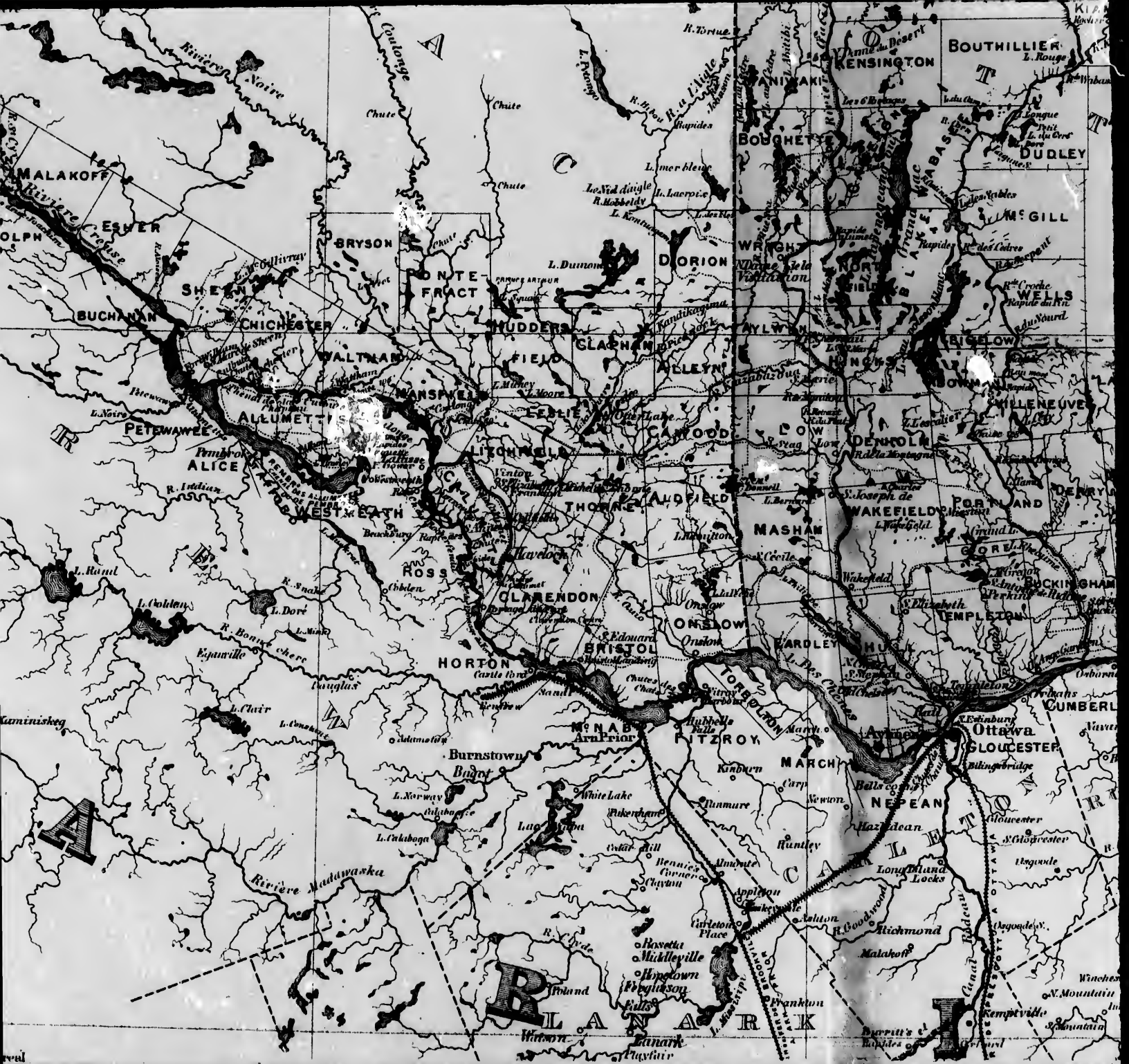


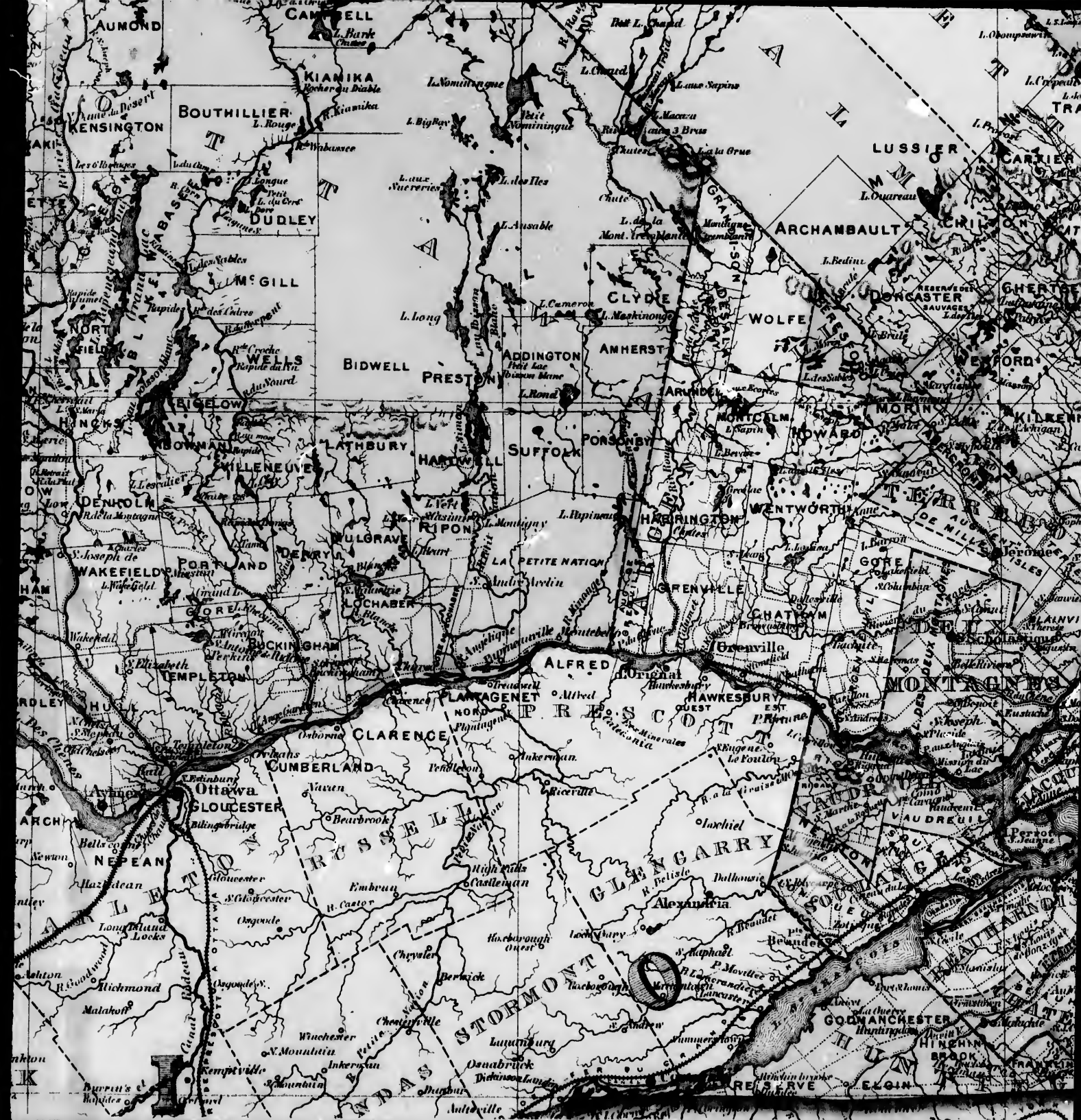
46

MAP
of the
WESTERN PART
of the
PROVINCE
of
QUEBEC,
CANADA,

By **EUGÈNE TACHÉ**
 Assistant Commissioner Crown Land Dept
QUEBEC
 1874

Burland, Laficain & Co. Montreal



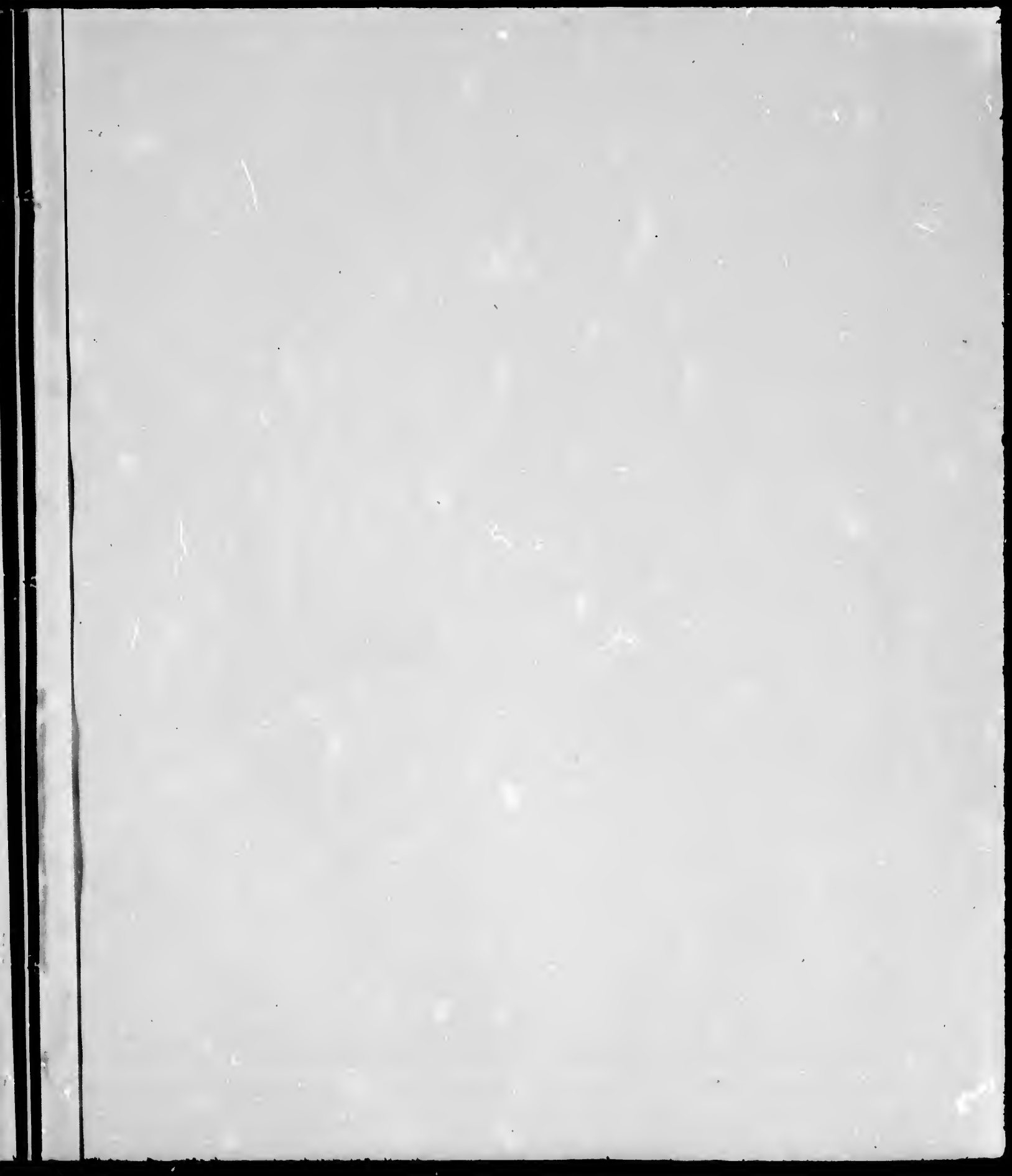


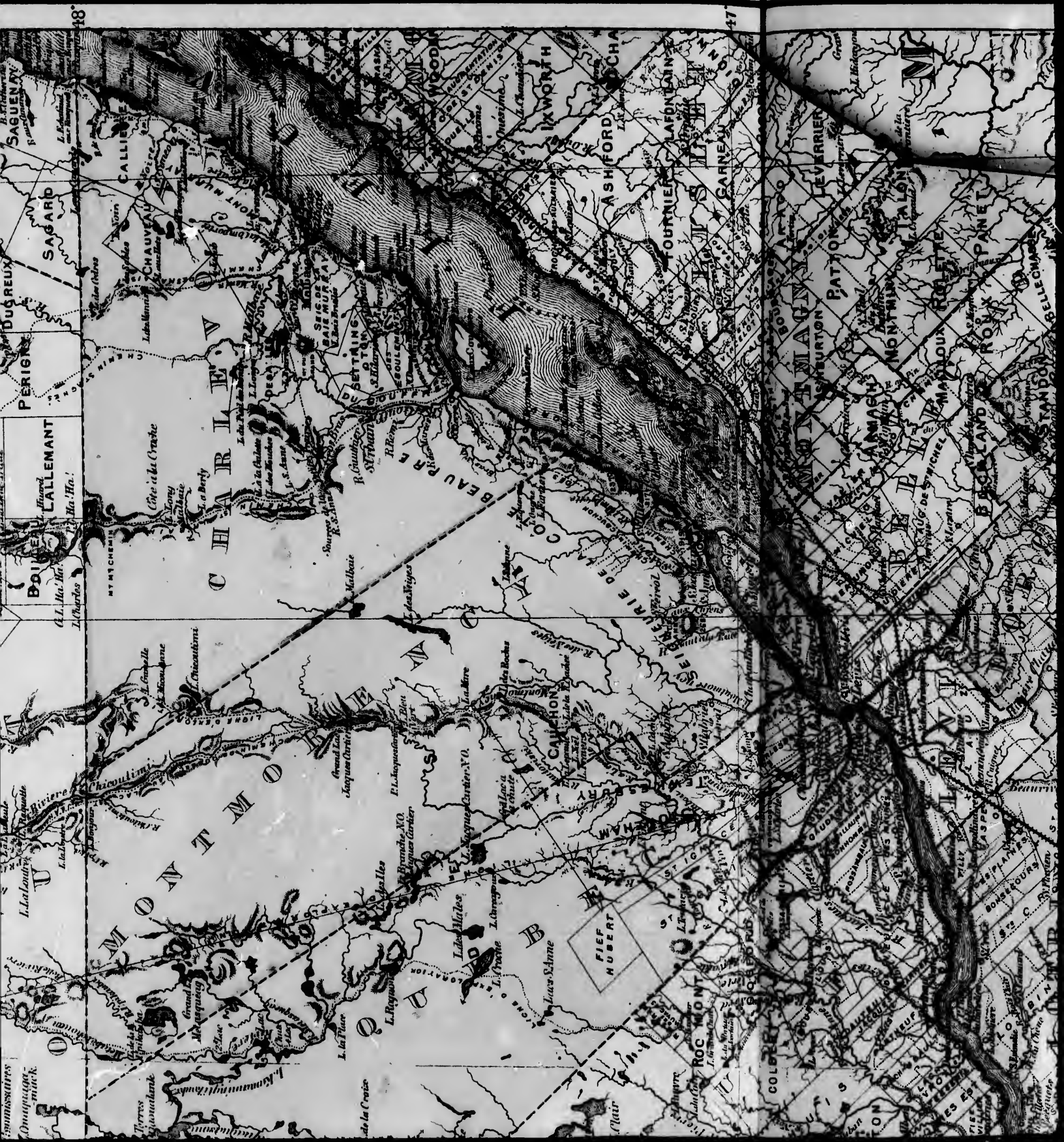


74

73







48°

47°



SAGUENAY
CALLIE
CHAUVEAU
SAGARD
PERIGNE
LALLEMAND
CHARLEVILLE
BEAUPORT
ASHFORD
ROCH
TOUTNIERS
LAFON
SAIN
SAINNE
BOUY
MONTMAYON
PATTON
LEVERRIER
MONTMAYON
MAYOUX
ROUETTE
BEGLAND
RONX
PAPANET
BELLICHAMPE
MONTMAYON
MAYOUX
ROUETTE
BEGLAND
RONX
PAPANET
BELLICHAMPE



70°

71°

72°

La Rivière Chamouchouan n'est encore en cet endroit plus de 400 pieds de largeur.

12

SCALE OF MILES
0 10 20 30 40

MAP

— of the —

CENTRAL PART

of the

PROVINCE

OF
QUEBEC

CANADA,

By **EUGÈNE TACHE**
Assistant Commissioner Crown Land Dept

QUEBEC
1874

Hurland, Lafontaine, Montreal

R. Chaudière, R. Iles-de-la-Madeleine, R. Saguenay

R. Chaudière, R. Saguenay

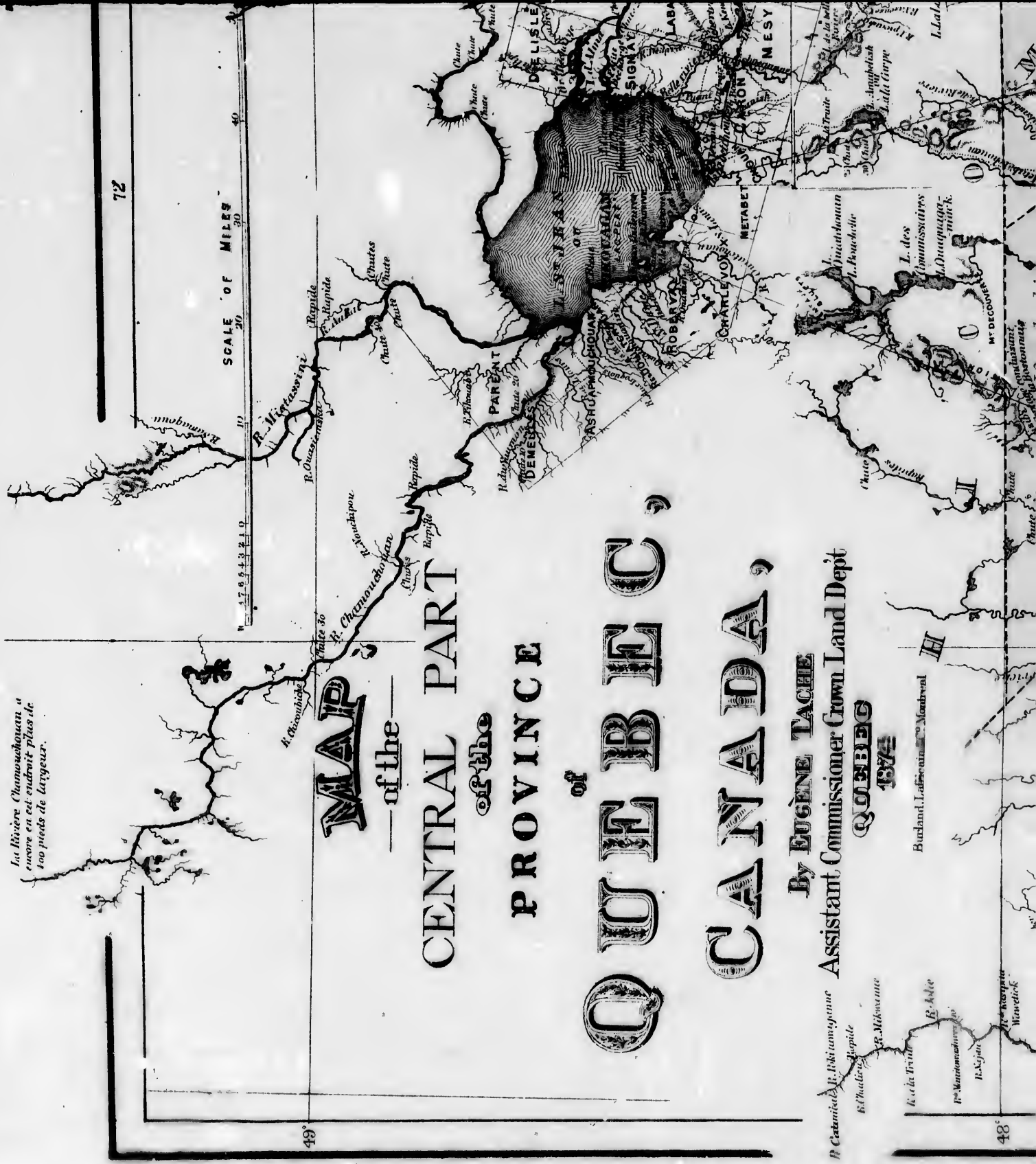
R. Chaudière, R. Saguenay

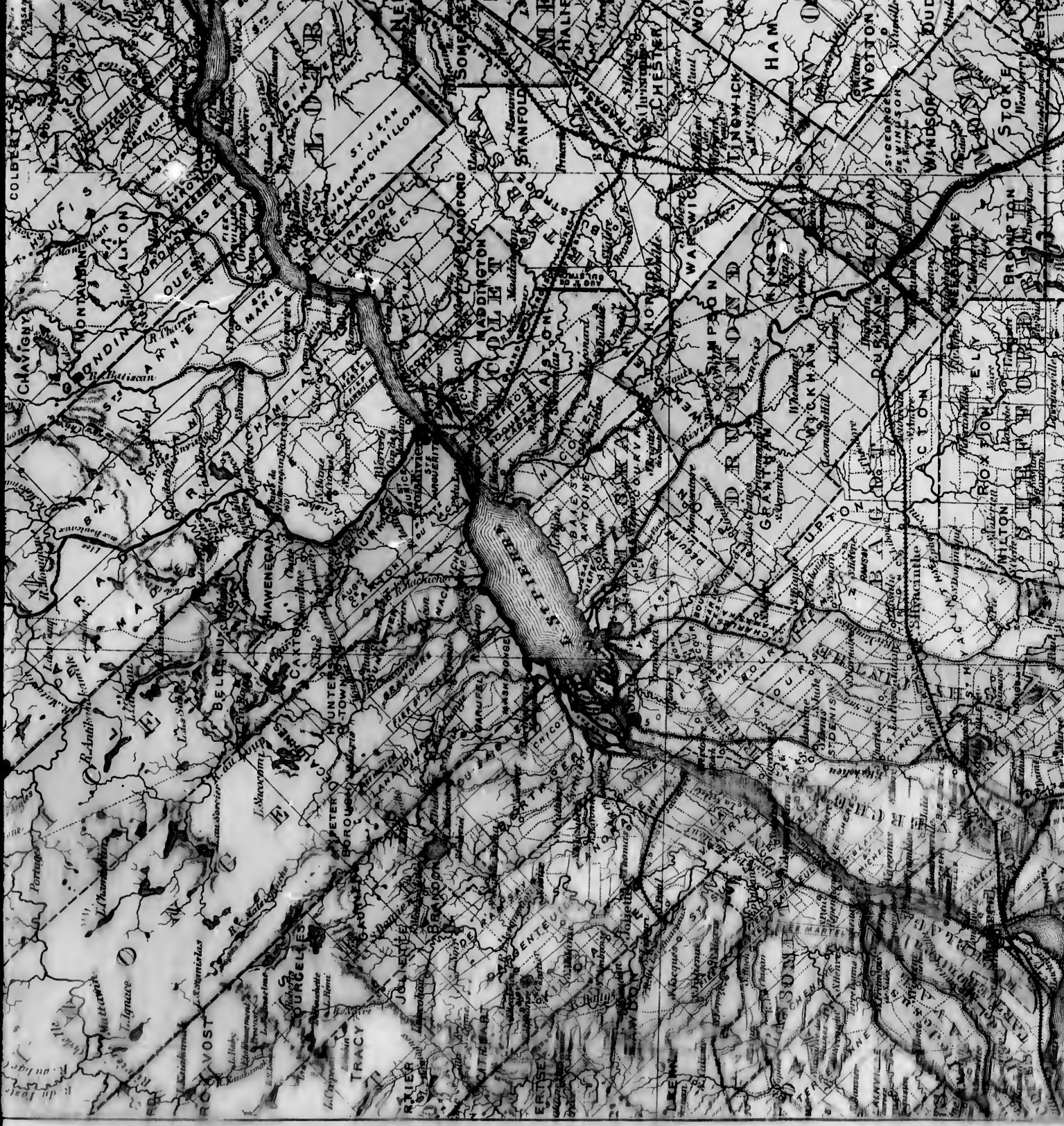
R. Chaudière, R. Saguenay

R. Chaudière, R. Saguenay

R. Chaudière, R. Saguenay

48





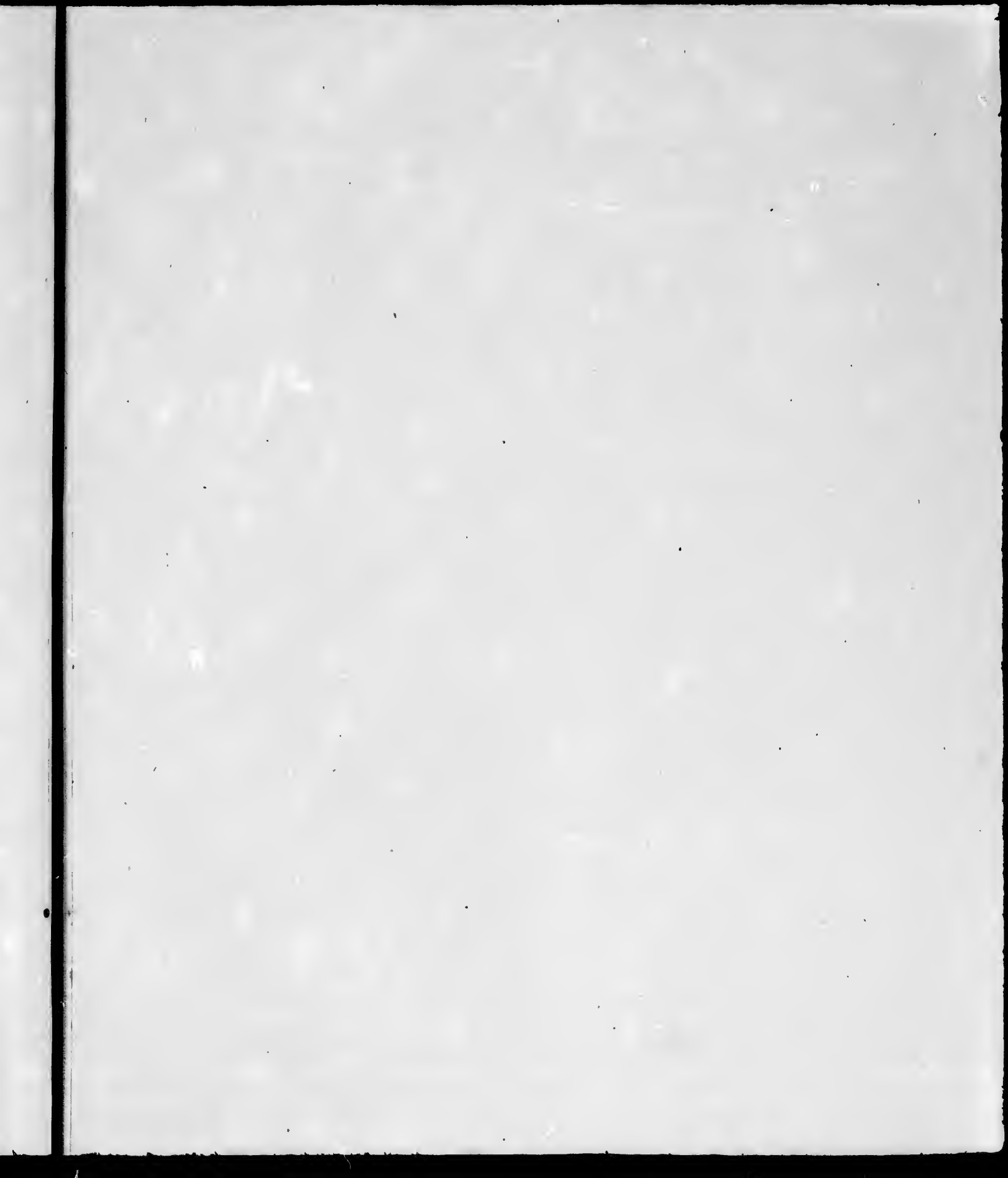


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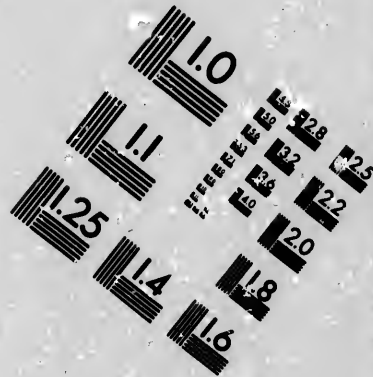
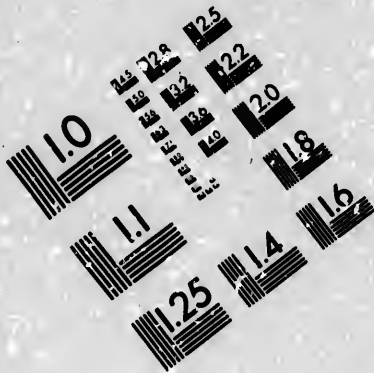
73

72

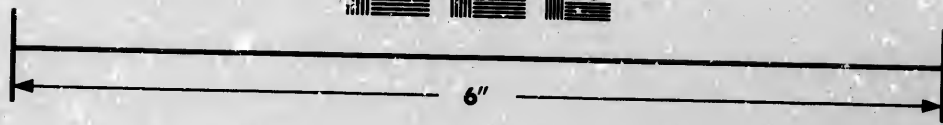
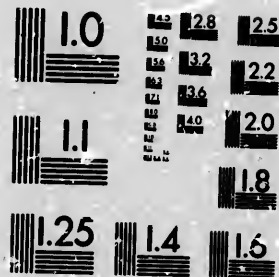








**IMAGE EVALUATION
TEST TARGET (MT-3)**



**Photographic
Sciences
Corporation**

23 WEST MAIN STREET
WEBSTER, N.Y. 14580
(716) 872-4503

MAP
 of the
EASTERN PART
 of the
PROVINCE
 of
QUEBEC,
CANADA,

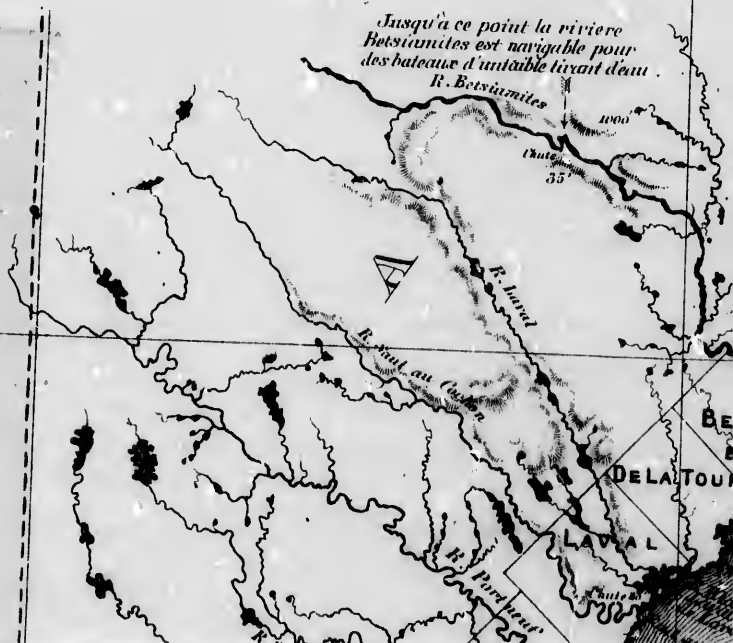
By **EUGÈNE TACHÉ**
 Assistant Commissioner Crown Land Dept
QUEBEC
1874

Burland, Lafiteau & Co. Montreal



50°

49°



*Influence de la marée se fait sentir
 jusqu'au pied de ce rapide.*

FALARDEAU
 L. O.

*Jusqu'à ce point la rivière
 Beauport est navigable pour
 des bateaux d'un faible tirant d'eau.*

R. Beauport

1000

35'

R. Beauport

R. Beauport

R. Beauport

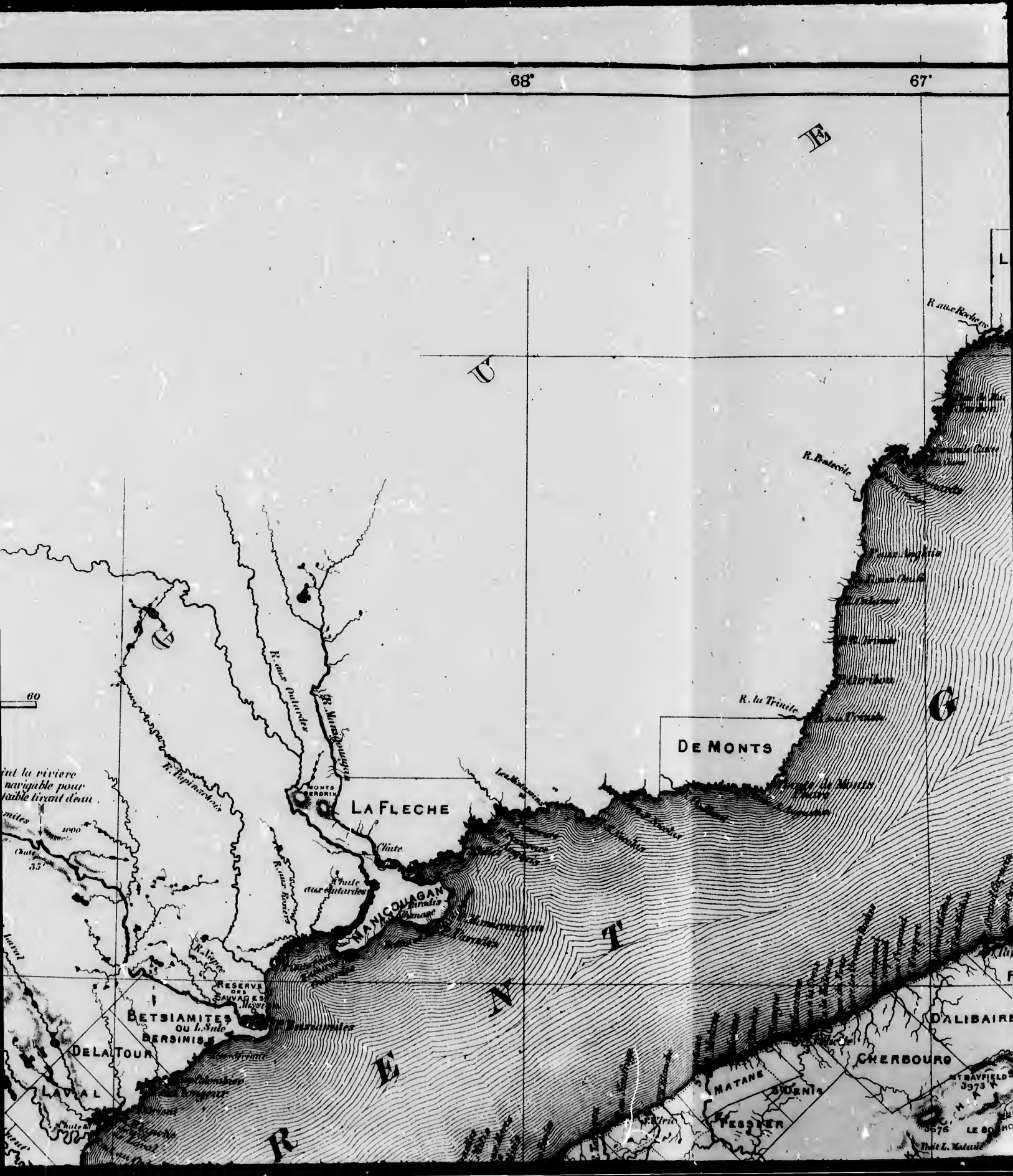
R. Beauport

R. Beauport

BEAUPORT

DE LA TOU

LAVALL



100

la rivière navigable pour faible tirant d'eau.

miles 1000 55

LA FLECHE

DE MONTS

BETSAMITES ou L. Sule BERSINIS

DELA TOUR

MANICOUGAN

D'ALIBAIRE

CHERBOURG

L'ANCIENNE

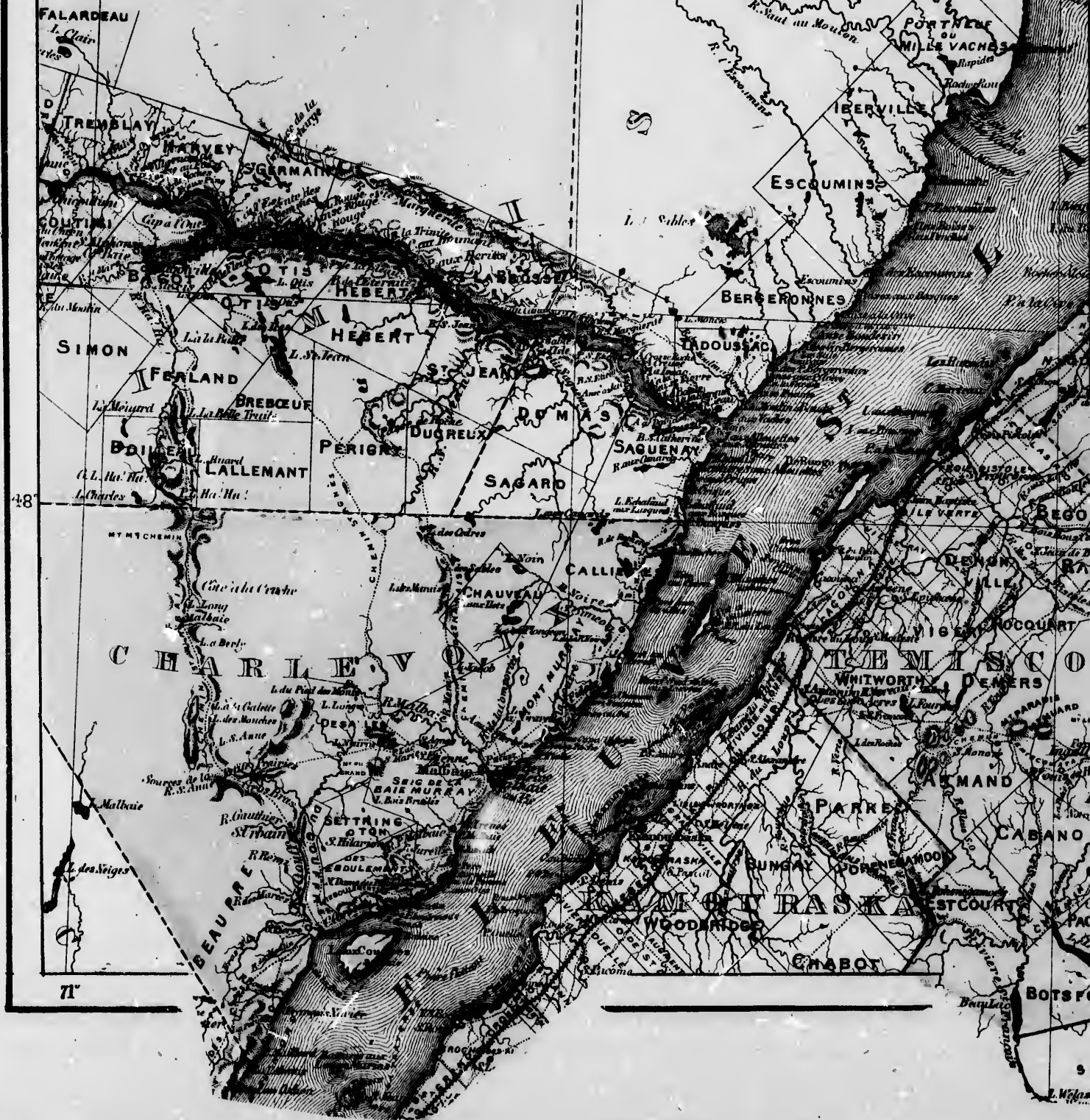
YVES

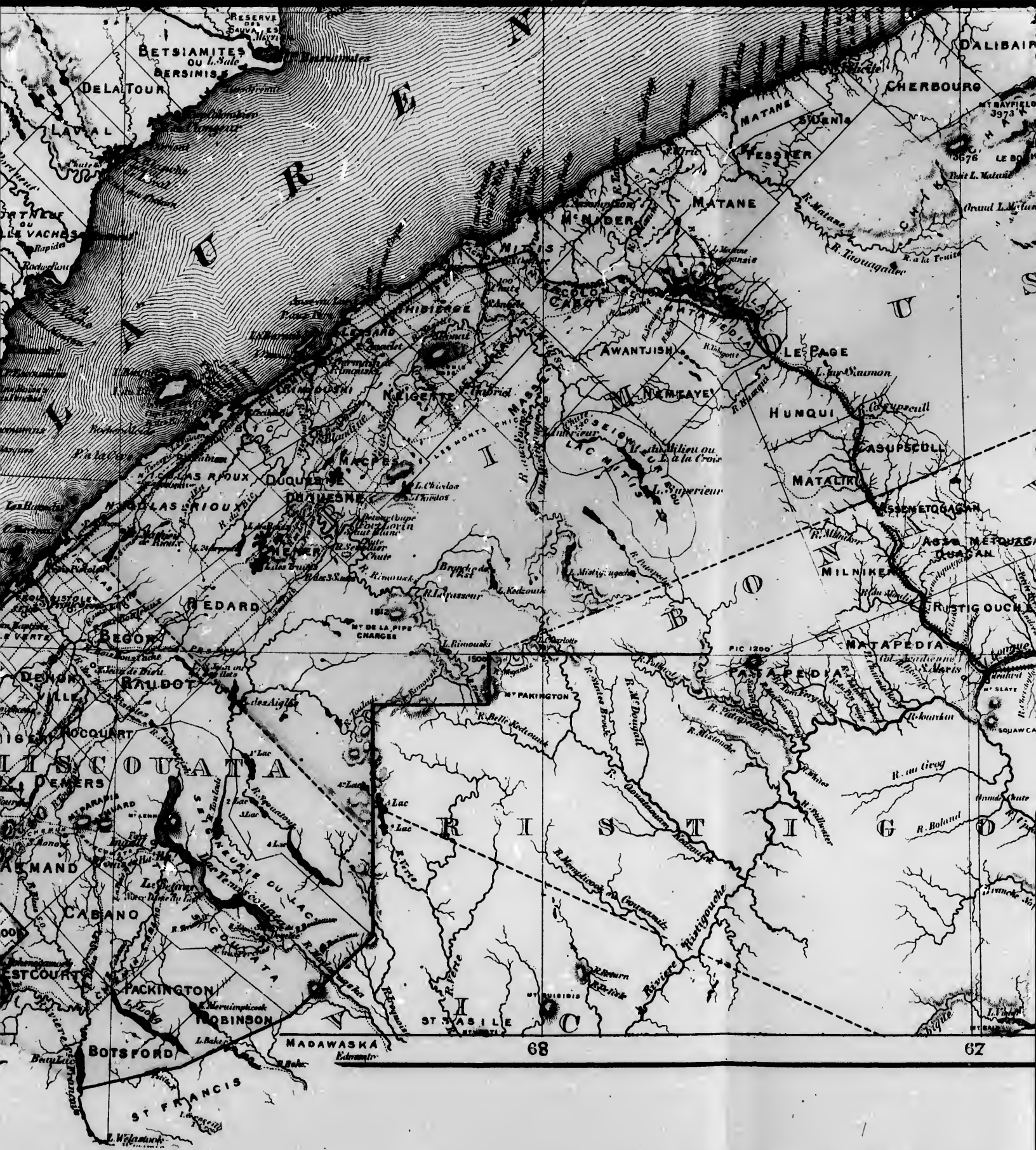
ST BAYFIELD 3973

LE BOIS

LE BOIS

Influence de la marée se fait sentir
à un pied de ce rapide.





BETSIAMITES
ou L. Sable
BERSINIS

DE LA TOUR

LAVAL

LES VACHES

LES VACHES

LES VACHES

LES VACHES

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ST. FRANCIS

ST. FRANCIS

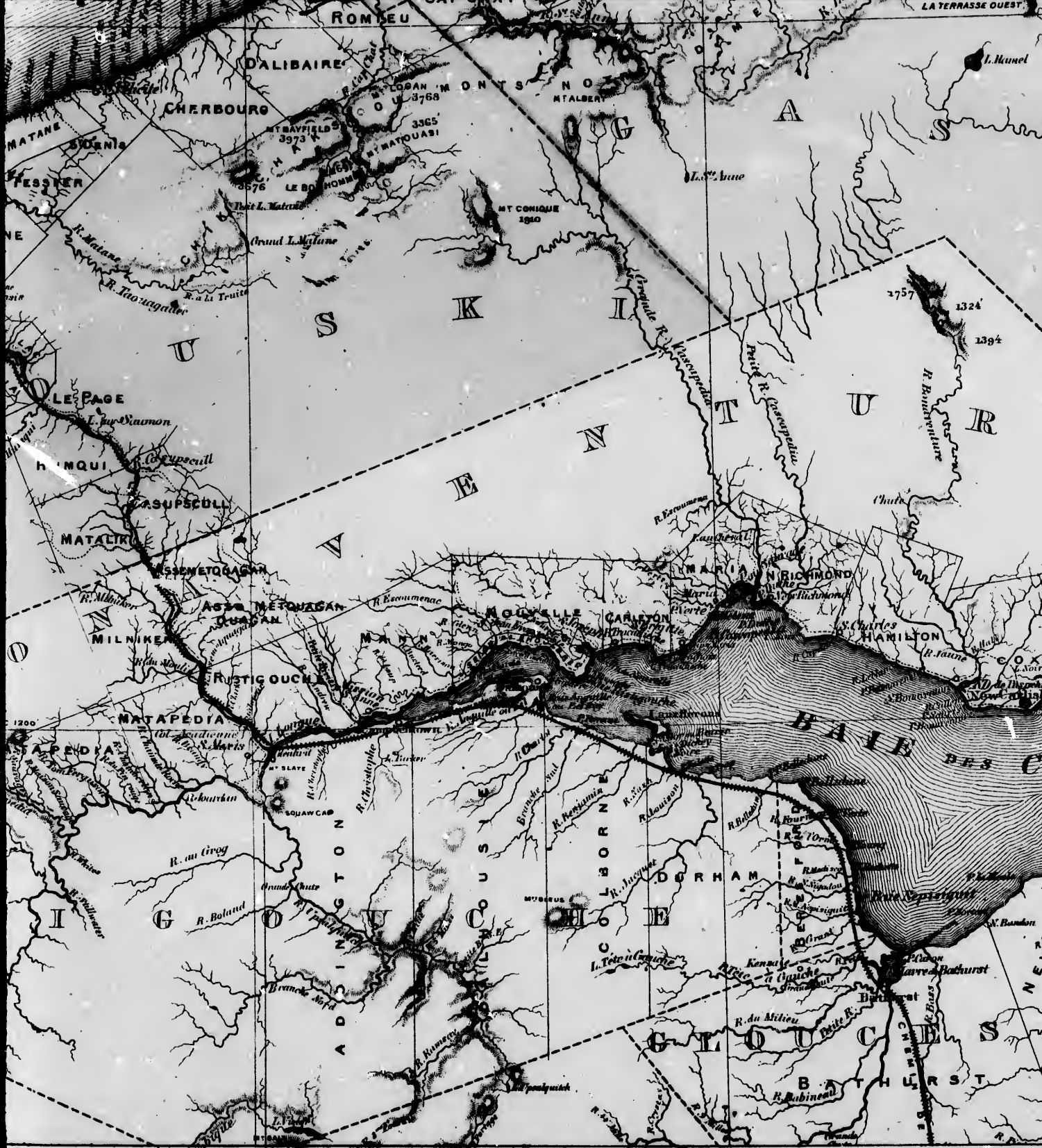
ST. FRANCIS

ST. FRANCIS

ST. FRANCIS

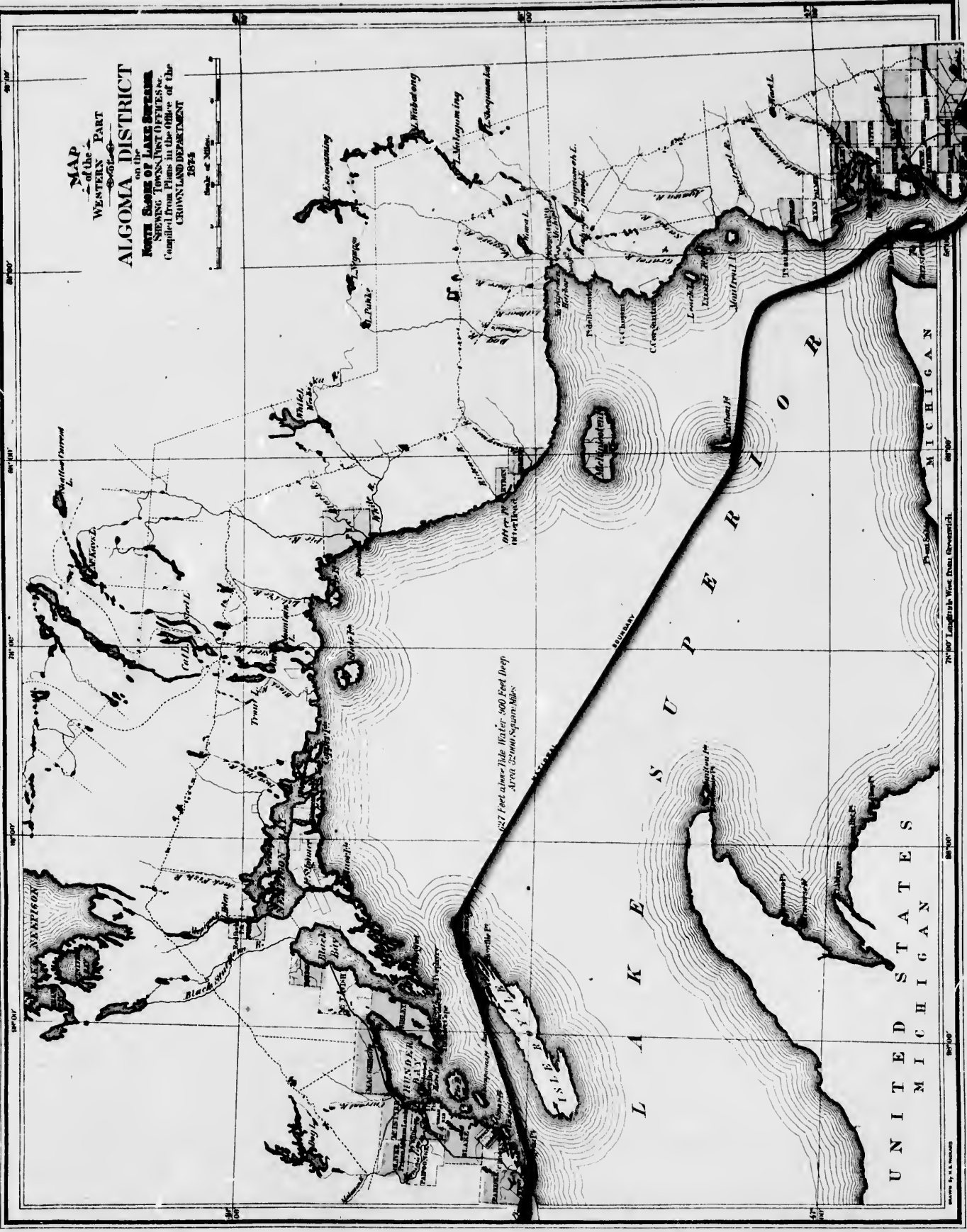
ST. FRANCIS

ST. FRANCIS



MAP
of the **WESTERN PART**
of the **ALGOMA DISTRICT**
on the **NORTH SHORE OF LAKE SUPERIOR**
SHOWING TOWNSHIP OFFICES, &c.
Compiled from Plans in the Office of the
CROWN LAND DEPARTMENT
1874

Scale of Miles.
0 1 2 3 4



627 Feet above Tide Water: 900 Feet Deep
Area: 22,000 Square Miles.

79° 00' Longitude West from Greenwich.

80° 00'

81° 00'

82° 00'

83° 00'

84° 00'

85° 00'

86° 00'

87° 00'

88° 00'

89° 00'

90° 00'

91° 00'

92° 00'

93° 00'

94° 00'

95° 00'

96° 00'

97° 00'

98° 00'

99° 00'

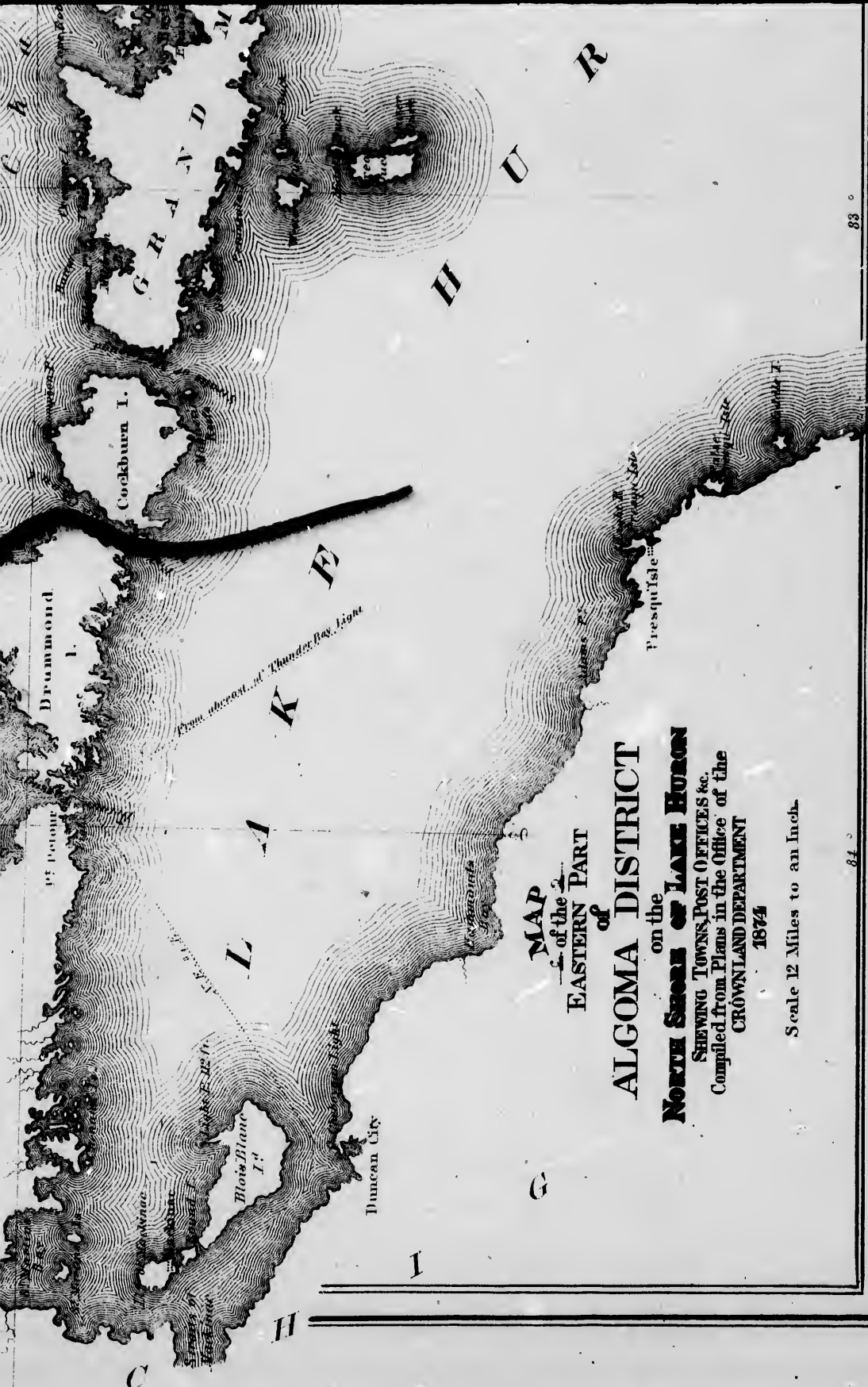
100° 00'



82 >

Longitude West from Greenwich

83 >



MAP
of the
EASTERN PART
of
ALGOMA DISTRICT
on the
NORTH SHORE OF LAKE HURON
SHEWING TOWNS, POST OFFICES &c.
Compiled from Plans in the Office of the
CROWN LAND DEPARTMENT
1874

Scale 12 Miles to an Inch.

83

84

128

88

S^t. Joseph I.

Cockburn I.

Barrie I.

Great Duck

Capellum

N

L

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K

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H

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R

O

G R E A T
I T O U L I N I.

B A Y

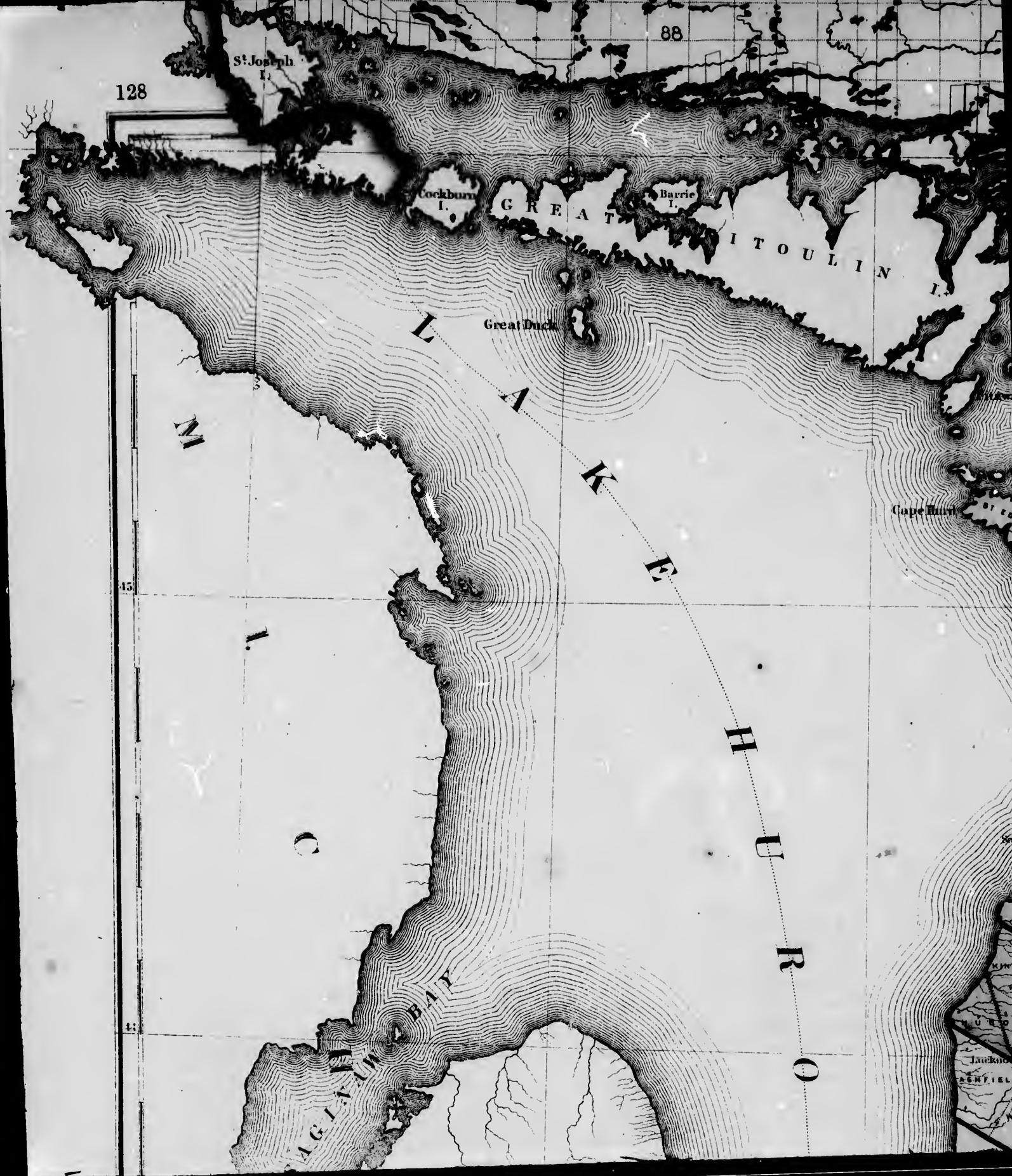
M I G L I N I

Jankno
BENFIELD

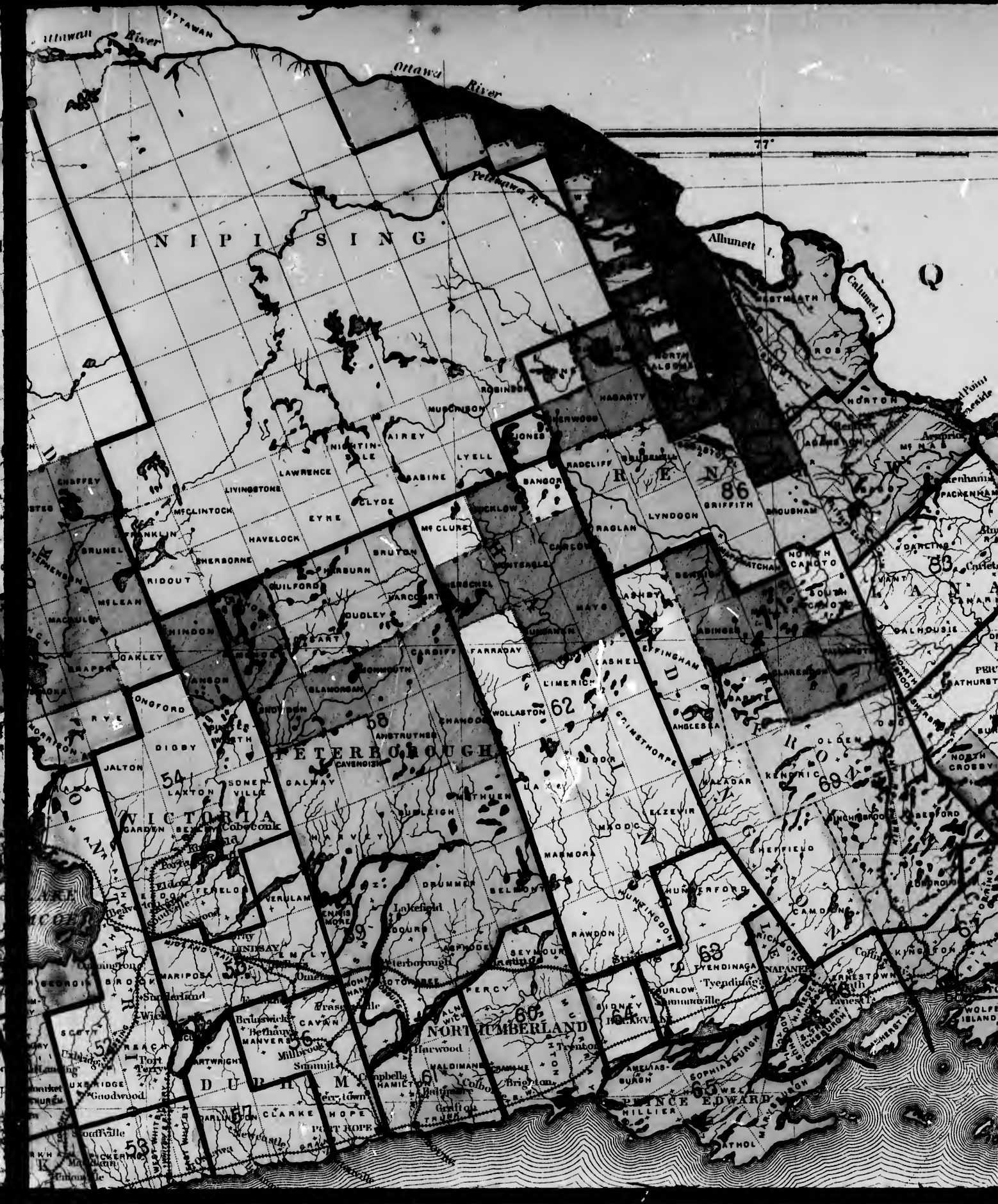


15

4







NIPISSING

PETERBOROUGH

VICTORIA

NORTHUMBERLAND

PRINCE EDWARD

77°

Q

Algonquin I.

Cabinet I.

Petawawa R.

Ottawa River

Ottawa River

GARDEN BEACH

VERULAM

MARIPOSA

ARTWRIGHT

CLARKE

GALWAY

DRUMMER

SEYMOUR

PERCY

WALDMAN

WOLLASTON

LAKEFIELD

MAIMORA

RAWDON

PERCY

WALDMAN

ELZEVIR

HUNTINGDON

HUMBERFORD

WINDING

WINDING

WINDING

WINDING

BRIDGEMAN

BRIDGEMAN

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80

84

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100

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101

105

109

113

117

121



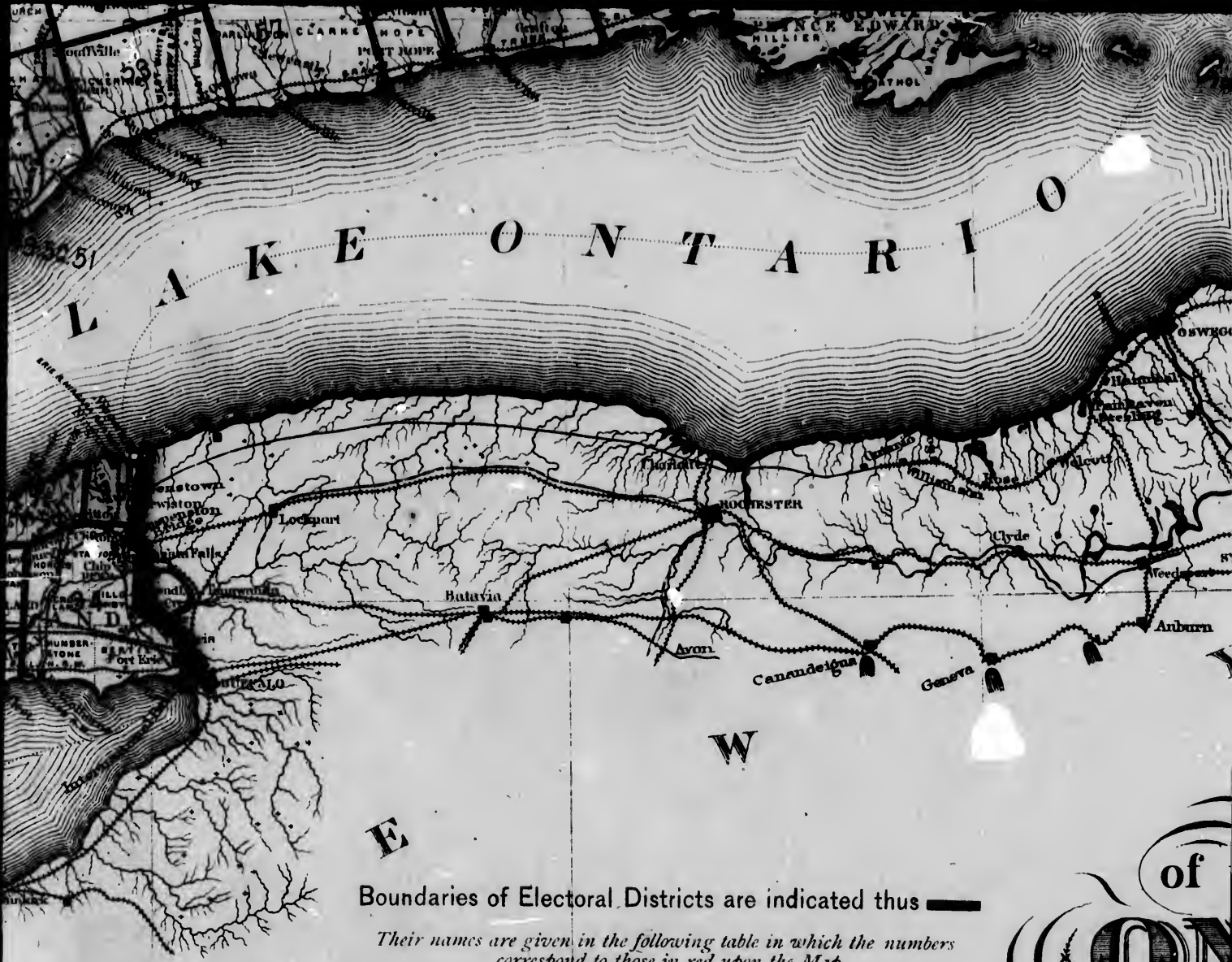




Free Land Grants are colored green, thus

PENNSYLVANIA

80° 79° Long




E

W

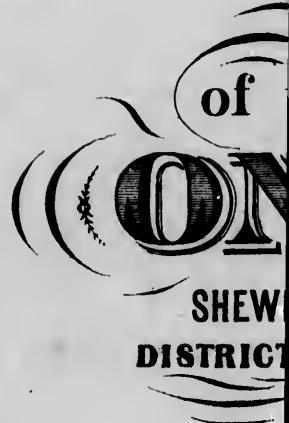
Boundaries of Electoral Districts are indicated thus 

Their names are given in the following table in which the numbers correspond to those in red upon the Map.

1. Essex.	31. Norfolk, South.	60. Northumberland, East.
2. Kent.	32. Haldimand	61. Northumberland, West.
3. Bothwell.	33. Monck.	62. Hastings, North.
4. Lambton.	34. Welland.	63. Hastings, East.
5. Middlesex, North.	35. Niagara.	64. Hastings, West.
6. Middlesex, West.	36. Lincoln.	65. Prince Edward.
7. Middlesex, East.	37. Wentworth, North.	66. Lenox.
8. London.	38. Wentworth, South.	67. Adlington.
9. Elgin, West.	39. Hamilton.	68. Kingston.
10. Elgin, East.	40. Hamilton.	69. Frontenac.
11. Oxford, North.	41. Halton.	70. Leeds, South.
12. Oxford, South.	42. Peel.	71. Leeds and Grenville, North.
13. Perth, North.	43. Cardwell.	72. Grenville, South.
14. Perth, South.	44. Simcoe, North.	73. Brockville.
15. Huron, North.	45. Simcoe, South.	74. Dundas.
16. Huron, Centre.	46. York, North.	75. Stormont.
17. Huron, South.	47. York, East.	76. Cornwall.
18. Bruce, North.	48. York, West.	77. Clengary.
19. Bruce, South.	49. Toronto, East.	78. Prescott.
20. Grey, North.	50. Toronto, Centre.	79. Russell.
21. Grey, South.	51. Toronto, West.	80. Ottawa.
22. Grey, East.	52. Ontario, North.	81. Ottawa.
23. Wellington, North.	53. Ontario, South.	82. Carleton.
24. Wellington, Centre.	54. Victoria, North.	83. Lanark, North.
25. Wellington, South.	55. Victoria, South.	84. Lanark, South.
26. Waterloo, North.	56. Durham, East.	85. Renfrew, North.
27. Waterloo, South.	57. Durham, West.	86. Renfrew, South.
28. Brant, North.	58. Peterborough, East.	87. Muskoka District.
29. Brant, South.	59. Peterborough, West.	88. Algoma District.

Free Land Grants are colored green, thus 

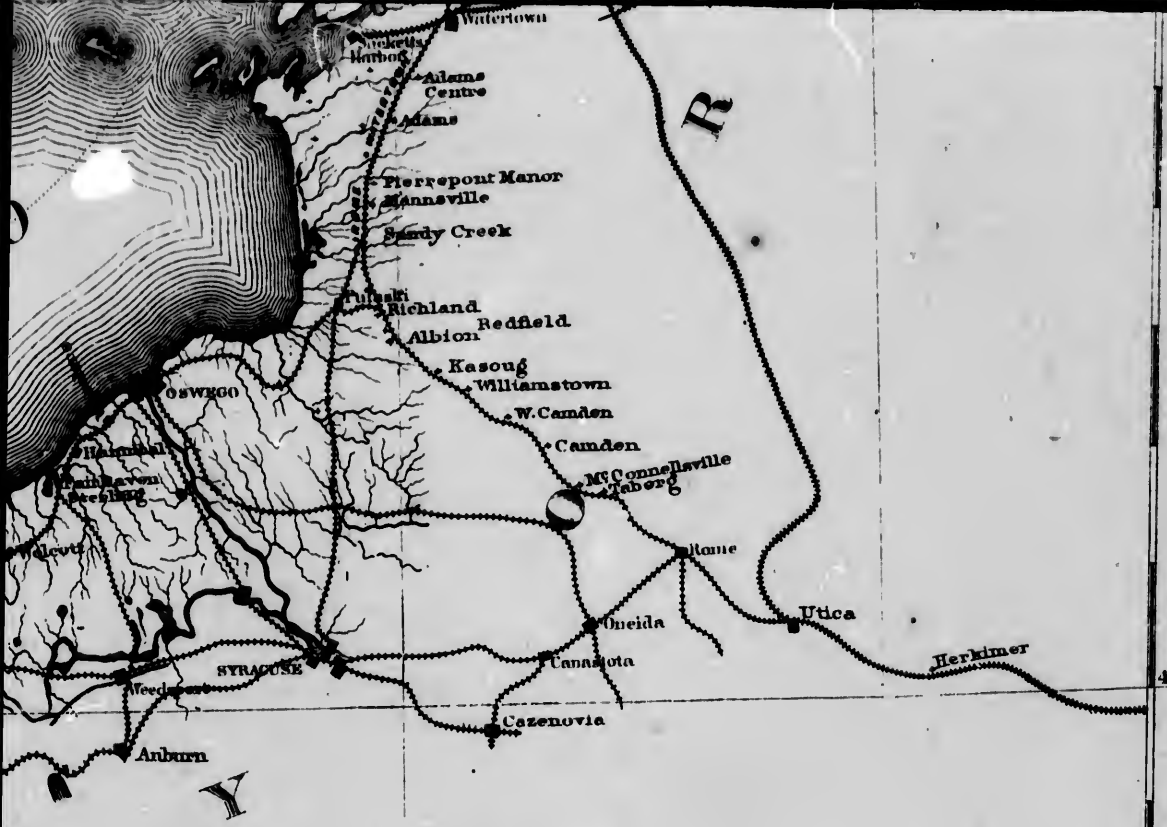
A



79° Longitude West from Greenwich.

78°

77°



MAP

of the Province of

ONTARIO

SHEWING COUNTIES, ELECTORAL
DISTRICTS, TOWNSHIPS, RAILWAYS, ETC.

by: H.F. Walling.



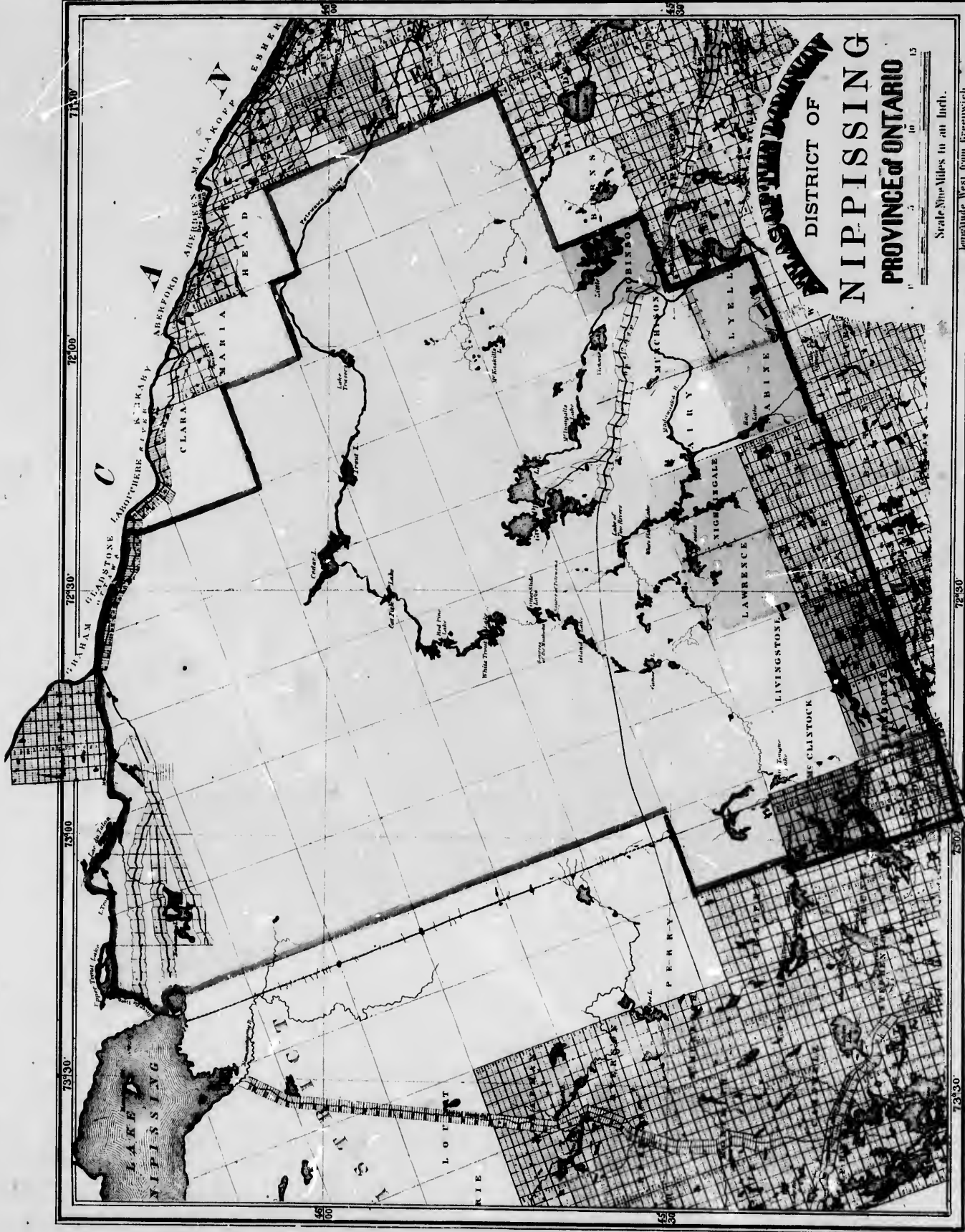
Scale, 20 Miles to an Inch.

76°

75°

43

42



**DISTRICT OF
NIPISSING
PROVINCE OF ONTARIO**

Scale Nine Miles to an Inch.

Longitude West from Greenwich

73°30' 73°00' 72°30'

75°00' 75°30' 76°00'

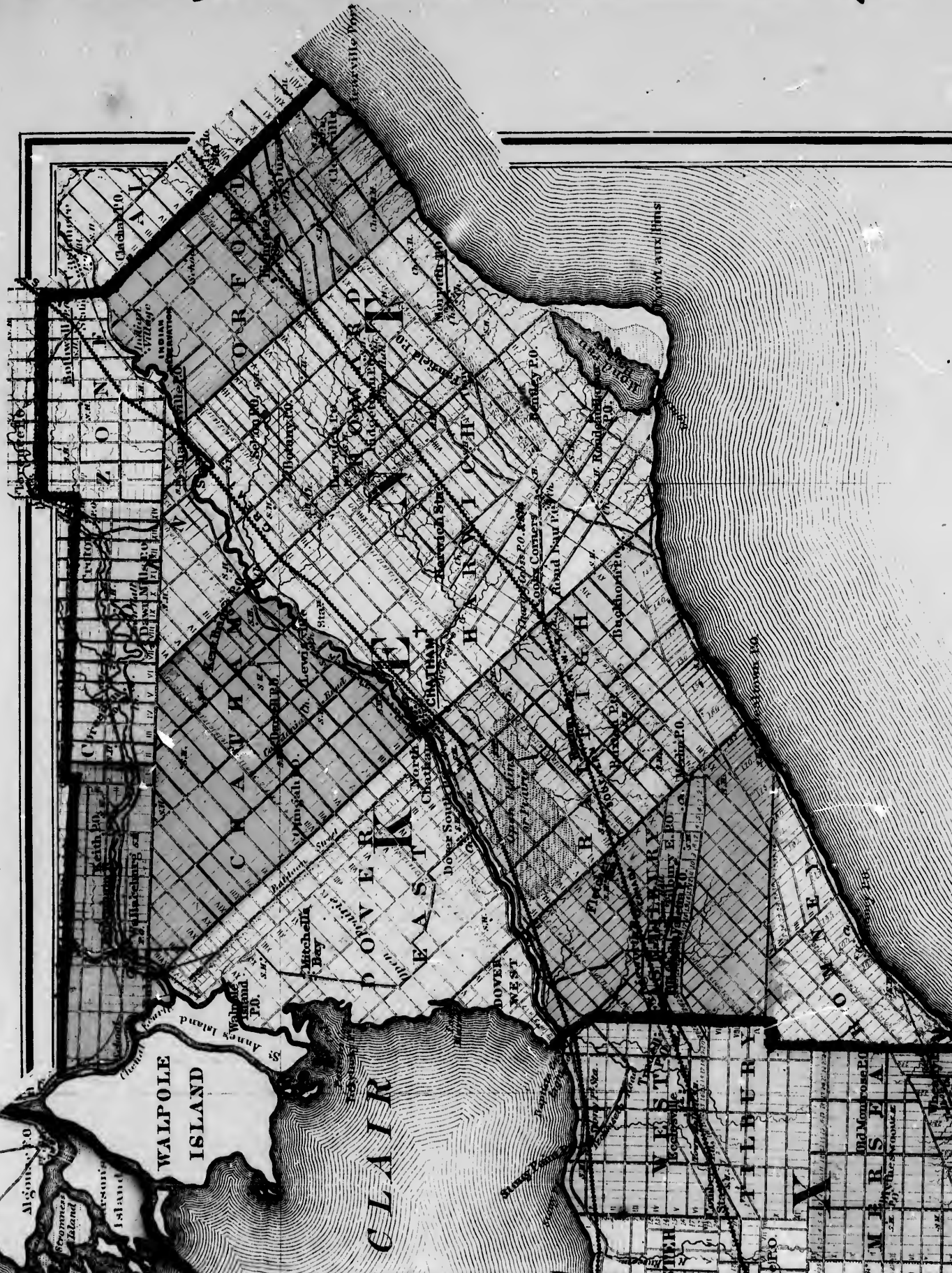
75°00' 75°30' 76°00'

75°00' 75°30' 76°00'

72°30' 73°00' 73°30'

75°00' 75°30' 76°00'

75°00' 75°30' 76°00'



Algona P.O.

Stromes Island
Parsons Island

WALPOLE ISLAND

Walpole Island P.O.

Mitchella Bay

CLAIR

DOVER WEST

DOVER

DOVER

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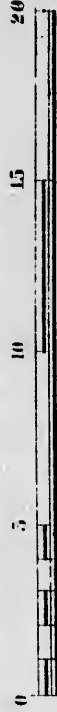
Chatham

Chatham

Chatham

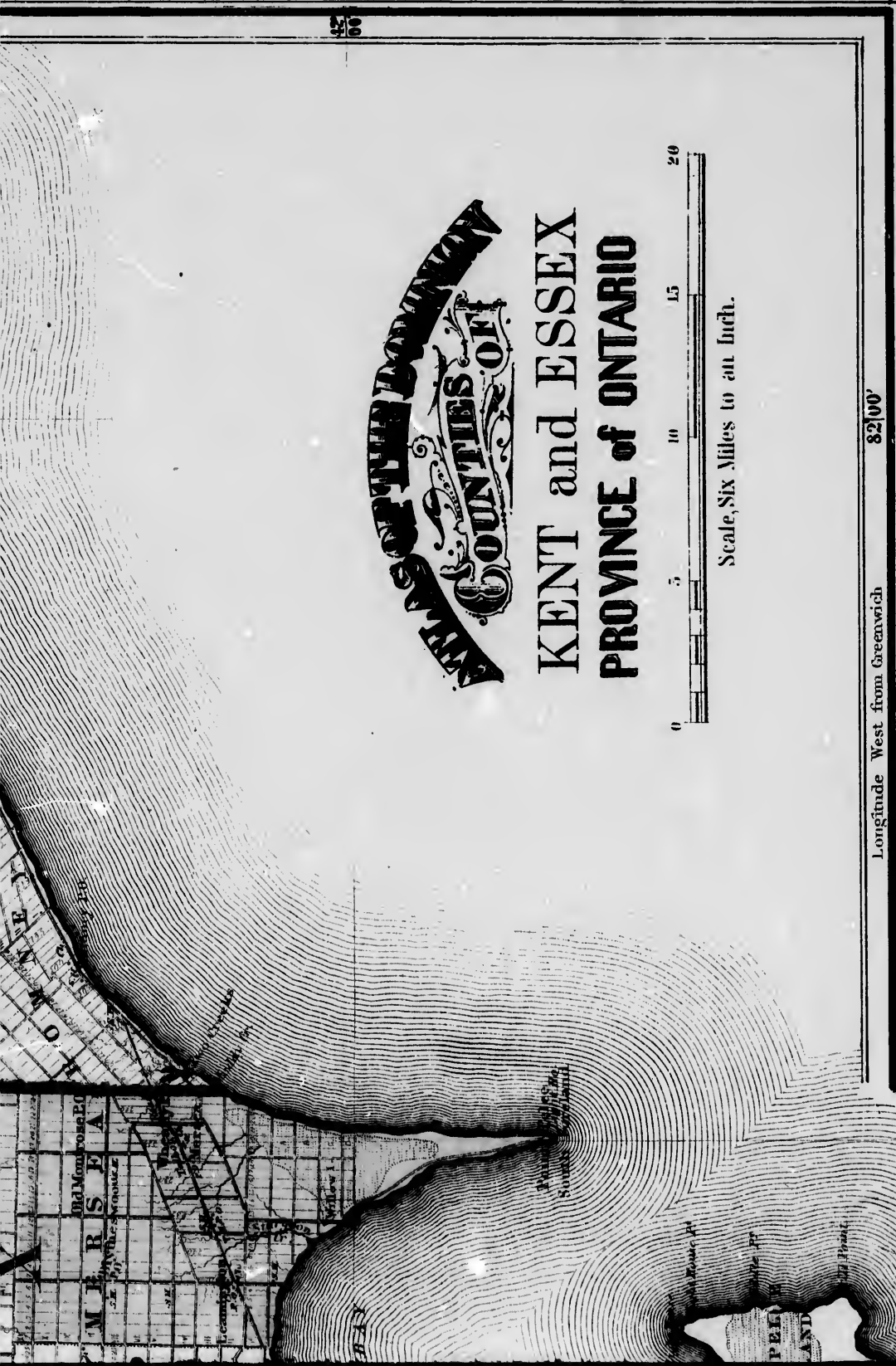
**Counties of
KENT and ESSEX**

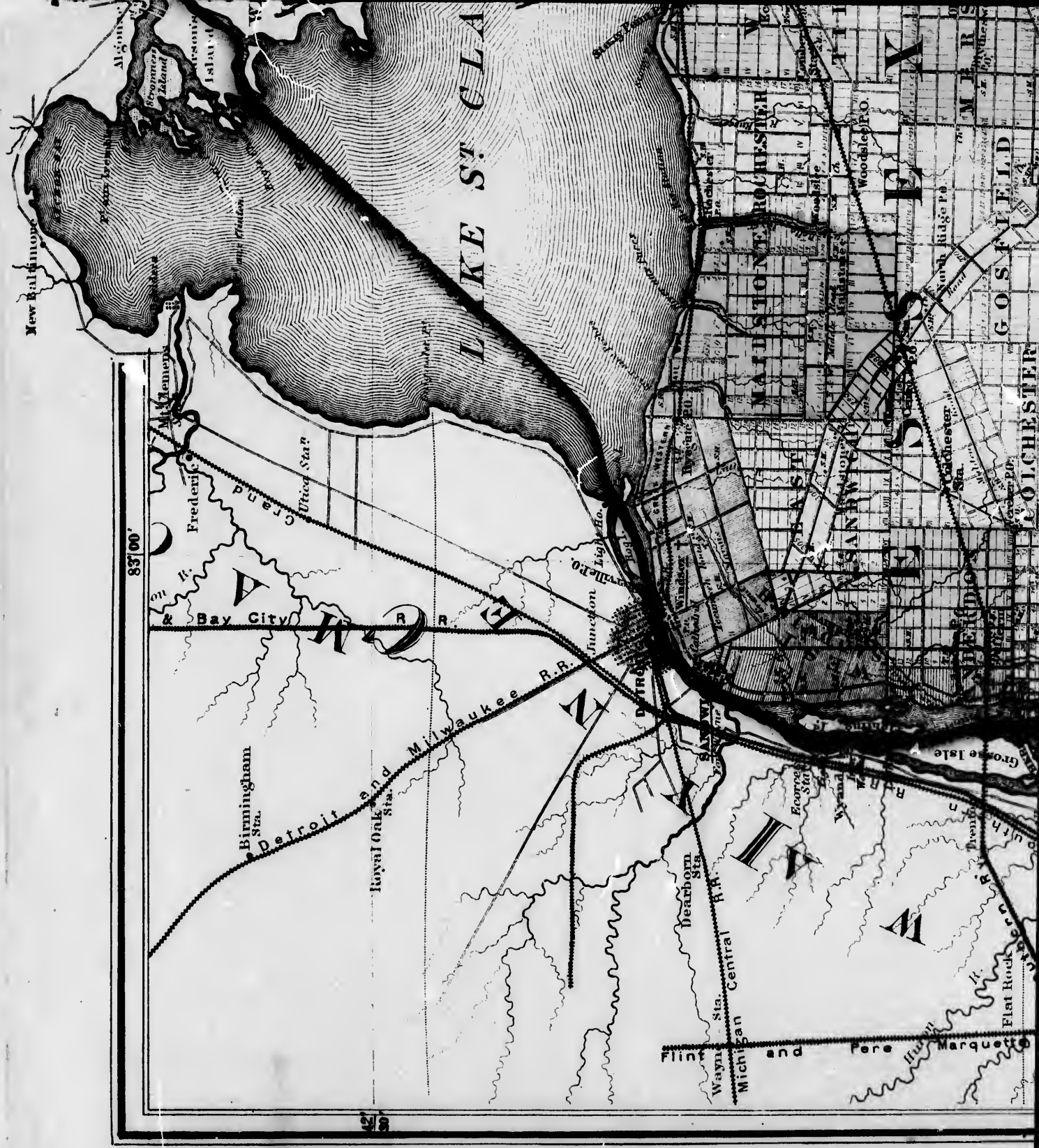
PROVINCE of ONTARIO



Scale, Six Miles to an Inch.

Longitude West from Greenwich 82°00'





New Railroad

83700'

Bay City

Birmingham Sta.

Detroit and Milwaukee R.R.

Royal Oak Sta.

St. Clair River

Windsor

Hearborn Sta.

Wayn Sta. Central Mich. R.R.

Flint and Pere Marquette

LAKESIDE

DETROIT

WINDSOR

ST. CLAIR

WYANDOTT

ROCHESTER

WOODSIELO

W

N

E

S

Grosse Isle

Windsor

St. Clair

Windsor

Windsor

Windsor

Windsor

Flat Rock

Wayn Sta.

Wayn Sta.

Wayn Sta.

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Wayn Sta.

Wayn Sta.

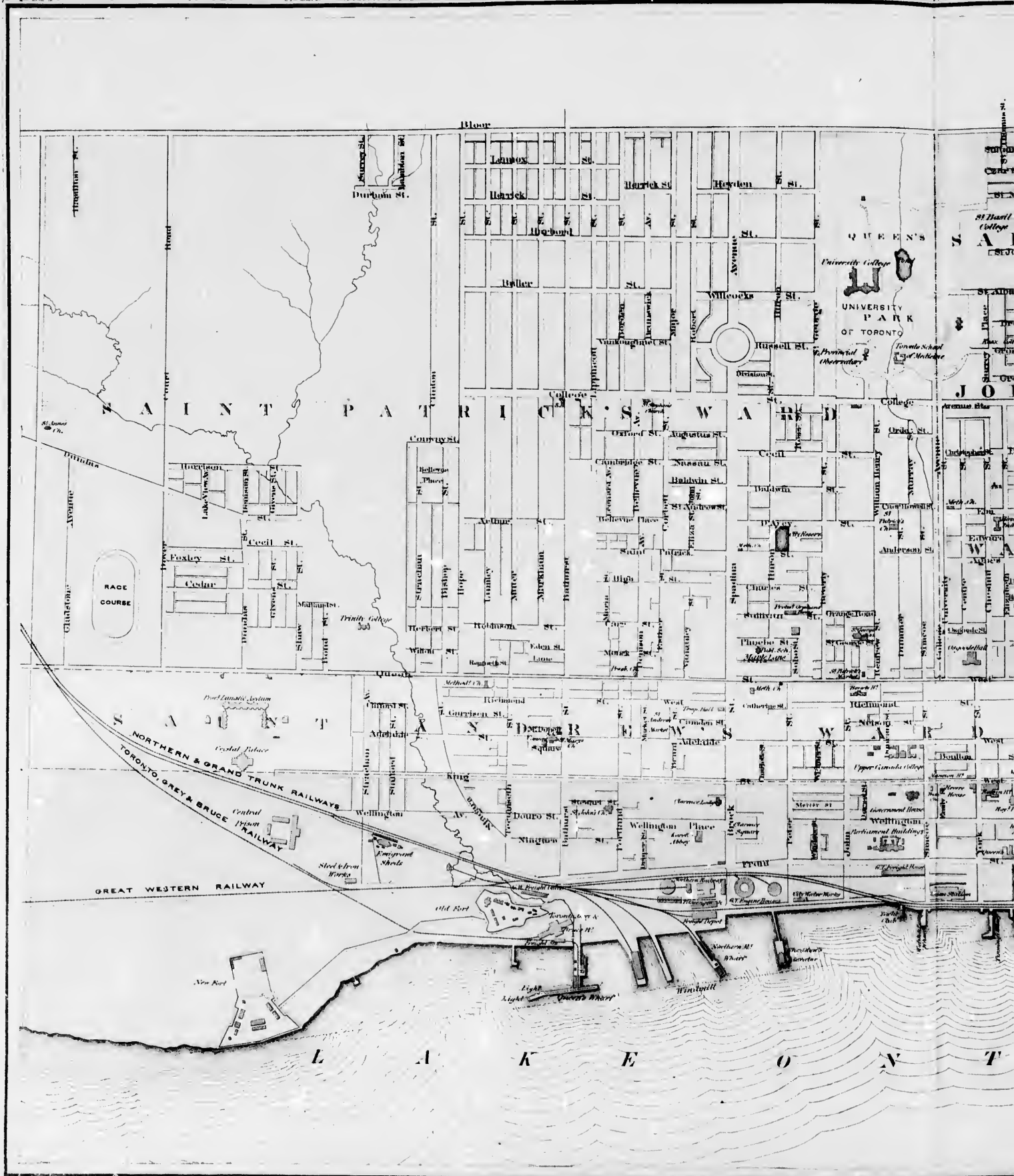
COLCHESTER

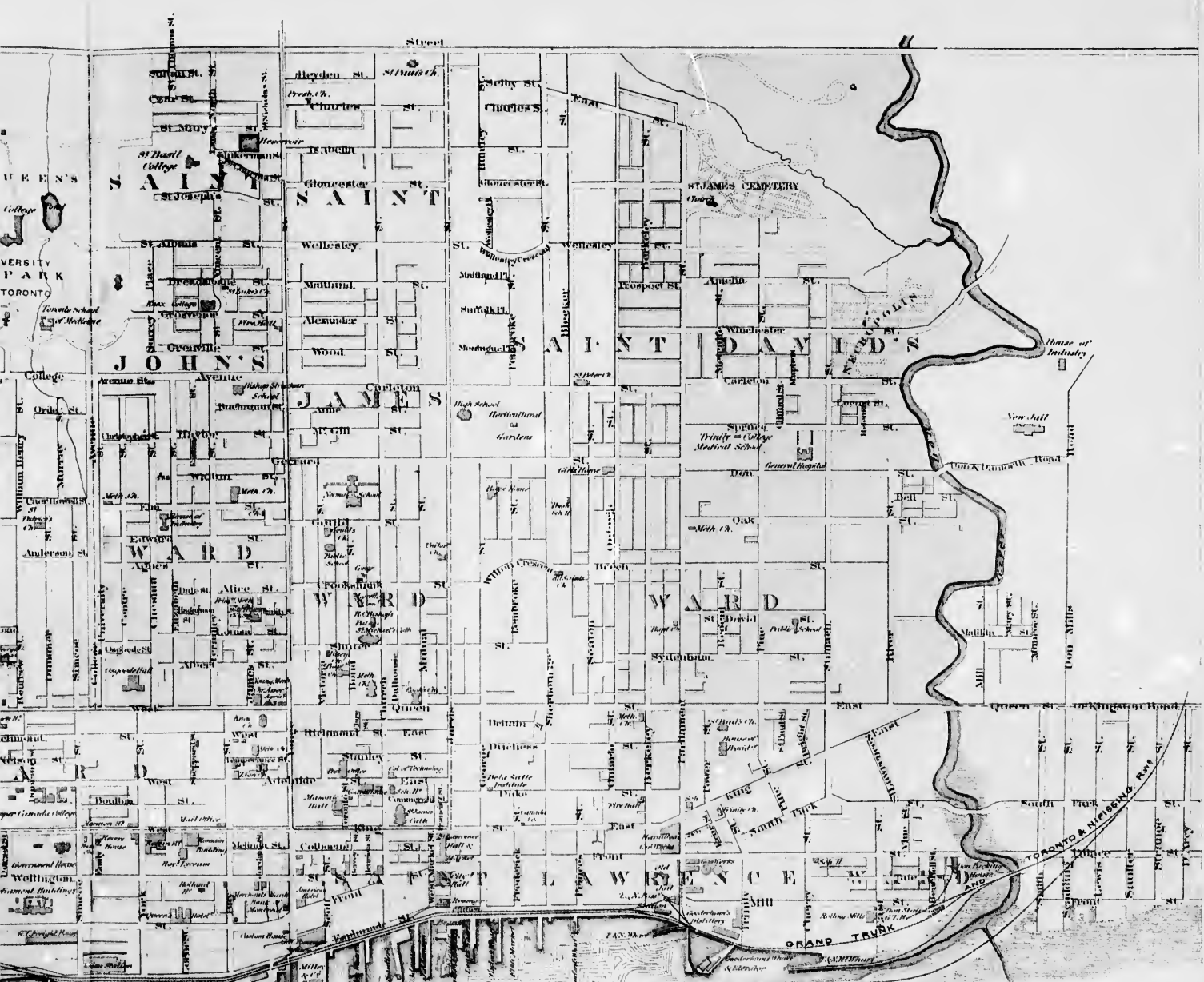
GOSWELL

MERRIS

WINDSOR







**CITY OF
TORONTO.**

Reduced by permission from
WADSWORTH & UNWIN'S
Large Map.







Longitude West from Greenwich

81° 00'

81° 30'



**COUNTIES OF
HURON, WELLINGTON,
PERTH AND WATERLOO.**

PROVINCE OF ONTARIO

Longitude West from Greenwich

80°30'

80°

82° 00'

THE GREAT WESTERN DOMINION
COUNTIES OF

MIDDLESEX, ELGIN
and LAMBTON
PROVINCE OF ONTARIO

0 7 10 15

Scale, Six Miles to an Inch.





INDIAN RESERVE

MORRISVILLE

SOMERSET

WINDSOR

WINDSOR

WINDSOR

WINDSOR

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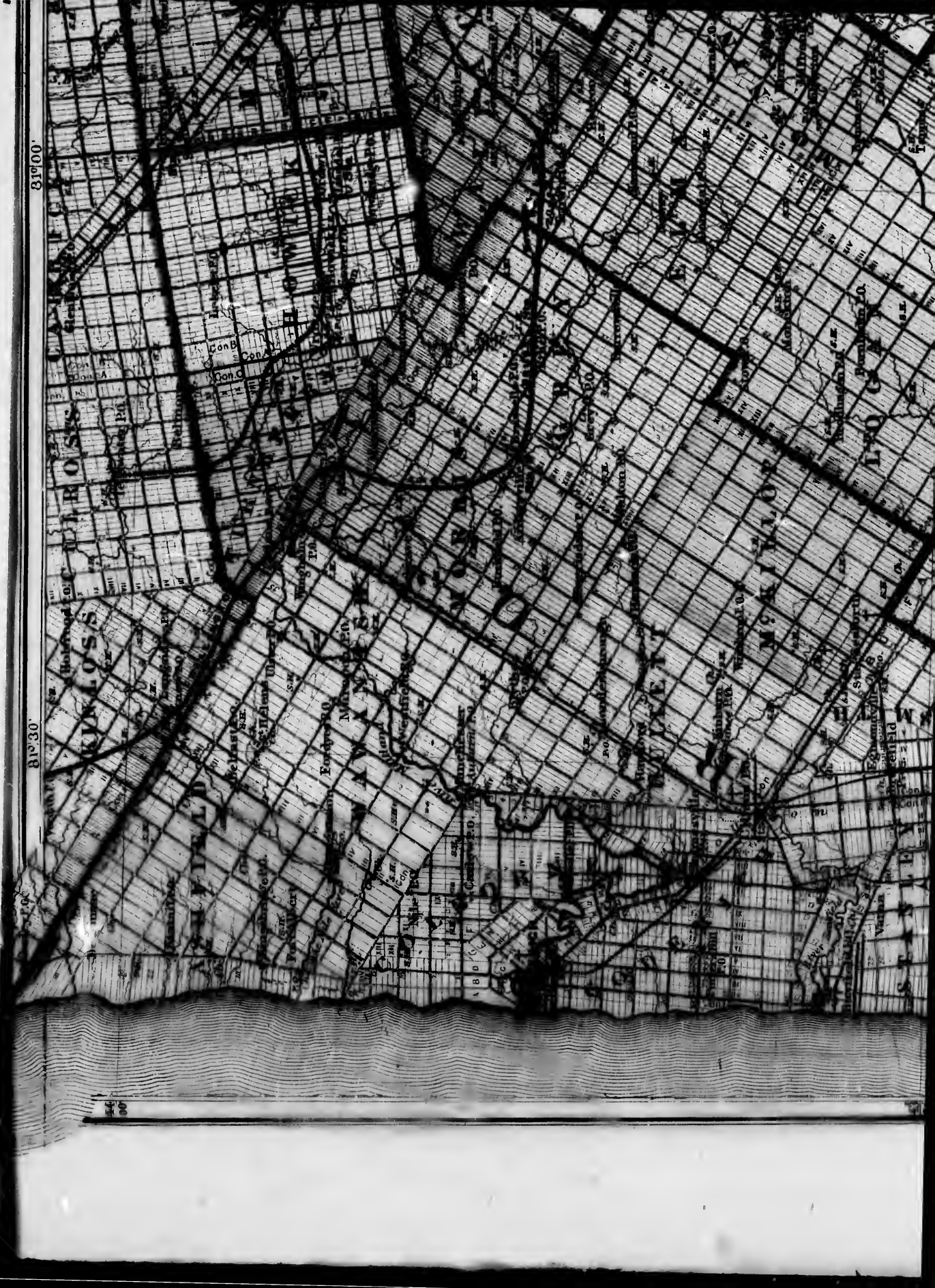
WINDSOR

WINDSOR

52.00

81°00'

81°30'





HURON, PERTH A

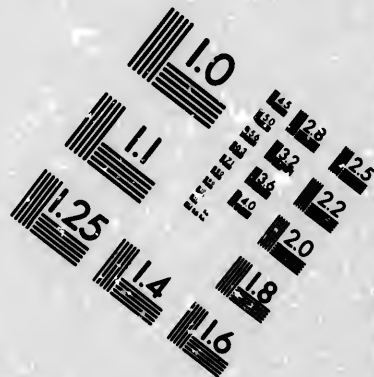
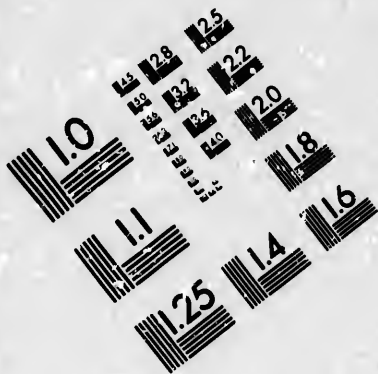
PROV

Longitude 82°00'

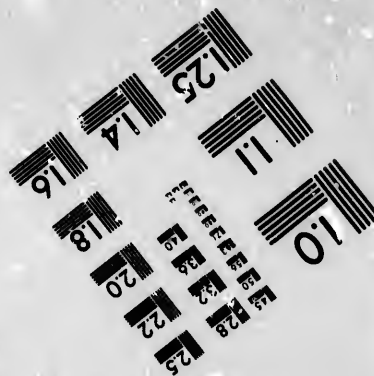
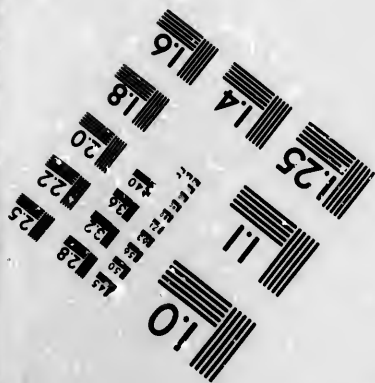
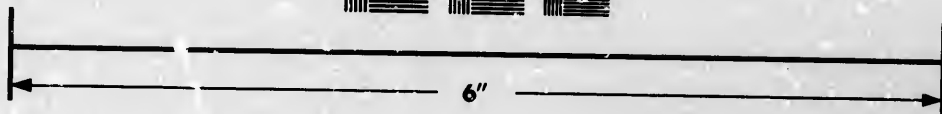
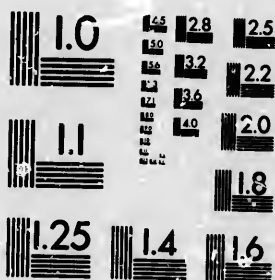


Scale, Six Miles to an Inch.





**IMAGE EVALUATION
TEST TARGET (MT-3)**

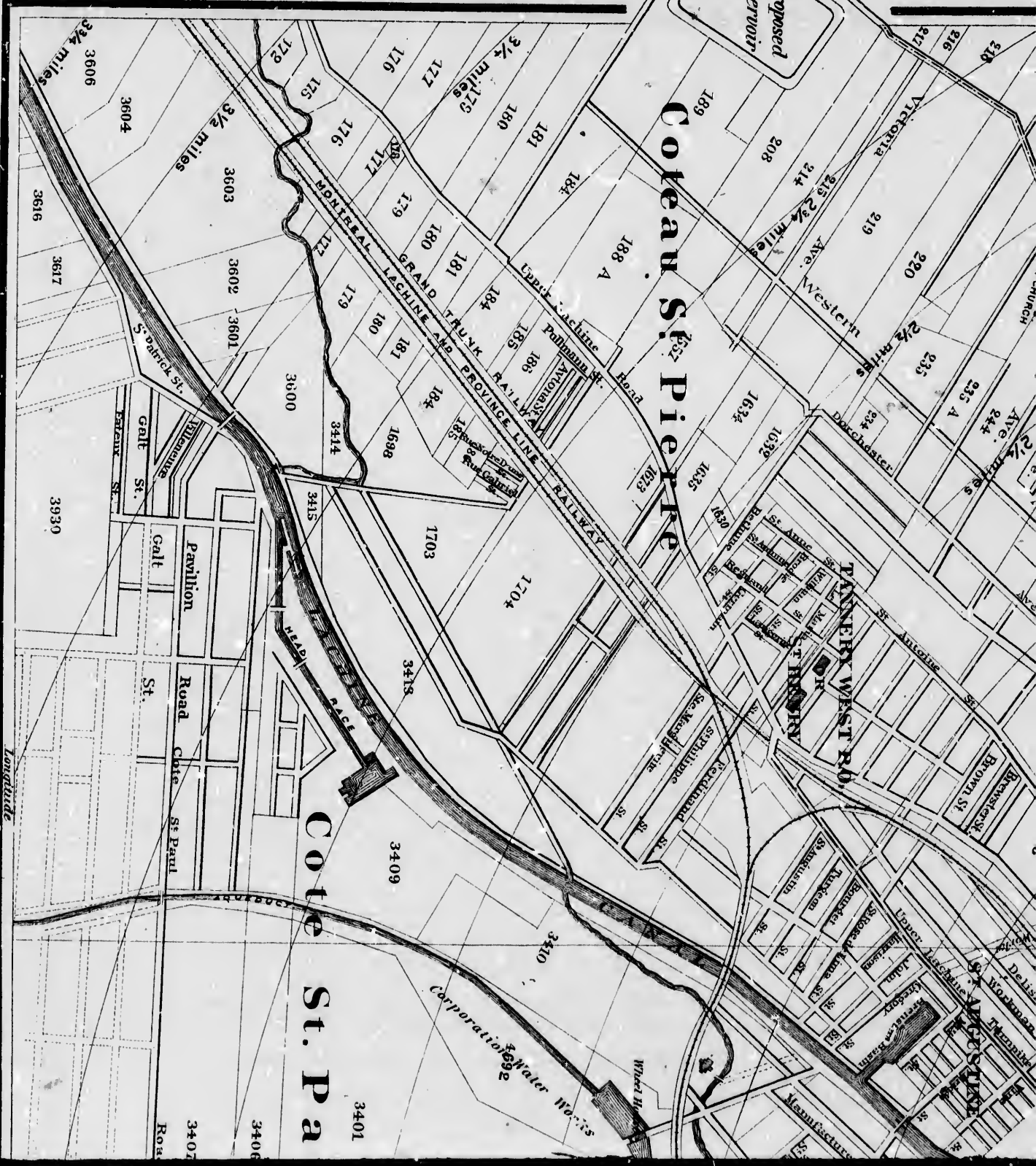


**Photographic
Sciences
Corporation**

23 WEST MAIN STREET
WEBSTER, N.Y. 14590
(716) 872-4503

123
132
125
22
20
8

10



Coteau St. Pierre

Cote St. Pa

Proposed Reservoir

TANNER'S WEST ROAD

Corporation Water Works

3 1/2 miles

3 3/4 miles

189

210

3600

3930

3409

3401

3406

3407

Road

St. Paul

Pavilion

Galt St.

St. Anne

St. Joseph

St. Francis

St. George

St. Charles

St. Elizabeth

St. Vincent

St. Thome

St. Raphael

St. Andrew

St. Patrick

St. Nicholas

St. Ignace

St. Boniface

St. Adelard

St. Eustach

St. Laurent

St. Columba

St. Marcellin

St. Gervais

St. Prothaise

St. Yves

St. Roch

St. Andre

St. Hubert

St. Valere

St. Eusebe

St. Valentin

St. Anastase

St. Appollinaire

St. Heloise

St. Germain

St. Basile

St. Jean

St. Baptiste

St. Marguerite

St. Rose

St. Genevieve

St. Thome

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St. Boniface

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St. Eustach

St. Laurent

St. Columba

St. Marcellin

St. Gervais

St. Prothaise

St. Yves

St. Roch

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St. Laurent

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St. Yves

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St. Patrick

St. Nicholas

St. Ignace

St. Boniface

St. Adelard

St. Eustach

St. Laurent

St. Columba

St. Marcellin

St. Gervais

St. Prothaise

St. Yves

St. Roch

St. Andre

St. Hubert

St. Valere

St. Eusebe

St. Valentin

St. Anastase

St. Appollinaire

St. Heloise

St. Germain

St. Basile

St. Jean

St. Baptiste

St. Marguerite

St. Rose

St. Genevieve

St. Thome

St. Raphael

St. Andrew

St. Patrick

St. Nicholas

St. Ignace

St. Boniface

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St. Gervais

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St. Yves

St. Roch

St. Andre

St. Hubert

St. Valere

St. Eusebe

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St. Heloise

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St. Germain

St. Basile

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St. Baptiste

St. Marguerite

St. Rose

St. Genevieve

St. Thome

St. Raphael

St. Andrew

St. Patrick

St. Nicholas

St. Ignace

St. Boniface

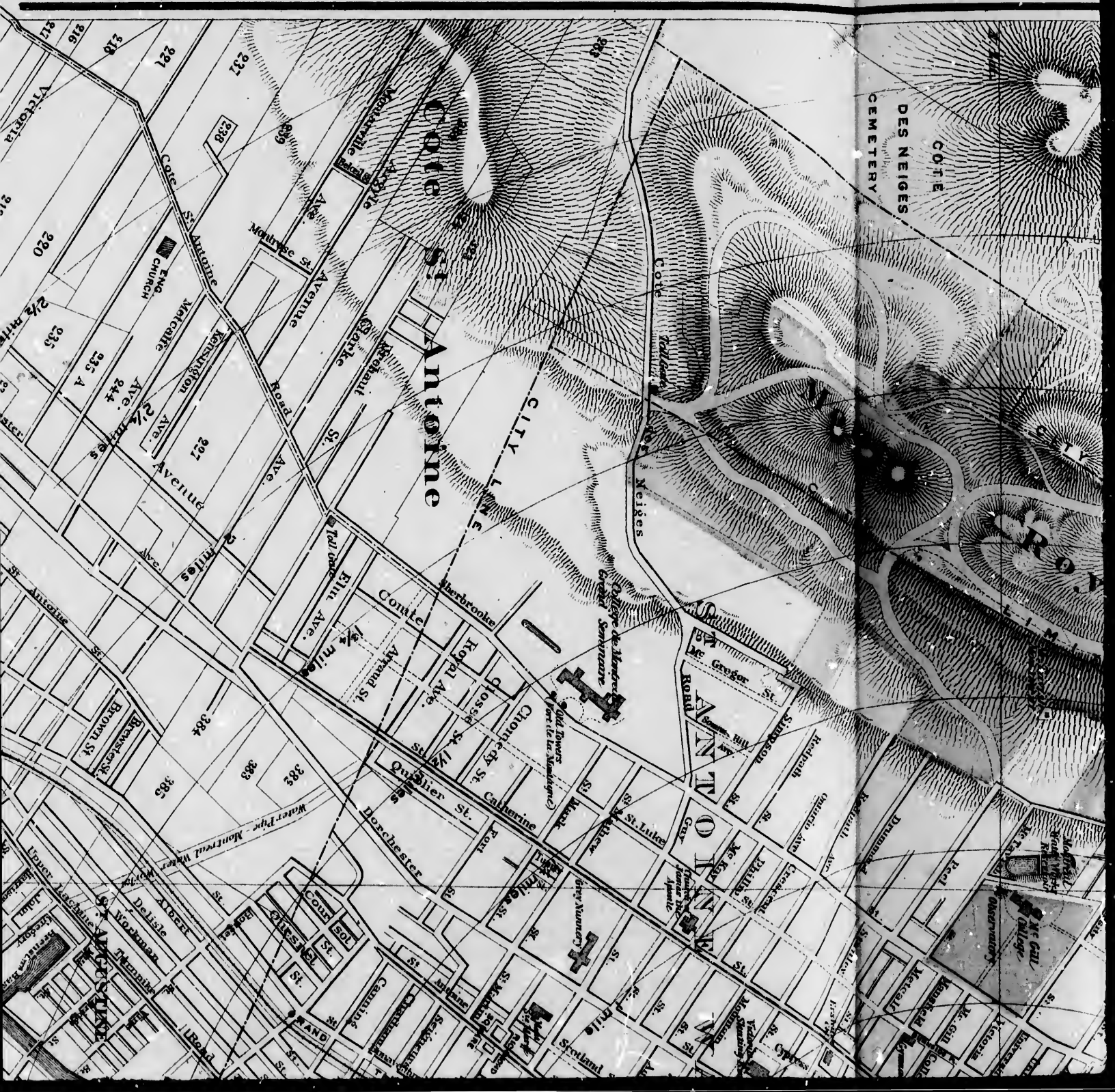
St. Adelard

St. Eustach

St. Laurent

St. Columba

St. Marcellin



Côte Ste. Antoine

Côte Ste. Neiges
CEMETERY

MONTREAL

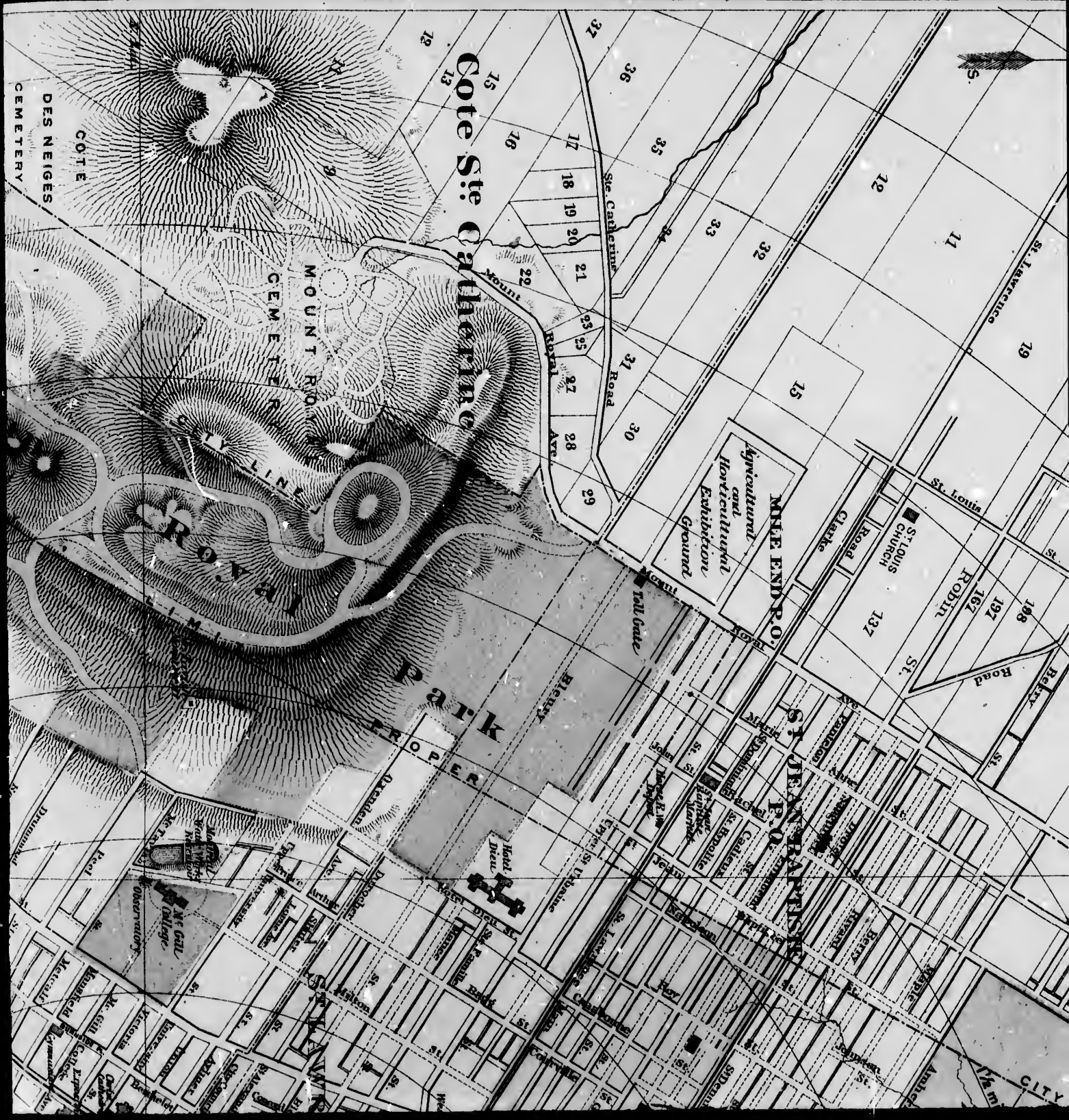
CITY LINE

R.N.C. CHURCH

Chapelle de la Vierge
Chapelle Ste. Anne
Chapelle Ste. Marguerite

Old Town
(part of the Montreuil)

Observatory
St. Gall
St. Gall



Cote Ste Catherine

COTE DES NEIGES CEMETERY

MOUNT ROYAL CEMETERY

Park

MIFF ENDR. P.O.
Agricultural and Horticultural Exhibition Ground

St. Louis Church

ST. JOHN BAPTIST P.O.

Hotel Deer

McGILL College

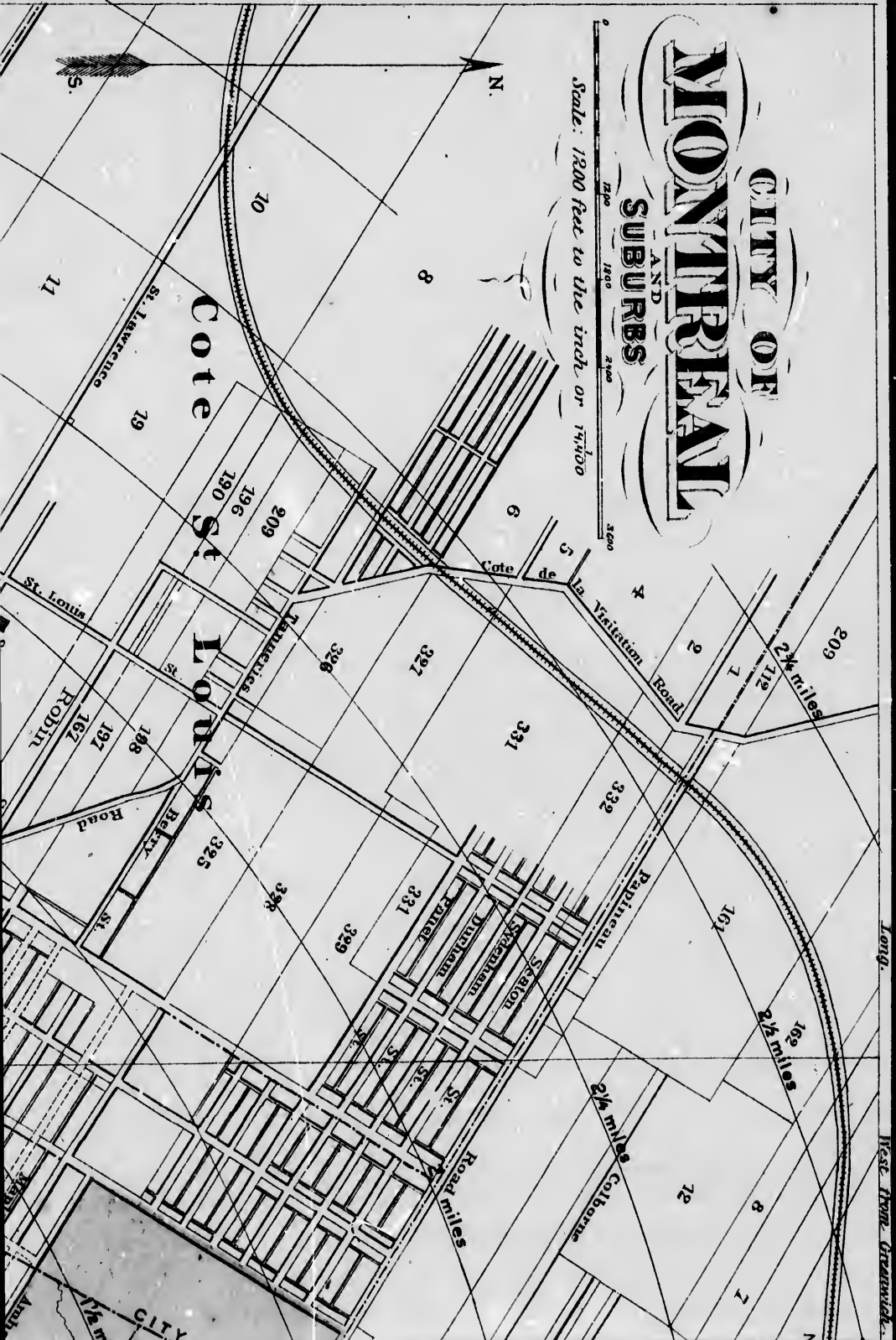
CITY

CITY OF MONTREAL AND SUBURBS

Scale: 1:200 feet to the inch or 1/4" = 1 mile



N.



West from downtown





Patrick's
Robey St.
SANDWICH ST.
ROBERT SQUARE
St. Andrew St.
St. George St.
St. James St.
St. John St.
St. Joseph St.
St. Lawrence St.
St. Mark St.
St. Michael St.
St. Nicholas St.
St. Patrick St.
St. Peter St.
St. Thomas St.
St. Vincent St.
St. William St.

Wellington
Sebastopol St.
CONTRACTOR ST.
GRAND TRUNK RAILWAY SHOPS
P.O.
ST. CHARLES

St. Andrew St.
St. George St.
St. James St.
St. John St.
St. Joseph St.
St. Lawrence St.
St. Mark St.
St. Michael St.
St. Nicholas St.
St. Patrick St.
St. Peter St.
St. Thomas St.
St. Vincent St.
St. William St.
St. Charles St.
St. David St.
St. Elizabeth St.
St. Francis St.
St. George St.
St. James St.
St. John St.
St. Joseph St.
St. Lawrence St.
St. Mark St.
St. Michael St.
St. Nicholas St.
St. Patrick St.
St. Peter St.
St. Thomas St.
St. Vincent St.
St. William St.

St. Andrew St.
St. George St.
St. James St.
St. John St.
St. Joseph St.
St. Lawrence St.
St. Mark St.
St. Michael St.
St. Nicholas St.
St. Patrick St.
St. Peter St.
St. Thomas St.
St. Vincent St.
St. William St.
St. Charles St.
St. David St.
St. Elizabeth St.
St. Francis St.
St. George St.
St. James St.
St. John St.
St. Joseph St.
St. Lawrence St.
St. Mark St.
St. Michael St.
St. Nicholas St.
St. Patrick St.
St. Peter St.
St. Thomas St.
St. Vincent St.
St. William St.

ST.
ST. CHARLES
ST. DAVID
ST. ELIZABETH
ST. FRANCIS
ST. GEORGE
ST. JAMES
ST. JOHN
ST. JOSEPH
ST. LAWRENCE
ST. MARK
ST. MICHAEL
ST. NICHOLAS
ST. PATRICK
ST. PETER
ST. THOMAS
ST. VINCENT
ST. WILLIAM
ST. ANDREW
ST. GEORGE
ST. JAMES
ST. JOHN
ST. JOSEPH
ST. LAWRENCE
ST. MARK
ST. MICHAEL
ST. NICHOLAS
ST. PATRICK
ST. PETER
ST. THOMAS
ST. VINCENT
ST. WILLIAM

St. Andrew St.
St. George St.
St. James St.
St. John St.
St. Joseph St.
St. Lawrence St.
St. Mark St.
St. Michael St.
St. Nicholas St.
St. Patrick St.
St. Peter St.
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St. Charles St.
St. David St.
St. Elizabeth St.
St. Francis St.
St. George St.
St. James St.
St. John St.
St. Joseph St.
St. Lawrence St.
St. Mark St.
St. Michael St.
St. Nicholas St.
St. Patrick St.
St. Peter St.
St. Thomas St.
St. Vincent St.
St. William St.



CITY PROPERTY

ST. MARY'S RIVER

St. Mary

St. M

St. M

St. M

St. M

1/2 miles

1/2 miles

1/2 miles

1/2 miles

1/2 miles

1/2 miles

1/2 miles

1/2 miles

1/2 miles

1/2 miles

1/2 miles

1/2 miles

1/2 miles

1/2 miles

Ontario

St. Anne

St. Anne

St. Anne

St. Anne

St. Anne

St. Anne

St. Anne

St. Anne

St. Anne

St. Anne

St. Anne

St. Anne

St. Anne

St. Anne

St. Anne

St. Anne

St. Anne

St. Anne

St. Anne

Ile Ronde

St. Helen's Island

HARBOR

W

R

E

V

St. M

St. M

TREASURY

St. Lawrence

St. Lawrence

St. Lawrence

St. Lawrence

St. Lawrence

St. Lawrence

St. Lawrence

St. Lawrence

St. Lawrence

St. Lawrence

MONTREAL

MONTREAL

MONTREAL

MONTREAL

MONTREAL

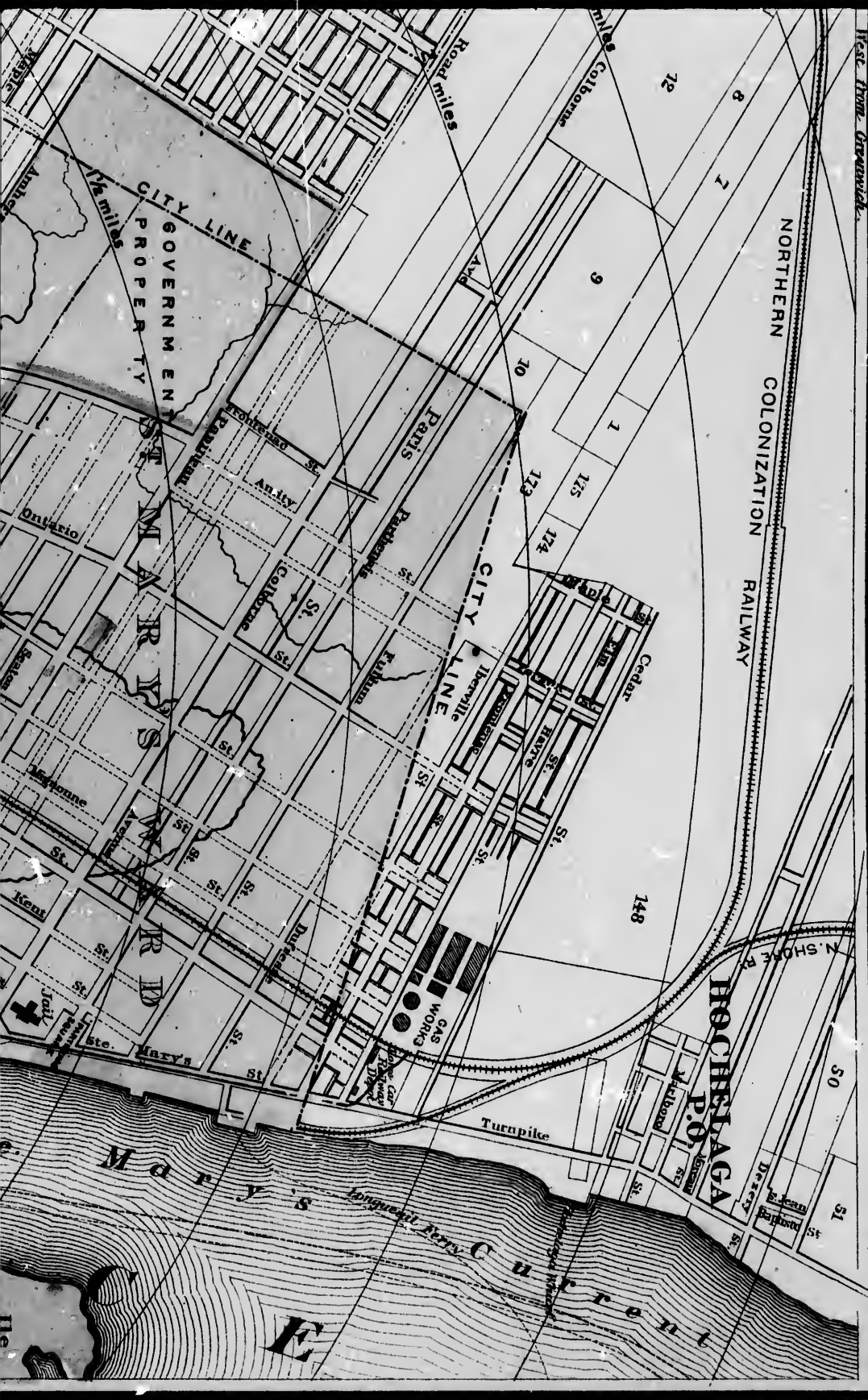
MONTREAL

MONTREAL

MONTREAL

MONTREAL

MONTREAL



HOCHELAGA
CONVENT



79°30'

30°00'



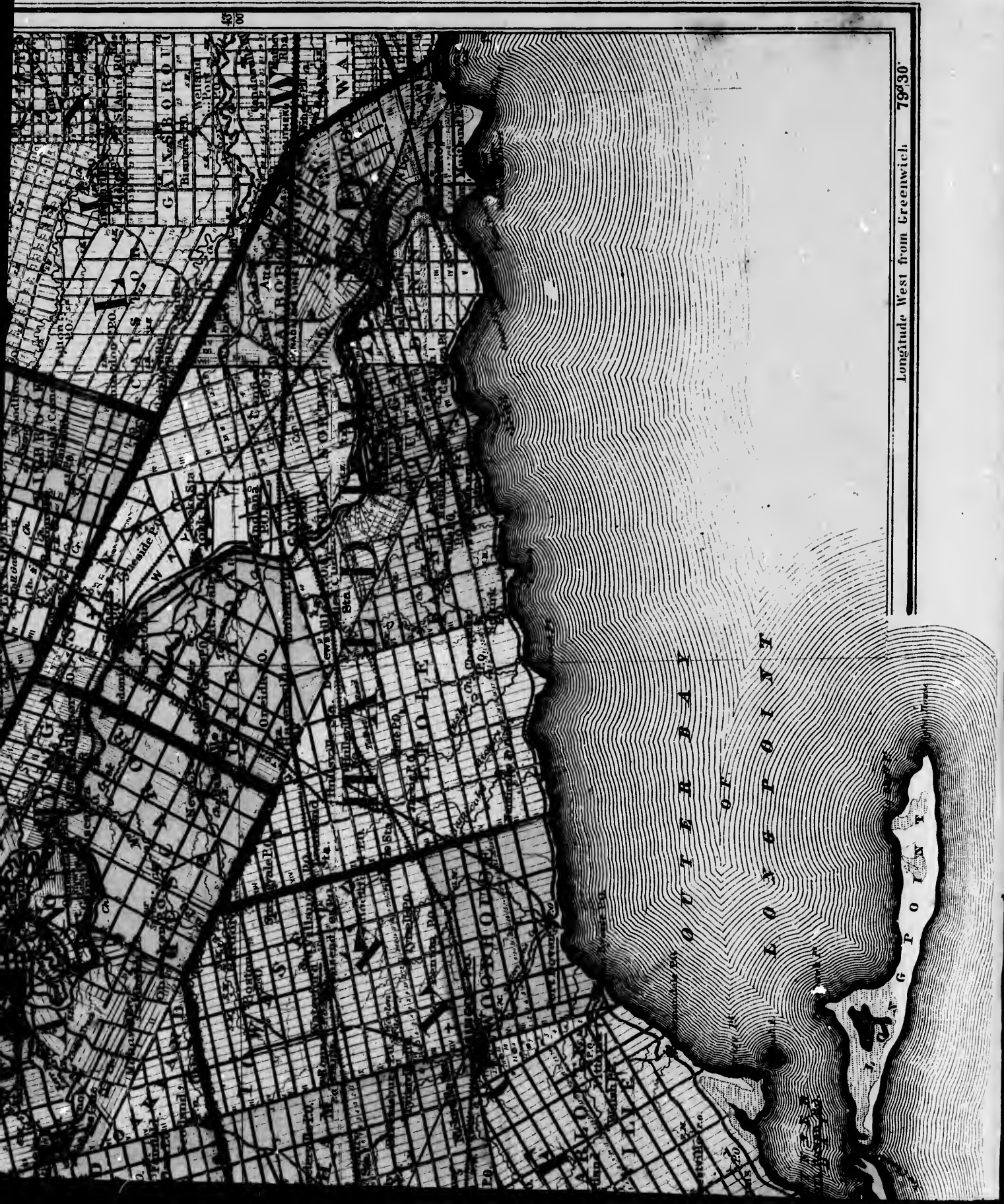
**OXFORD, BRANT WENTWORTH,
NORFOLK. and HALDIMAND.**

PROVINCE of ONTARIO



Scale, Six Miles to an Inch.





Longitude West from Greenwich 79°30'

COUNTY OF
WESTCHESTER

45
30

79° 30'

43°
30'



79°00'

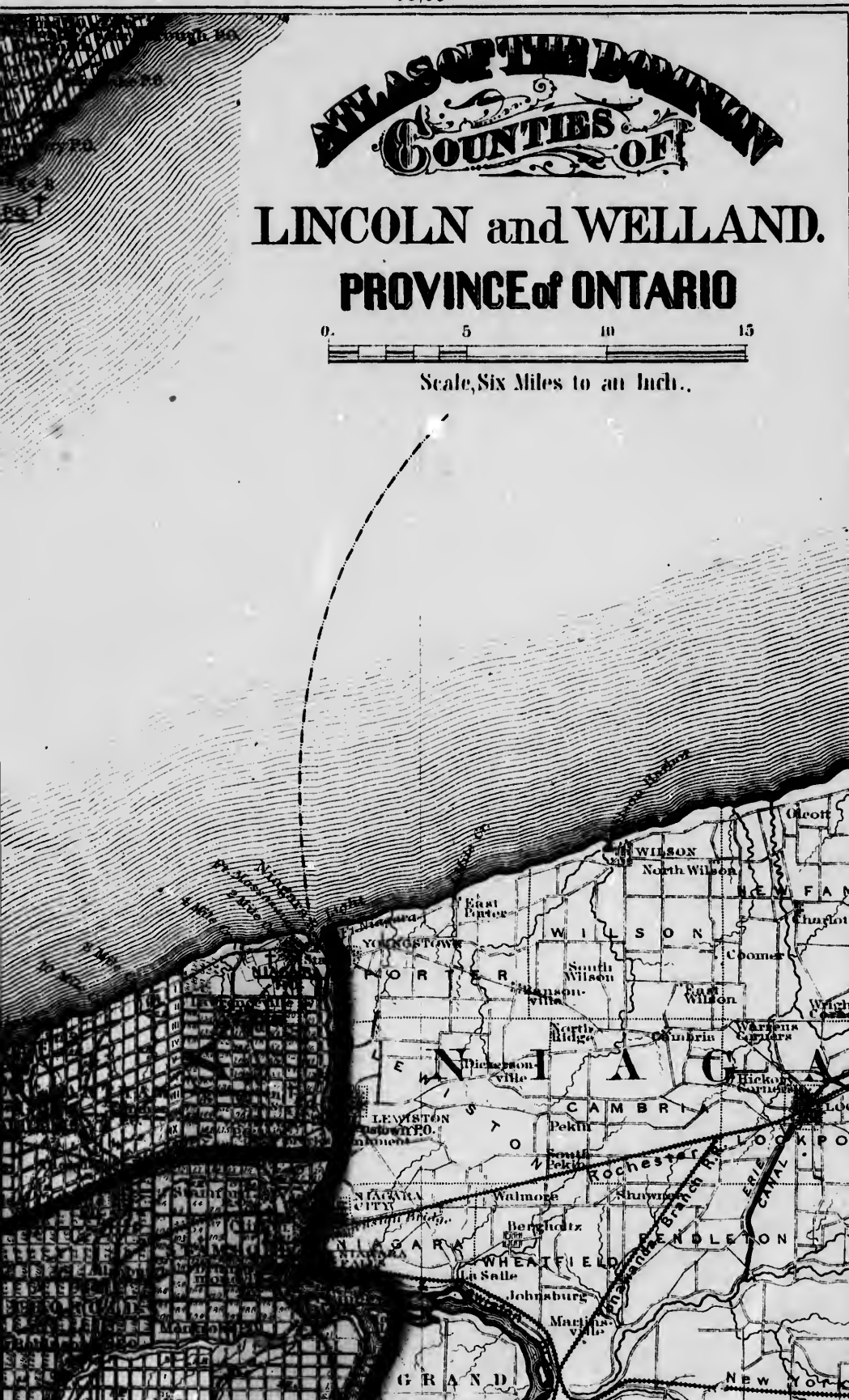
ATLAS OF THE DOWNING COUNTIES OF

LINCOLN and WELLAND. PROVINCE of ONTARIO



Scale, Six Miles to an Inch.

43
30



81°00'





6100

43°
00'



79°30'

Longitude West from Green

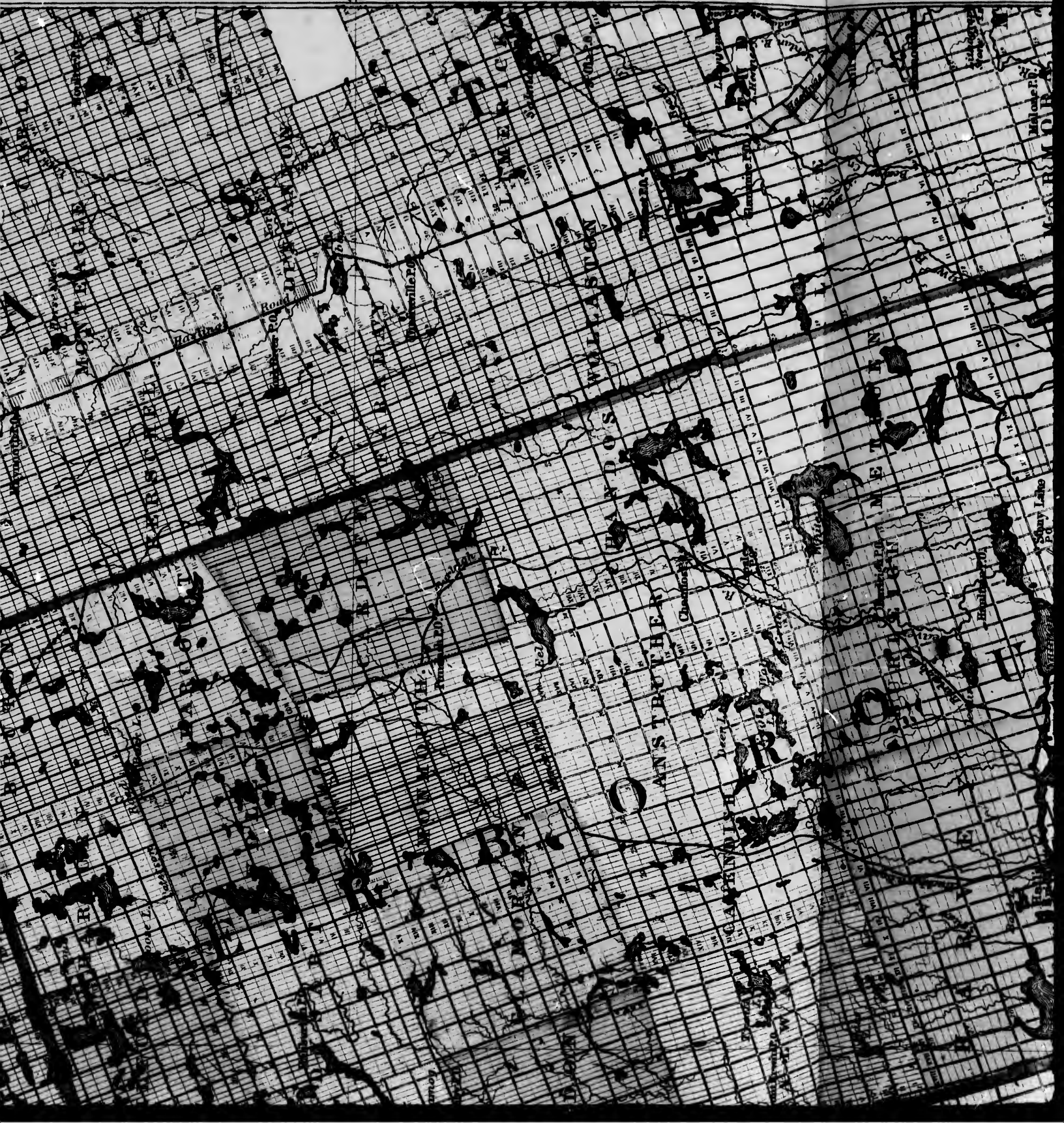


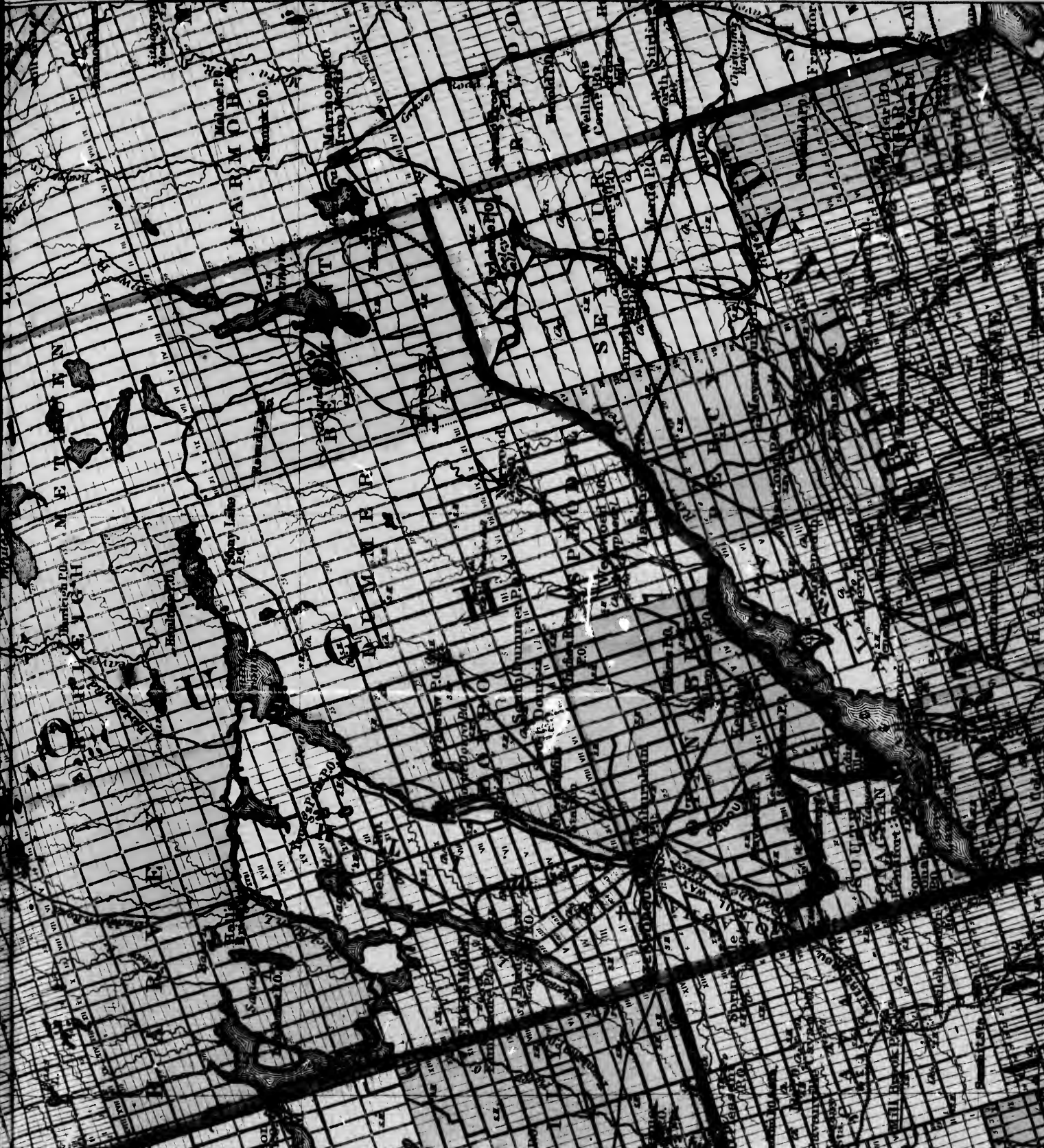
de West from Greenwich

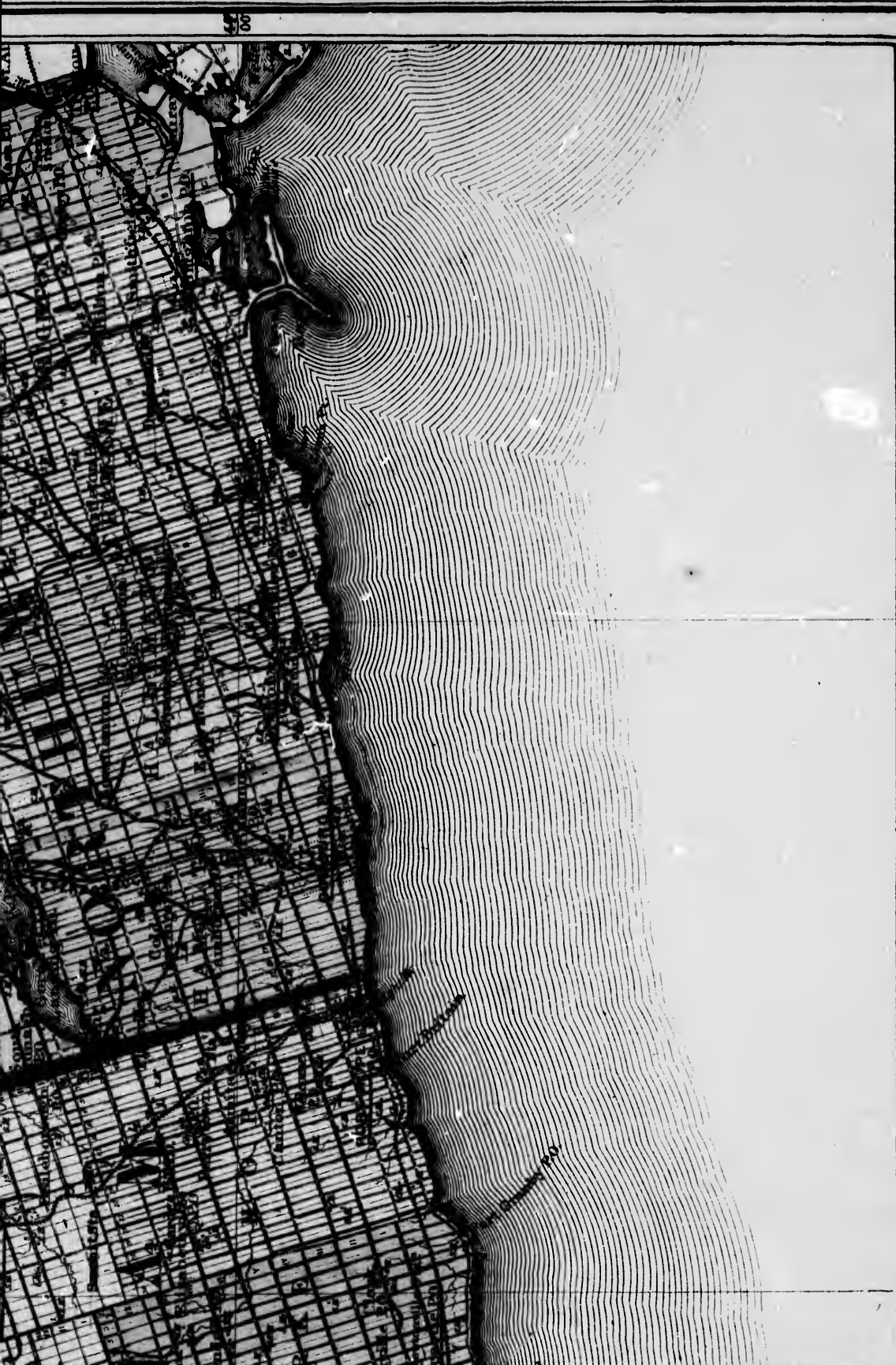
79° 00'



45
60







78° 00'

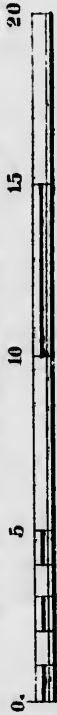
78° 30'

79°00'

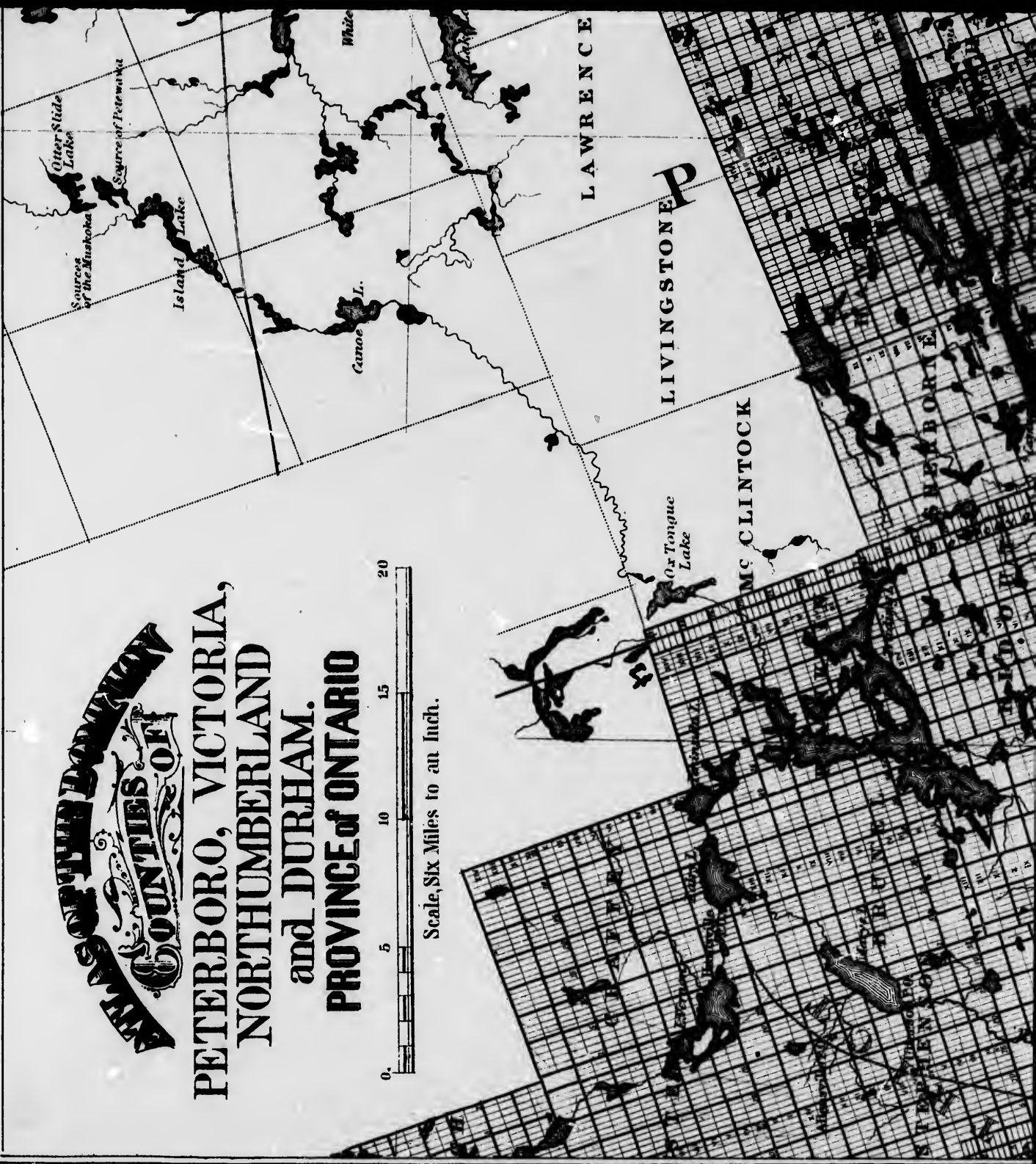
76°30'

BRANCH OF THE DOMINION
COUNTIES OF

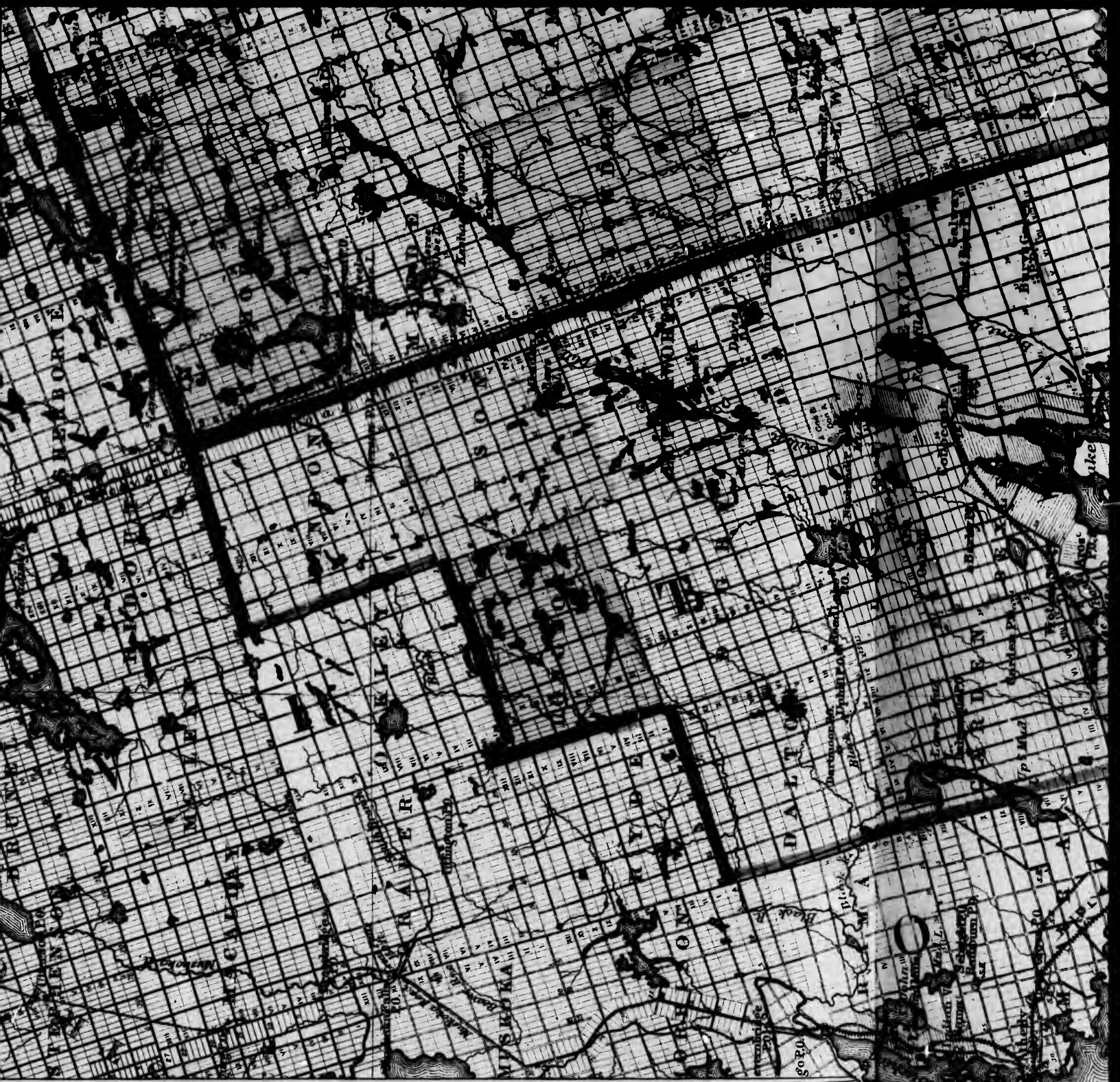
**PETERBORO, VICTORIA,
 NORTHUMBERLAND
 and DURHAM.
 PROVINCE of ONTARIO**



Scale, Six Miles to an Inch.

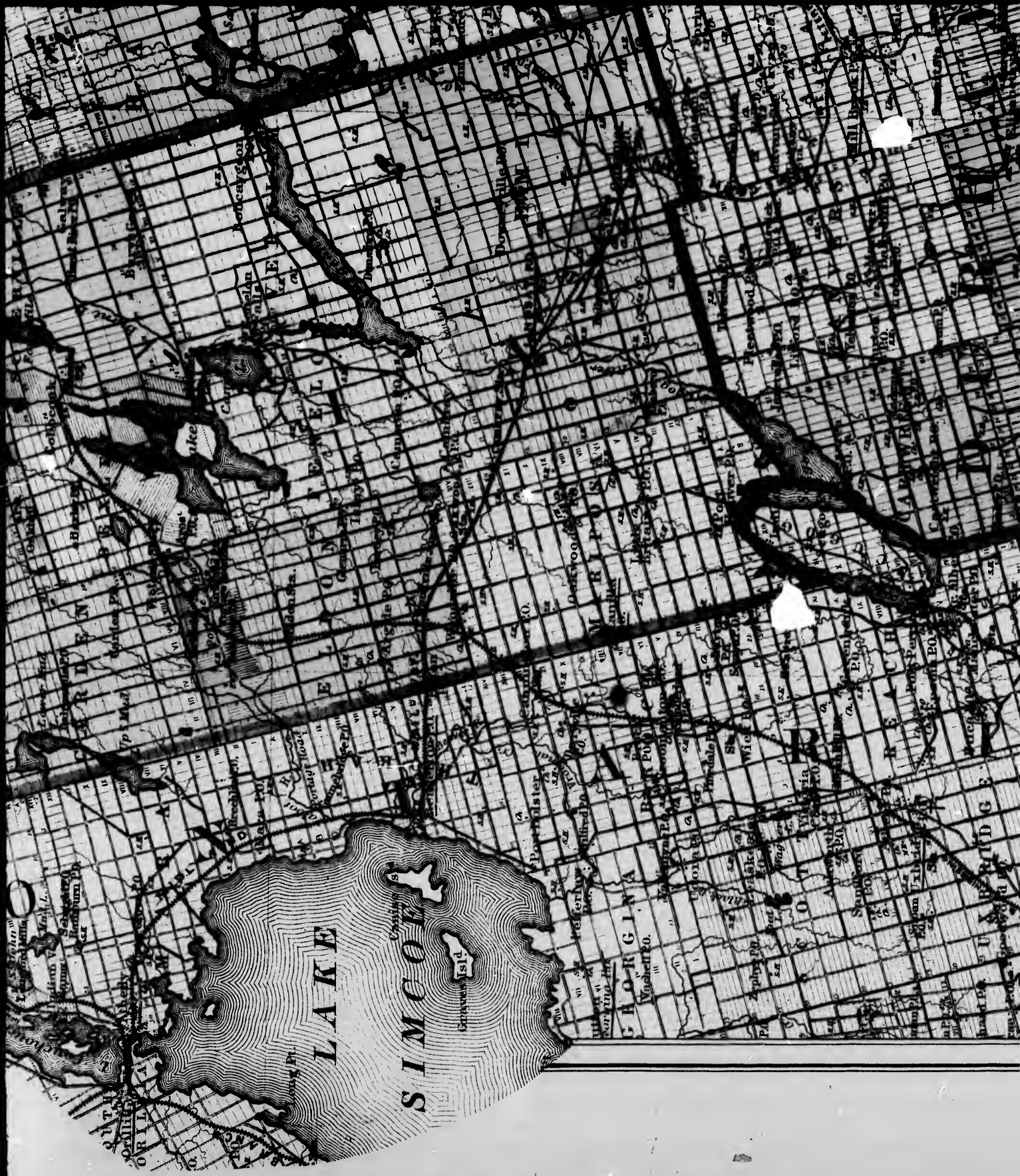


45° 30'



45
00







45
00

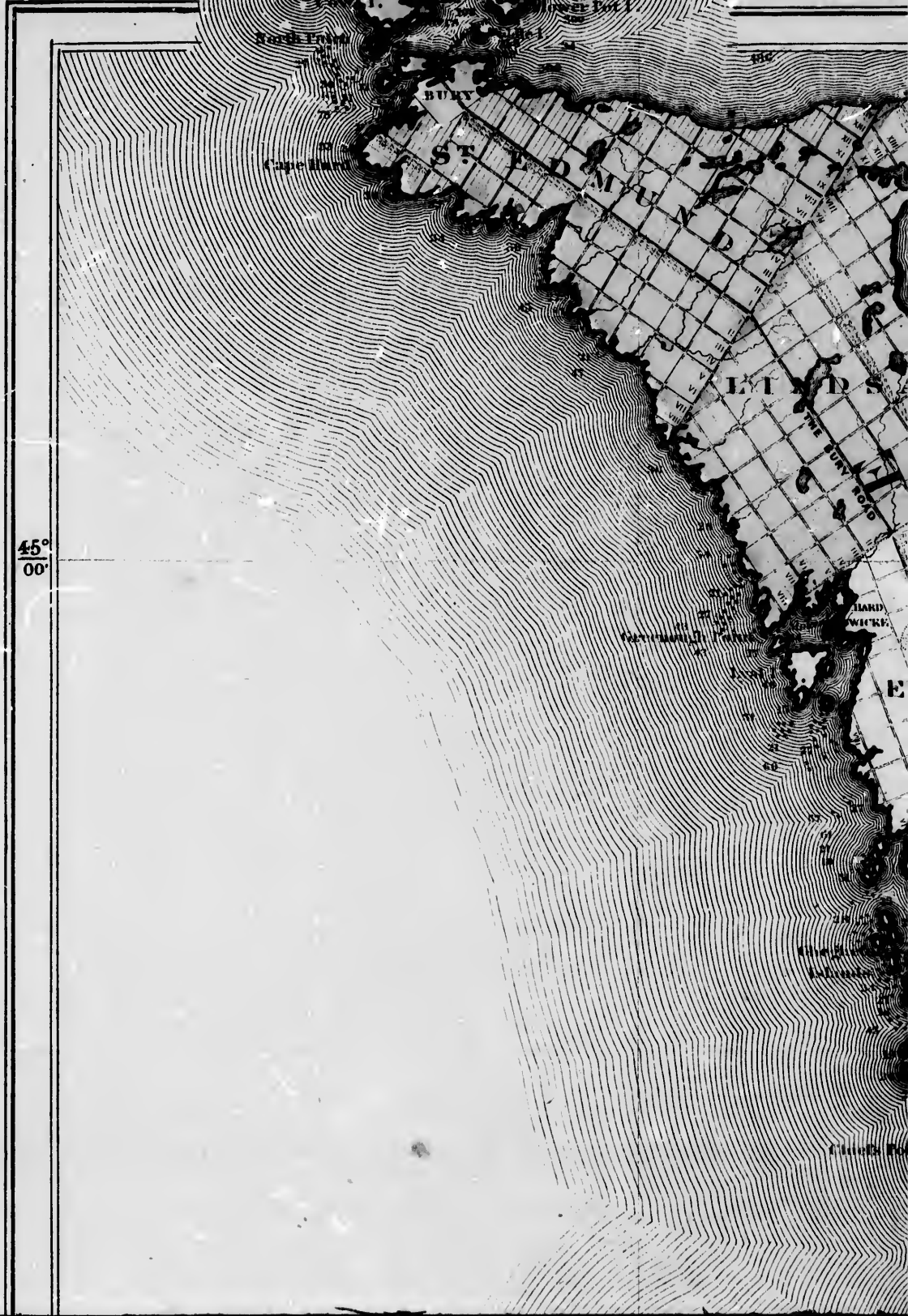
79° 00'

Longitude West from Greenwich

78° 30'

142

45°
00'



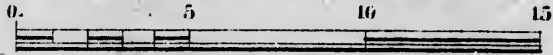
81°00'

ATLAS OF THE DOMINION

COUNTY OF

BRUCE

PROVINCE OF ONTARIO



Scale, Six Miles to an Inch.



45° 00'

81°00'

80°30'



44
30

80° 30'

ATLAS OF THE DOMINION
COUNTY OF
GREY

PROVINCE OF ONTARIO

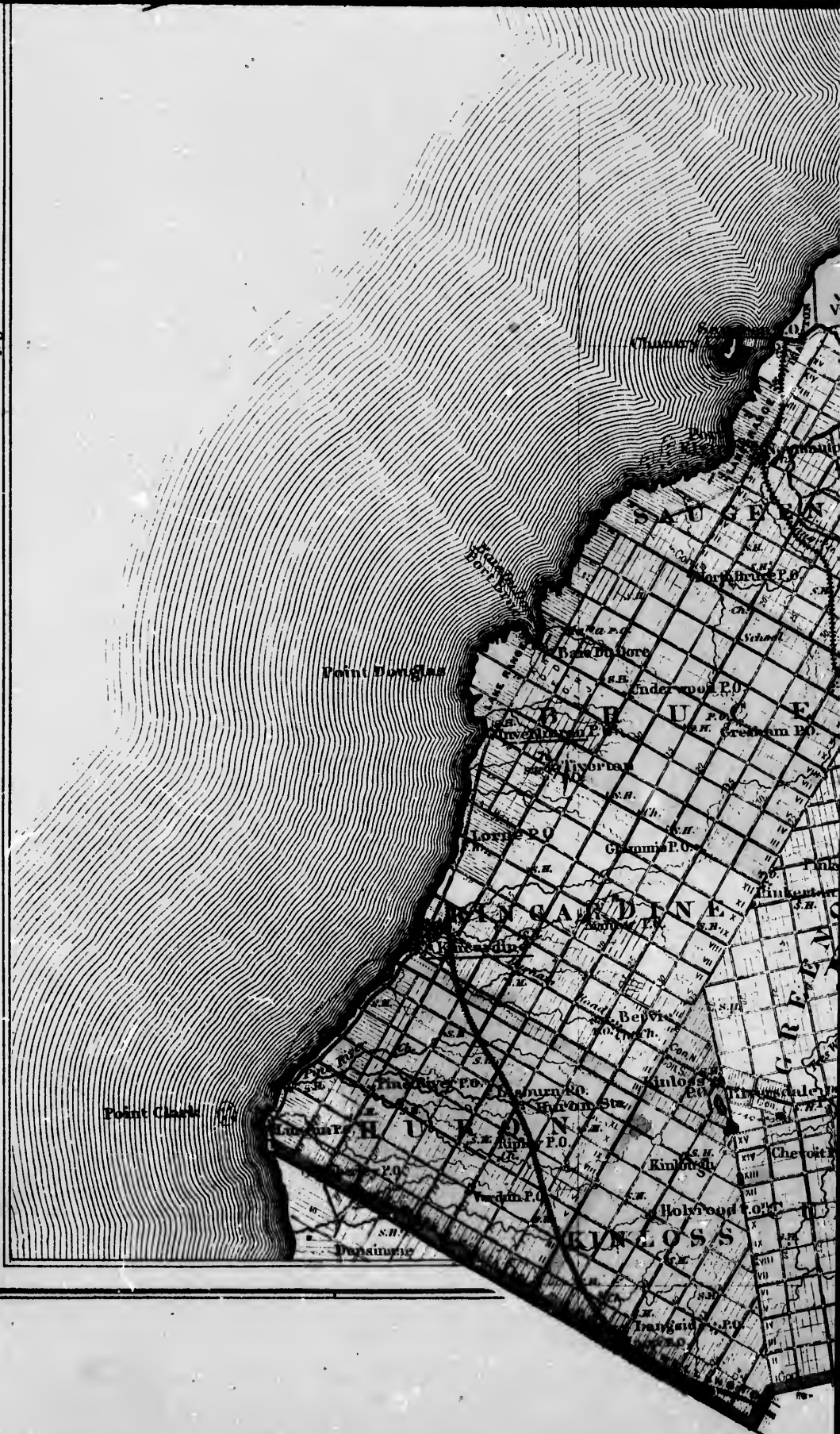


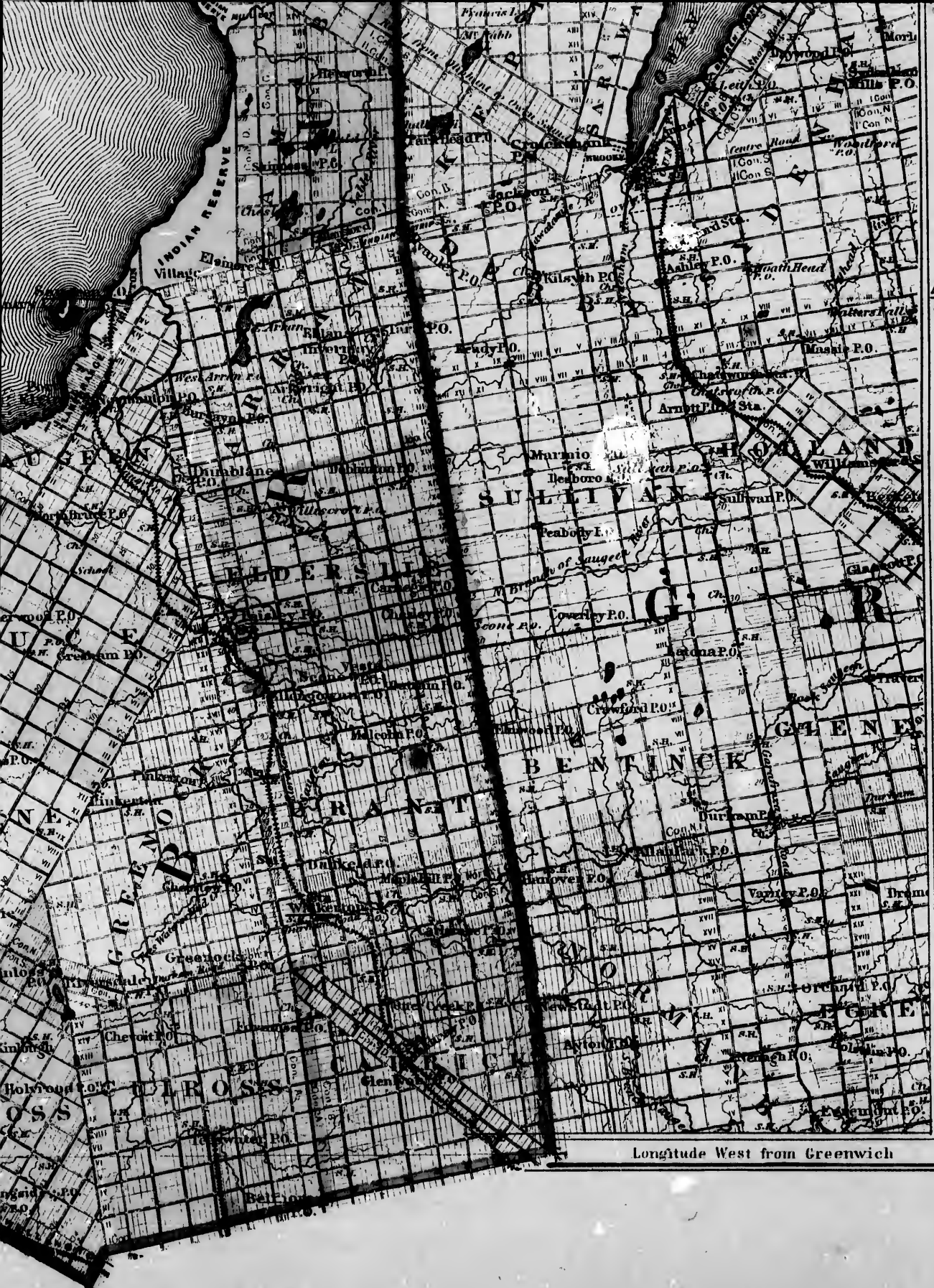
Scale, Six Miles to an Inch.



44
30

44°
30'





48
30

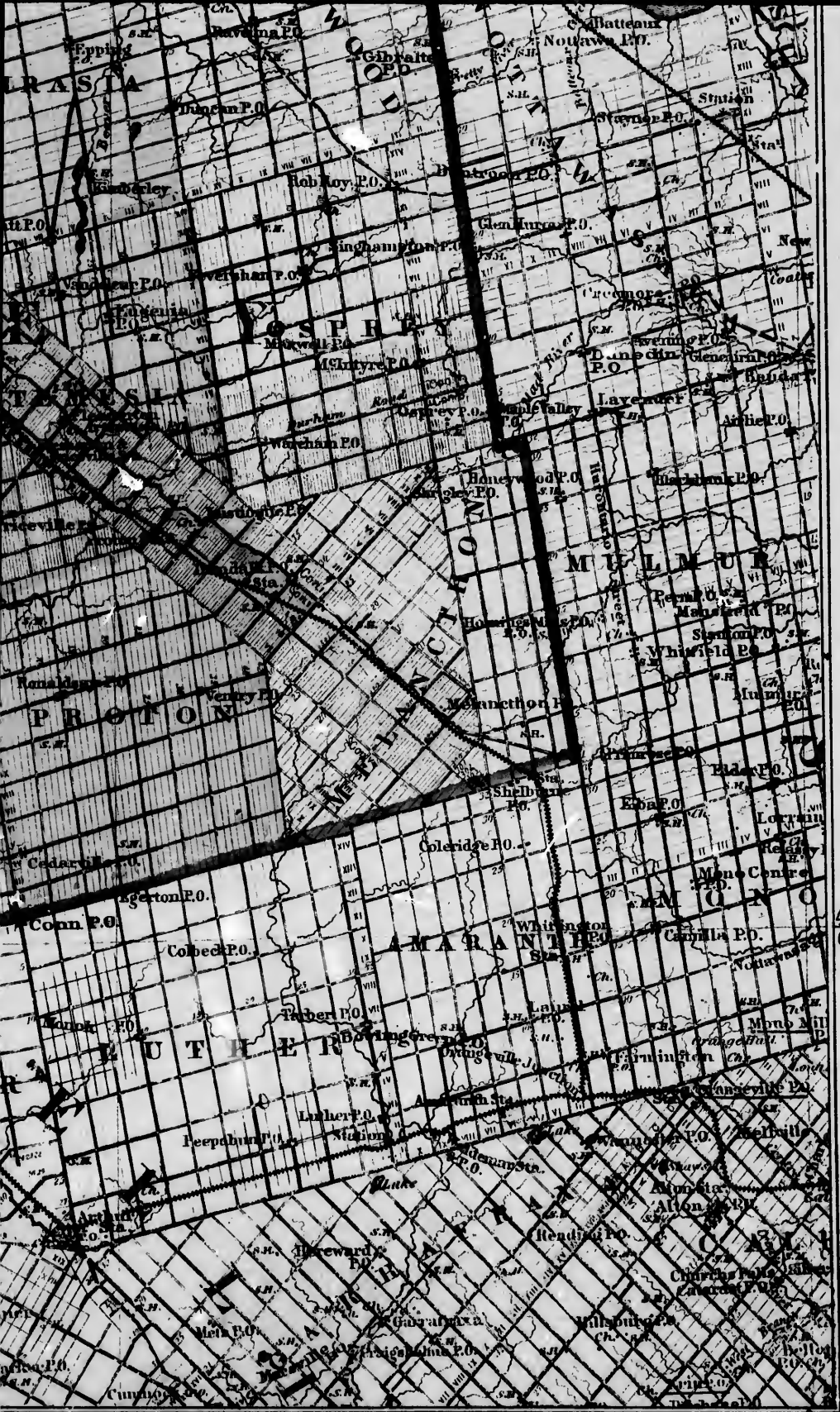
Longitude West from Greenwich



44
00

81° 00

80° 30'



44
00

80°30'

Longitude West from Greenwich

76°30'

77°00'



76°30'

77°00'

77°30'

78°00'

78°30'

79°00'

79°30'

80°00'

80°30'

81°00'

81°30'

82°00'

82°30'

83°00'

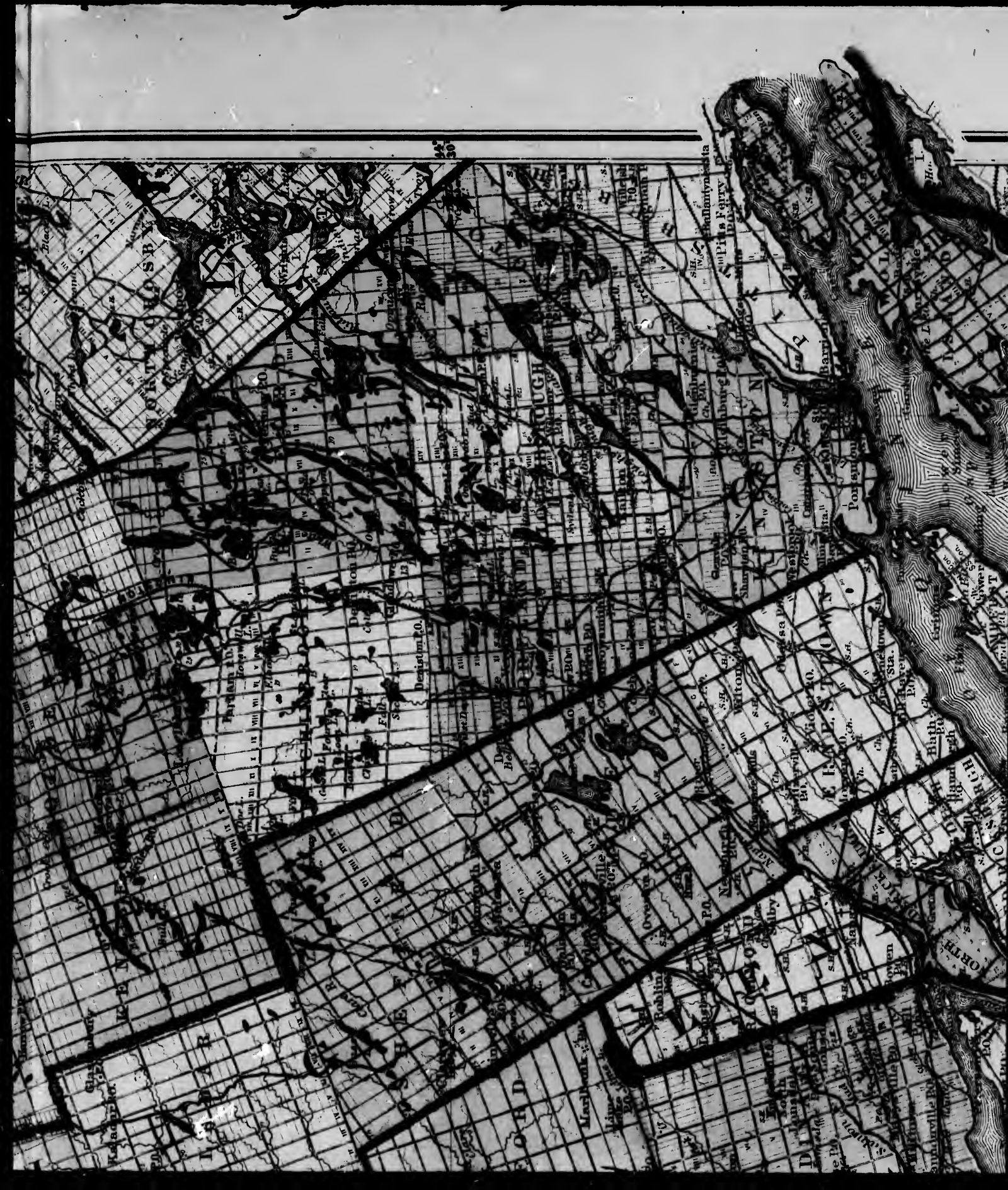
83°30'

84°00'

84°30'

85°00'

85°30'





76° 30'

77° 00'

ATLAS OF THE PROVINCE OF ONTARIO

HASTINGS, FRONTENAC,
ADDINGTON, PRINCE EDWARD
and LENOX.
PROVINCE OF ONTARIO



Scale, Six Miles to an Inch.

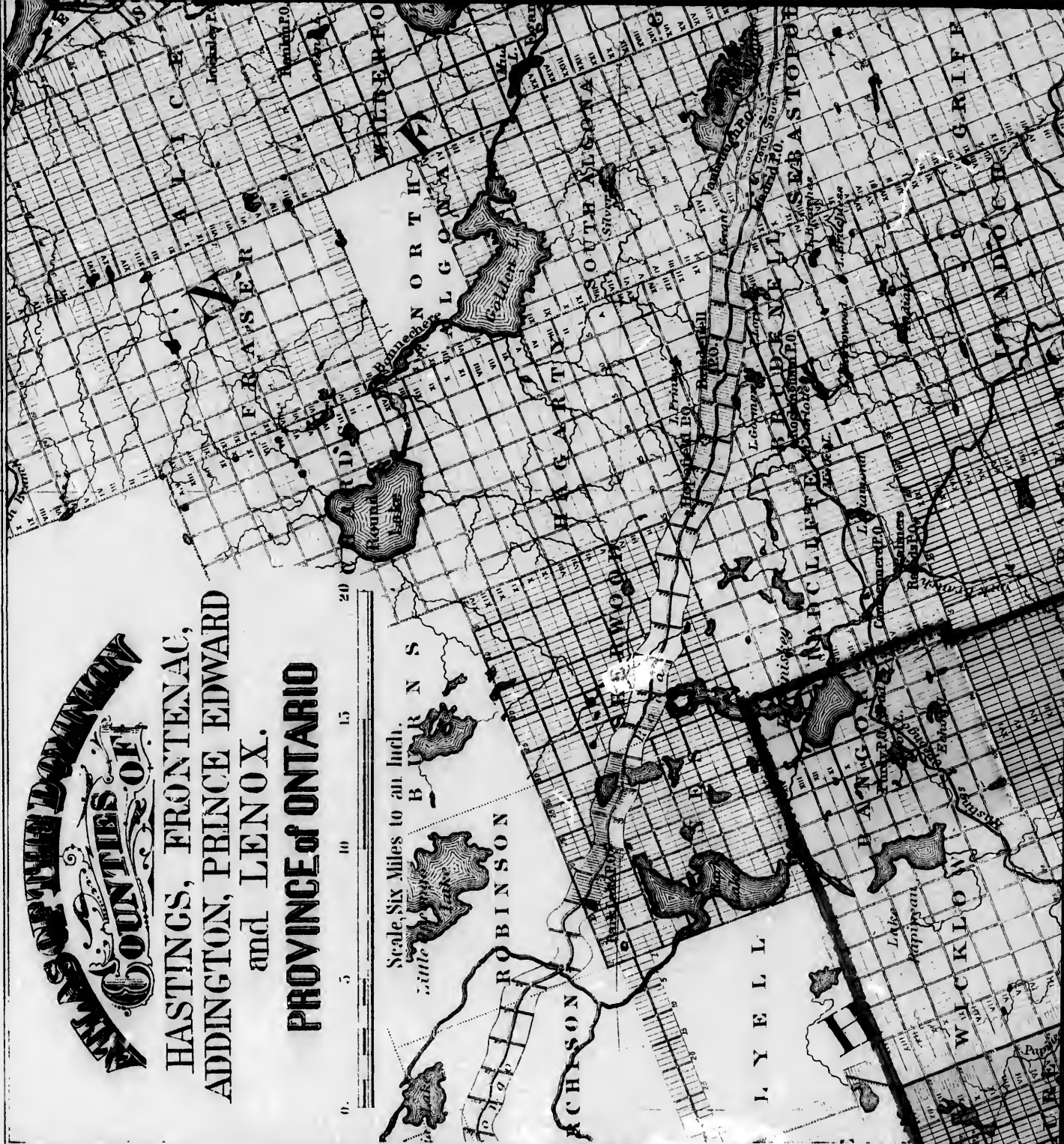
ROBINSON

WILKINSON

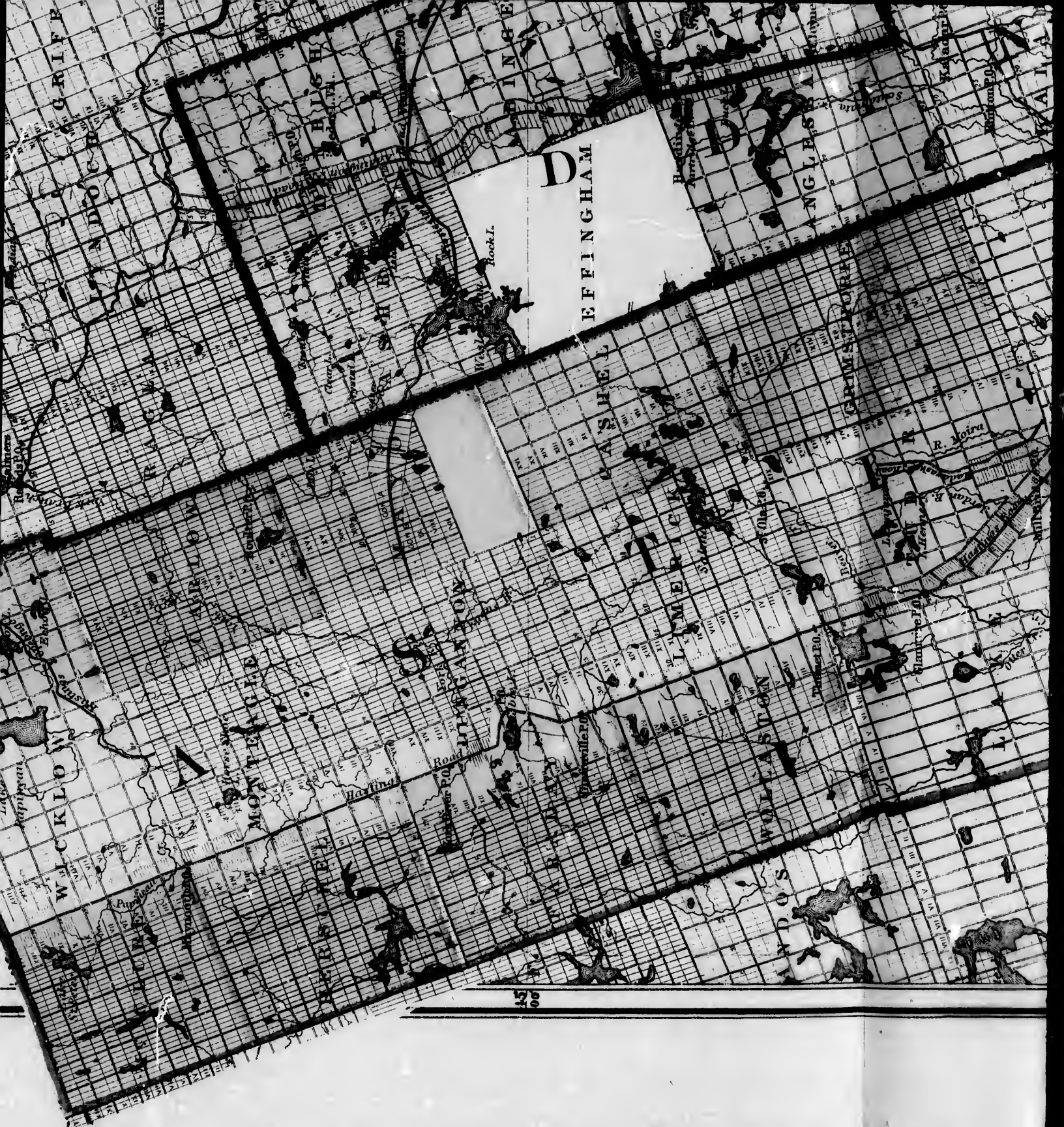
WILKINSON

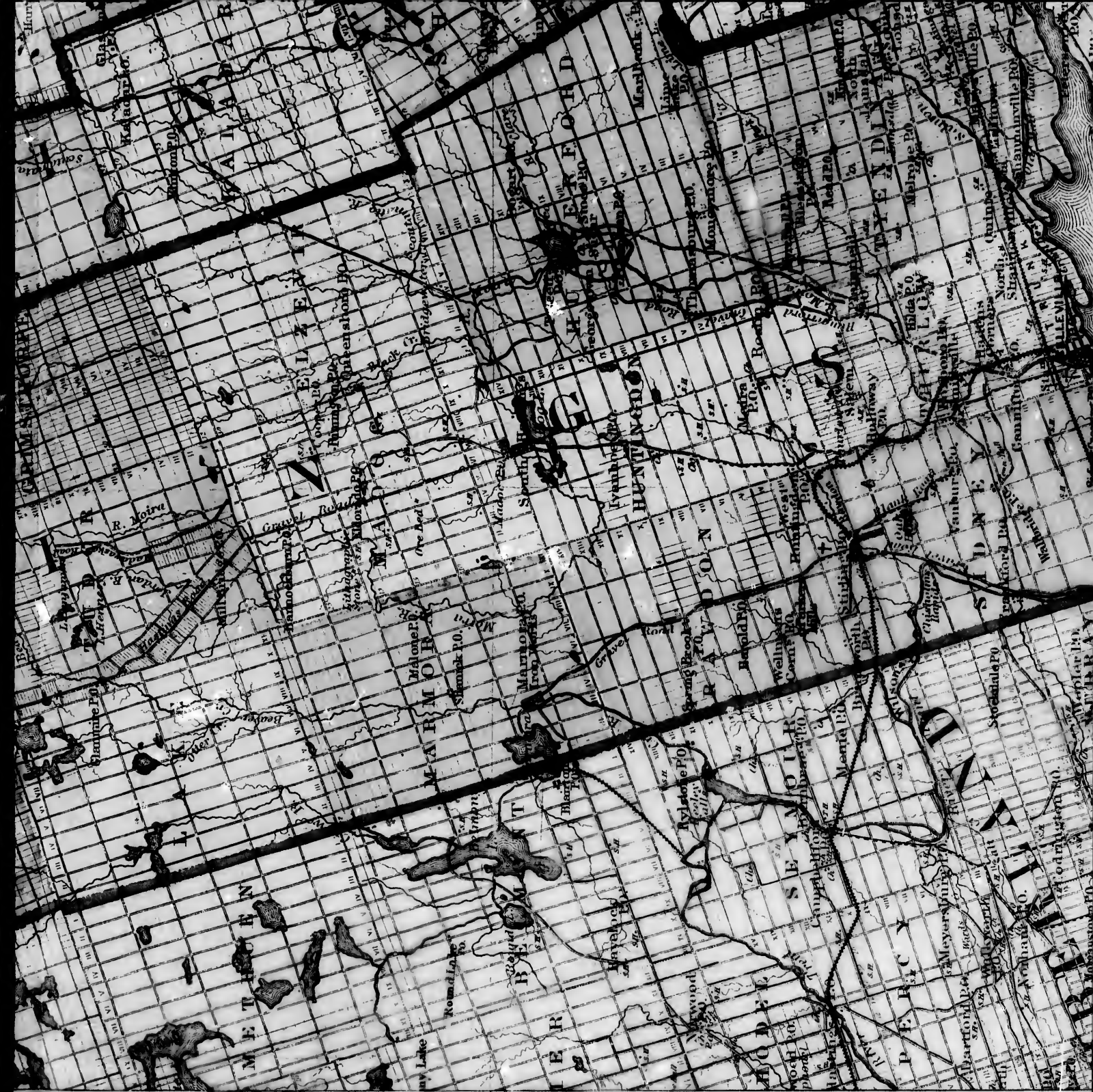
LYELL

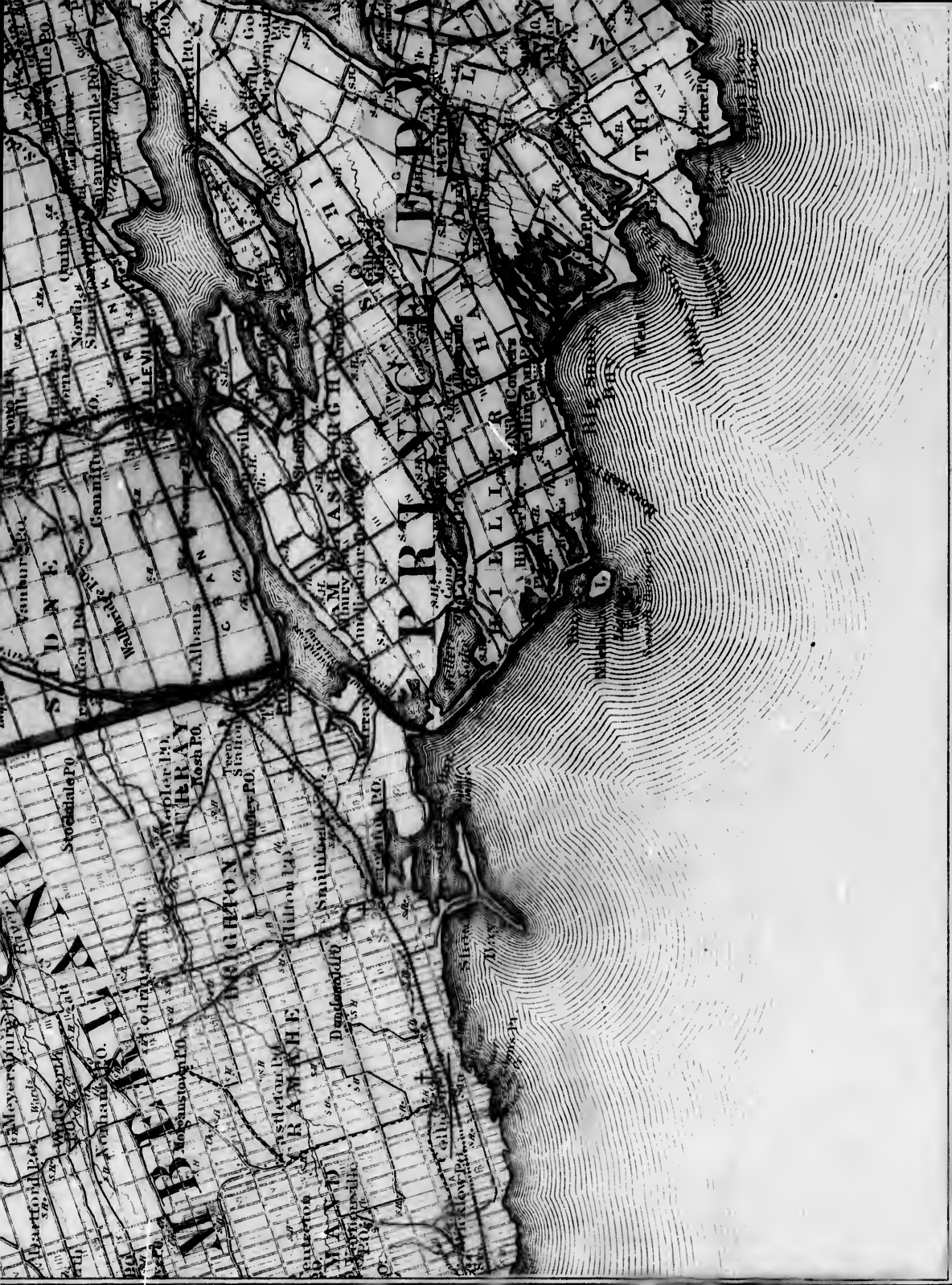
45° 30'



45° 30'



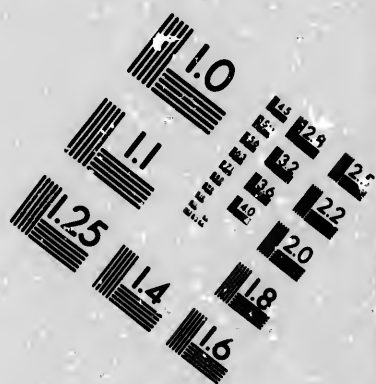
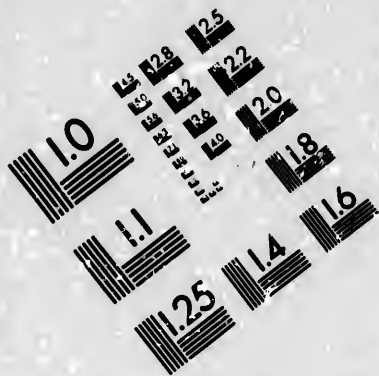




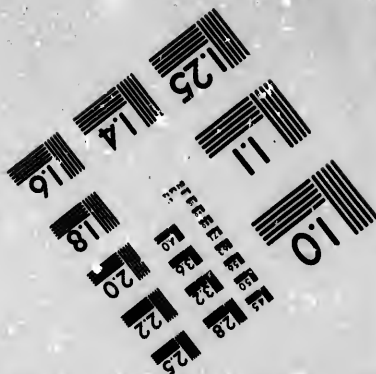
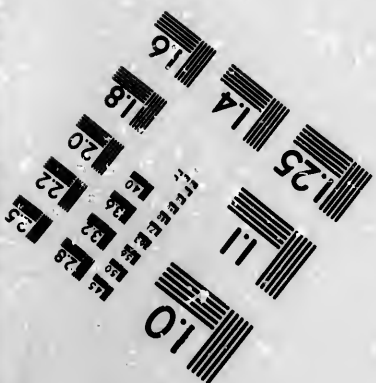
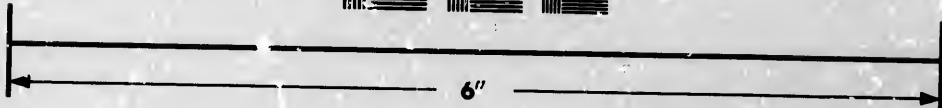
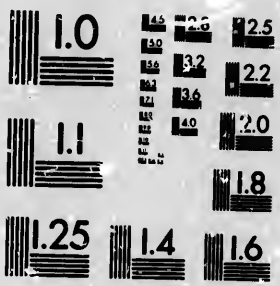
44° 00'

77° 30'





**IMAGE EVALUATION
TEST TARGET (MT-3)**



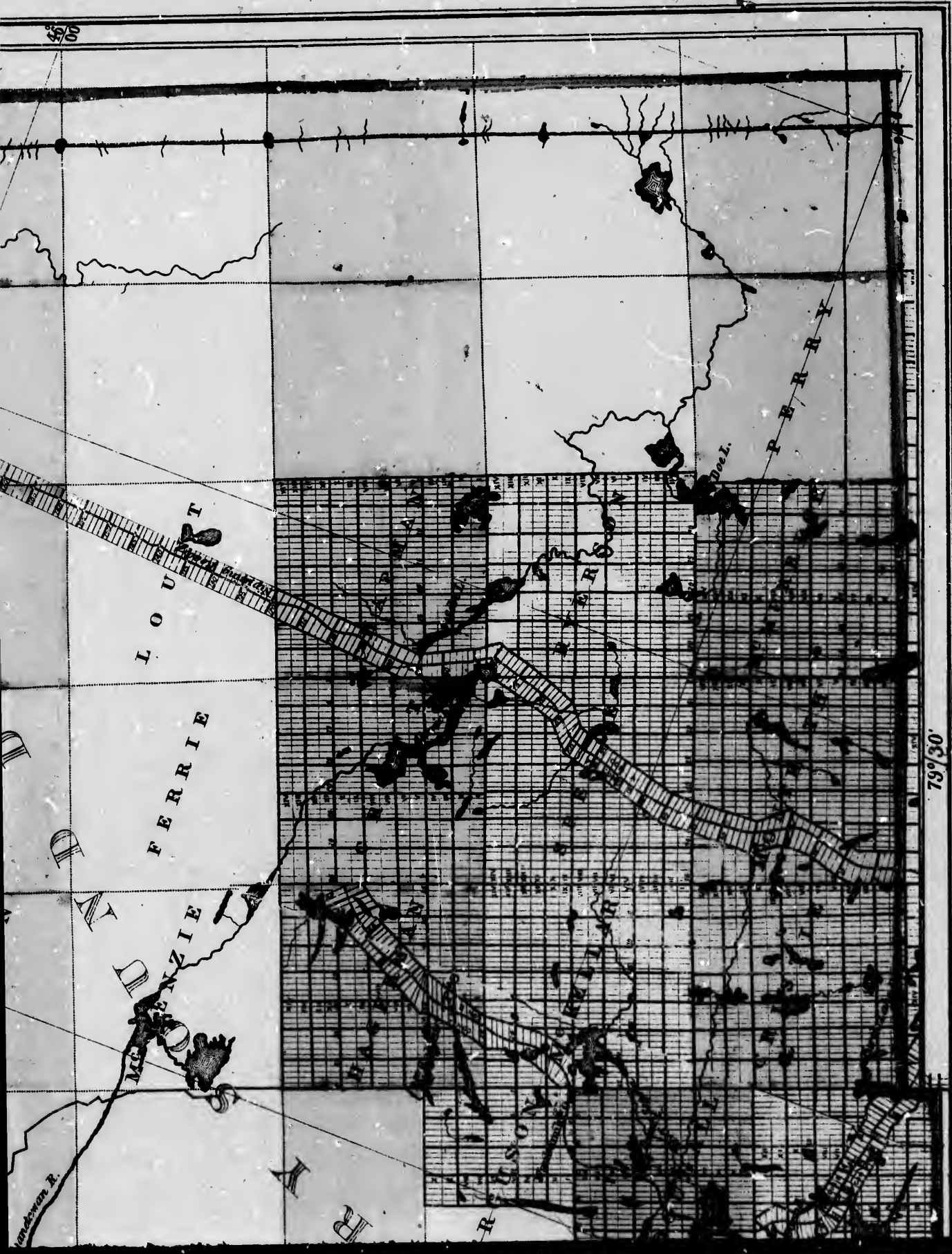
**Photographic
Sciences
Corporation**

23 WEST MAIN STREET
WEBSTER, N.Y. 14580
(716) 872-4503

18
20
22
24
25

10





40/00

LOUET

FERRIE

D'N
M'N
D'N
M'N
ZIE

FERRIE

Doe L.

79°30'

W... R.

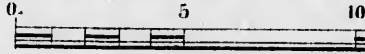
R

79°00'

WELLS OF THE DOMINION
DISTRICT OF

MUSKOKA

PROVINCE of ONTARIO



Scale, Six Miles to an Inch.

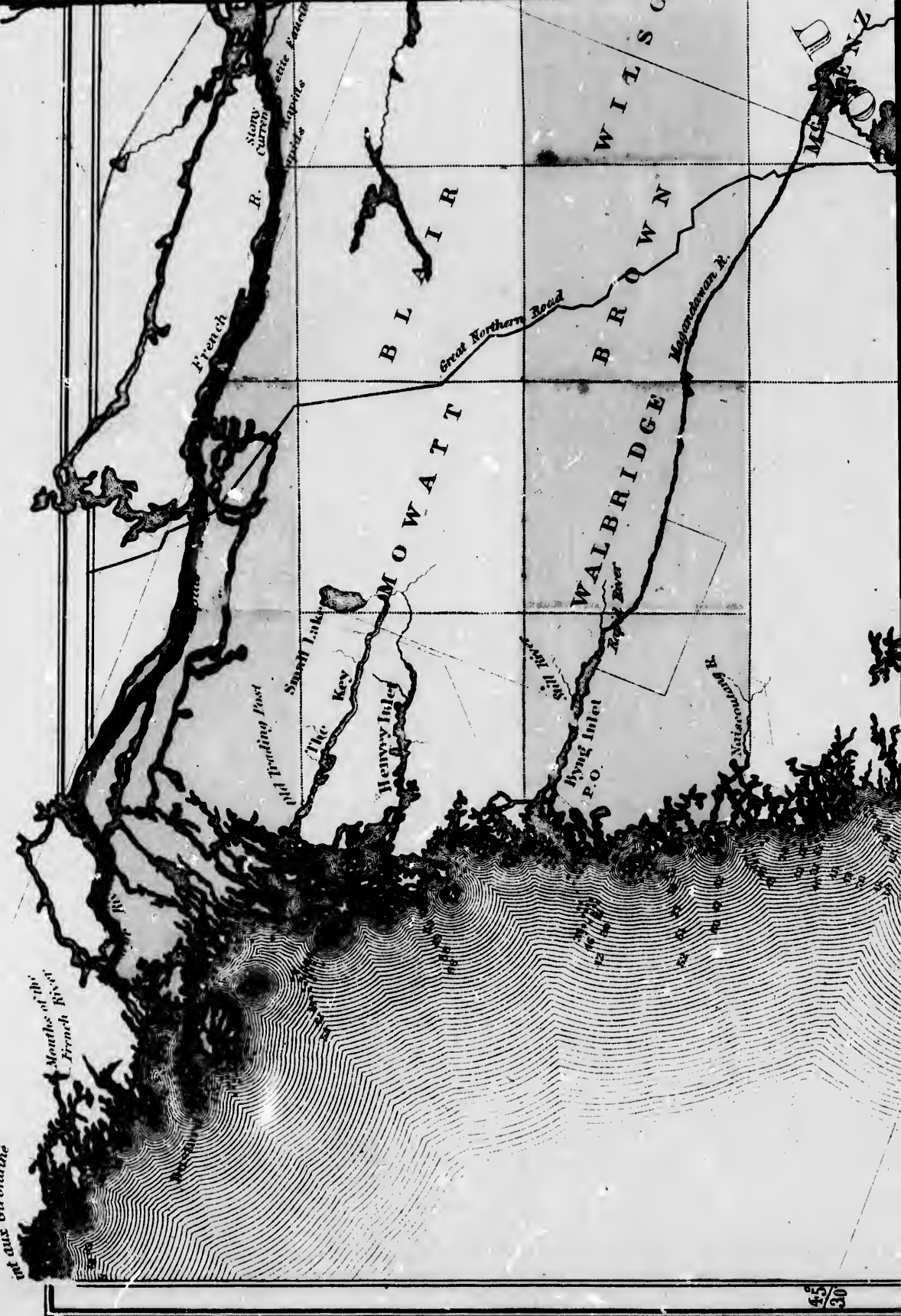


45°
30'

45°
00'

ent aux Gironde

Mouths of the
French River



French R.

Henry Inlet

MOWATT

BLAIR

WALBRIDGE

BROWN

WILSON

MAGADOWN

45/30



DISTRICT OF

PARRY SOUND

PROVINCE OF ONTARIO



Scale, Six Miles to an Inch.

80°30' Longitude West from Greenwich

45/30



80°00'

79°30'

Longitude West from



45
00

44
30

Longitude West from Greenwich

79° 00

73°30'

73°00'



THE PROVINCE OF QUEBEC
COUNTIES OF

JOLIETTE, BERTHER, MASKONGE, LAVAL,
 MONTCALM, L'ASSOMPTION, TWO MOUNTAINS,
 TERREBONNE, ARGENTEUIL, VAUDREUIL,
 SOULANGES, JACQUES CARTIER,
 HOCHELAGA, HUNTINGDON, BEAUHARNOIS,
 CHATEAUGUAY, ST. JOHNS,
 LAPIERREVILLE, LAPRAIRIE, VERCHERES,
 AND CHAMBLI.

PROVINCE of QUEBEC

Scale Six miles to an inch.



TRACY

LA PLAZA D'ARMES

St Jean de Mathias P.O.

St Thomas P.O.

St Albert P.O.

Beprit P.O.

St Roch P.O.

St Charles P.O.

St Joseph P.O.

St Louis P.O.

St Paul P.O.

St Jacques P.O.

St Anne P.O.

St Denis P.O.

St Michel P.O.

St Pierre P.O.

St Martin P.O.

St George P.O.

St Andrew P.O.

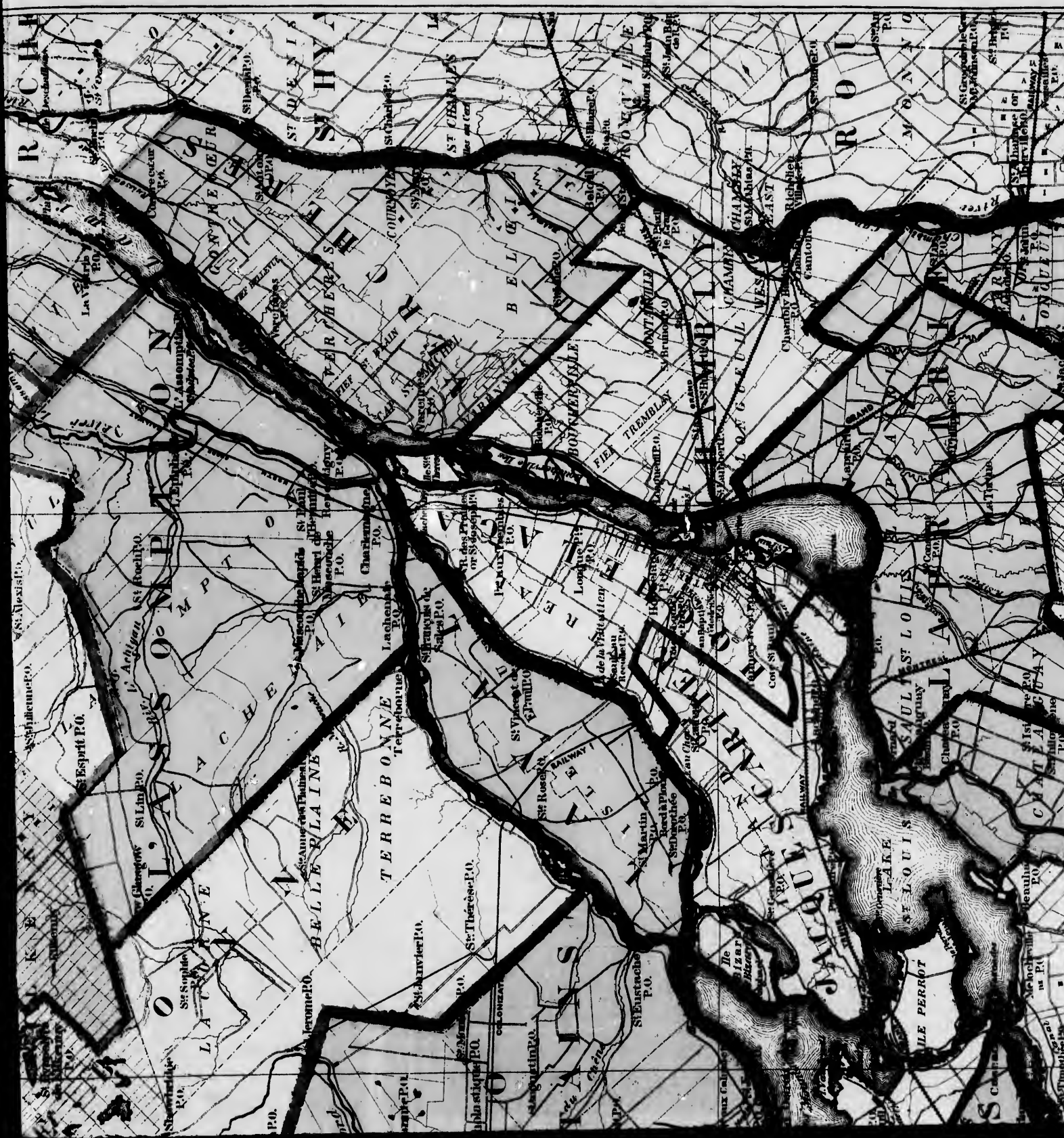
St Patrick P.O.

St James P.O.

St John P.O.

St Peter P.O.

St Paul P.O.





78° UNY

30'

R. du Foste
R. de la Plaine
L. de la Plaine
L. de la Montagne

R. Brachet
L. Brachet
L. de la Vallée

Lake Land

L. de la Vallée

L. Mathezin

BRASSARD

PERKINS

L. de la Vallée

L. de la Vallée

L. de la Vallée

L. Camerton

L. Boulou

L. Masingiri

R. de la Montagne

R. de la Vallée

L. de la Vallée

TRAC



BY
HARRISON
WILSON
AND
GUY
WILSON

St. Louis P.O.
St. Charles P.O.
St. Ann P.O.
St. Vincent P.O.
St. Ignace P.O.
St. Joseph P.O.
St. Peter P.O.
St. Paul P.O.
St. Anthony P.O.
St. Francis P.O.
St. Martin P.O.
St. Elizabeth P.O.
St. Rose P.O.
St. Ann P.O.
St. Vincent P.O.
St. Ignace P.O.
St. Joseph P.O.
St. Peter P.O.
St. Paul P.O.
St. Anthony P.O.
St. Francis P.O.
St. Martin P.O.
St. Elizabeth P.O.
St. Rose P.O.

St. Louis P.O.
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St. Vincent P.O.
St. Ignace P.O.
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St. Louis P.O.
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St. Ann P.O.
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St. Paul P.O.
St. Anthony P.O.
St. Francis P.O.
St. Martin P.O.
St. Elizabeth P.O.
St. Rose P.O.

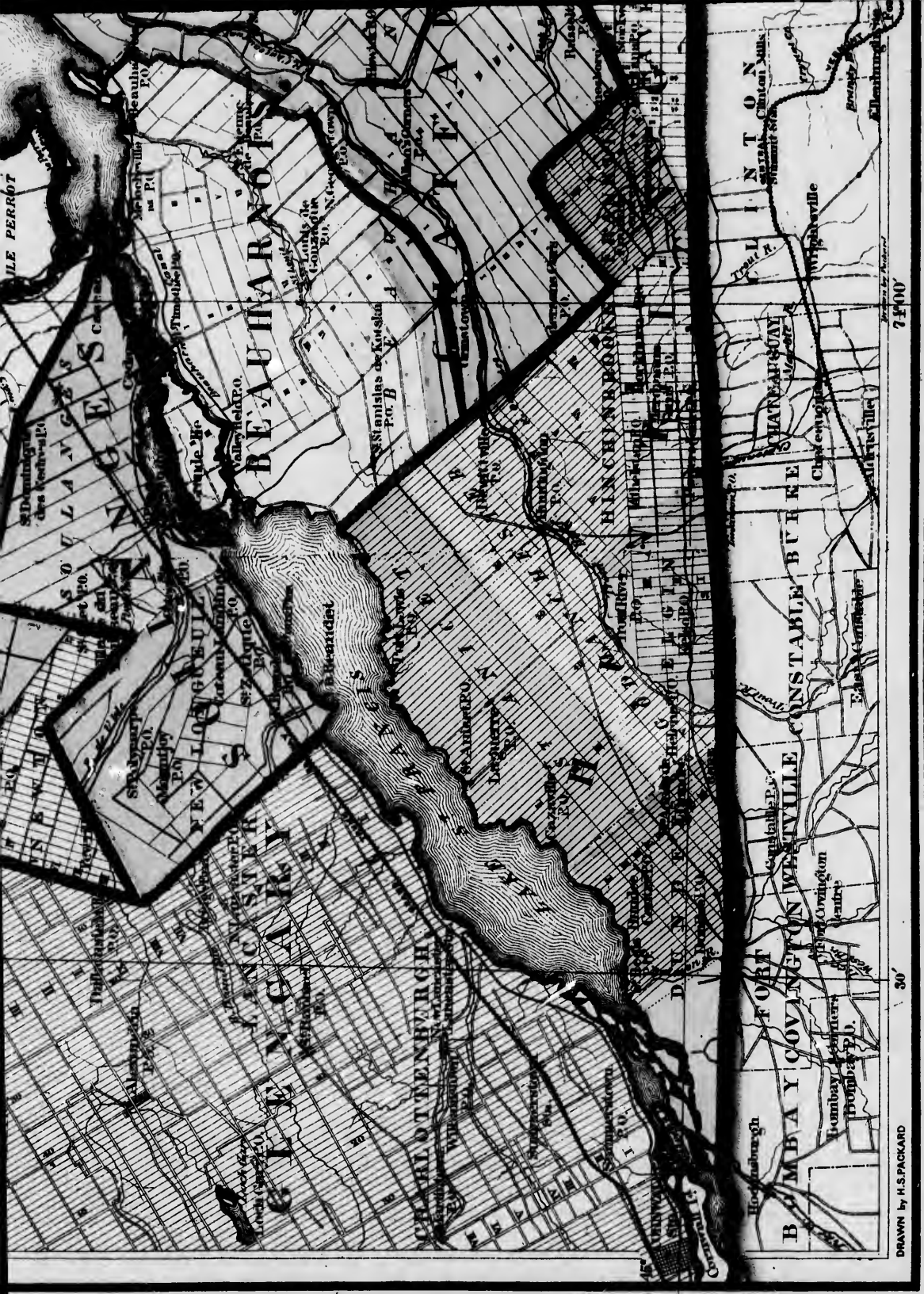
St. Louis P.O.
St. Charles P.O.
St. Ann P.O.
St. Vincent P.O.
St. Ignace P.O.
St. Joseph P.O.
St. Peter P.O.
St. Paul P.O.
St. Anthony P.O.
St. Francis P.O.
St. Martin P.O.
St. Elizabeth P.O.
St. Rose P.O.

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St. Paul P.O.
St. Anthony P.O.
St. Francis P.O.
St. Martin P.O.
St. Elizabeth P.O.
St. Rose P.O.

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St. Charles P.O.
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St. Vincent P.O.
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St. Peter P.O.
St. Paul P.O.
St. Anthony P.O.
St. Francis P.O.
St. Martin P.O.
St. Elizabeth P.O.
St. Rose P.O.

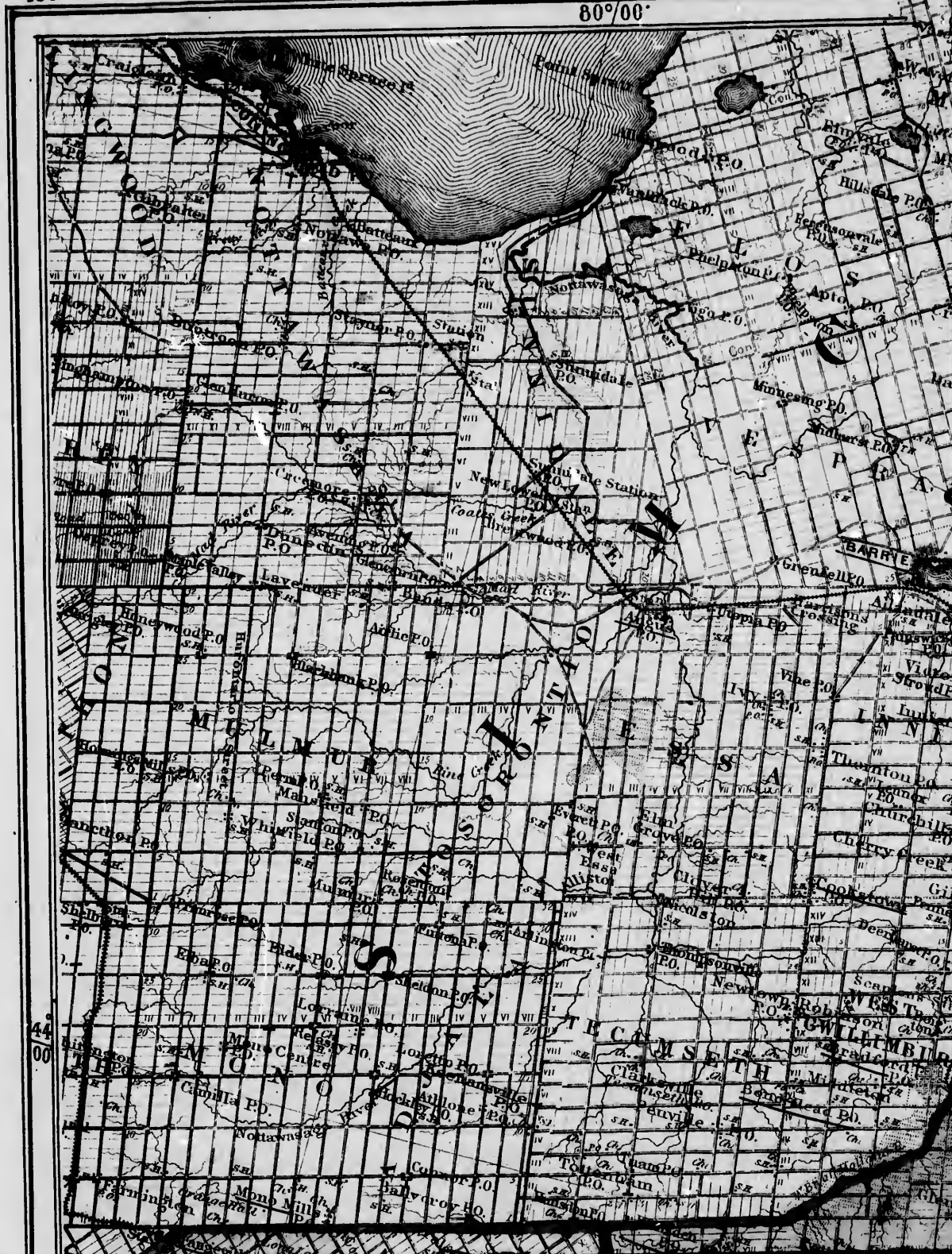
St. Louis P.O.
St. Charles P.O.
St. Ann P.O.
St. Vincent P.O.
St. Ignace P.O.
St. Joseph P.O.
St. Peter P.O.
St. Paul P.O.
St. Anthony P.O.
St. Francis P.O.
St. Martin P.O.
St. Elizabeth P.O.
St. Rose P.O.



DRAWN BY H.S. PACKARD

30

7,000





79°30'

LAKE SIMCOE

Cornwall Island

BARRIE

GEORGIANA
NORTH
WILKINSON

WILKINSON
WILKINSON

WILKINSON
WILKINSON

WILKINSON
WILKINSON

80°00'

ATLAS OF THE DOMINION COUNTY OF SIMCOE

PROVINCE of ONTARIO



Scale, Six Miles to an Inch.

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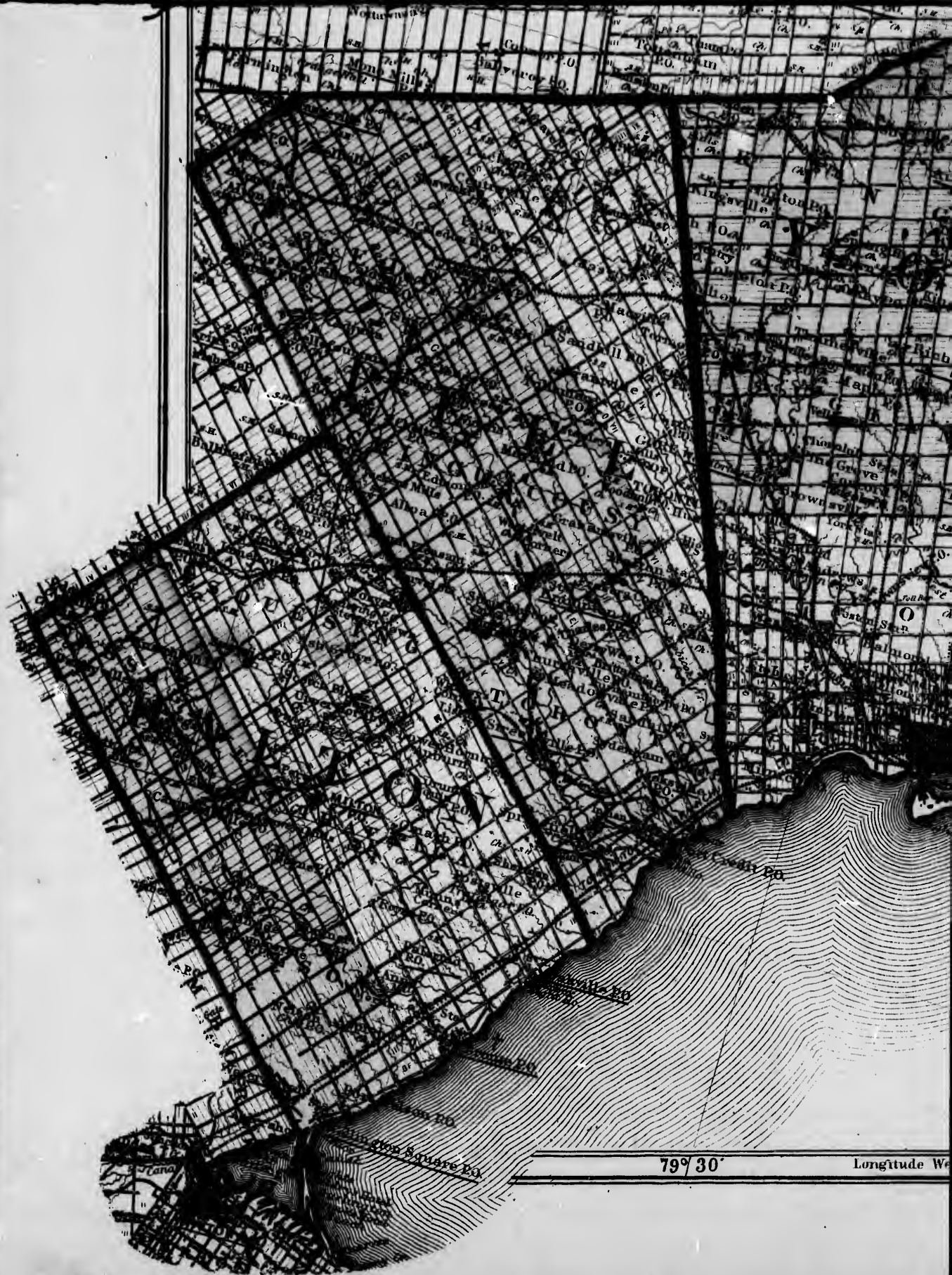
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79° 30'

45° 00'

44° 30'





Northwest
Cub
Baltimore Co.

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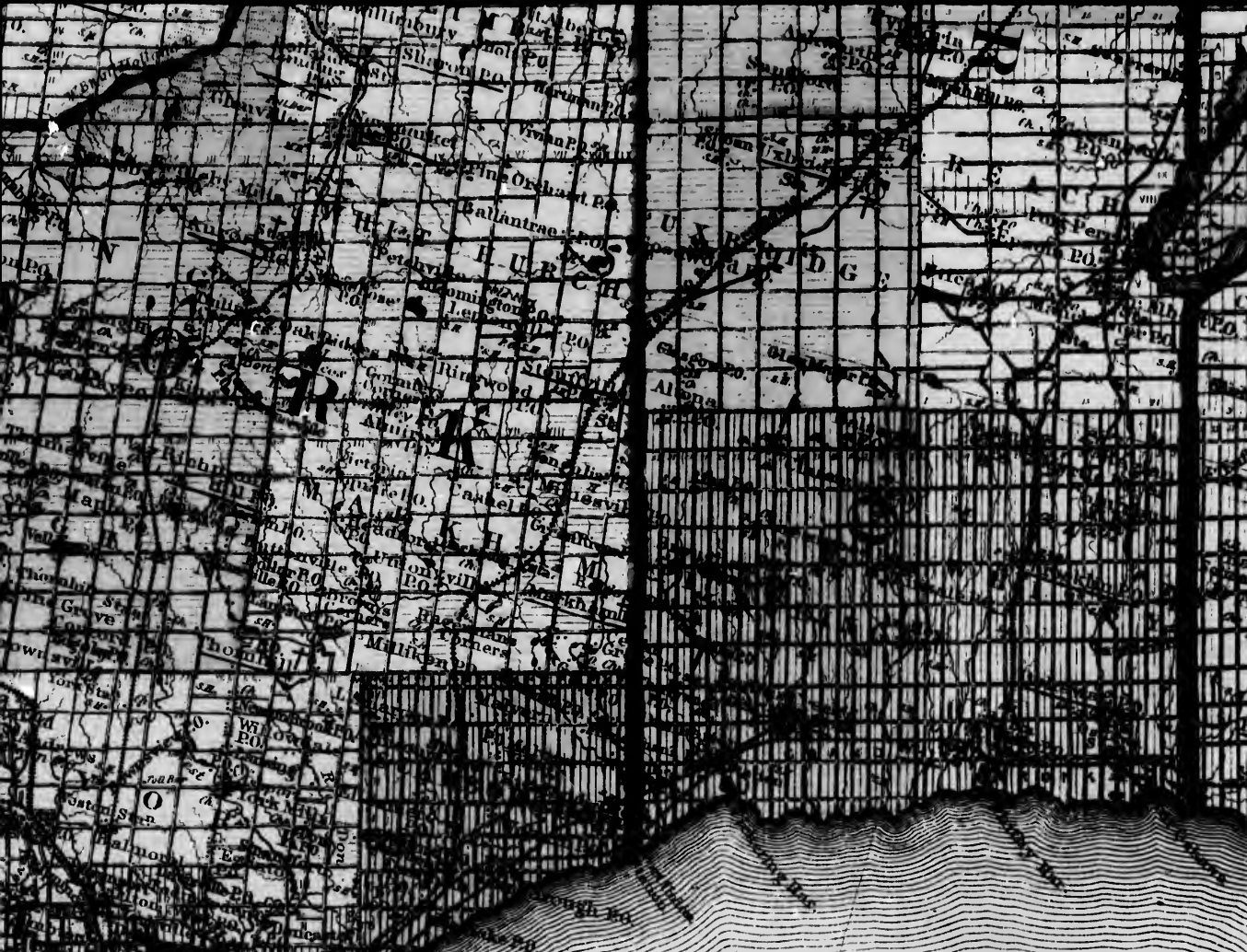
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79° 30'

Longitude W



ATLAS OF THE DOMINION
COUNTIES OF

**HALTON, PEEL, YORK,
AND ONTARIO.**

PROVINCE of ONTARIO



Scale, Six Miles to an Inch.

Longitude West from Greenwich

79°00'



LAKE
SIMCOE

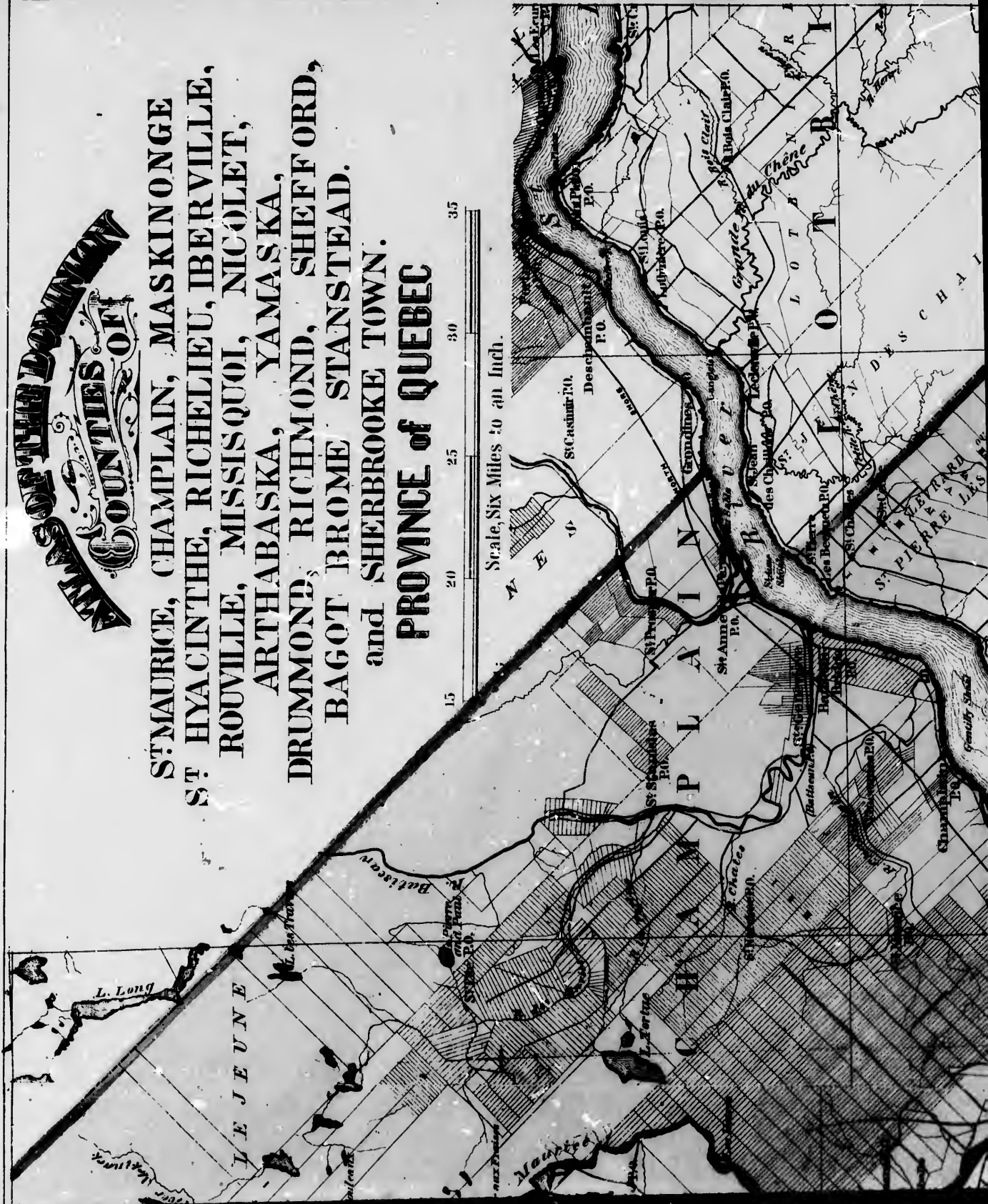
44°
30'

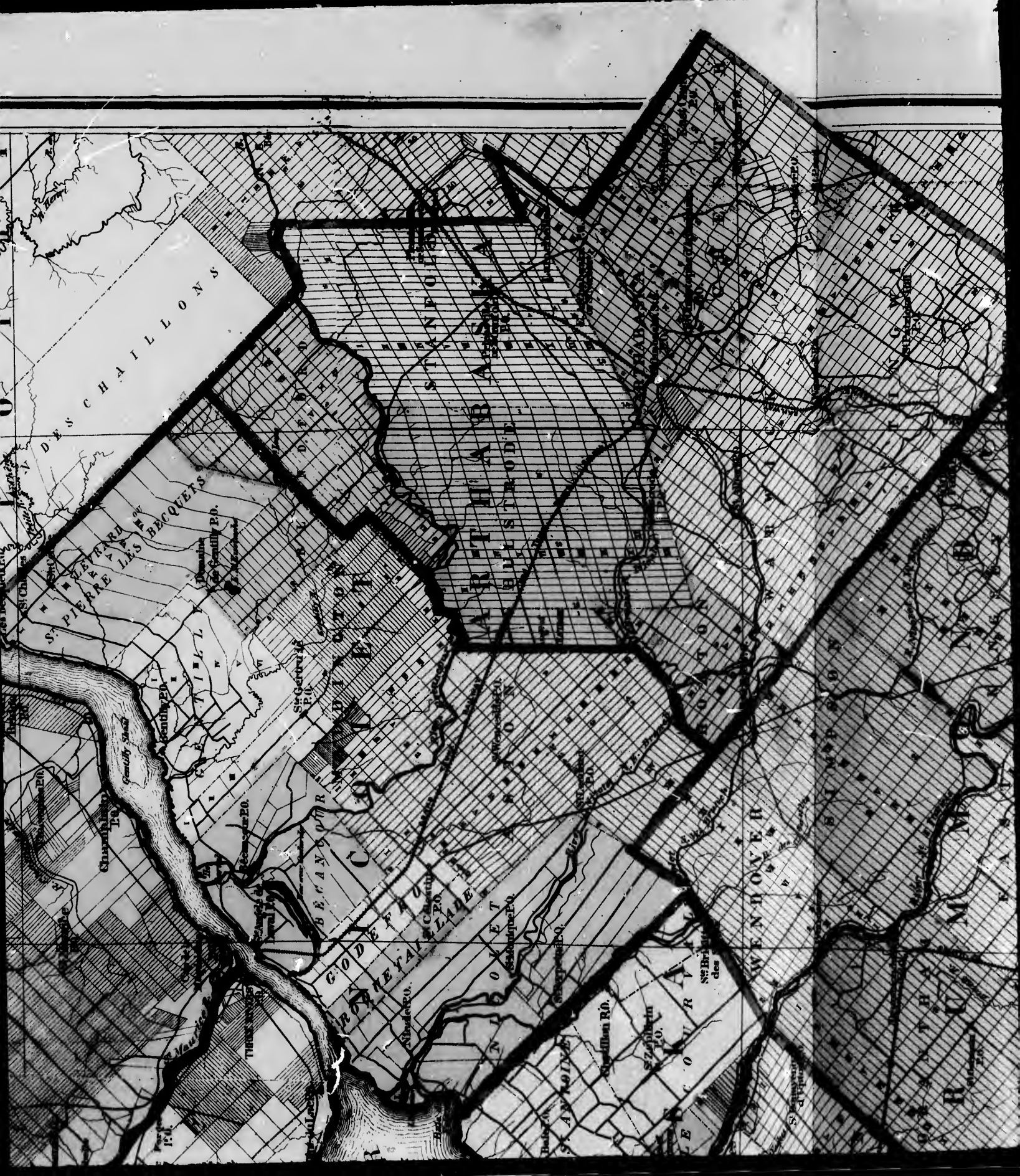
44°
00'

79° 30'

MAPS OF THE DOWN-TOWN COUNTIES OF

ST MAURICE, CHAMPLAIN, MASKINONGE
 ST HYACINTHE, RICHELIEU, IBERVILLE,
 ROUVILLE, MISSISQUOI, NICOLET,
 ARTHABASKA, YAMASKA,
 DRUMMOND, RICHMOND, SHEFFORD,
 BAGOT BROME STANSTEAD.
 and SHERBROOKE TOWN.
PROVINCE of QUEBEC





DES CHAILLONS

S. PIERRE LES BECQUETS
S. GERVAISE

BECANCOUR
CITE DE LA Vierge

HILL ST. RODT

WENTOVER

ST. MICHEL

Church of St. Germain l'Auxerrois

St. Germain l'Auxerrois

St. Germain l'Auxerrois

St. Germain l'Auxerrois

St. Germain l'Auxerrois

St. Germain l'Auxerrois

St. Germain l'Auxerrois

St. Germain l'Auxerrois

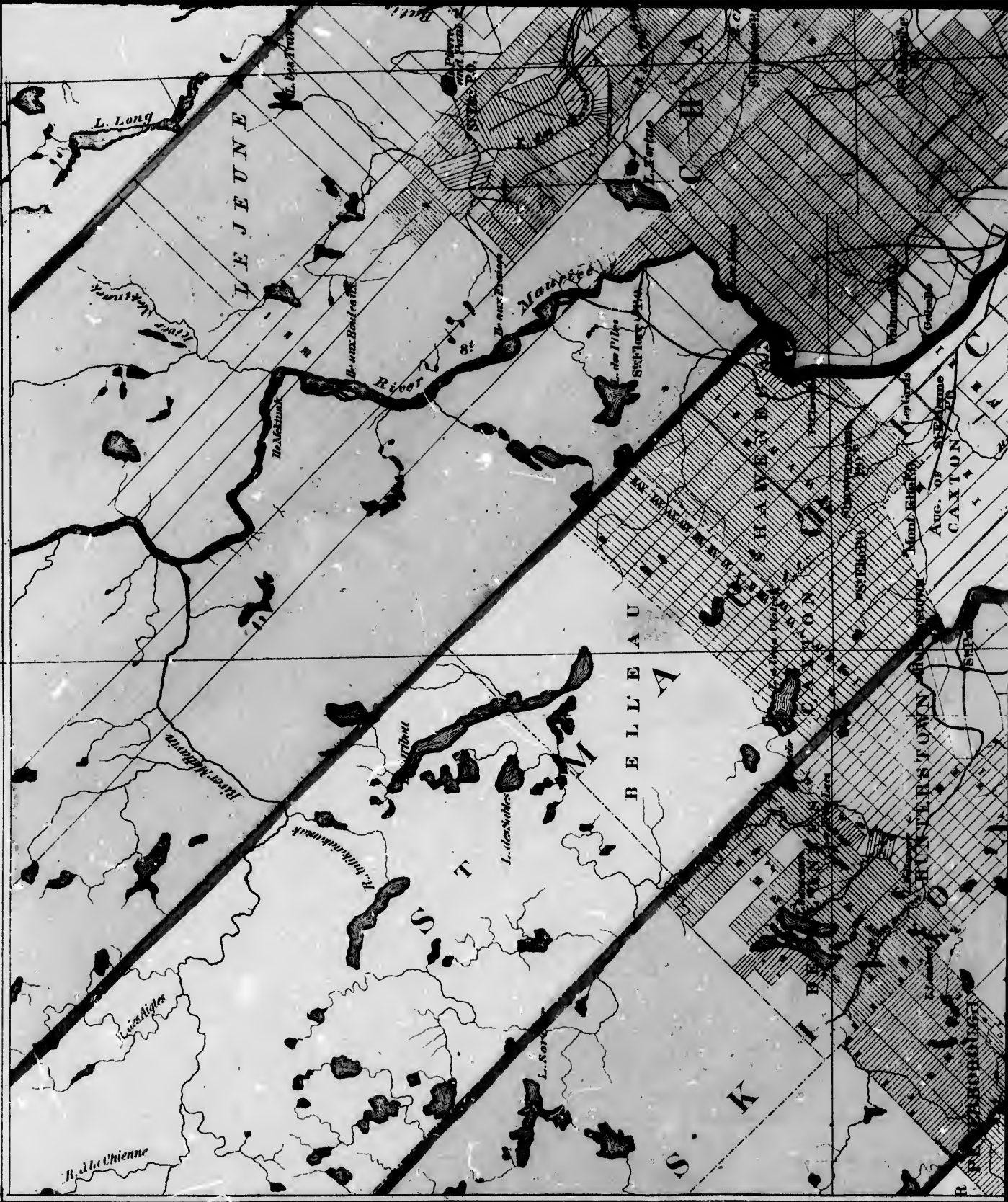




72°00' Longitude West from Greenwich

MR 307

73°00'







R SCHEM EU

MARIE

CHER

ST HYACINTHE

B A

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ANVOIS

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7330

Des Joachim P.O.

MALAKOFF

P

ROBERT

ESHER

SHEEN

N

46° 00'

BUCHANAN

CHICHESTER

Ft. William

Allum

PETEAWA

FRASER

AFICE

Lockley P.O.

SHILDON

N S

WALTERFORCE

NORTH ALGONA

HAGARTY

SOUTH ALGONA

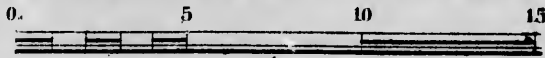
45°



77°00'

76°30'

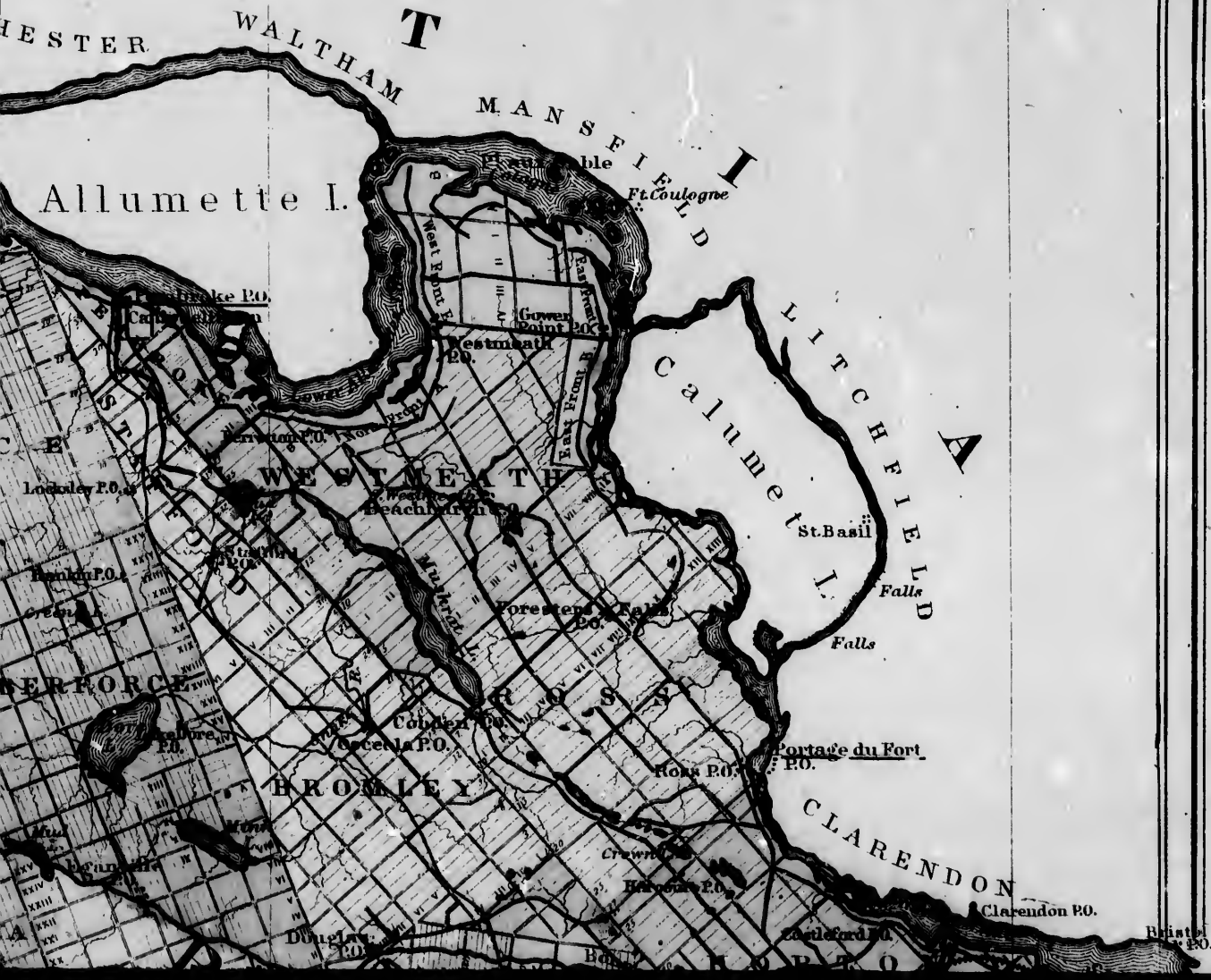
WILLS OF THE DOMINION
COUNTY OF
RENFREW
 PROVINCE of ONTARIO



Scale, Six Miles to an Inch.

N

46
00





RIDEAU RIVER

ST. LAWRENCE & OTTAWA RAILWAY

RICHESWARD

G H

S J

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GREEN ISLAND

GREEN ISLAND

Ordnance Reserve
Canadian Institute

PUBLIC BUILDINGS
Mayor's Hill

LOCK PARK

CHURCH

CHURCH

CHURCH

CHURCH

CHURCH

St. Andrew

St. John

St. James

St. Mark

St. Paul

St. Peter

St. Stephen

St. Vincent

St. George

St. Nicholas

St. Raphael

St. Elizabeth

St. Ann

St. Agnes

St. Clare

St. Francis

St. Rose

St. Thérèse

St. Mary

St. Joseph

St. Ignace

St. Francis Xavier

St. Charles

St. Louis

St. Anthony

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St. Anthony

St. Ignace

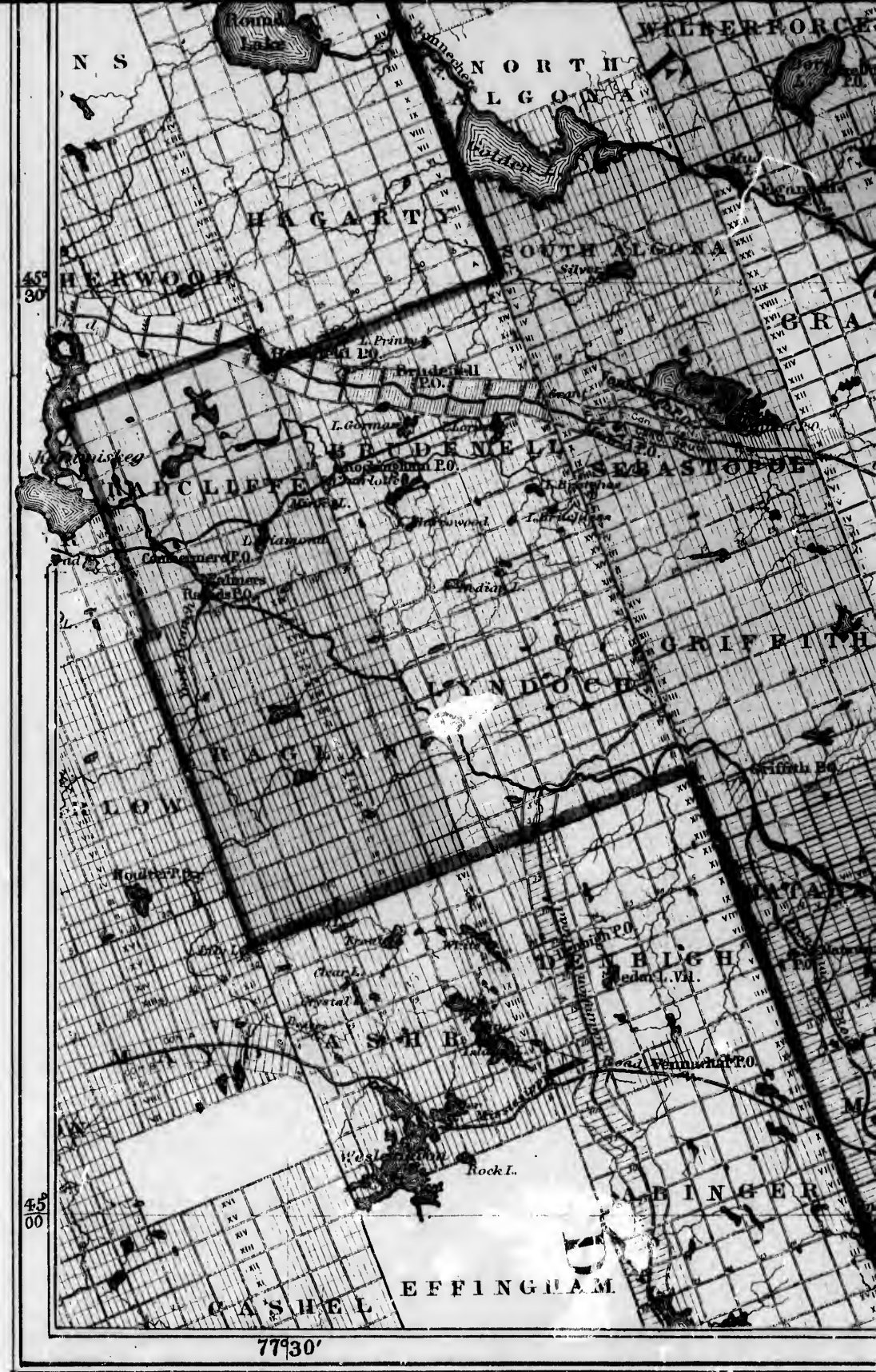
St. Francis

St. Xavier

St. Charles

St. Louis

St. Anthony



N S

NORTH LAGON

WILFERFORCE

HAGARTH

HERWOOD

45° 30'

SOUTH ALGONA

GRA

BENNELL

SEASTOPPLE

MACLEFF

GRIFFITH

LYNDOCH

LOW

HIGH

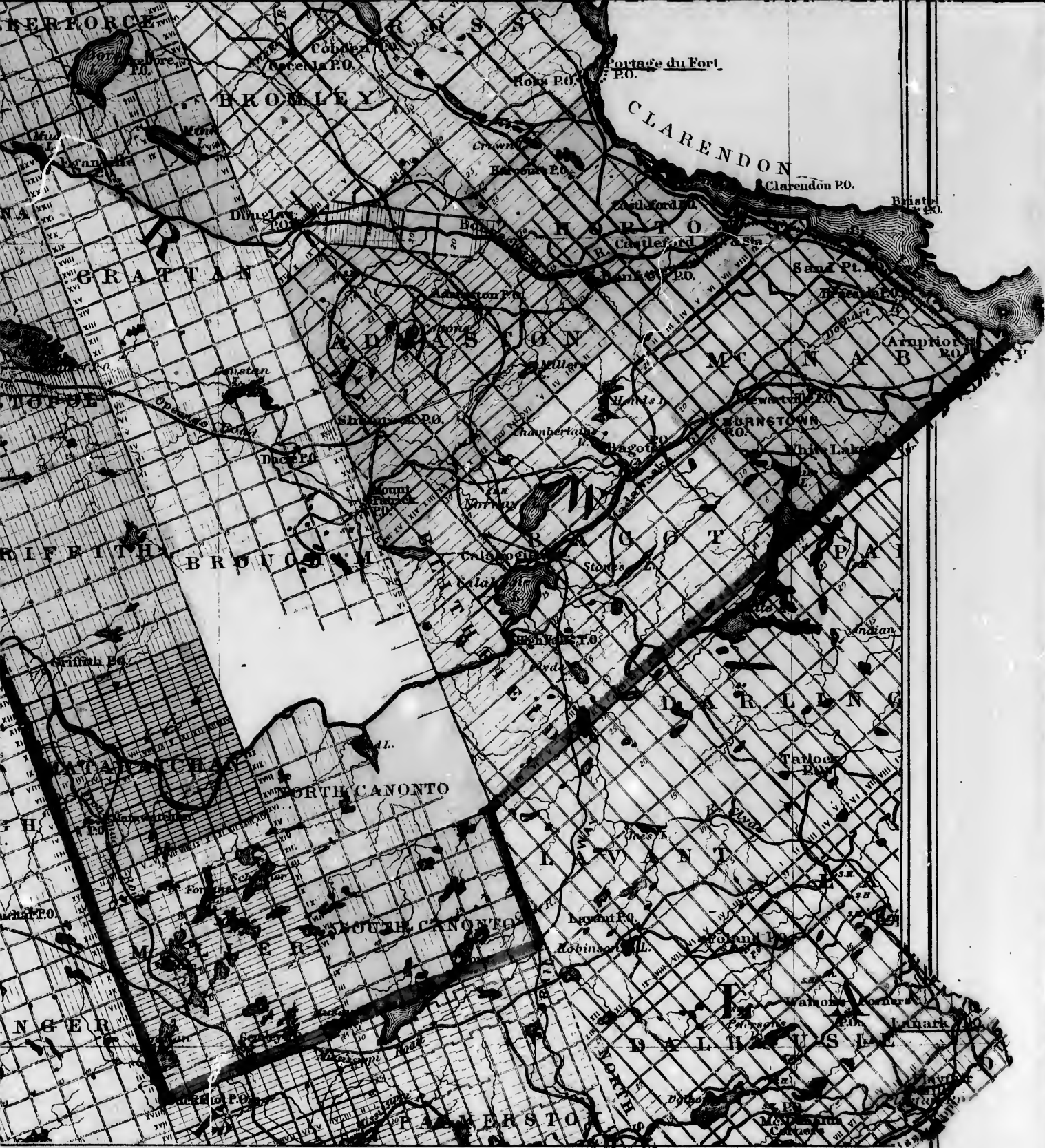
ASH

BINGER

CASHEL EFFINGHAM

77° 30'

45° 00'



77°00'

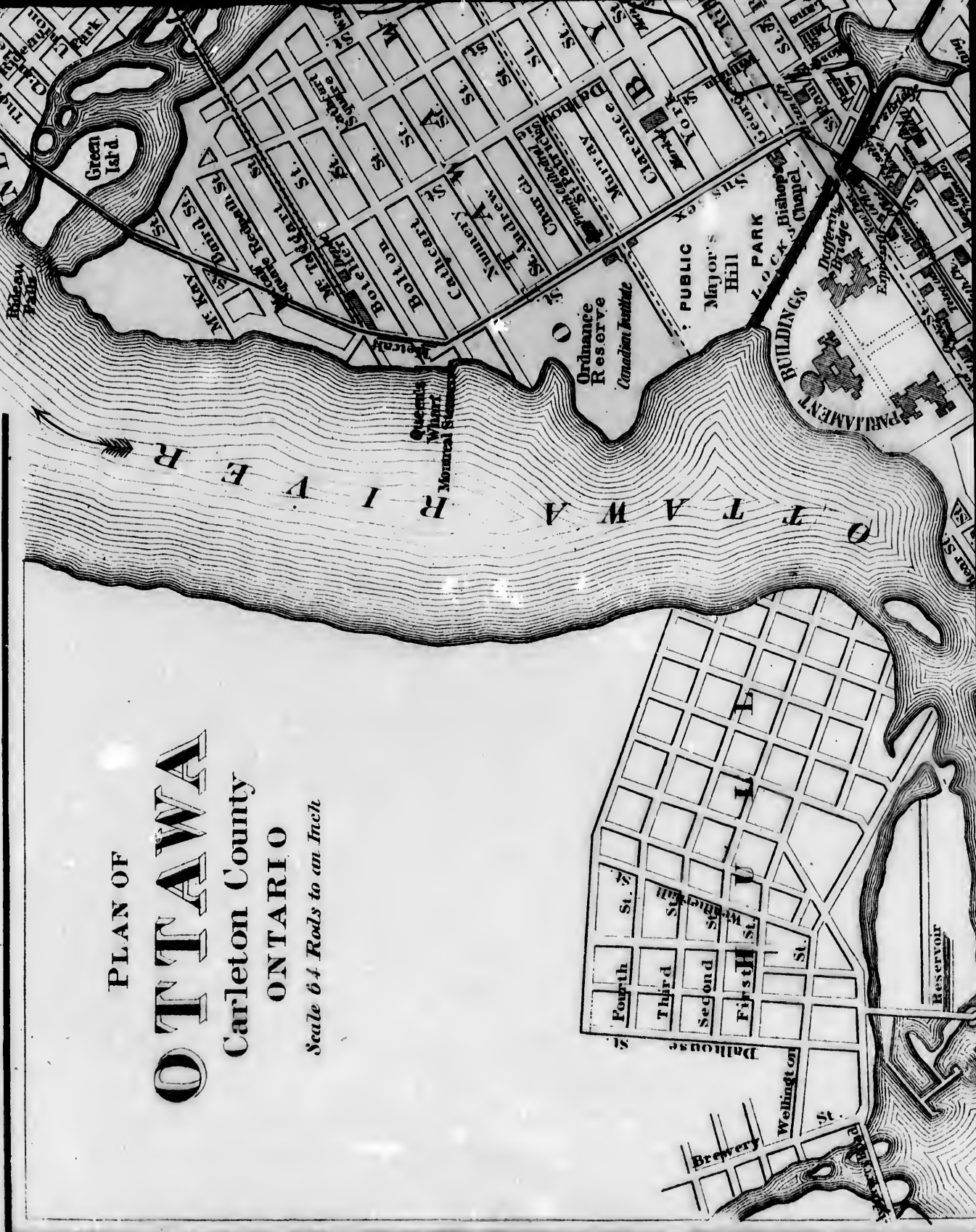
Longitude West from Greenwich

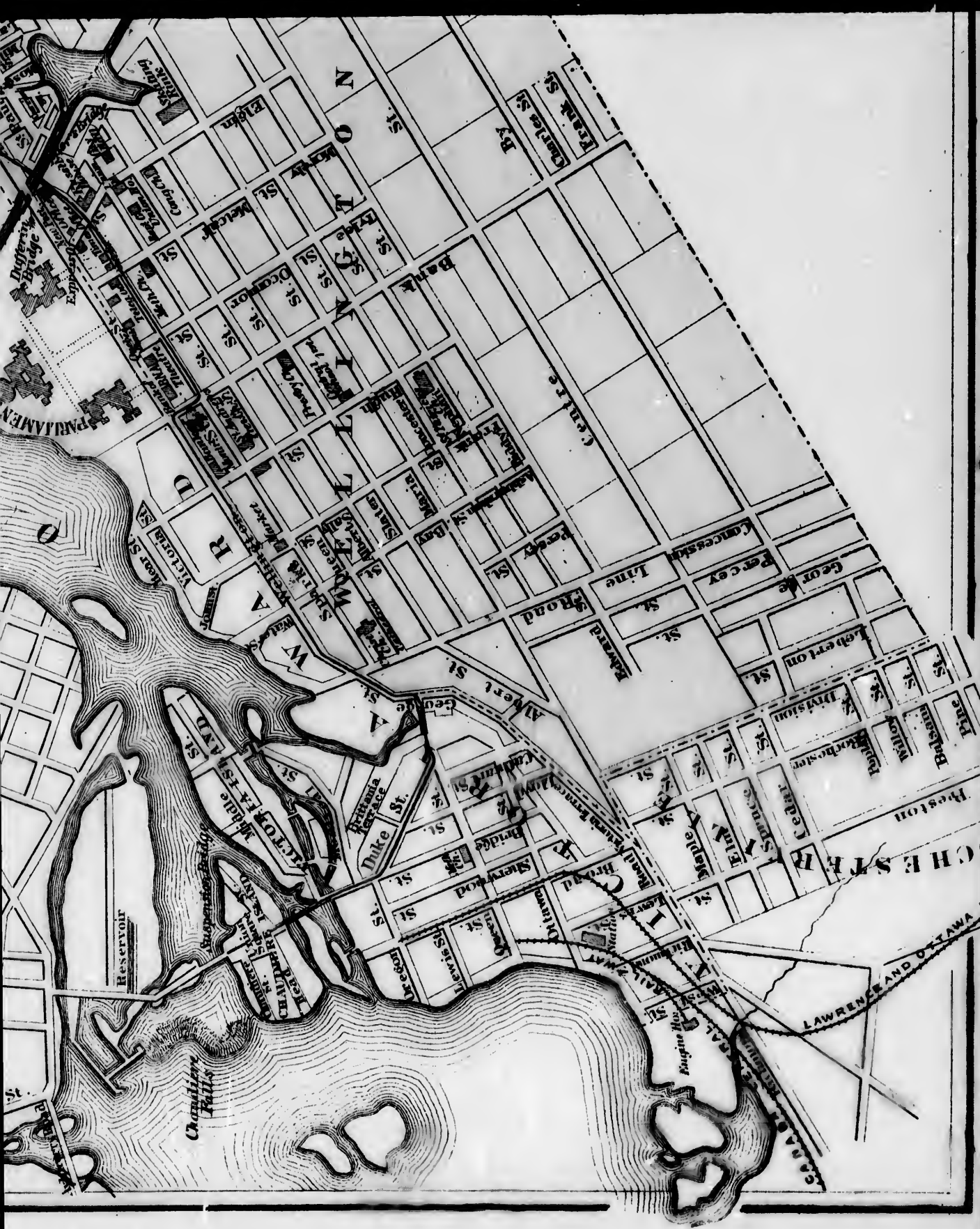
76°30'

PLAN OF
OTTAWA

Carleton County
ONTARIO

Scale 64 Rods to an Inch





Parliament Hill
Chaplain Falls
Reservoir

N
St. George
St. James
St. John
St. Patrick

St. Peter
St. Paul
St. Andrew
St. Nicholas

St. Anthony
St. Francis
St. Elizabeth
St. Rose

St. Clare
St. Agnes
St. Bridget
St. Ann

St. Margaret
St. Gertrude
St. Ursula
St. Cecilia

St. Theresia
St. Agatha
St. Barbara
St. Dorothea

St. Elizabeth
St. Rose
St. Ann
St. Agnes

St. George
St. James
St. John
St. Patrick

St. Peter
St. Paul
St. Andrew
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St. Rose

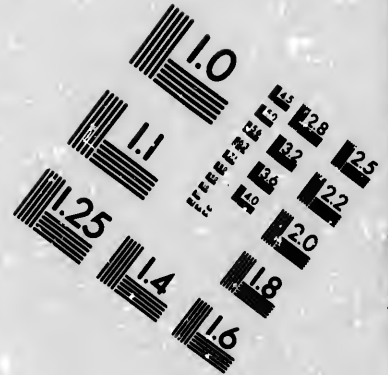
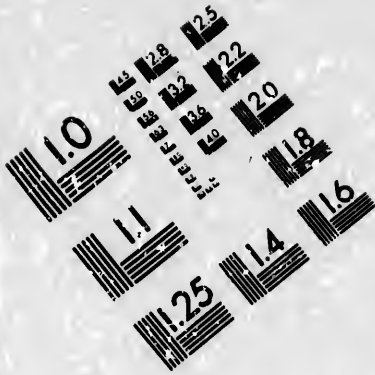
St. Clare
St. Agnes
St. Bridget
St. Ann

St. Margaret
St. Gertrude
St. Ursula
St. Cecilia

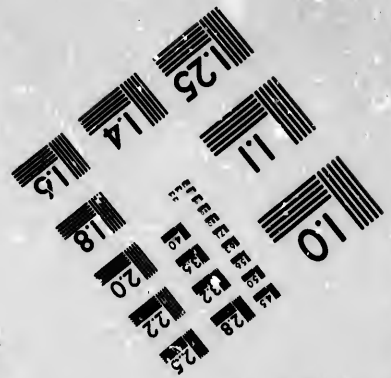
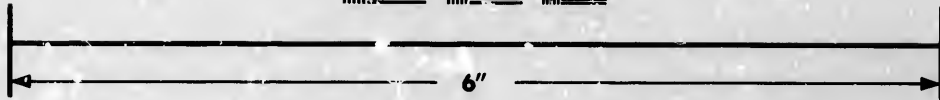
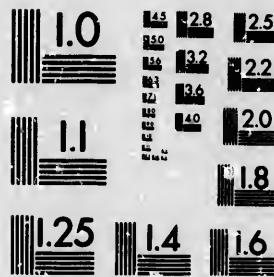
St. Theresia
St. Agatha
St. Barbara
St. Dorothea

St. Elizabeth
St. Rose
St. Ann
St. Agnes





**IMAGE EVALUATION
TEST TARGET (MT-3)**



**Photographic
Sciences
Corporation**

23 WEST MAIN STREET
WEBSTER, N.Y. 14580
(716) 872-4903

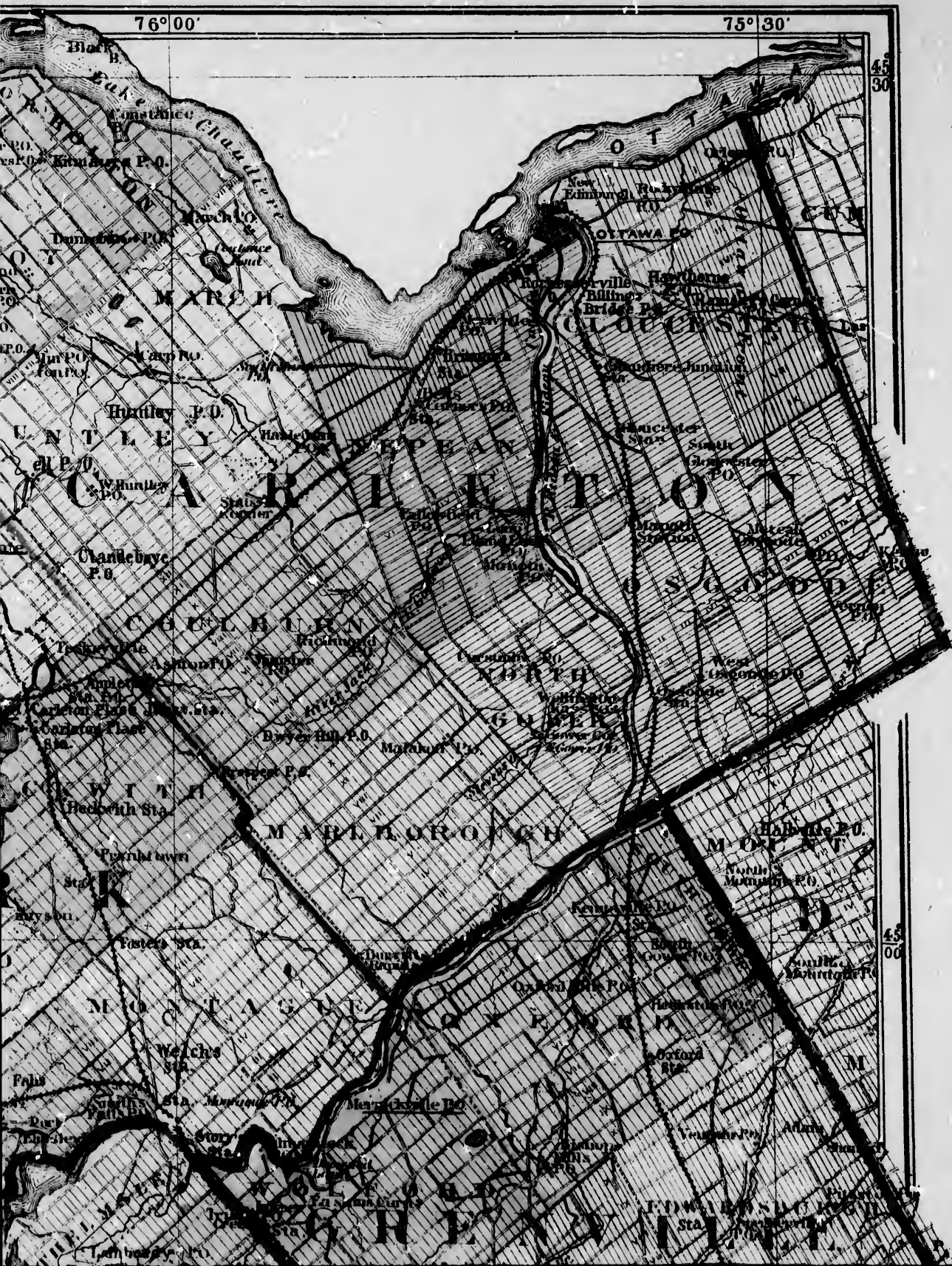
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76° 00'

75° 30'



45° 30'

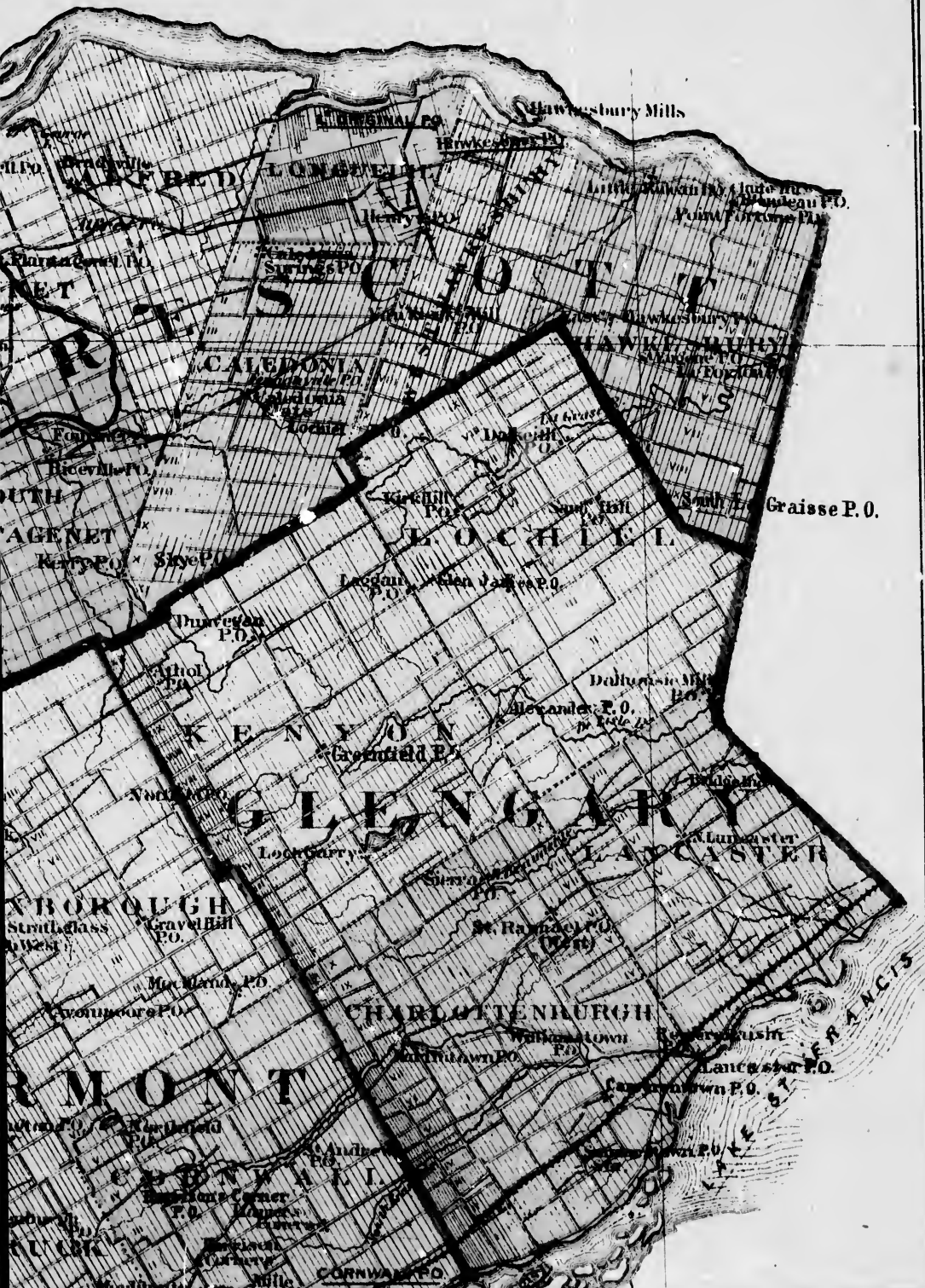
45° 00'

75°30'

75°00'

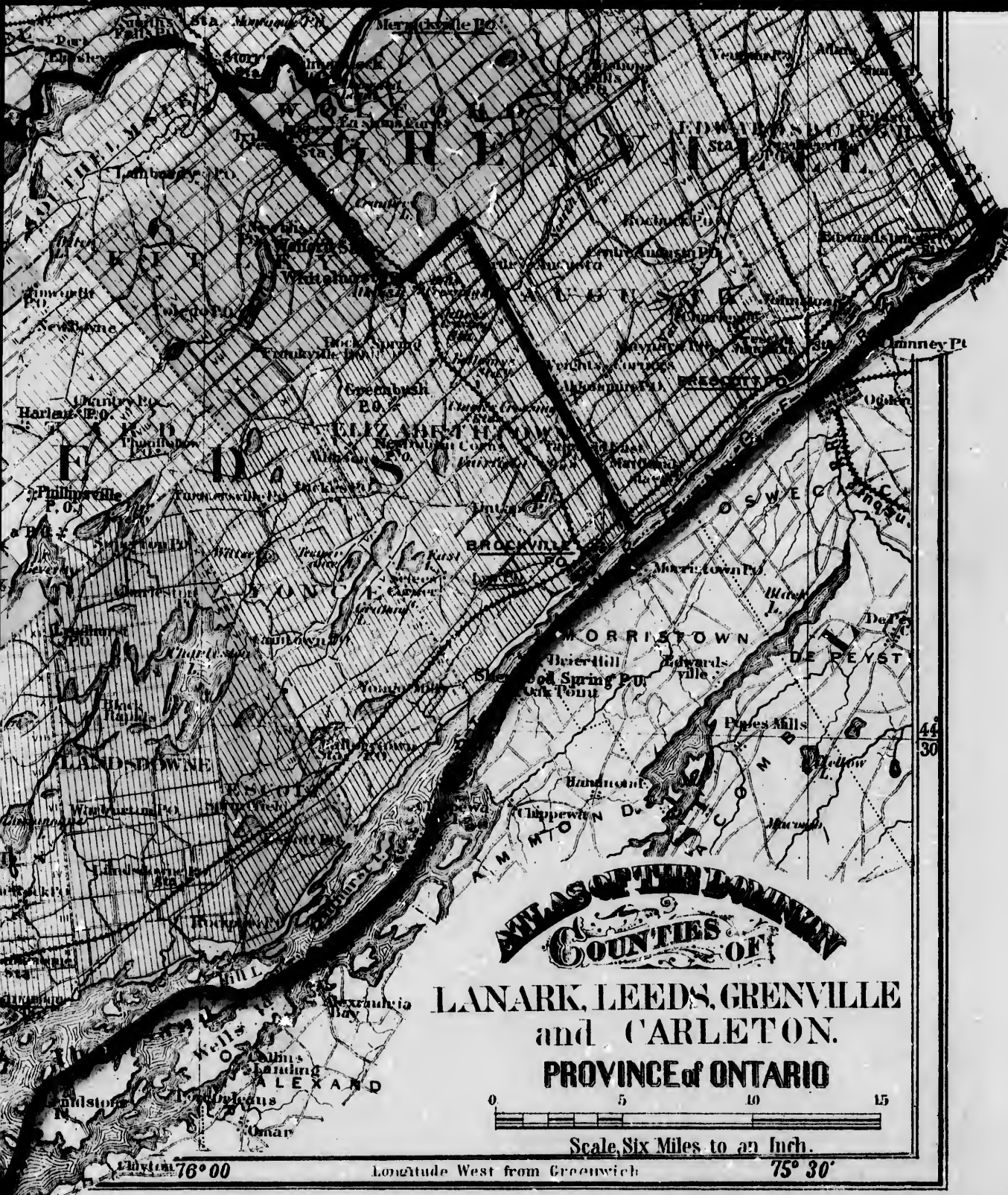


74°30'



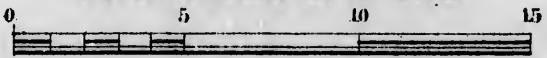
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AREAS OF THE DOMINION
COUNTIES OF

LANARK, LEEDS, GRENVILLE
and CARLETON.
PROVINCE OF ONTARIO

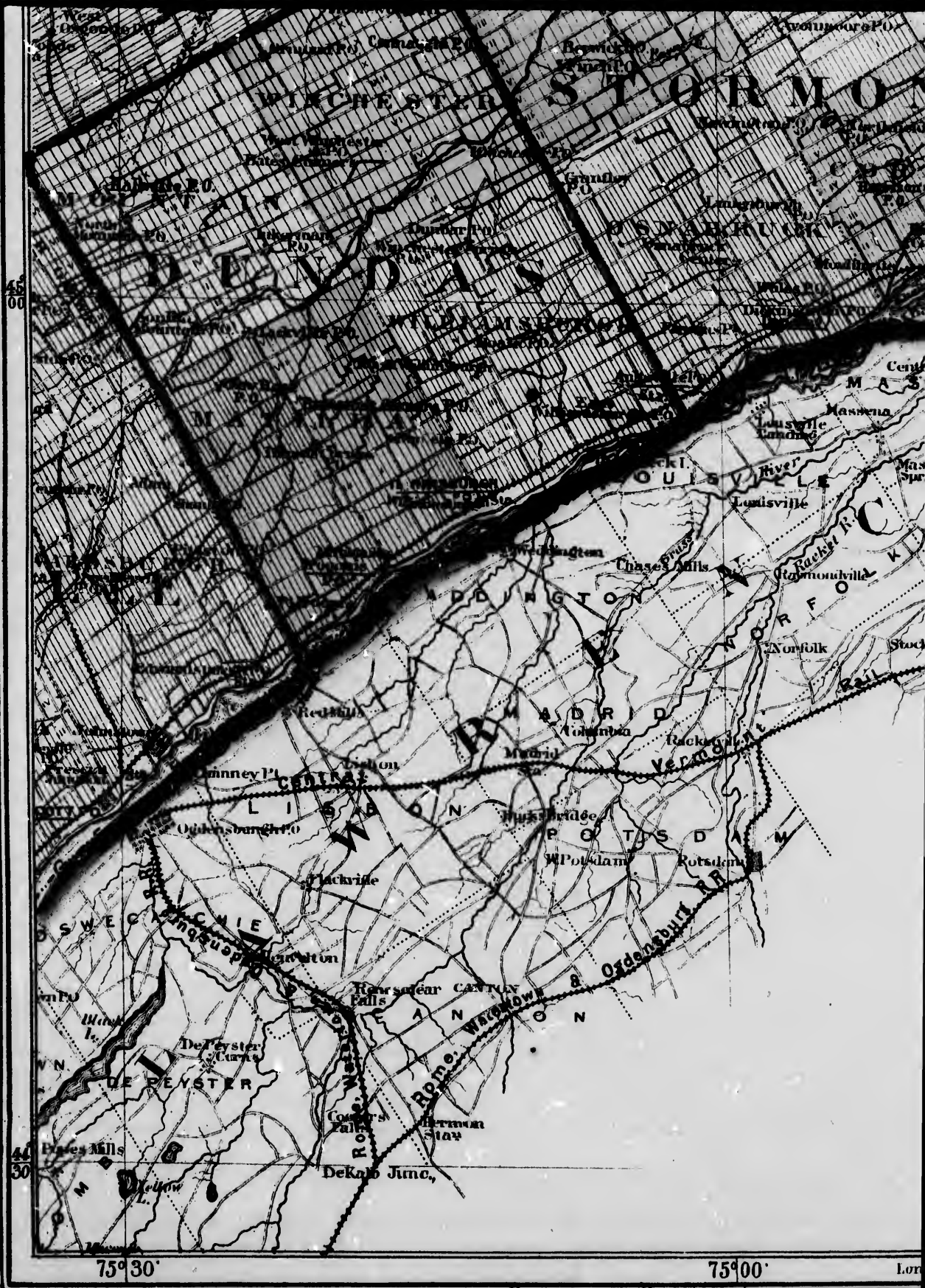


Scale, Six Miles to an Inch.

Longitude $76^{\circ} 00'$

Longitude West from Greenwich

$75^{\circ} 30'$



WISCONSIN ILLINOIS INDIANA MICHIGAN OHIO KENTUCKY TENNESSEE MISSOURI

ST. LOUIS

LOUISVILLE

CINCINNATI

NASHVILLE

DE PEYSTER

ROME

75°30'

75°00'

Lon

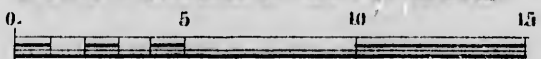


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ATLAS OF THE DOMINION
COUNTIES OF

**DUNDAS, RUSSELL,
 PRESCOTT, STORMONT
 and GLENGARY.**

PROVINCE OF ONTARIO

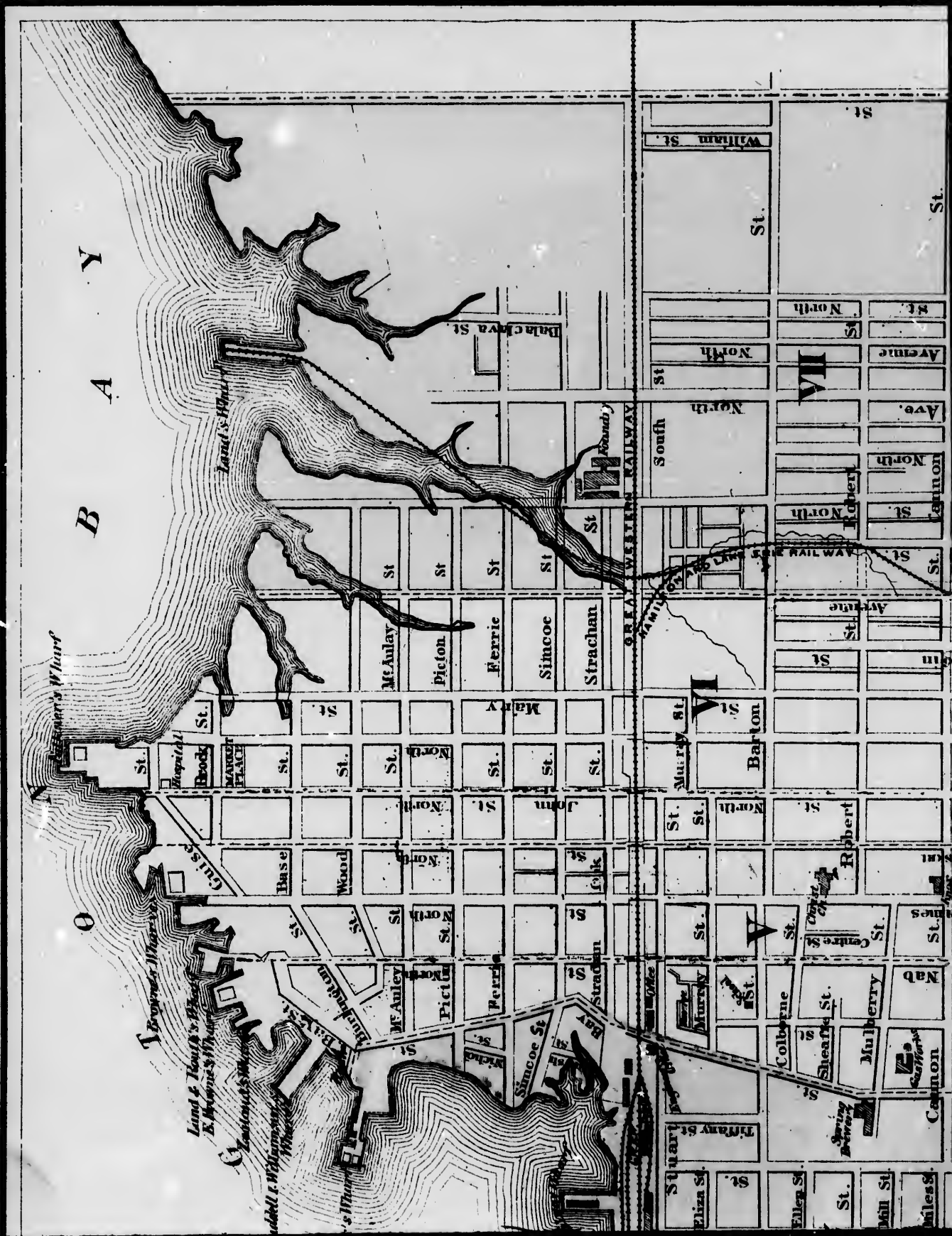


Scale, Six Miles to an Inch.

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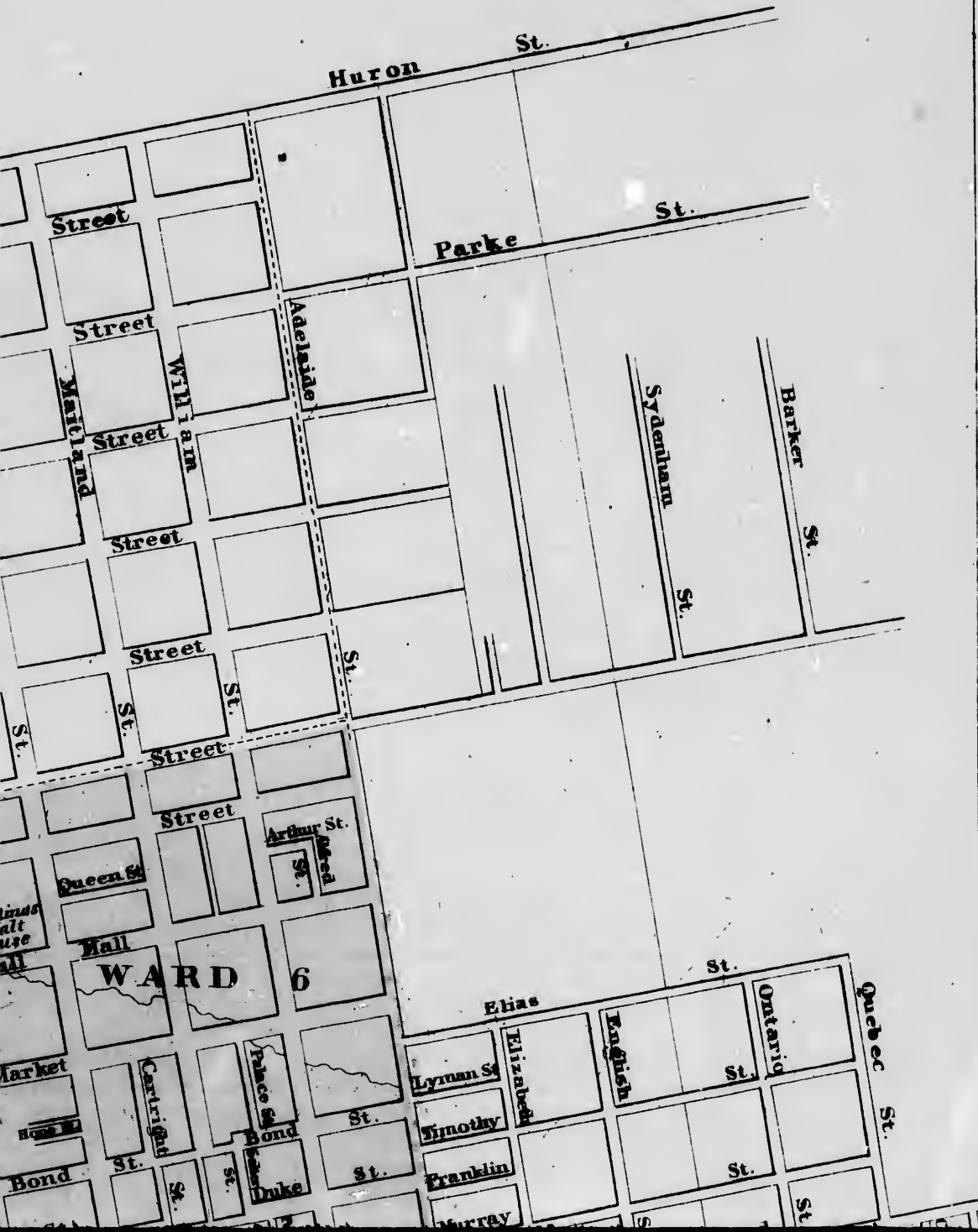
Longitude West from Greenwich

74°30'



PLAN OF
LONDON,
Middlesex County,
ONTARIO.



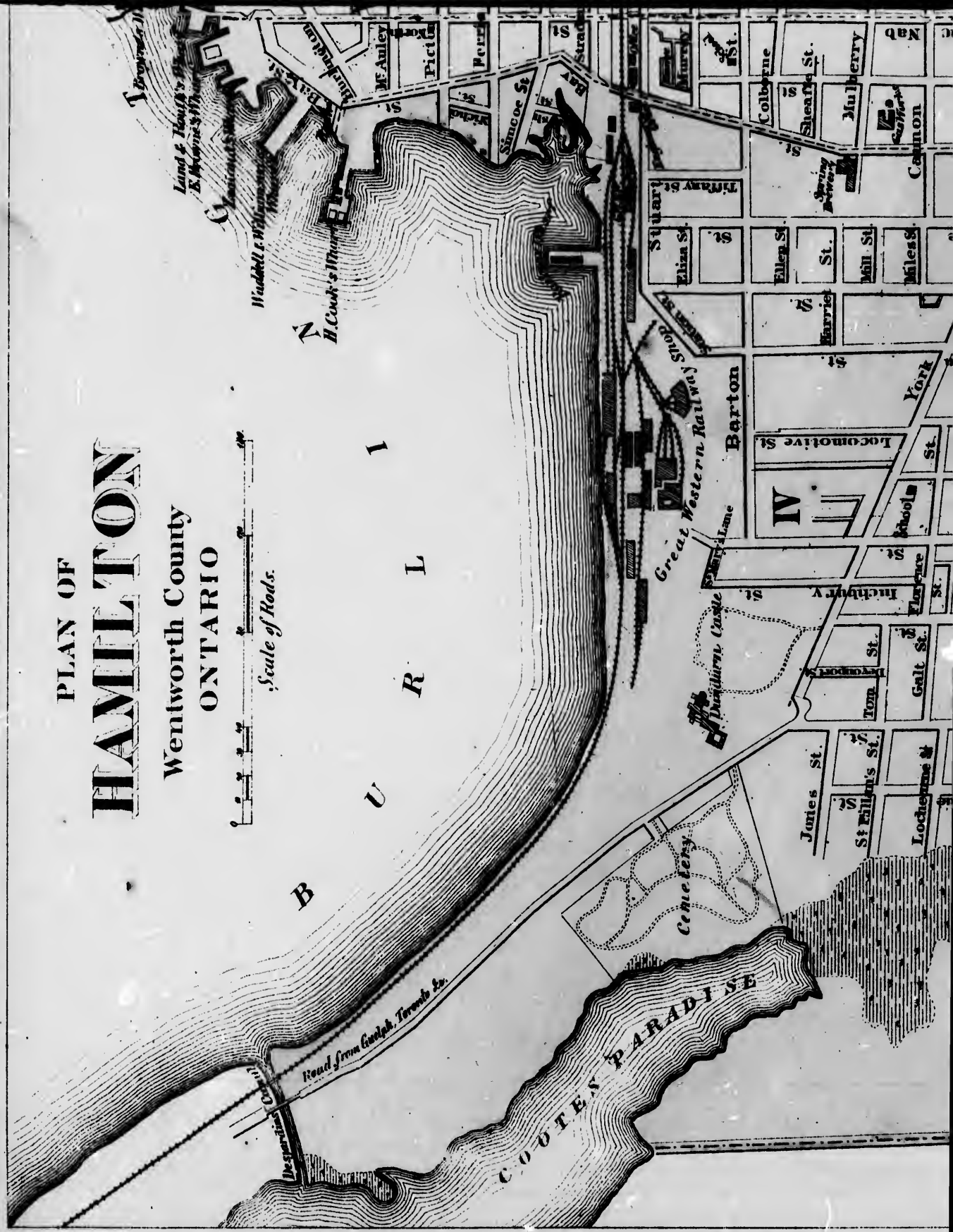


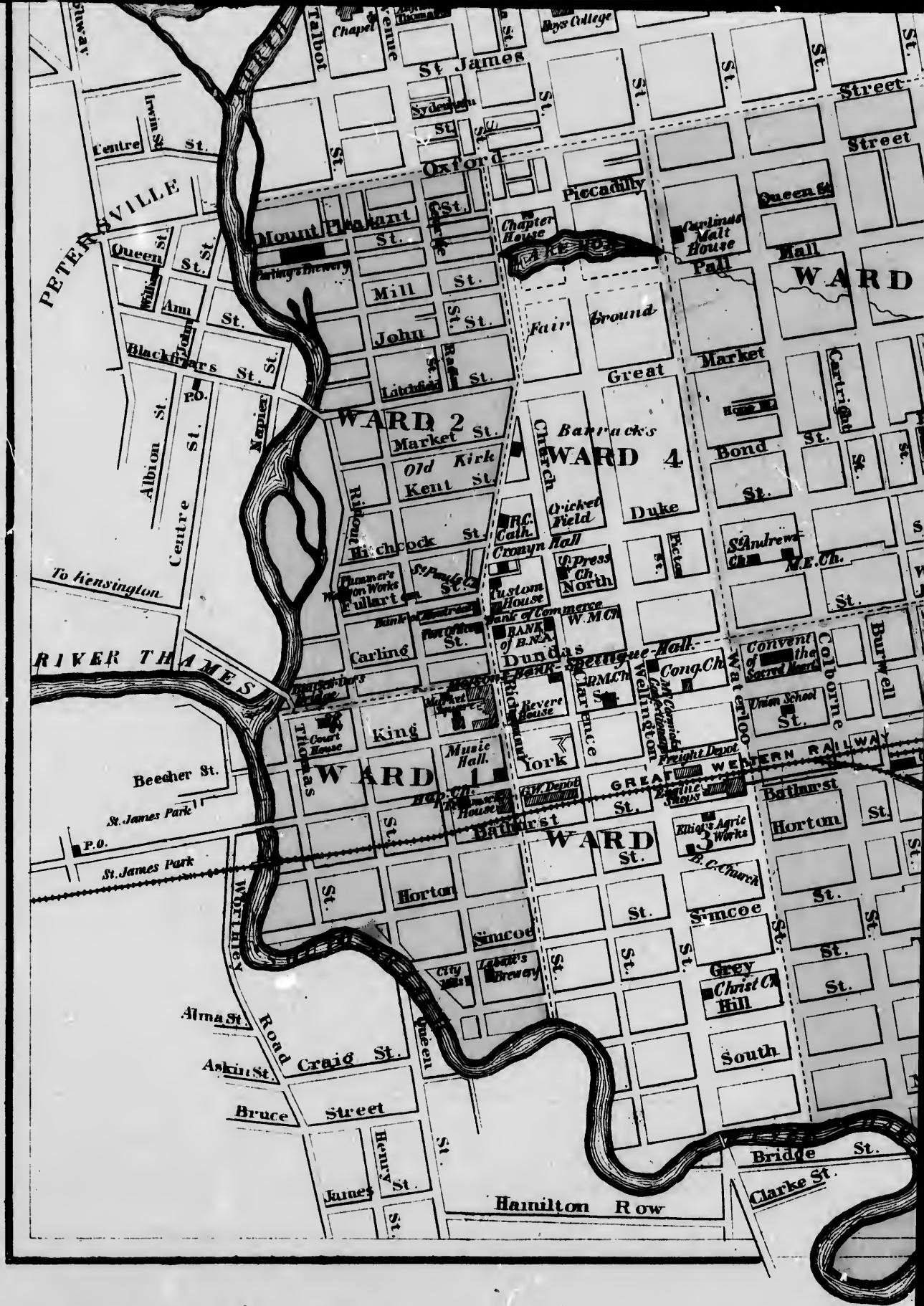
PLAN OF
HAMILTON

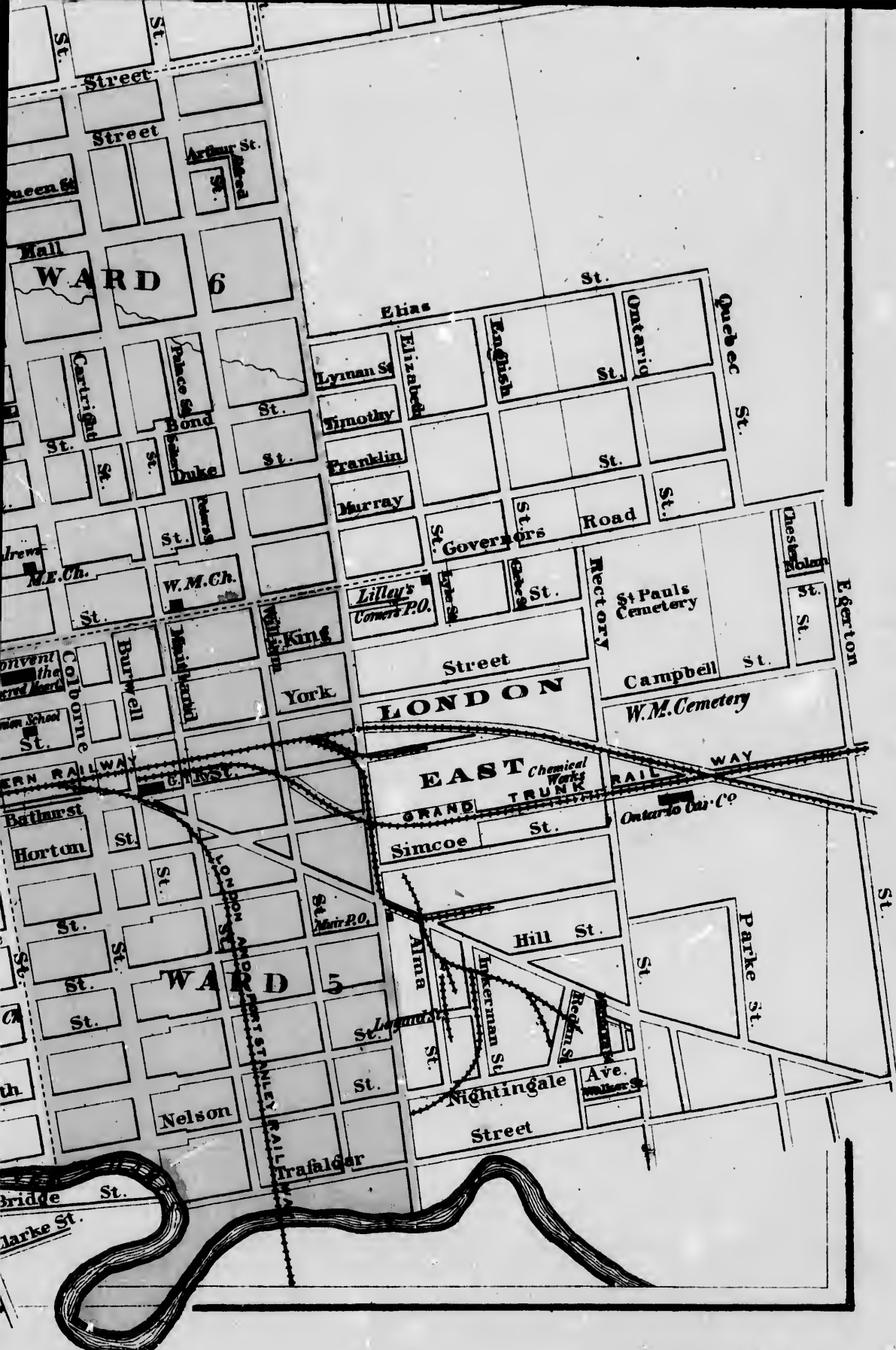
Wentworth County
 ONTARIO



B
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WARD 6

LONDON

EAST

WARD 5

- Street
- Street
- Queen St.
- Mall
- Arthur St.
- English St.
- Ontario St.
- Elias St.
- Lyman St.
- Elizabeth St.
- Timothy St.
- Franklin St.
- Murray St.
- Duke St.
- Bond St.
- Governor St.
- Road St.
- Chestnut St.
- Eglinton St.
- York St.
- King St.
- Campbell St.
- Hill St.
- Nightingale Ave.
- Trafalgar St.
- Bridge St.
- Clarke St.

M.E.Ch.

W.M.Ch.

Lilly's Corner P.O.

St Paul's Cemetery

W.M. Cemetery

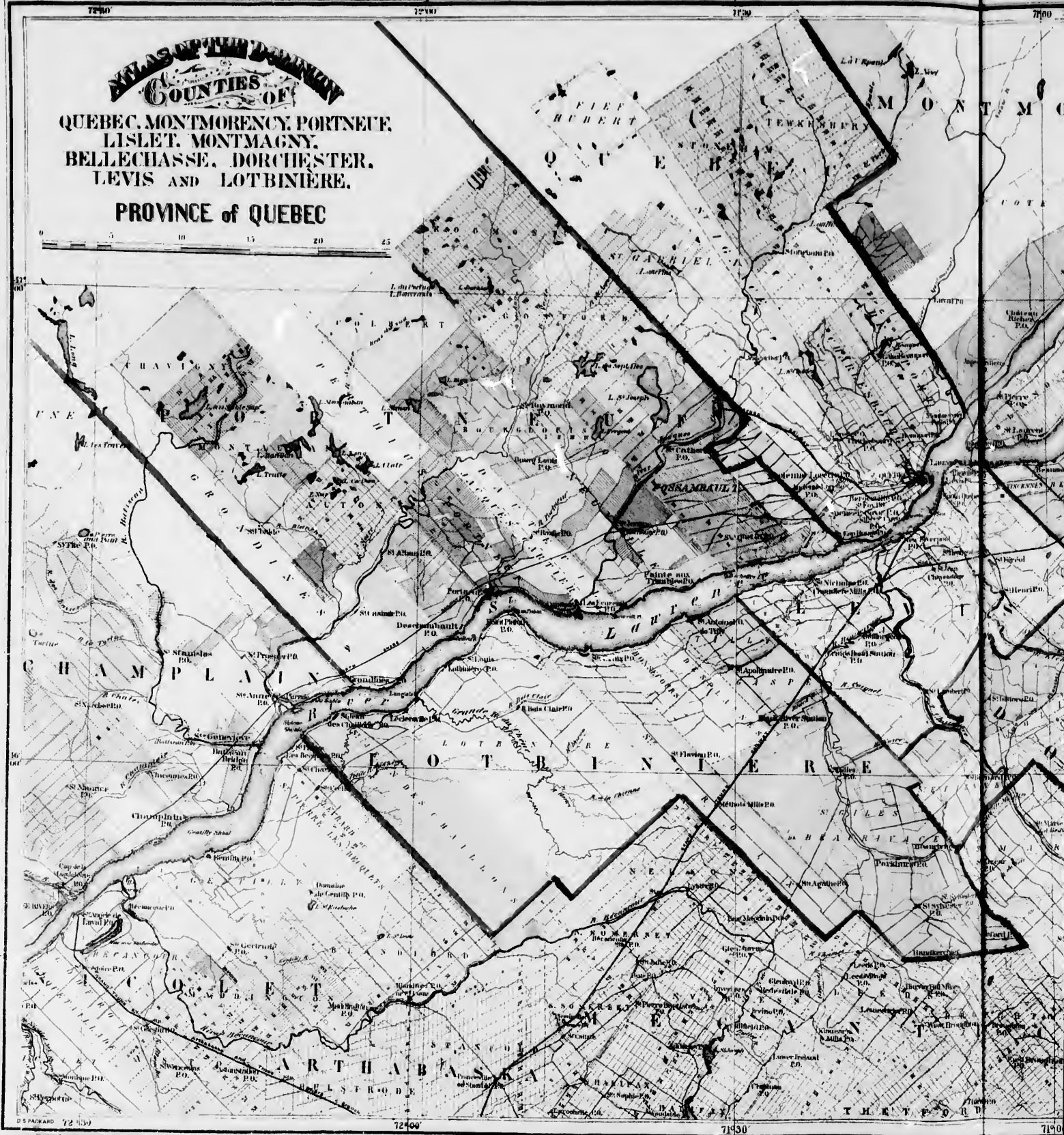
GRAND TRUNK RAILWAY

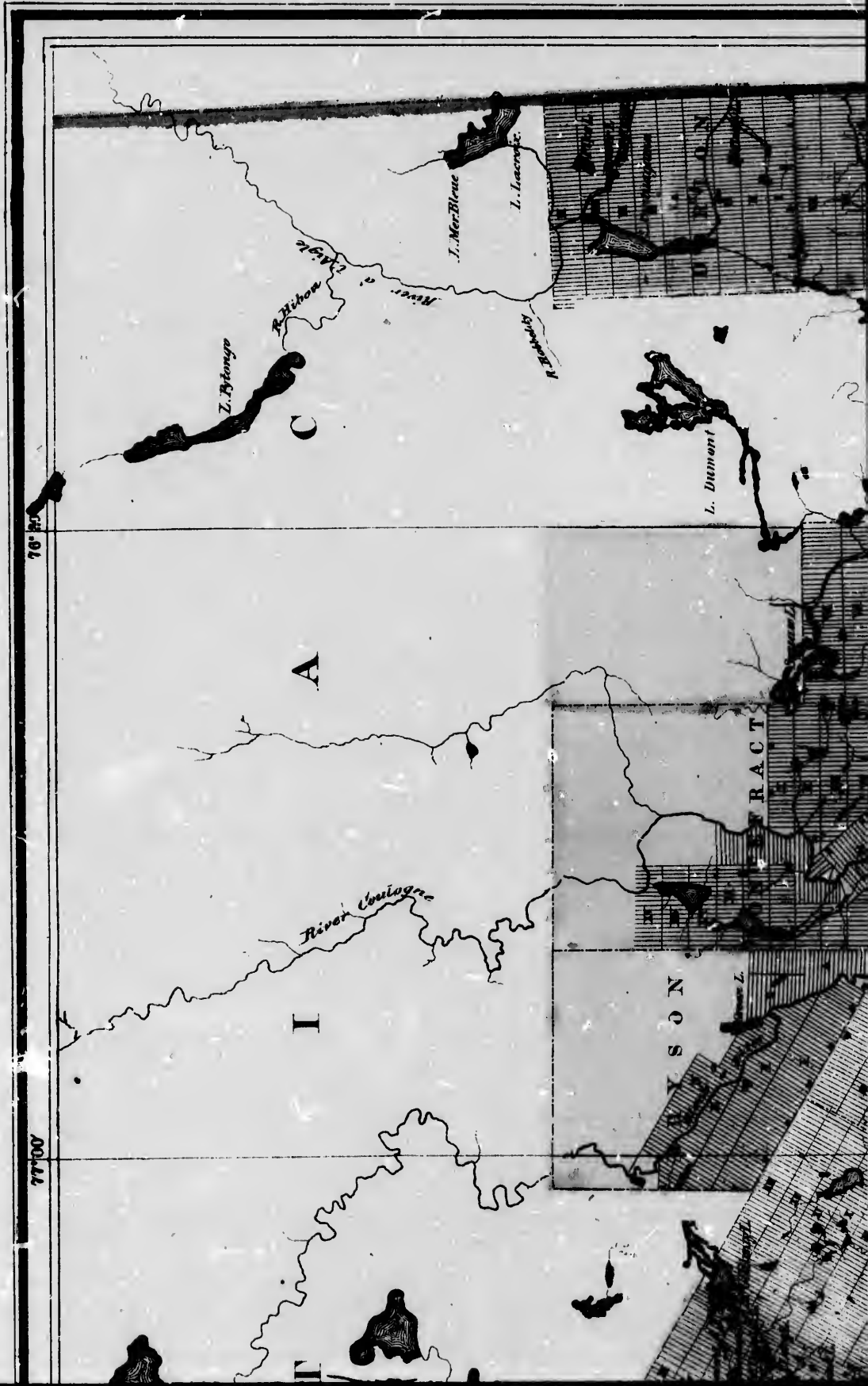
Ontario Car Co

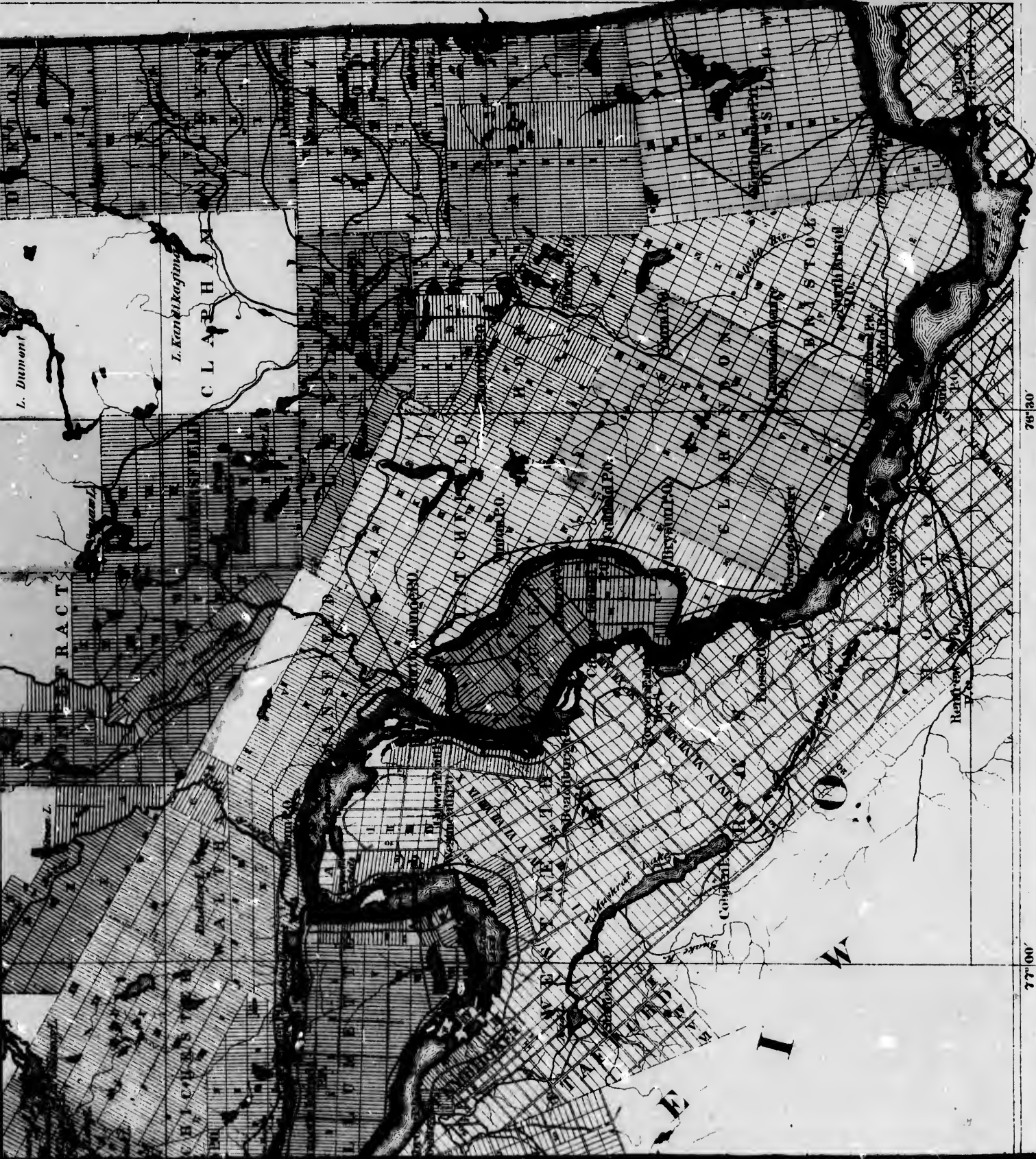
LONDON AND WESTMINSTER RAILWAY

ATLAS OF THE PROVINCE OF QUEBEC

QUEBEC, MONTMORENCY, PORTNEUF,
LISLET, MONTMAGNY,
BELLECHASSE, DORCHESTER,
LEVIS AND LOTBINIÈRE,
PROVINCE of QUEBEC







L. Duvent

L. Kent & Co. engraving

C L A P H A M

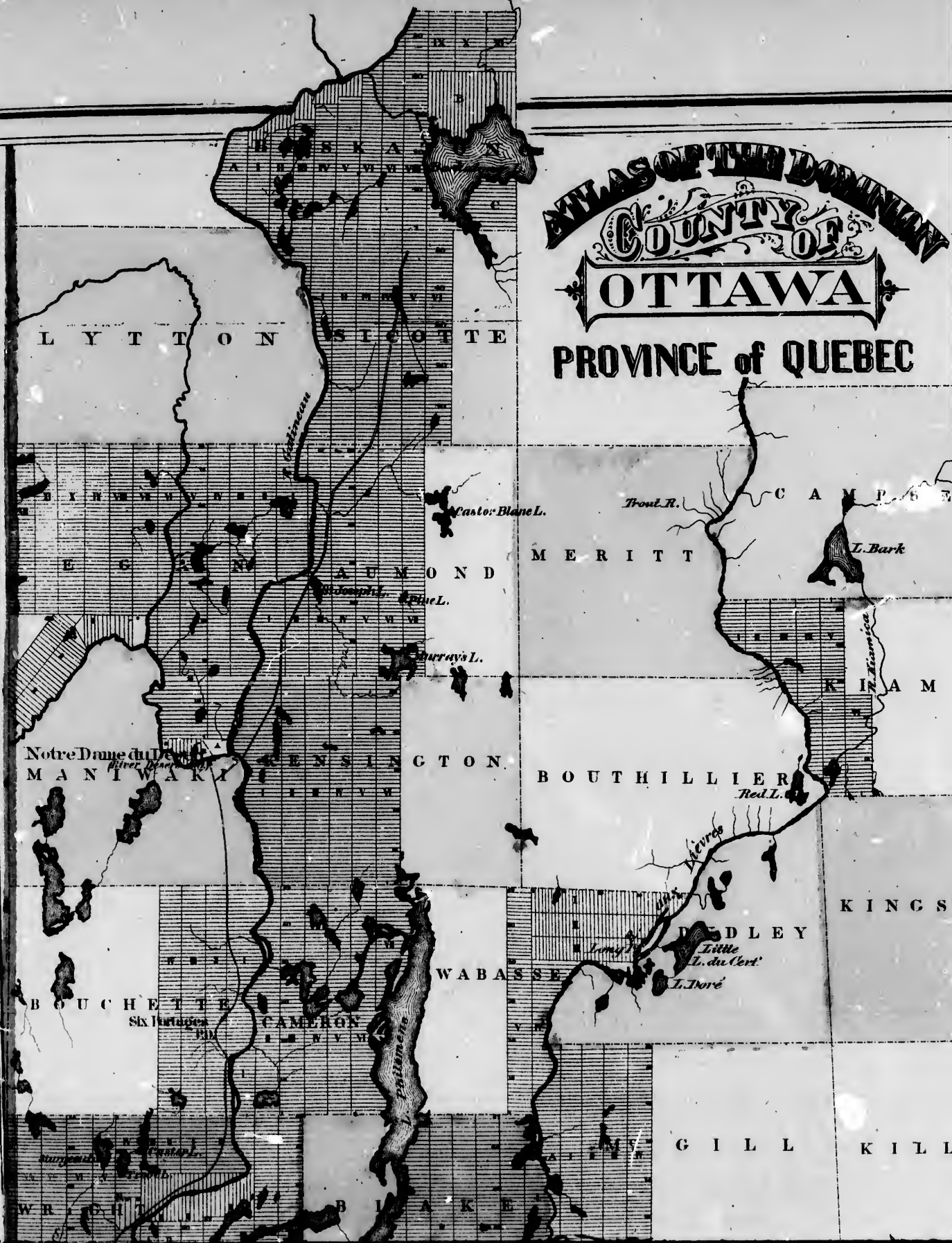
TRACT

77° 00'

76° 30'

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ATLAS OF THE DOMINION
COUNTY OF
OTTAWA
PROVINCE of QUEBEC



LYTTON SCOTT

BERKSHIRE

EGGON ALMOND

Notre Dame du Lac
MANIWAKI KENSINGTON

BOUCHETTE CAMERON

WRICHT BLAKE

MERRITT

BOUTHILLIER

WABASSE

DUDLEY

KINGS

GILL KILL

Castor Blanc L.

St. Joseph L.

St. Pierre L.

Notre Dame du Lac

St. Lawrence R.

Six Nations

Red L.

St. Lawrence R.

Little L. du Cerf

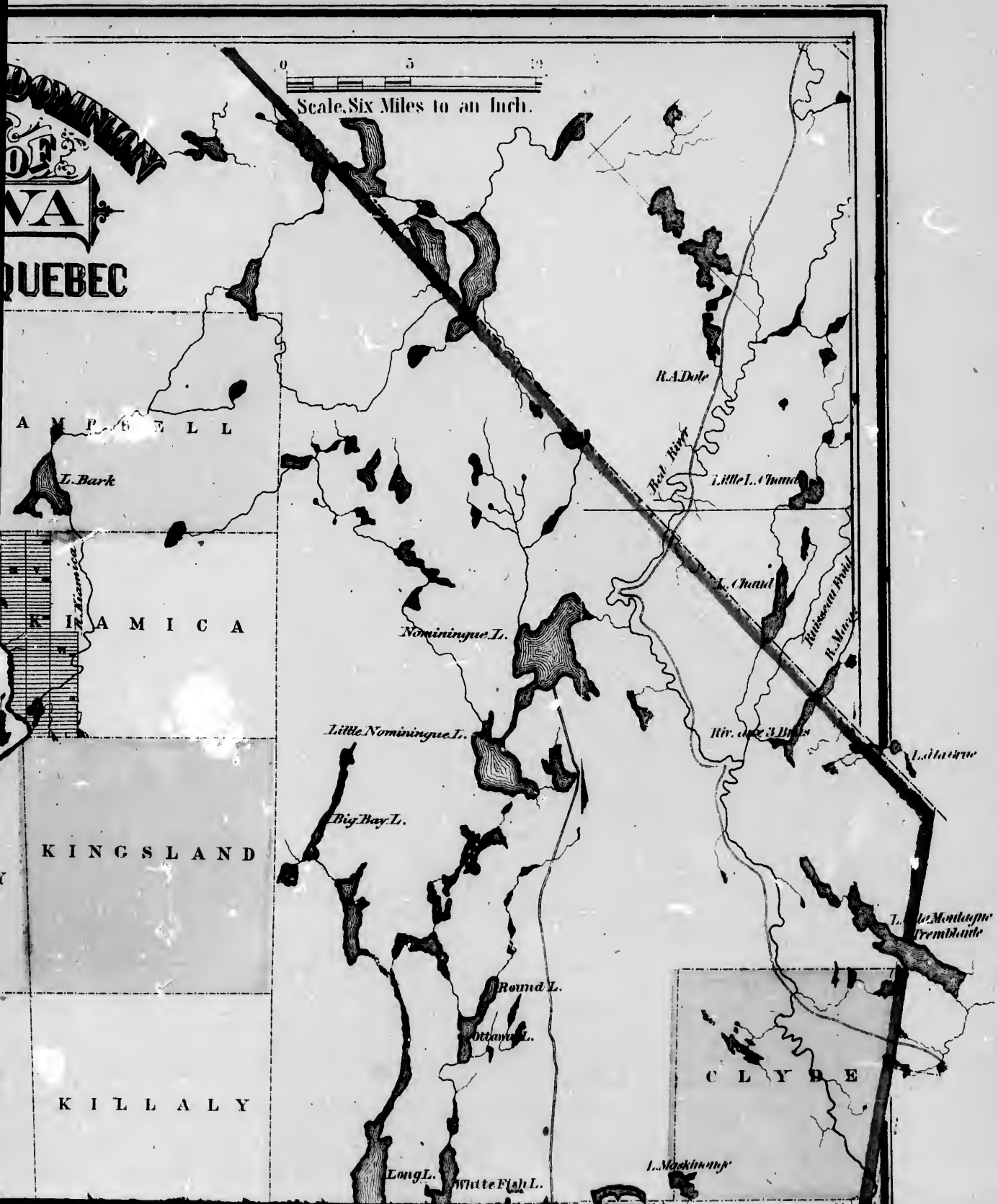
L. Jore

CAMPBELL

L. Bark

KIAM

KILL



DOMINION
OF
NA
QUEBEC

0 5 10
Scale Six Miles to an Inch.

AMPHILL

KIAMICA

KINGSLAND

KILLALY

CLYDE

L. Bark

Nominique L.

Little Nominique L.

Big Bay L.

Round L.

Ottawa L.

Long L.

White Fish L.

R. A. Dole

Riv. des 3 Baies

Little L. d'Amble

L. Chaul

Riv. de la Pointe

R. Morge

Riv. des 3 Baies

L. de Montagne Tremblante

L. de Montagne Tremblante

L. Maskinongy





WYLLIE

COUNTY OF PONTIAC

PROVINCE of QUEBEC

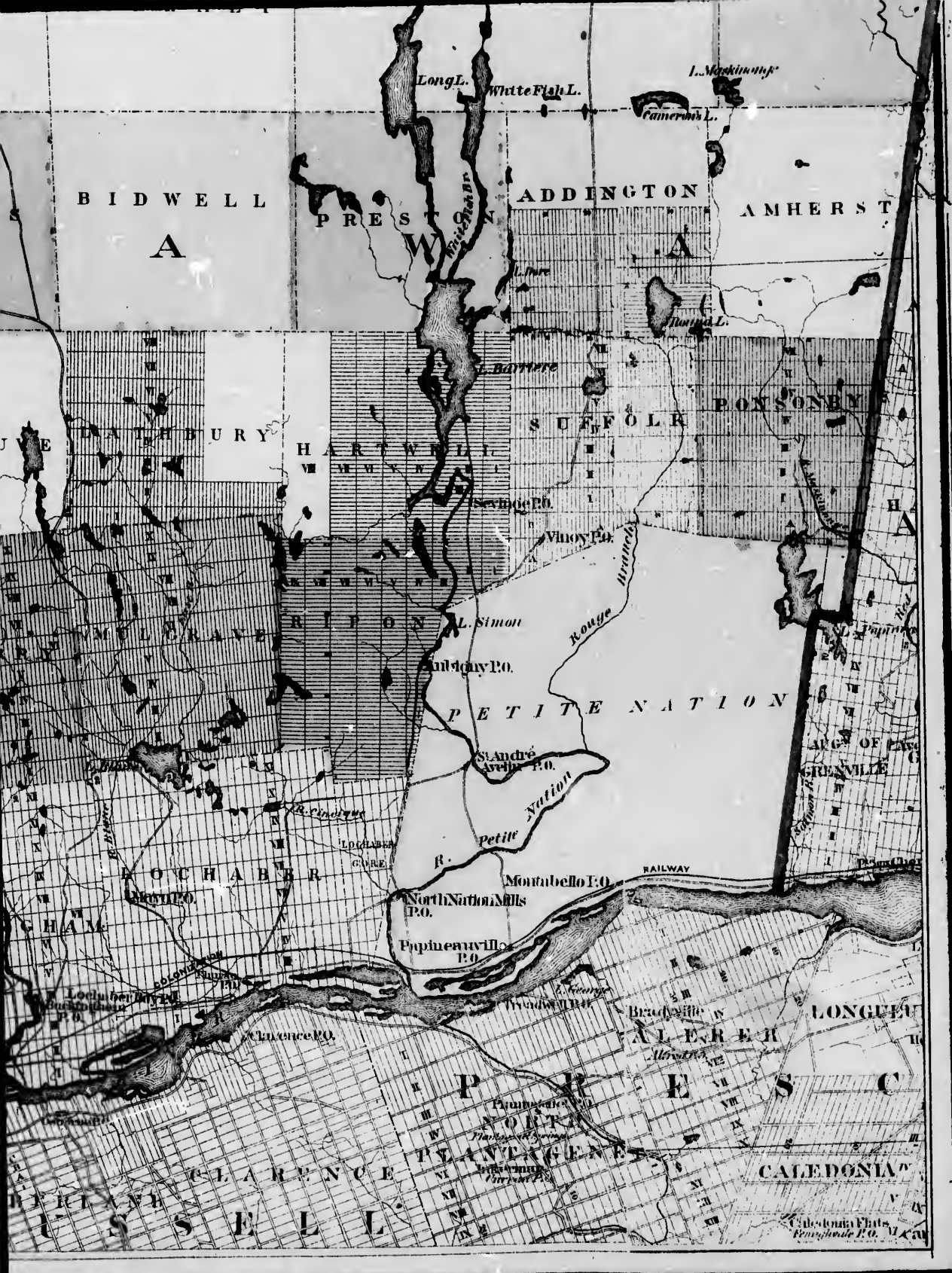


Scale, Six Miles to an Inch.

46° 00'

78° 00'

77° 30'



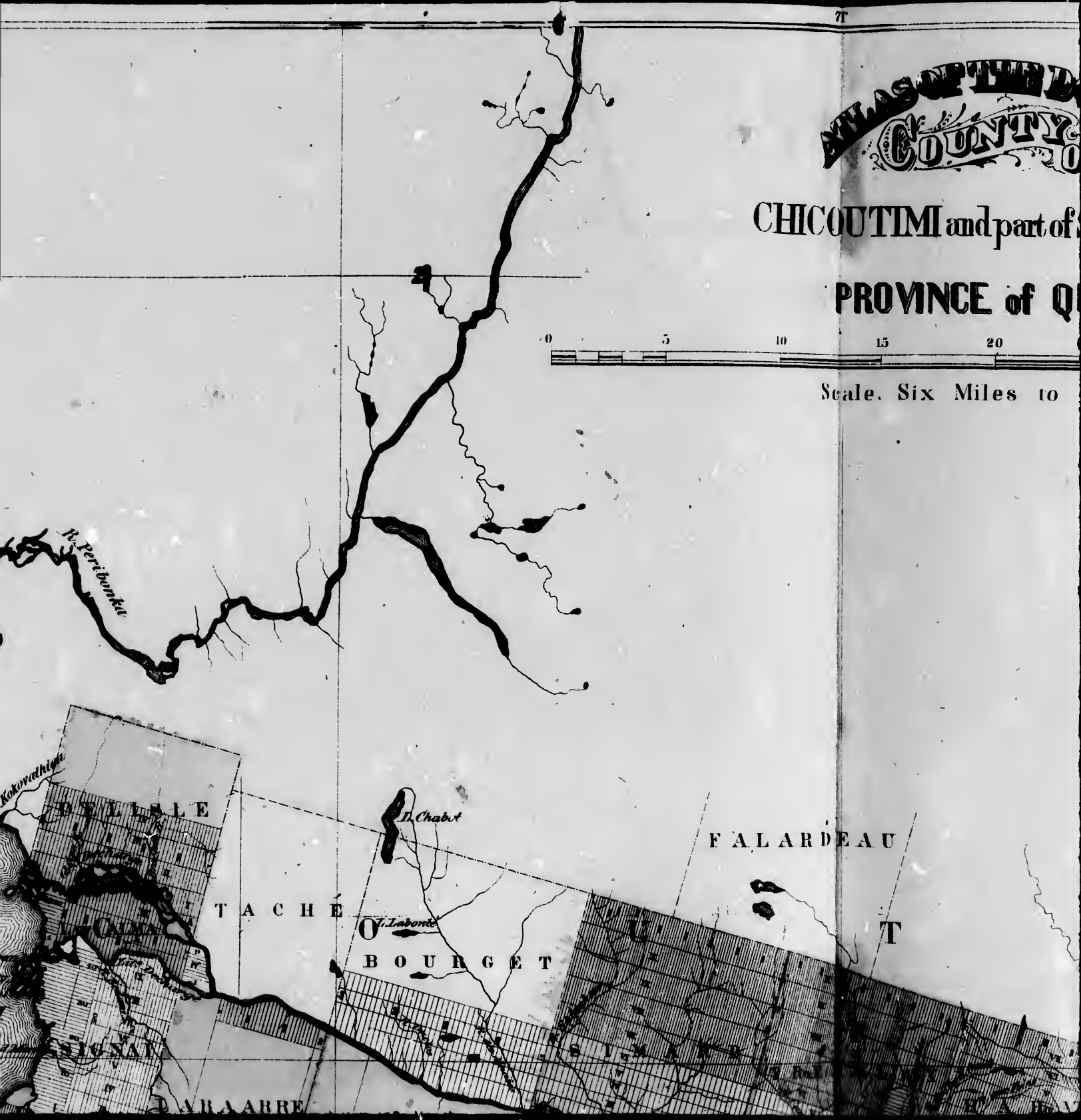


ATLAS OF THE DISTRICT OF
CHICOUTIMI COUNTY

CHICOUTIMI and part of
PROVINCE of QUEBEC



Scale, Six Miles to



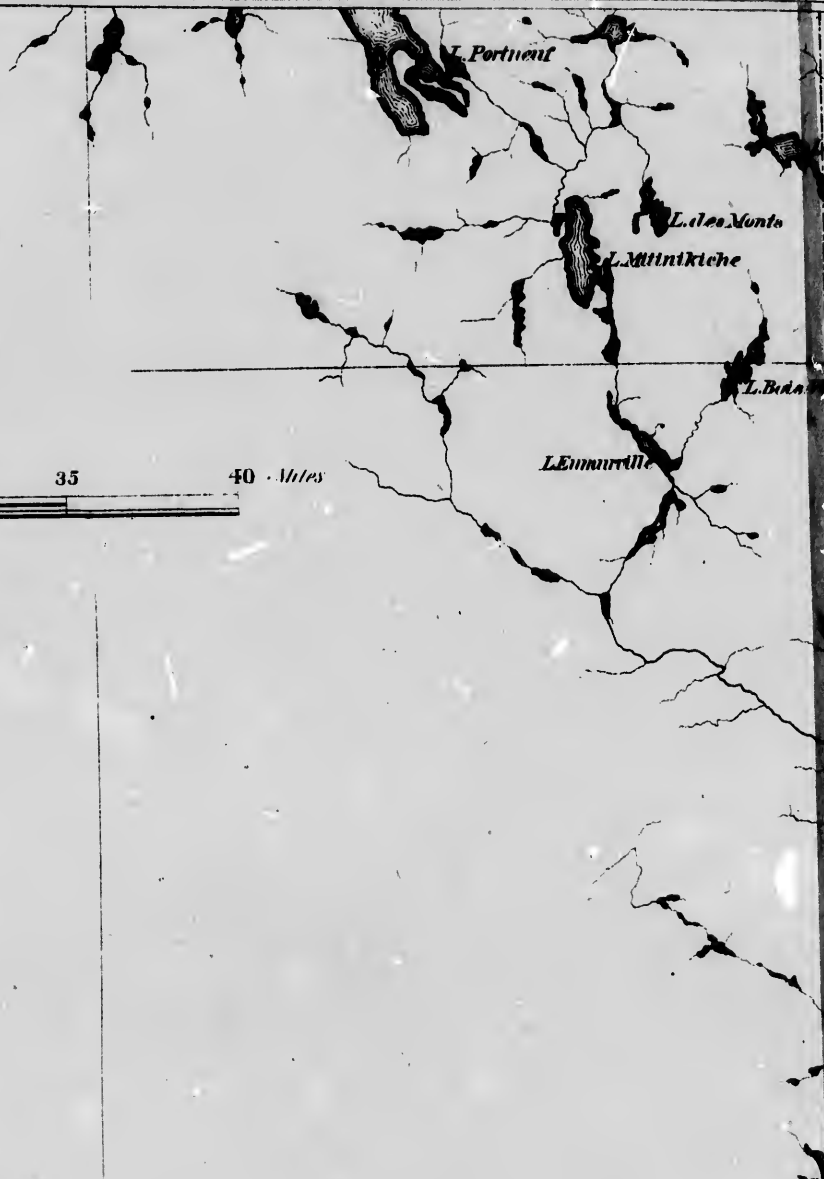
PLAINS OF THE DOMINION
COUNTY OF

OUTIMI and part of SAGUENAY

PROVINCE of QUEBEC

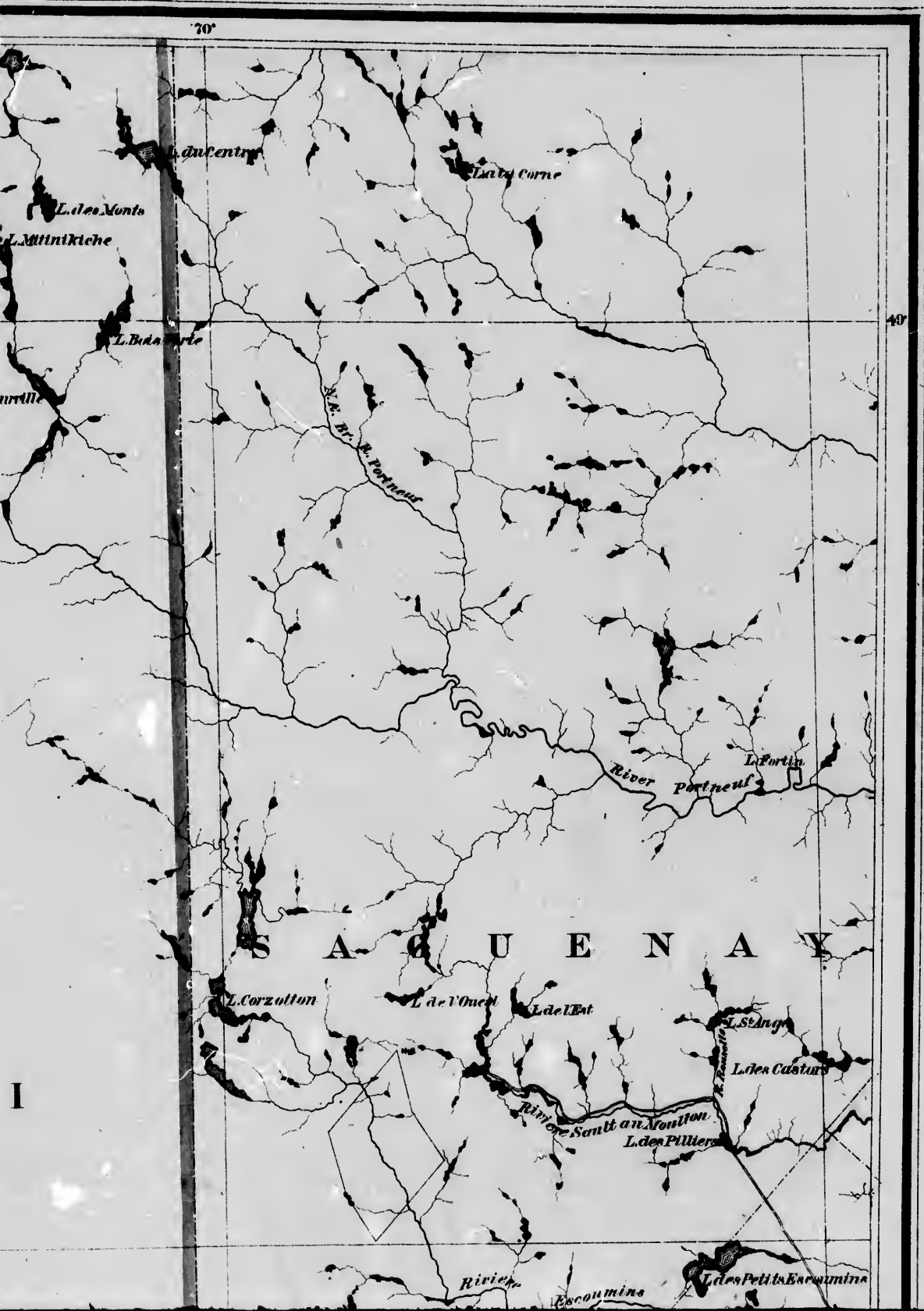
15 20 25 30 35 40 Miles

Scale. Six Miles to an Inch.



EAU
T I M I





70°

40°

S A G U E N A Y

L. du Centre

L. de la Corne

L. des Monts

L. Mitnikiche

L. de la Rivière

R. de la Rivière
R. Portneuf

L. Fortin

River Portneuf

L. Corzutton

L. de l'Ouest

L. de l'Est

L. de la Grande

L. des Castors

Rivière Saguenay

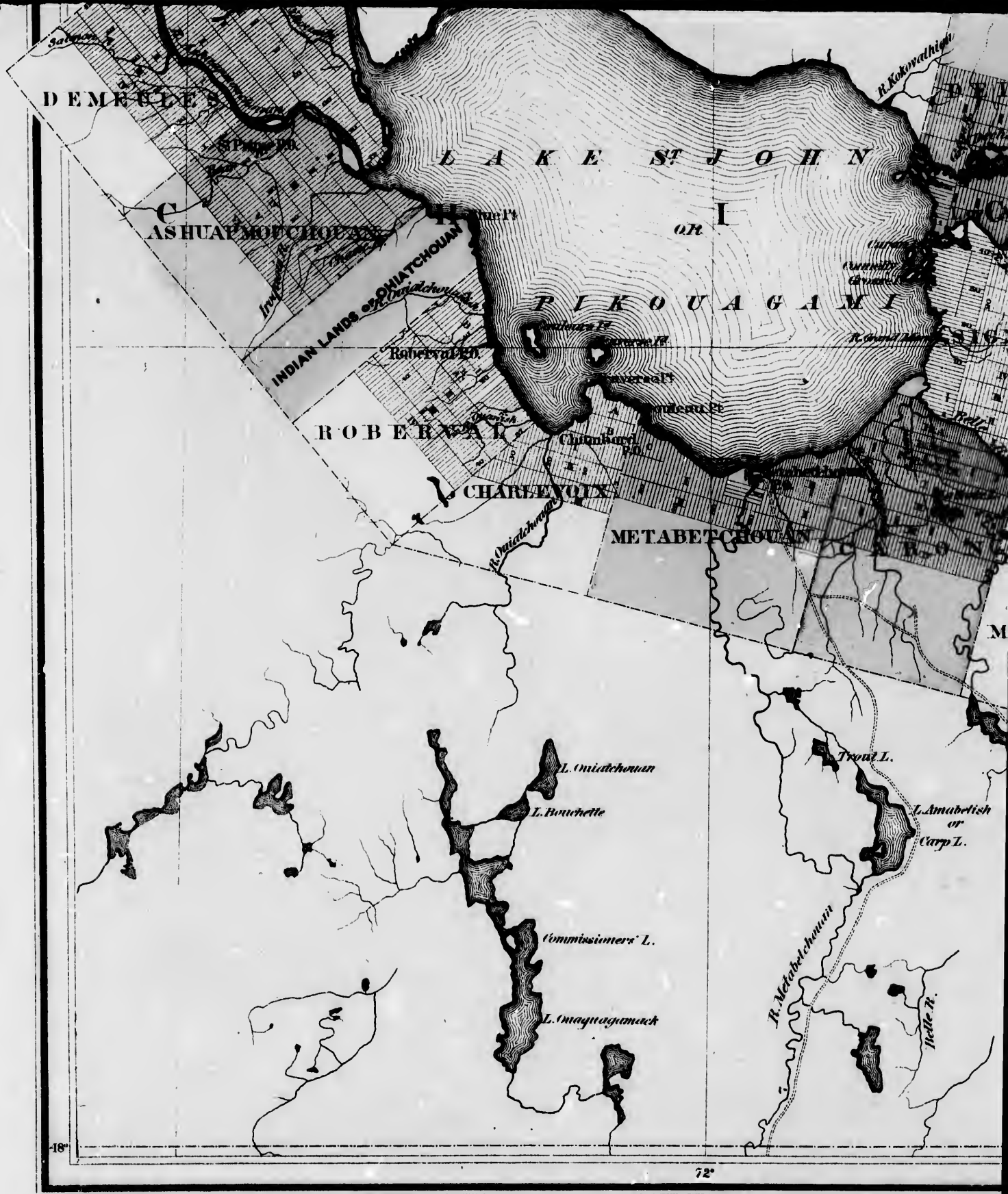
L. des Piliers

Rivière

Escoumins

L. des Petits Escoumins

I



DEMRUELS

L A K E S T J O H N

ASHUAPMOUCHOUAN

INDIAN LANDS OF ONIATCHOUAN

ROBERVAL EN

CHARLEVOIX

METABETCHOUAN

PIKOUAGAMI

L. Oniatchouan

L. Bouchette

Commissioners' L.

L. Onaquagamack

L. Trout

L. Amabelfish or Carp L.

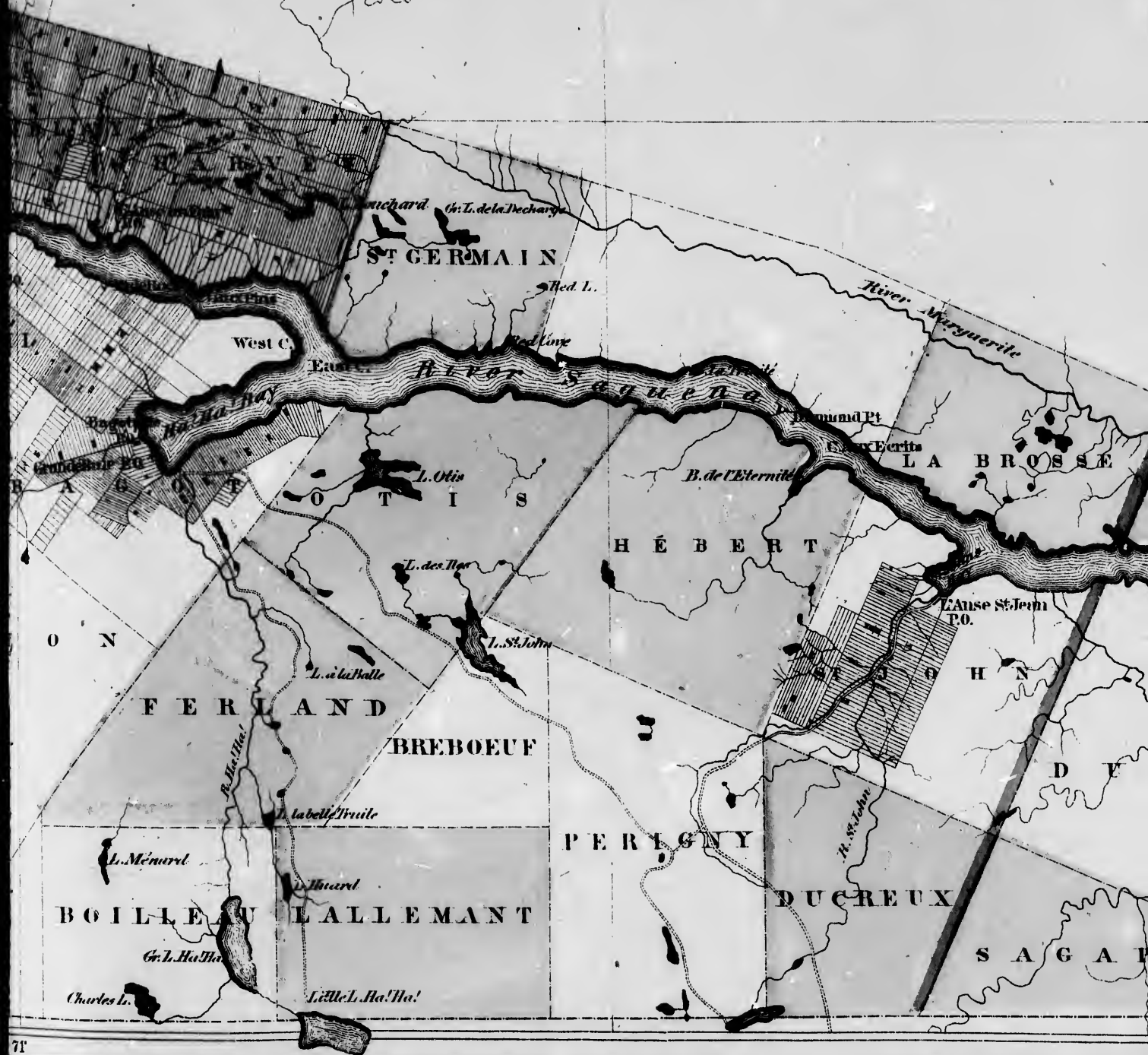
R. Metabetchouan

R. Belle

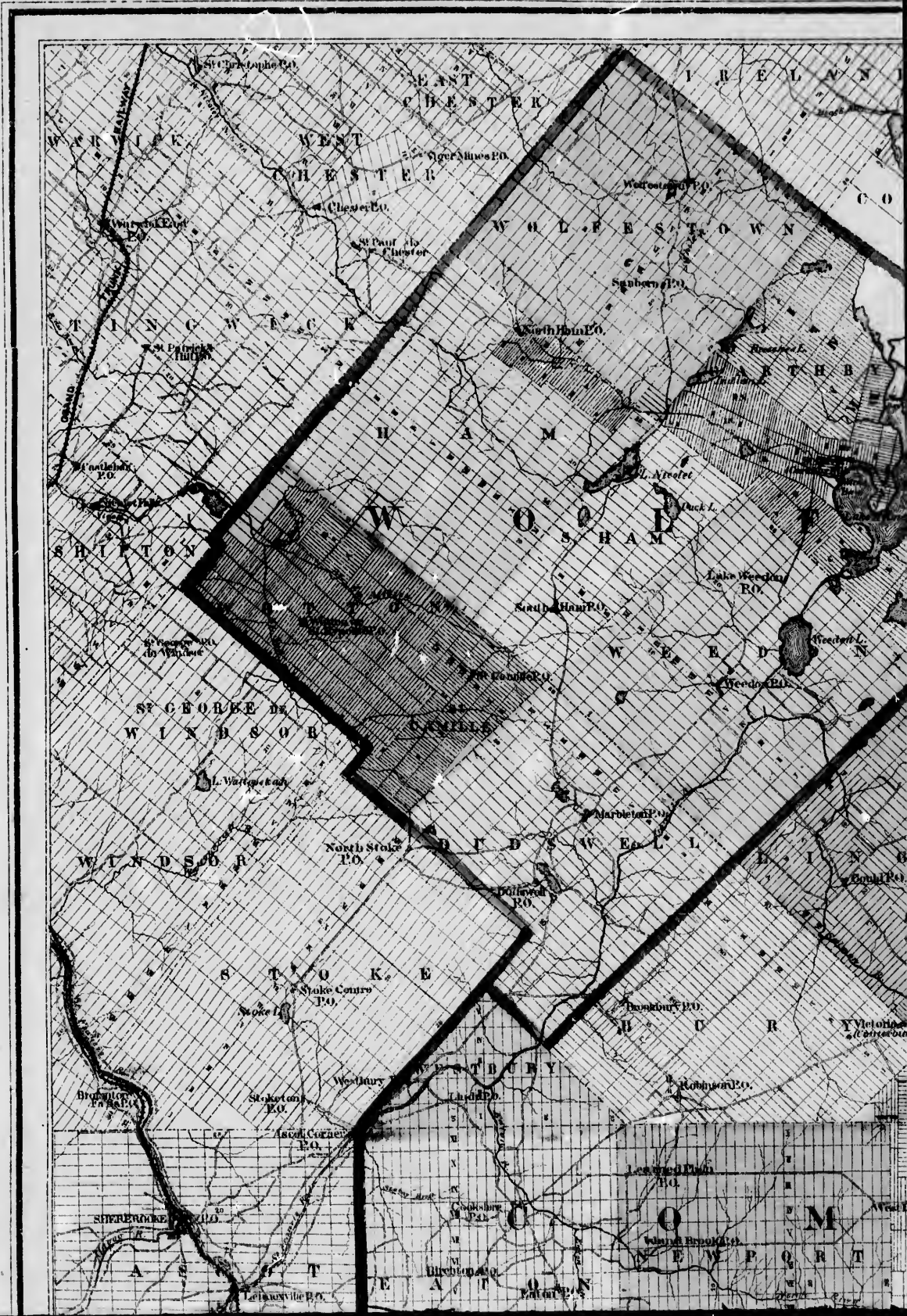
18°

72°

E A U
T I M I





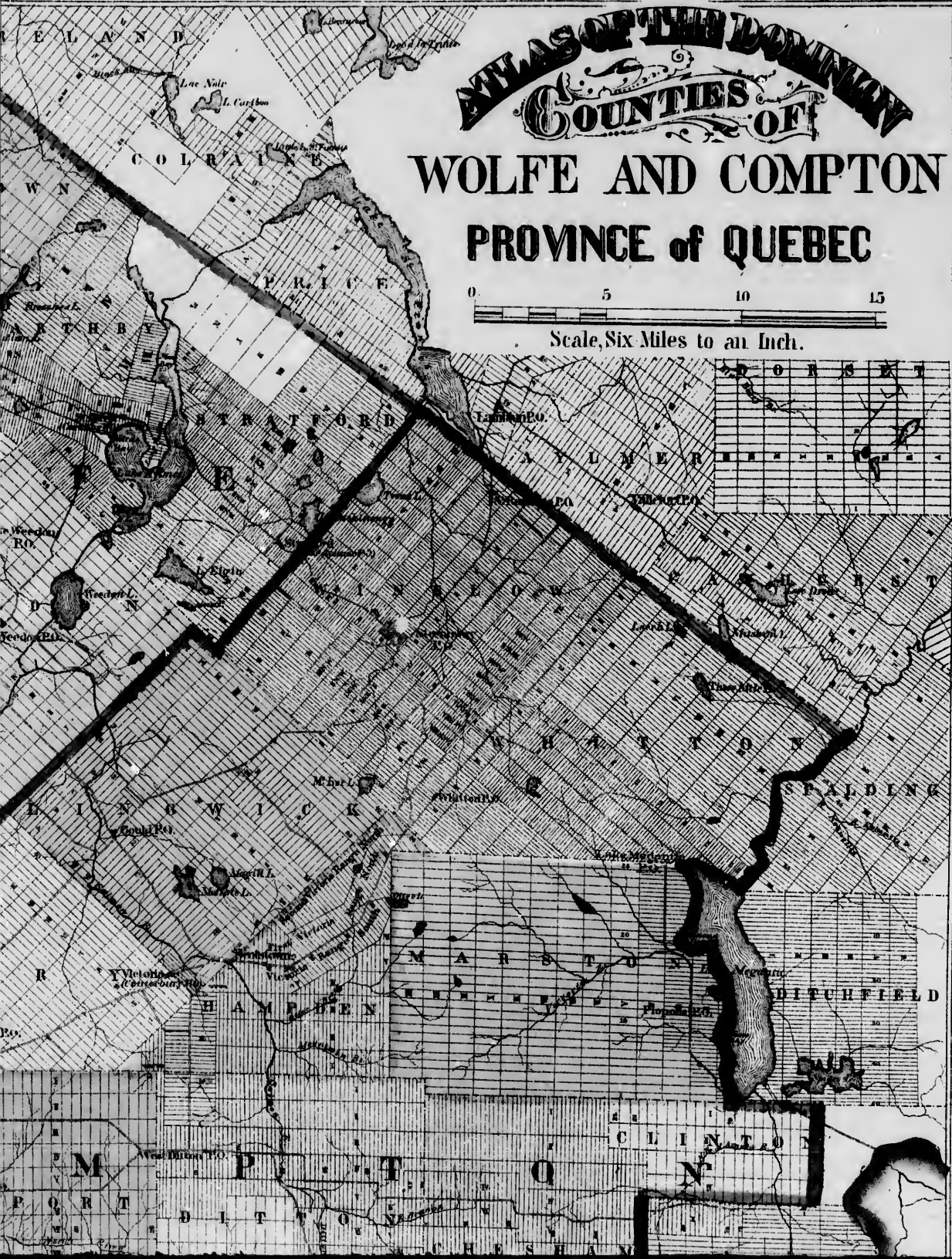


ATLAS OF THE DOMINION COUNTIES OF

WOLFE AND COMPTON PROVINCE of QUEBEC



Scale, Six Miles to an Inch.



71°00'

46°
30'





DRAWN BY H.S. PACKARD.



ANDROSCOGGIN
KENNEBEC
YORK
CUMBERLAND
SAGadahoc
LINCOLN
HANCOCK
WASHINGTON

MARSHTON
DITCHFIELD

MOUNTAIN
CLINTON
CHESHAM
WOBBURN

SENECA
BRITTON

LAND

NEW
BURG

MAINE

AMSHIRE

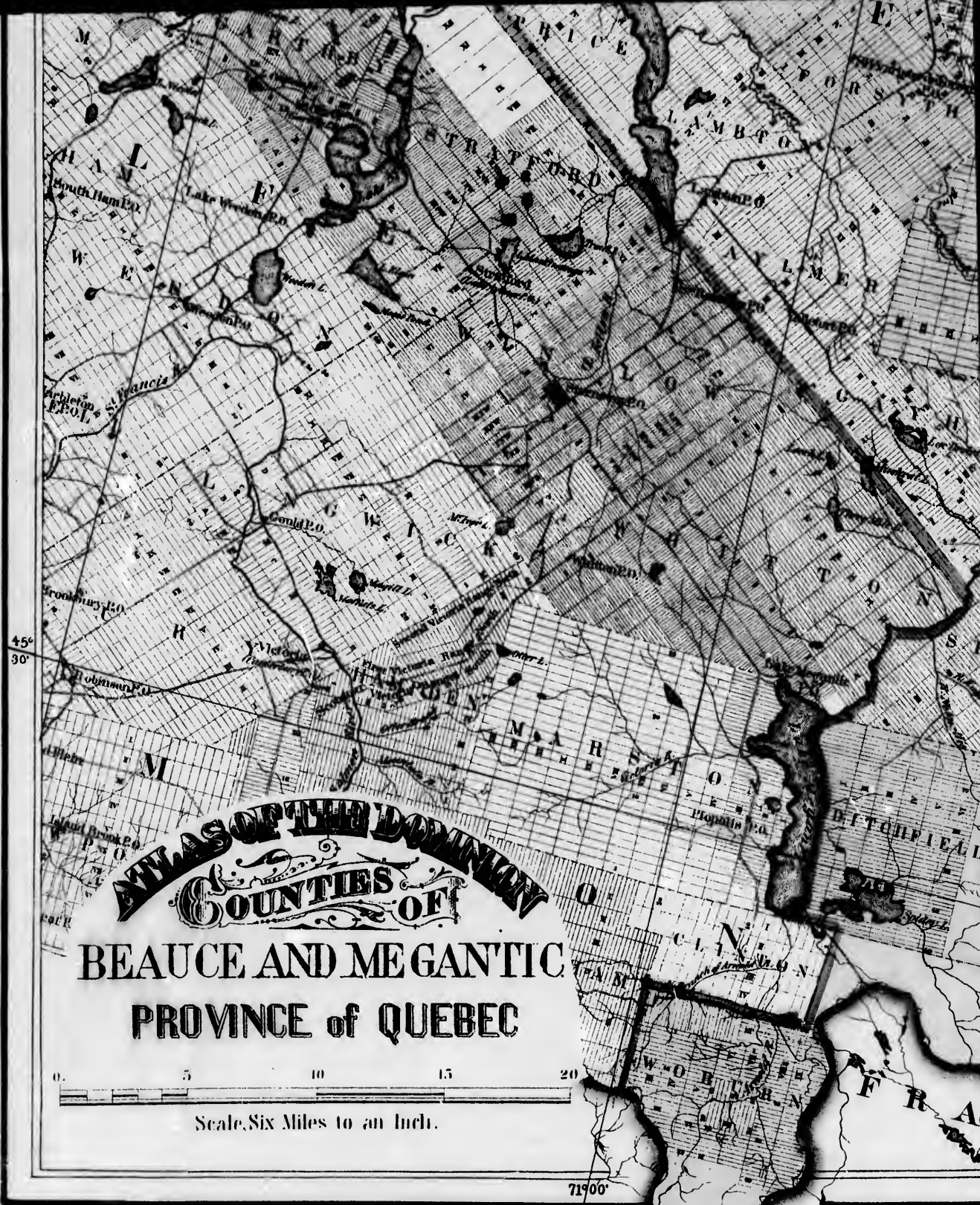
CONTOURD

CHARLESWILLE

ACADEMY GRANTS

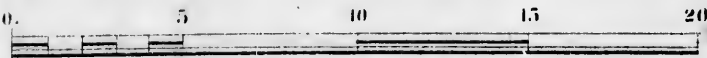
THISTOWN

Small text at the bottom of the map, likely a scale or legend.



ATLAS OF THE DOMINION
COUNTIES OF

BEAUCE AND MEGANTIC
PROVINCE of QUEBEC



Scale, Six Miles to an Inch.

71°00'



FRANKLIN
SPALDING
MAINE

FRANKLIN
SPALDING
MAINE

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MAINE

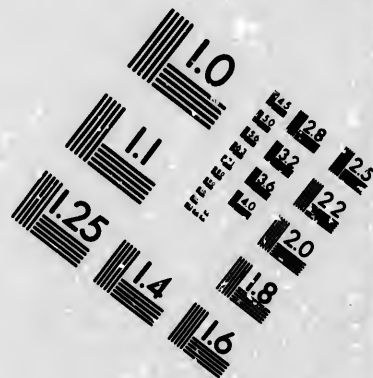
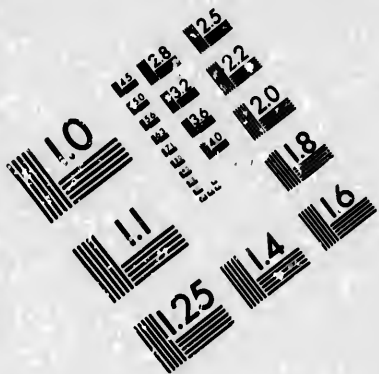
FRANKLIN
SPALDING
MAINE

FRANKLIN
SPALDING
MAINE

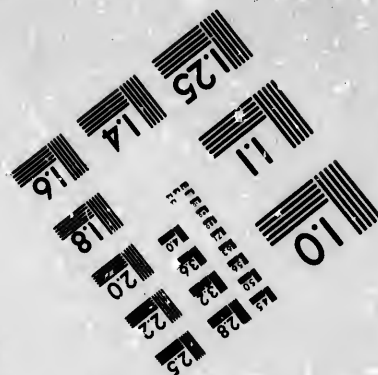
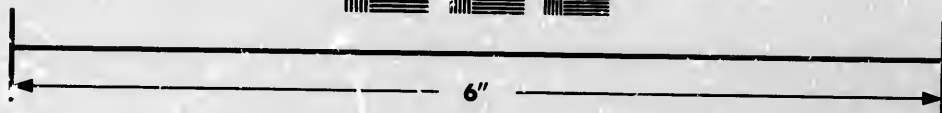
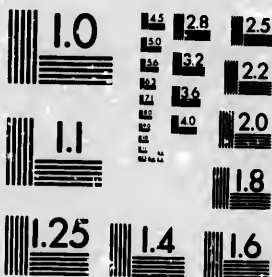
70°30'

45°
30'





**IMAGE EVALUATION
TEST TARGET (MT-3)**

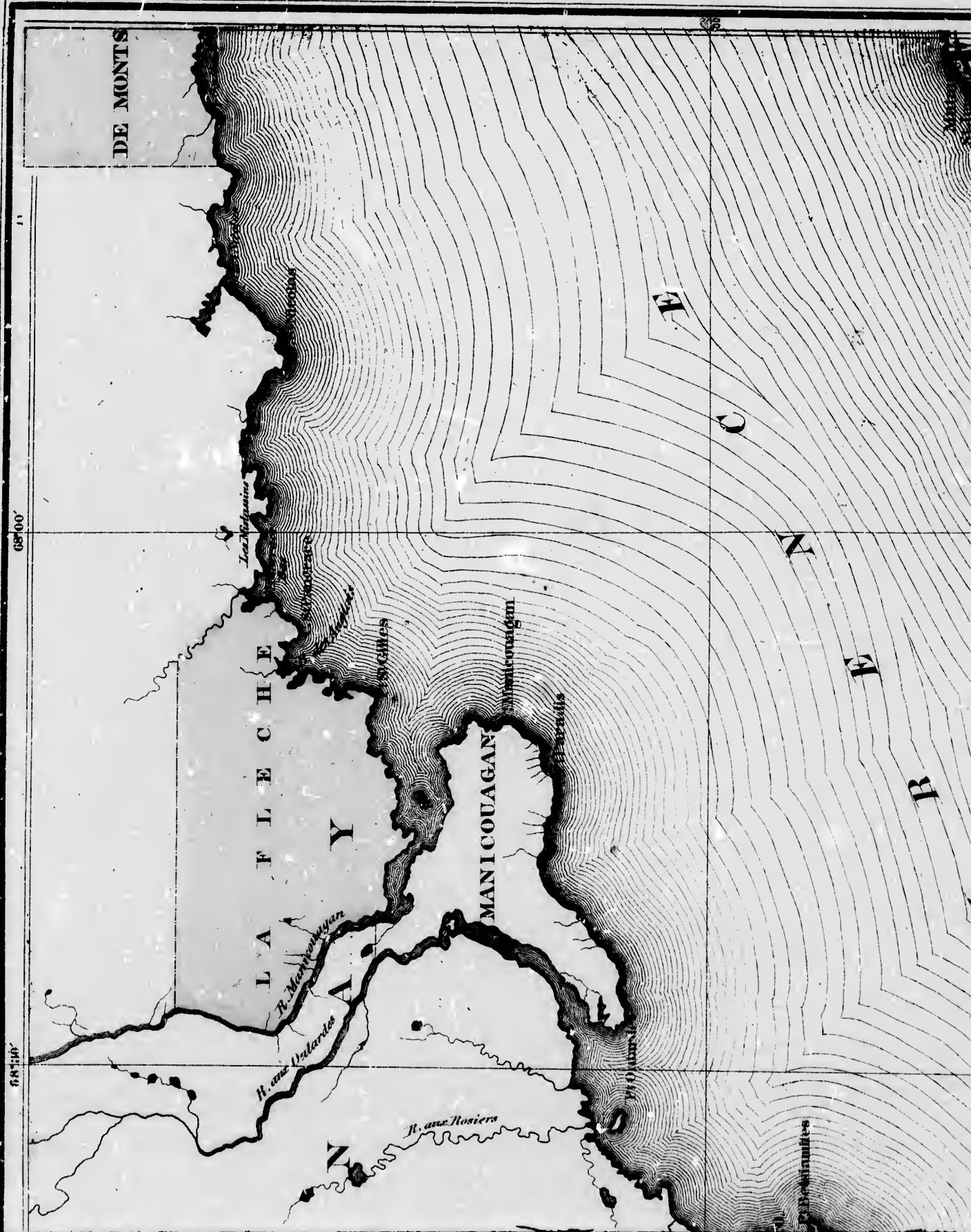


**Photographic
Sciences
Corporation**

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WEBSTER, N. Y. 14580
(716) 872-4503

18
20
22
25
28
32
36
40

01



DE MONTS

68°00'

68°10'

L A F L E C H E

Y

M A N I C O U A G A N

E

C

N

E

R

La Riviere

La Riviere

La Riviere

La Riviere

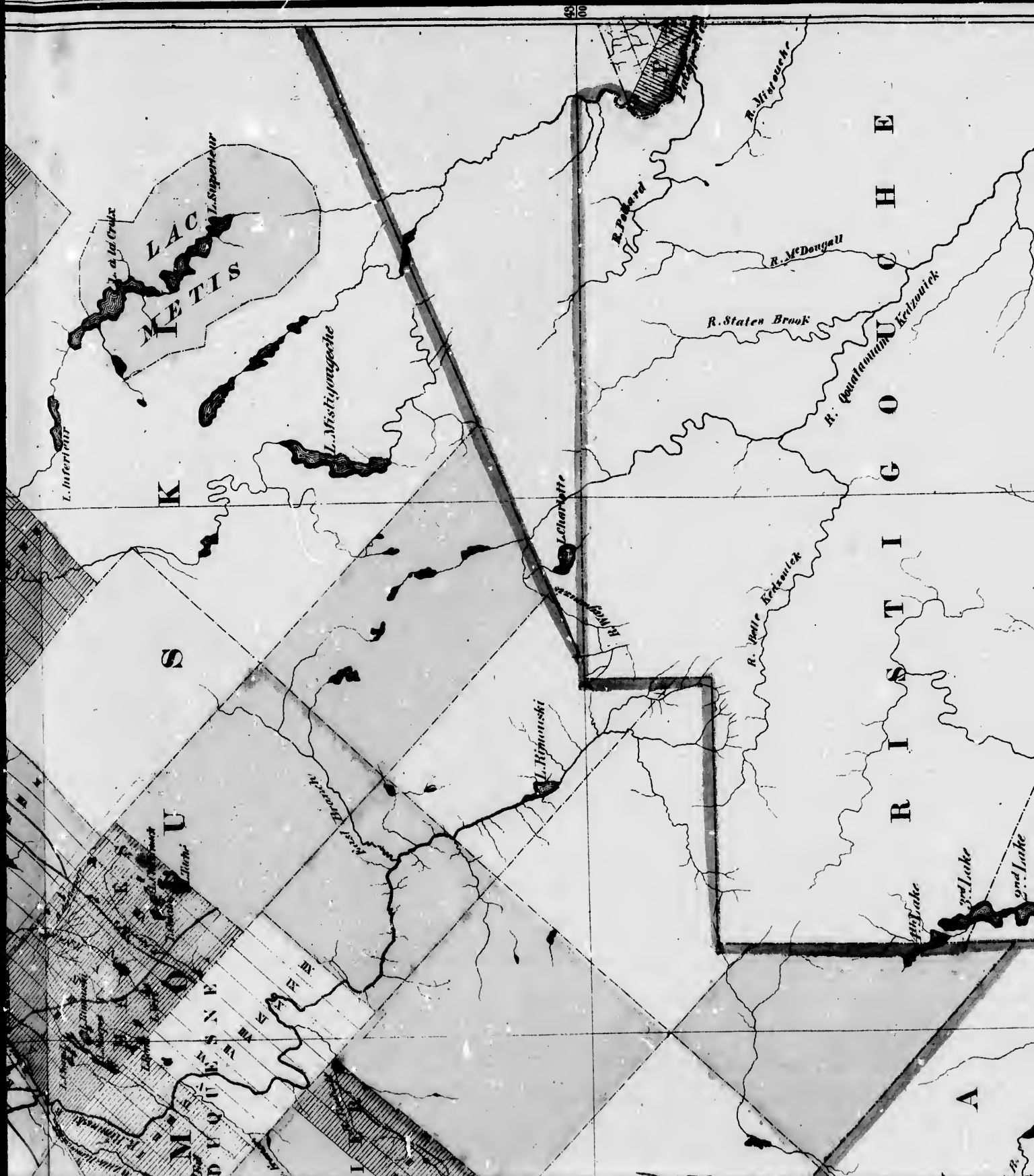
La Riviere

R. aux Oulardes

R. aux Rosiers

La Riviere





LAC
METIS

L. de la Croix

L. Supérieur

L. Mistiguageche

L. Inférieur

K

S

U

O

N

E

R

E

L. Riponiski

L. Chantette

R. Pokard

R. Milwaukee

R. McDougall

R. States Brook

R. Ojibwa
Keweenaw

R. Spelle
Keweenaw

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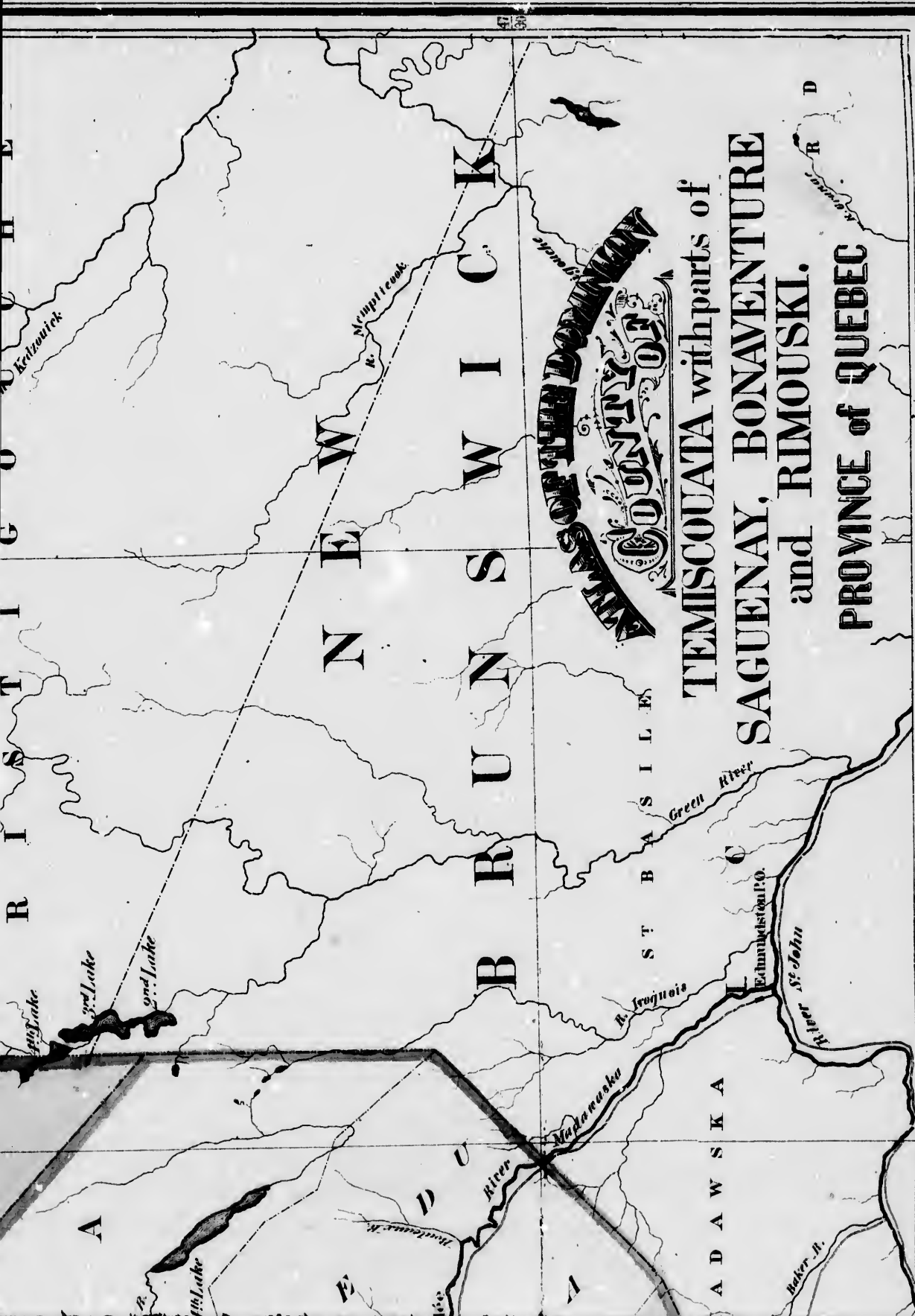
A

1st Lake

2nd Lake

3rd Lake

49

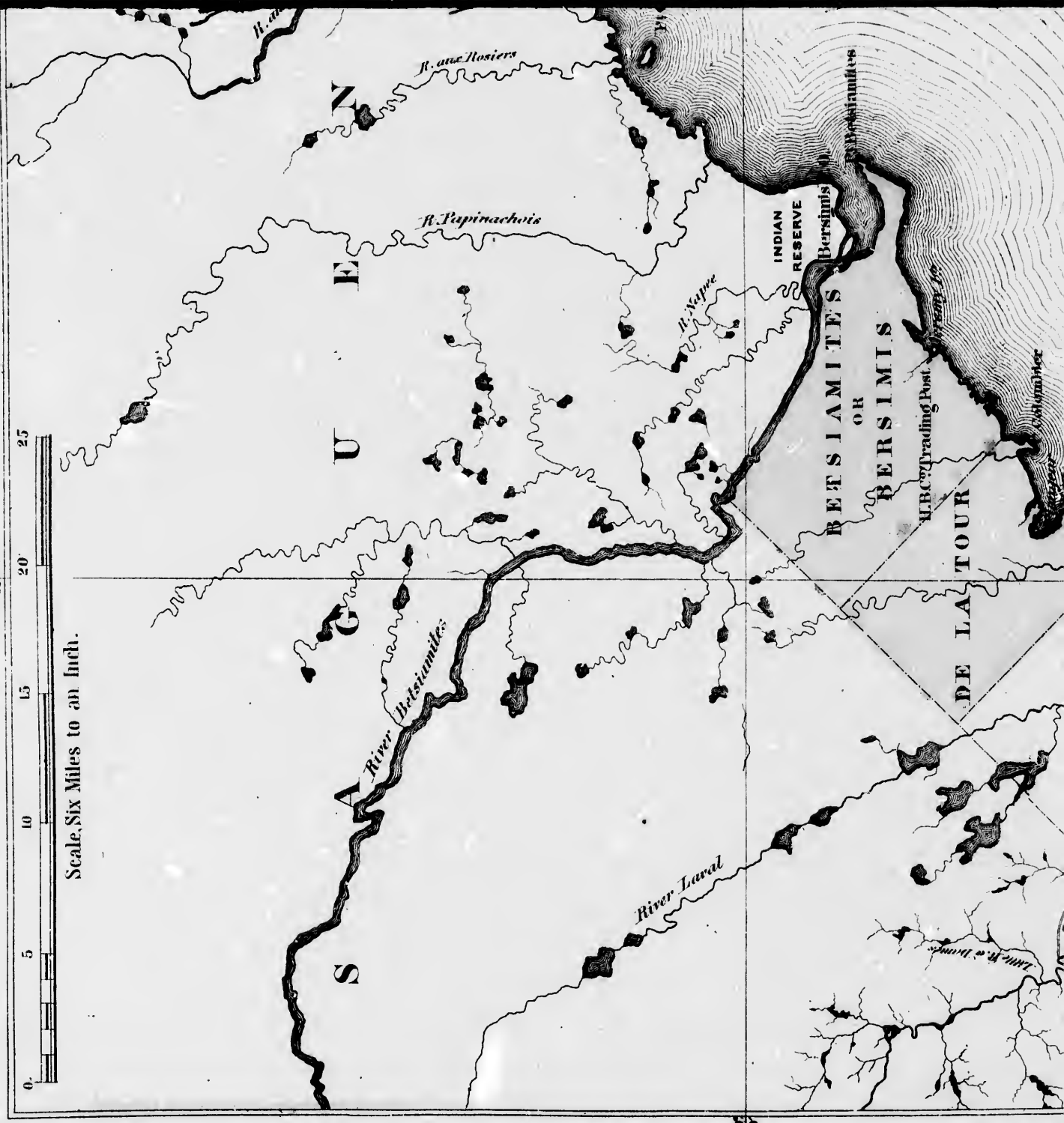


68° 00'

63° 00'



Scale, Six Miles to an Inch.



67° 00'



H.B.C. Trading Post

DE LA TOUR

LA PÉRA

Pointe-au-Loup

P. DE LA GRANDE PÊCHE

MILLE VACHES
Portneuf

MILLE VACHES

MILLE VACHES

MILLE VACHES

MILLE VACHES

MILLE VACHES

MILLE VACHES

MILLE VACHES

MILLE VACHES

MILLE VACHES

H.B.C. Trading Post

H.B.C. Trading Post

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H.B.C. Trading Post

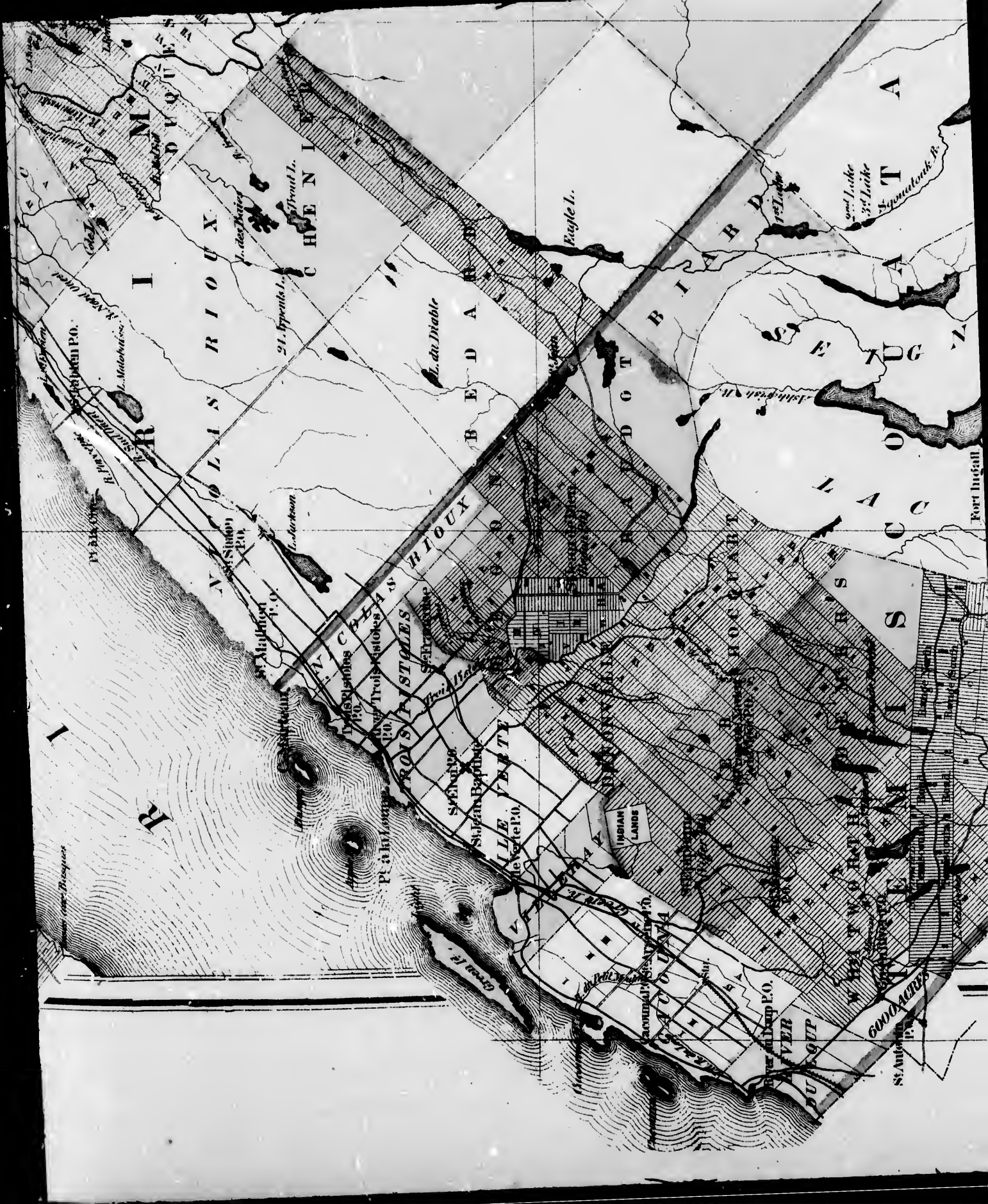
H.B.C. Trading Post

H.B.C. Trading Post

H.B.C. Trading Post

H.B.C. Trading Post

H.B.C. Trading Post



MISSISSIPPI RIVER

NEW ORLEANS

CHENIERE

ST. CHARLES PARISH

ST. LOUIS PARISH

ST. PETERS PARISH

ST. MICHAEL'S PARISH

ST. JAMES PARISH

ST. JOHN'S PARISH

6000 FEET

Fort Ingall

LAURENS

ROUX

ST. MICHAEL'S P.O.

ST. LOUIS P.O.

ST. PETERS P.O.

ST. MICHAEL'S P.O.

ST. JOHN'S P.O.

ST. JAMES P.O.

ST. CHARLES P.O.

ST. ANDREW'S P.O.

ST. ANNE'S P.O.

ST. MARTIN'S P.O.

ST. TERESA'S P.O.

ST. CATHERINE'S P.O.

ST. ANNE'S P.O.

ST. CHARLES P.O.

ST. JAMES P.O.

ST. JOHN'S P.O.

ST. MICHAEL'S P.O.

ST. LOUIS P.O.

ST. PETERS P.O.

LAURENS

ROUX

ST. MICHAEL'S P.O.

ST. LOUIS P.O.

ST. PETERS P.O.

ST. MICHAEL'S P.O.

ST. JOHN'S P.O.

ST. JAMES P.O.

ST. CHARLES P.O.

ST. ANDREW'S P.O.

ST. ANNE'S P.O.

ST. MARTIN'S P.O.

ST. TERESA'S P.O.

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ST. LOUIS P.O.

ST. PETERS P.O.

LAURENS

ROUX

ST. MICHAEL'S P.O.

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ST. MARTIN'S P.O.

ST. TERESA'S P.O.

ST. CATHERINE'S P.O.

ST. ANNE'S P.O.

ST. CHARLES P.O.

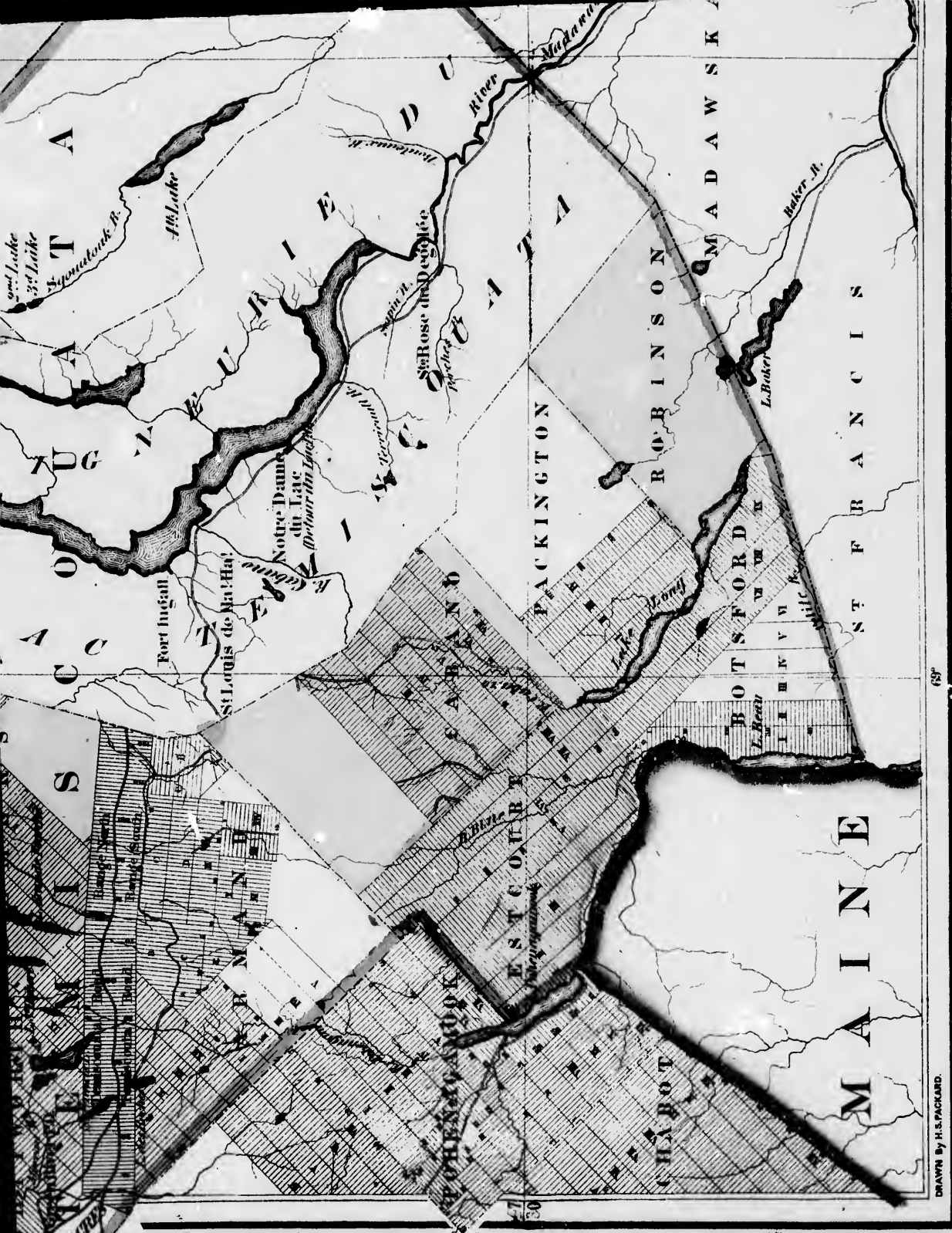
ST. JAMES P.O.

ST. JOHN'S P.O.

ST. MICHAEL'S P.O.

ST. LOUIS P.O.

ST. PETERS P.O.



68°

DRAWN BY H.S. PACKARD.

PLAN OF KINGSTON, Frontenac County, ONTARIO.

*Reduced by permission from the Map
by John C. Innes City Engineer
Scale 64 rods to an Inch*

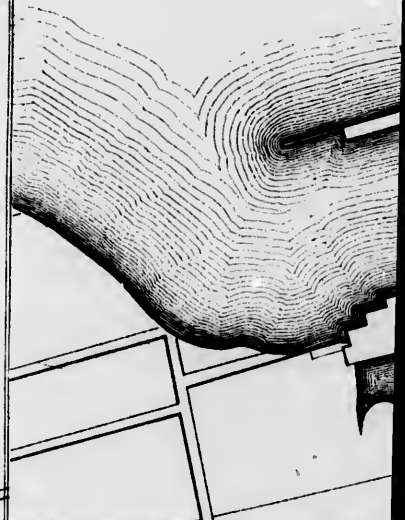




ATRAQUI RIVER

PLAN

OF THE



THE HISTORY OF QUEBEC

FROM A DRAWING BY

PAUL COUSIN

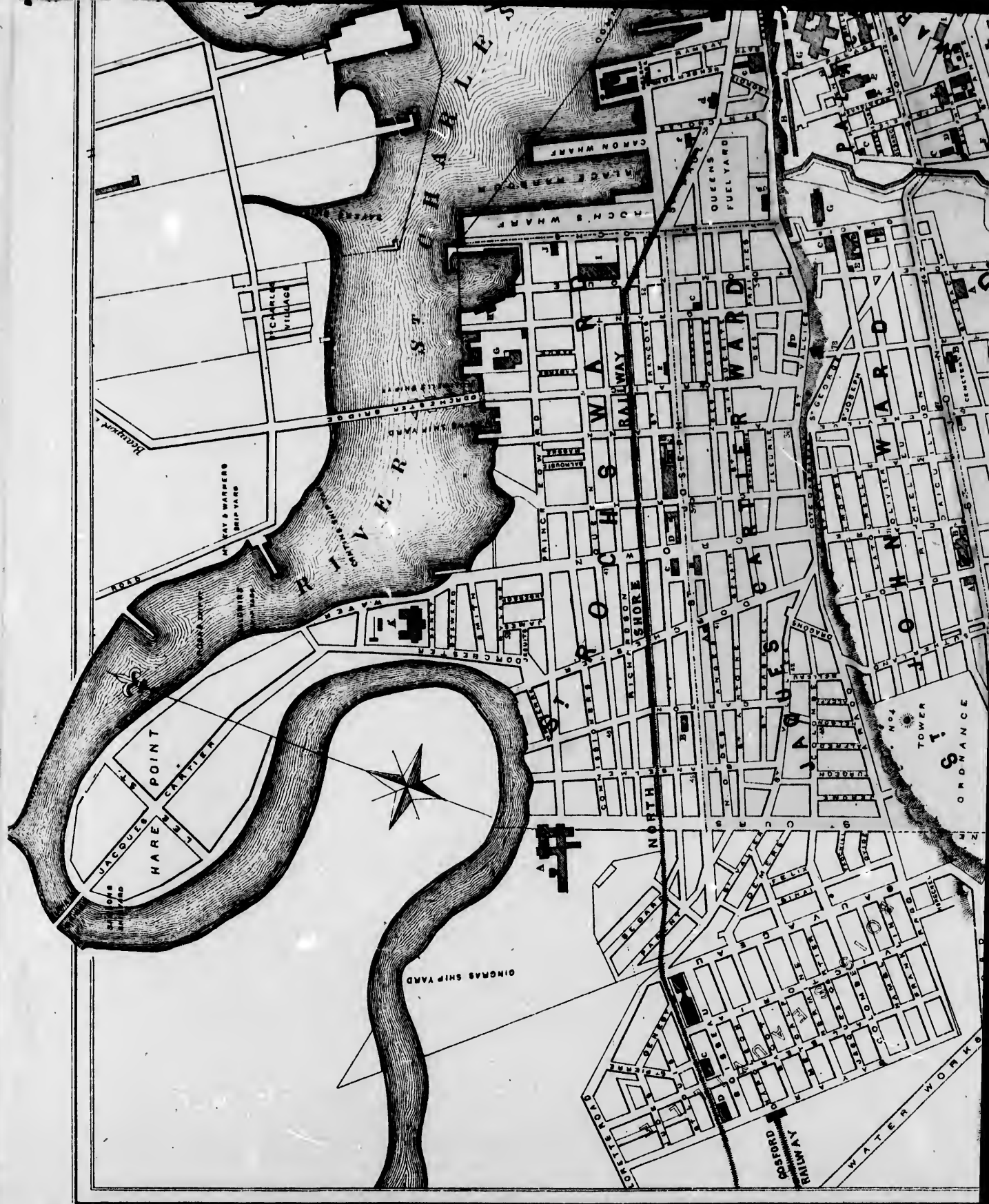
1874

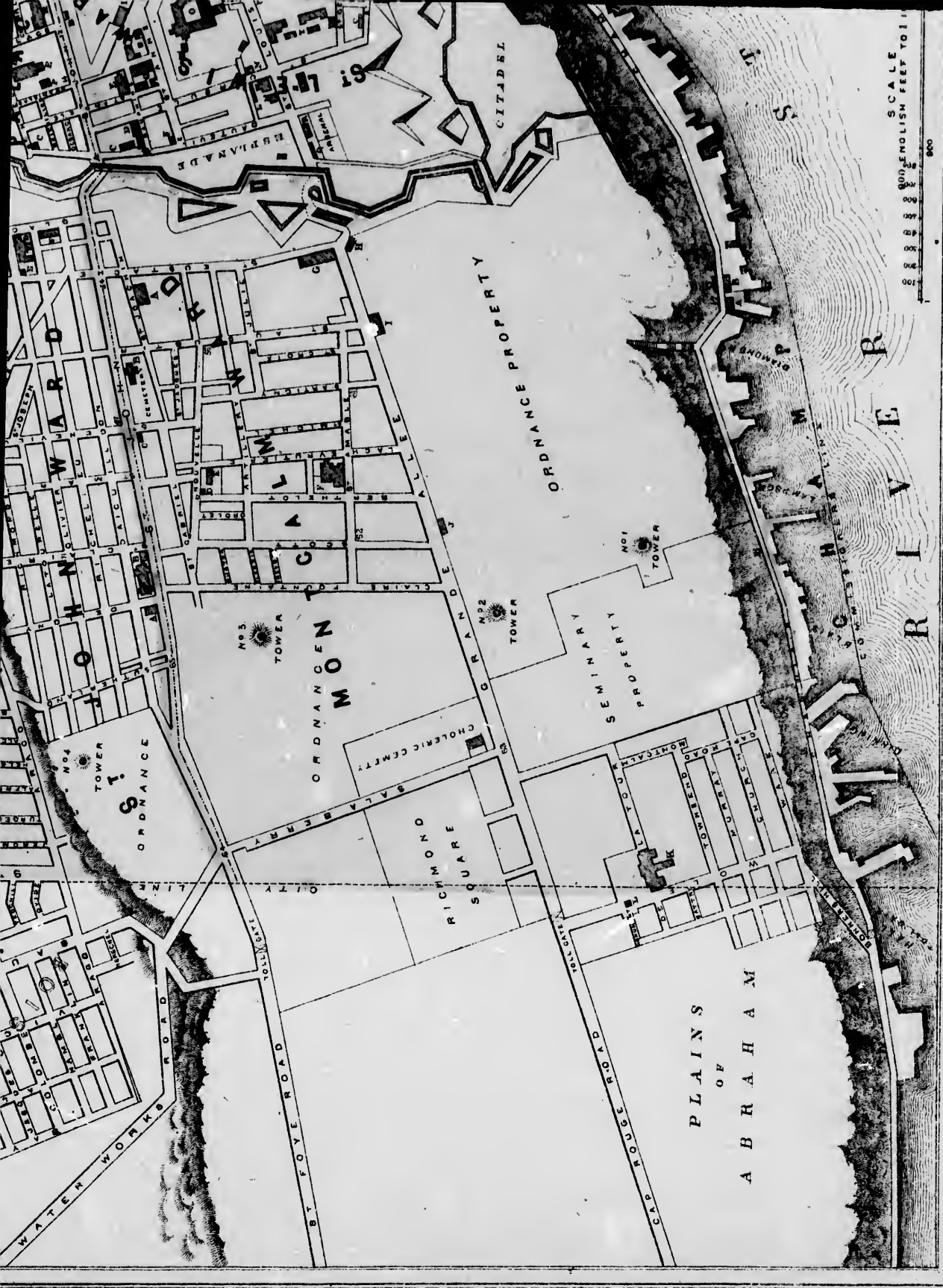


REFERENCES

- | | |
|--|---|
| PALACE WARD | ST LEWIS WARD |
| A Palace Gate | A John Gate |
| B Arsenal & Artillery Barracks | B Notre Dame Savings Bank |
| C Baptist Church | C National School English |
| D Trinity Chapel | D Congregational Chapel (R.C.) |
| E St Patrick's Church (R.C.) | E Wesleyan Church |
| F Congregational Ch. (Prots ^s) | F Stadacona Club |
| G Hotel Dieu Convent | G Morrin College |
| H Russell Hotel | H St Andrews Church and School |
| I Temperance Hall | I Temporary Post Office |
| J Medical College | J Lower Barracks |
| K Laval University | K Upper Town, Works, & Hall |
| L Observatory | L Fire Brigade Station 341 |
| M Metropolitan Catholic Ch. | M City Corporation & Receiver Genl. |
| N Bishops' Palaces | N Provincial Police Head |
| O Parliament House & Offices | O Quarters No. 1 Station |
| P of Agriculture and Public | P Pavilion, Convent |
| Works Department | P Militia Office |
| Hope Gate | Q Royal Engineers (Cher) |
| Prospect Gate | R Offices of Lt Governor of the |
| | R Executive Council of the General |
| | R Intendance of the Provincial |
| | R Registrar |
| ST PETER WARD | S Chalmers Church |
| A Notre Dame Church | T Officers Barracks of Mil ^y Hosp ^l |

- ST JOHNS WARD.**
- A Christian Brothers School
 - B St. John's Church
 - C Jeffrey Hale Hospital
 - D Grey Sisters Asylum
 - E Quebec Dispensary
 - F Christian Brothers Convent
 - G Artillery Mess





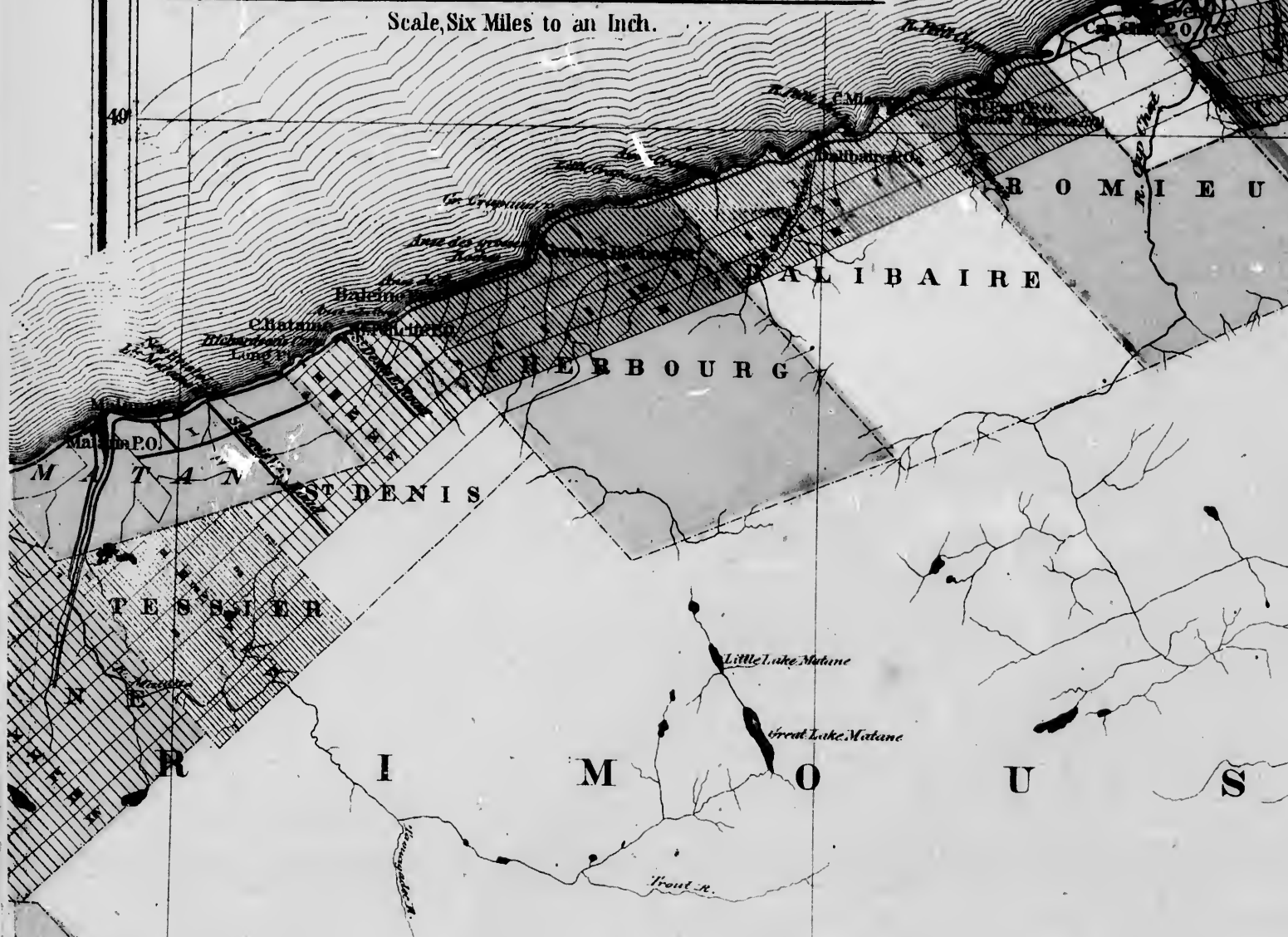
SCALE
1000 ENGLISH FEET TO 1
100 200 300 400 500 600 700 800 900 1000

BY THE OFFICE OF THE PROVINCIAL REGISTRAR

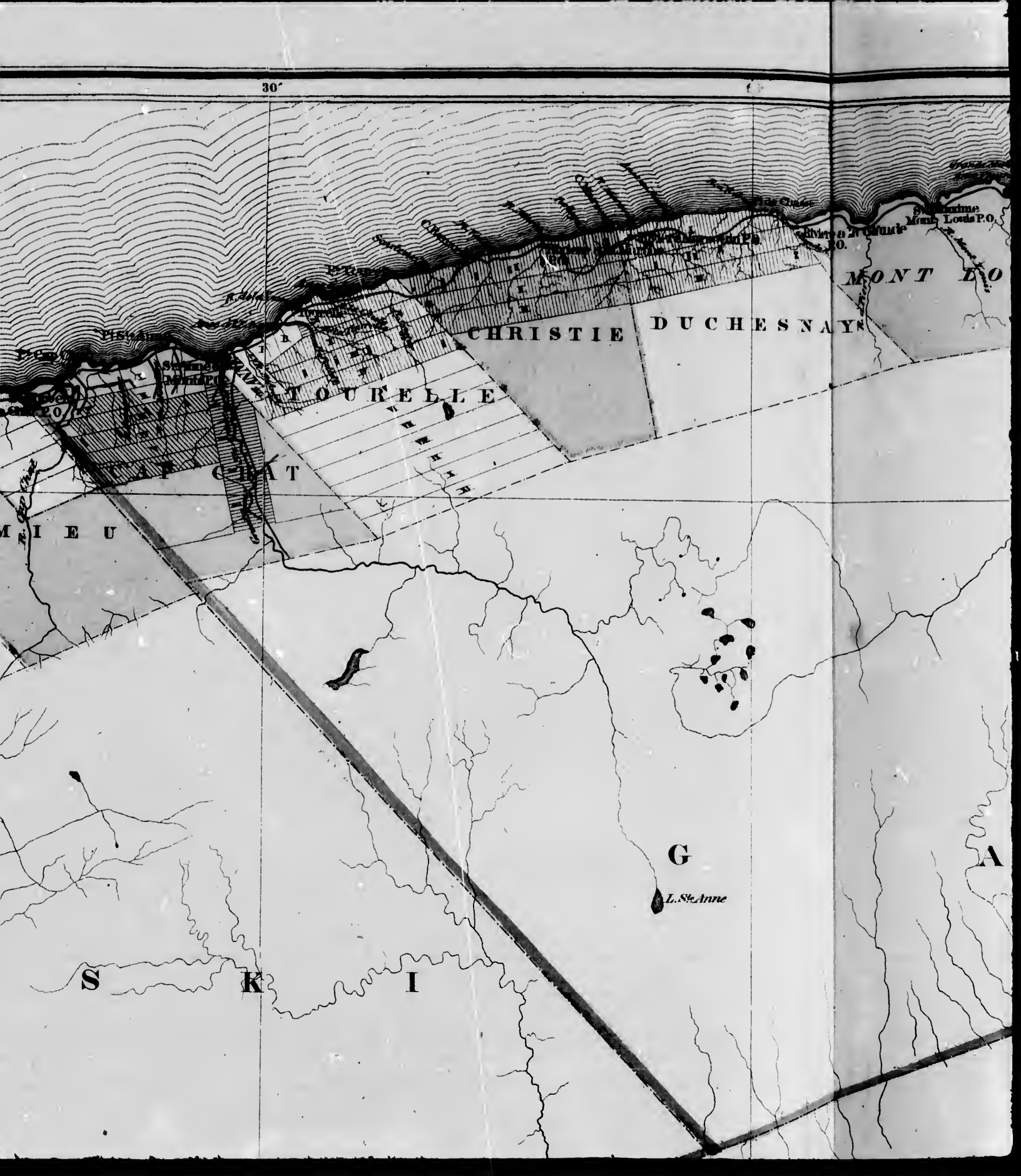
ATLAS OF THE DOMINION
COUNTY OF
GASPÉ, and parts of
BONAVENTURE and RIMOUSKI.
PROVINCE of QUEBEC



Scale, Six Miles to an Inch.



30'



MONT LO

CHRISTIE DUCHESNAY

TOURELLE

CHAT

MIEU

G

L. St. Anne

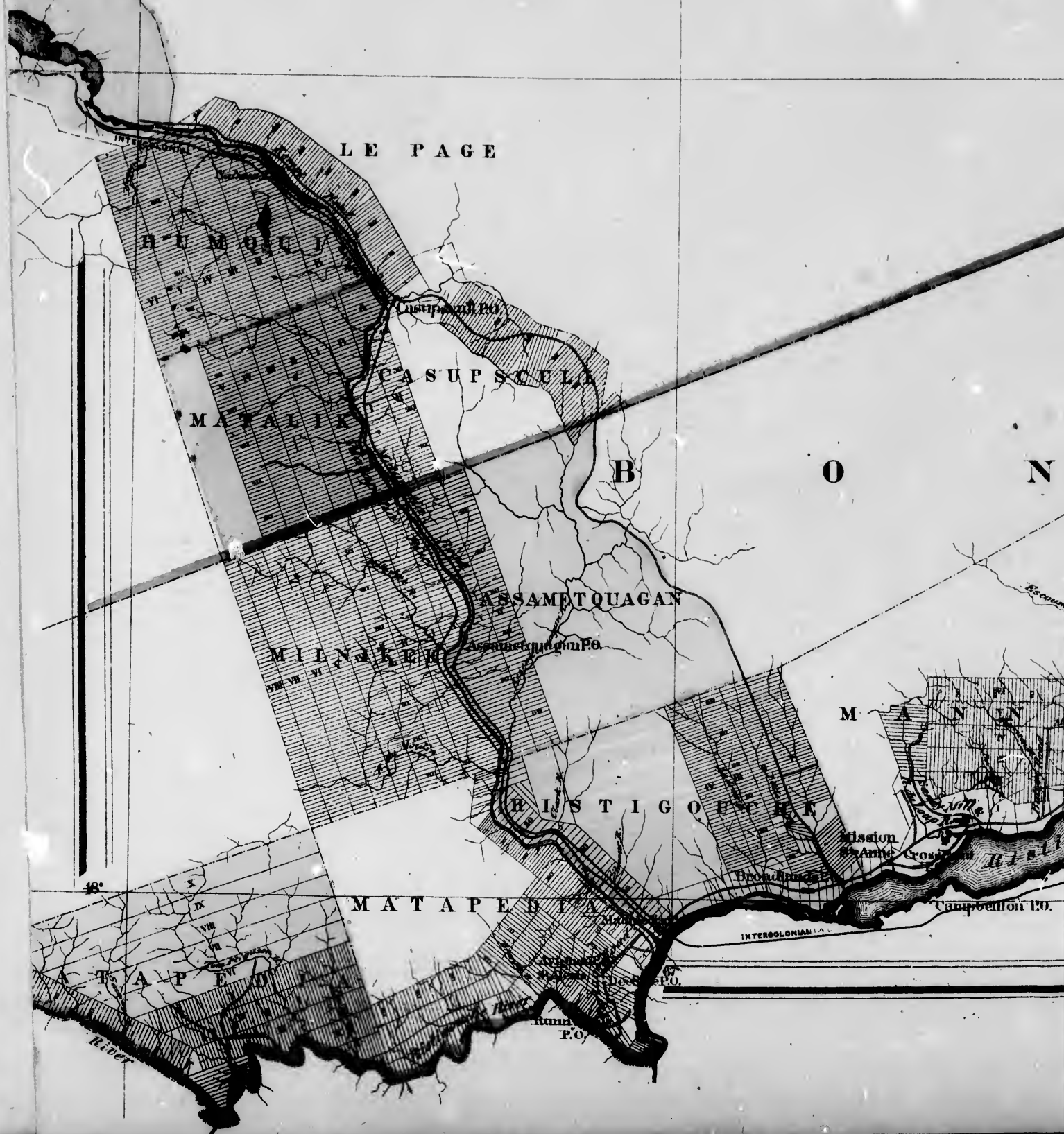
S K I

A





Front A.



LE PAGE

HUMOUJ

Cusupscell P.O.

CASUPSCULL

MATALIA

B

O

N

ASSAMETQUAGAN

MILNKEE

Assametuqagan P.O.

M A N N

RISTIGOUEN

Mission de Anne Cross

Cross

HILL

MATAPEDIA

Campbell P.O.

INTERCOLONIAL

ATAP

River

River



30'

66'



T U R

RICHMOND

HAMILTON

FORT CHAMPELAIN

U R S

B A

30'

05'

Pt. Source
Pt. Bonaventure

New Castle Pt.

Newville Pt.

Pointe St. Charles
Pt. Duple

Pointe St. Martin
Pointe St. Charles

West Pt.

Bonaventure River

Grand

Rupert River



FORTIN

RAMEAU

GRANDE RIVIERE

P A B O S

NEWPORT

P A N E L

GRAND BAY

Bonaventure

Mason Is

Longitude West from Greenwich

69° 30'

70° 10'

WEST FROM GREEK RICH.





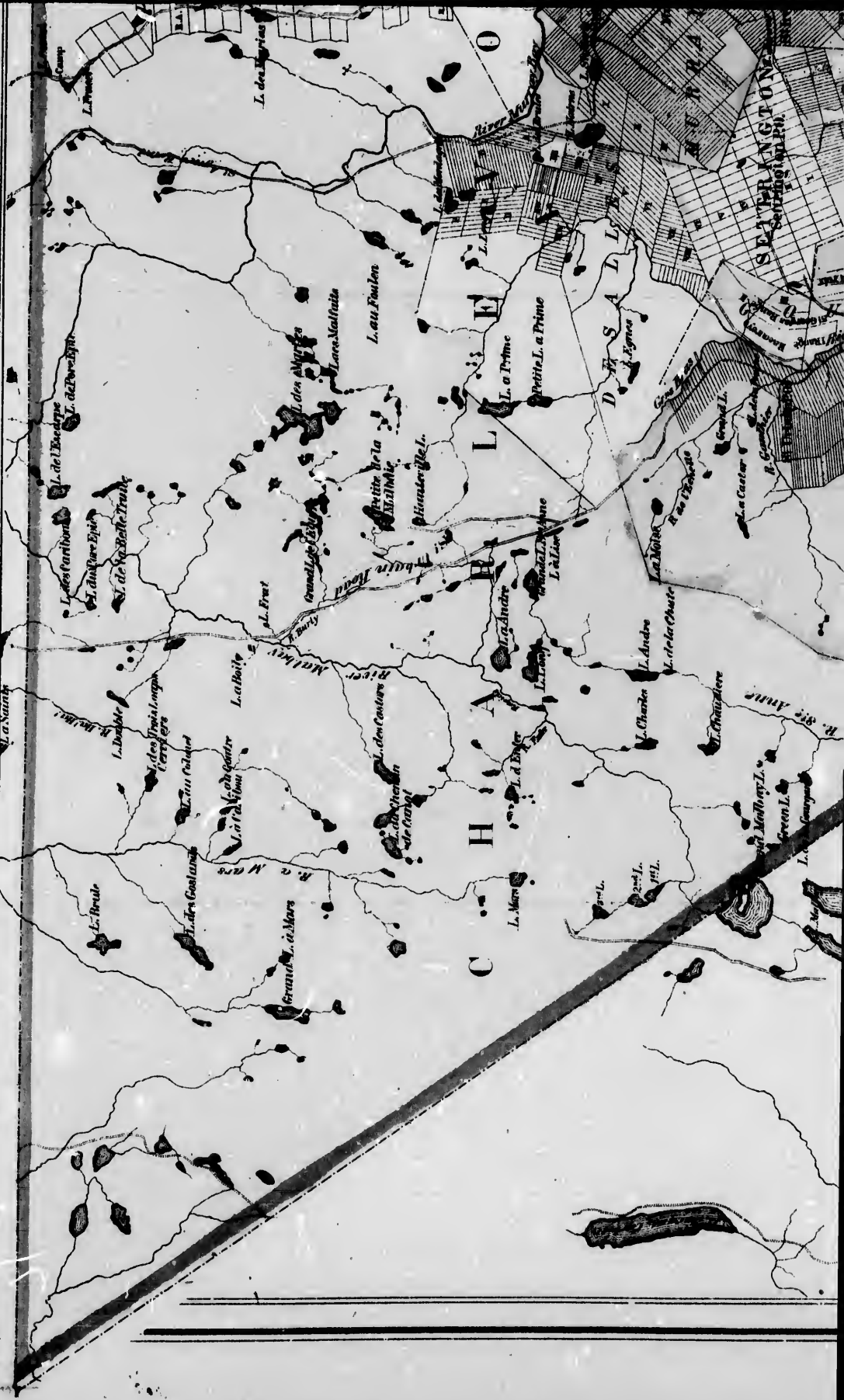
69°30'

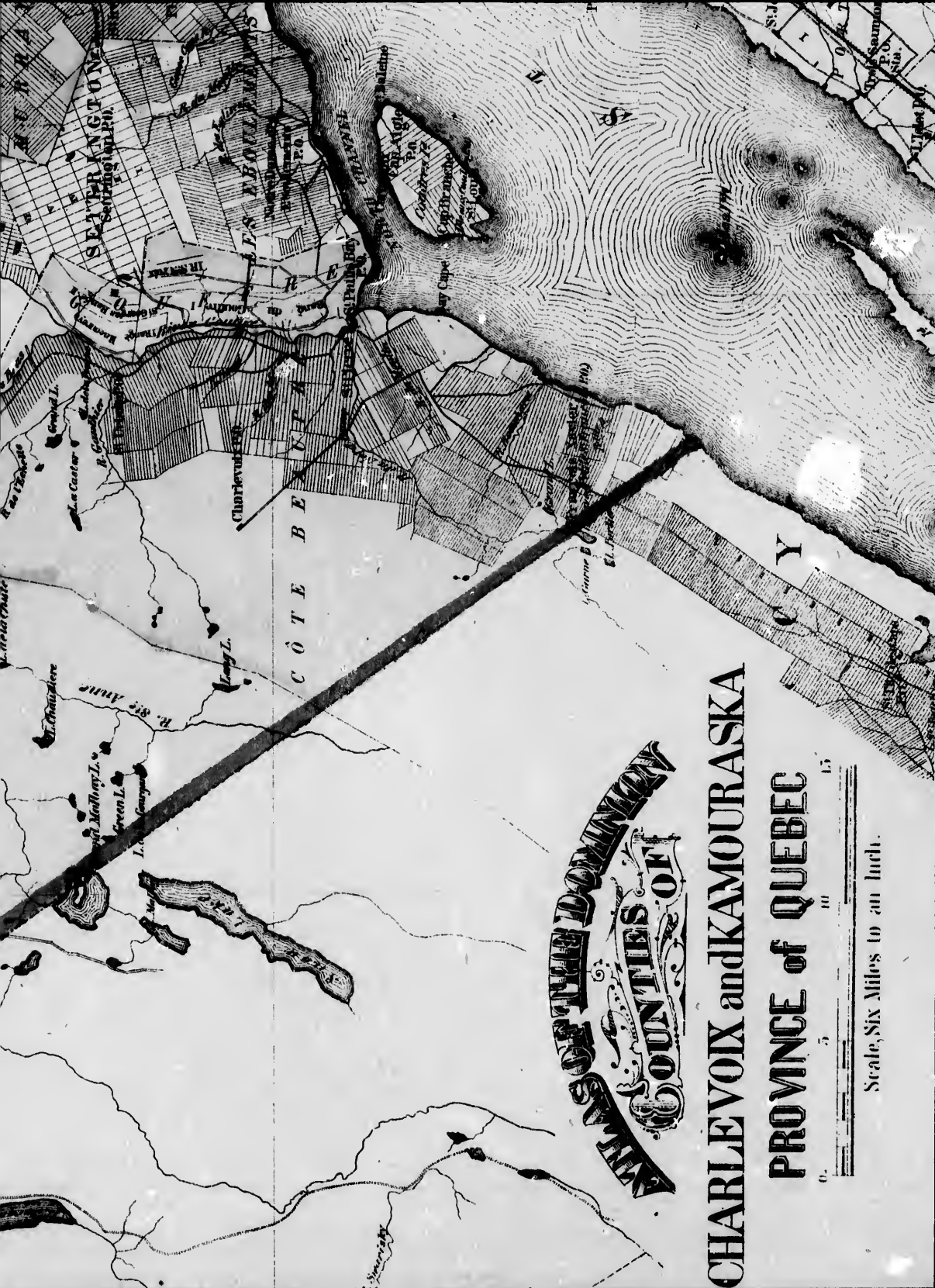
70°00'

71° 00'

70° 30'

LONGITUDE WEST FROM GREENWICH





EMERALD OF THE DOMINION
COUNTIES OF

CHARLEVOIX and KAMOURASKA

PROVINCE of QUEBEC



Scale, Six Miles to an Inch.

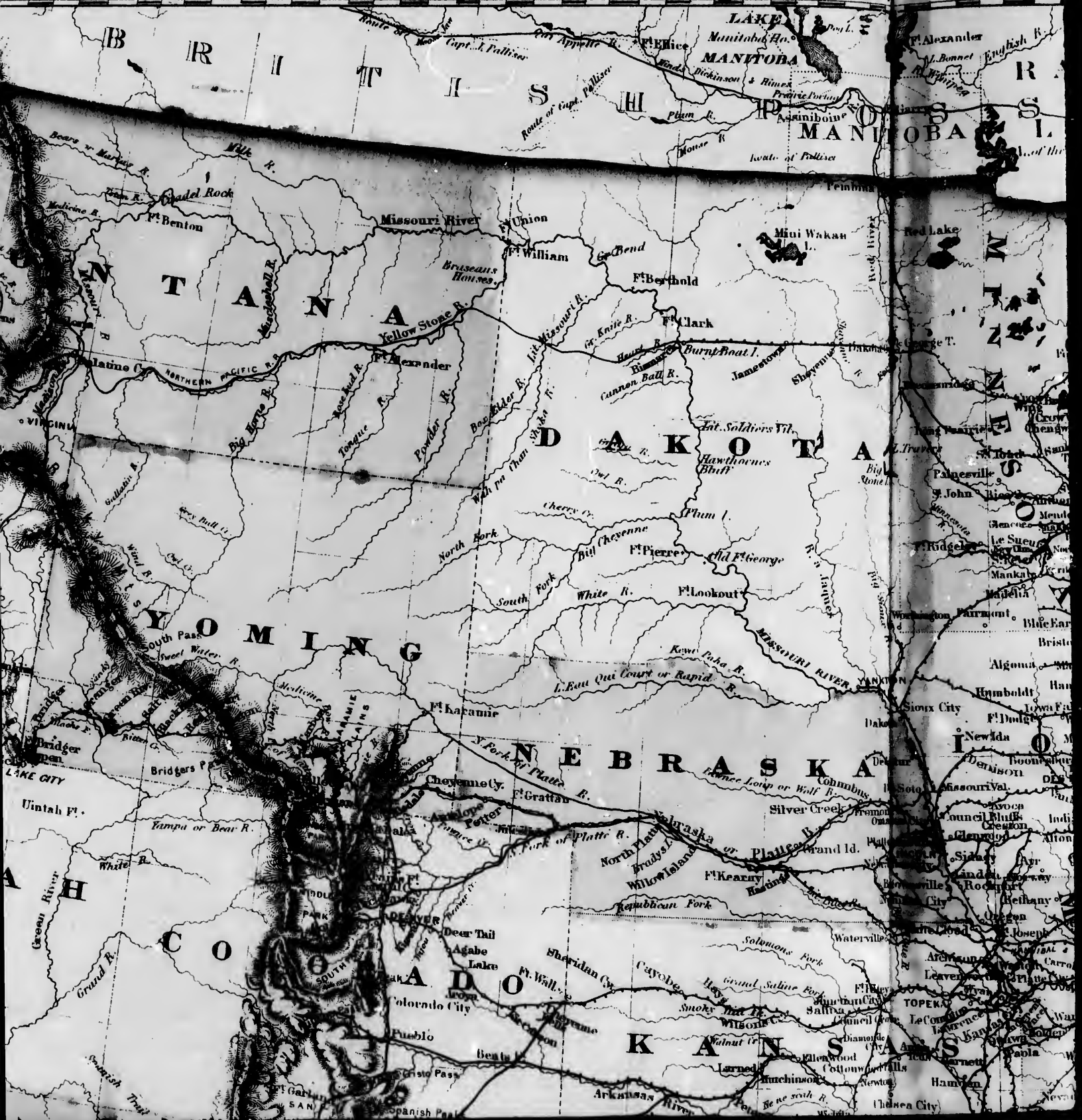
47
30

71° 00'

70° 30'







MINNESOTA

MANITOBA

MISSOURI RIVER

YONKING

DAKOTA

NEBRASKA

COLORADO

KANSAS

GREEN RIVER
GRAND R.
SOUTH PASS
BRIDGES P.
YAMPA OR BEAR R.
WHITE R.

MISSOURI R.
YELLOW STONE R.
BIG HORN R.
TONGUE R.
POWDER R.
BOZEMAN R.
SOUTH FORK
WHITE R.

MISSOURI R.
BRUCEAN HOUSES
LITTLE MISSOURI R.
KNIFE R.
HAWTHORNE BLUFF
PIERRE
LOOKOUT
GRATIAN R.

MISSOURI RIVER
SOUTH FORK OF PLATTE R.
PLATTE R.
WILLOW LANE
REPUBLICAN FORK
SHERIDAN CO.
CAYOCHA

MISSOURI RIVER
SIOUX CITY
DULUTH
COLUMBUS
SILVER CREEK
WATERTOWN
SALINA
MIBON
LARNED
MUNICHOE
NEWTON

MISSOURI RIVER
SIOUX CITY
DULUTH
COLUMBUS
SILVER CREEK
WATERTOWN
SALINA
MIBON
LARNED
MUNICHOE
NEWTON

GREEN RIVER
GRAND R.
SOUTH PASS
BRIDGES P.
YAMPA OR BEAR R.
WHITE R.

MISSOURI R.
YELLOW STONE R.
BIG HORN R.
TONGUE R.
POWDER R.
BOZEMAN R.
SOUTH FORK
WHITE R.

MISSOURI R.
BRUCEAN HOUSES
LITTLE MISSOURI R.
KNIFE R.
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PIERRE
LOOKOUT
GRATIAN R.

MISSOURI RIVER
SOUTH FORK OF PLATTE R.
PLATTE R.
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REPUBLICAN FORK
SHERIDAN CO.
CAYOCHA

MISSOURI RIVER
SIOUX CITY
DULUTH
COLUMBUS
SILVER CREEK
WATERTOWN
SALINA
MIBON
LARNED
MUNICHOE
NEWTON

MISSOURI RIVER
SIOUX CITY
DULUTH
COLUMBUS
SILVER CREEK
WATERTOWN
SALINA
MIBON
LARNED
MUNICHOE
NEWTON



79 77 75 73 71



40
38
36

C
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N



Statute or English Miles 69.16 to a degree

42 40 38 30





Entered according to Act of Congress in the year 1873, by W. H. Johnson, in the Office of the Librarian of Congress at Washington.

18 Longitude West 16 from Washington. 14 12 10 8

del Madre
 Madre
 GRANDE

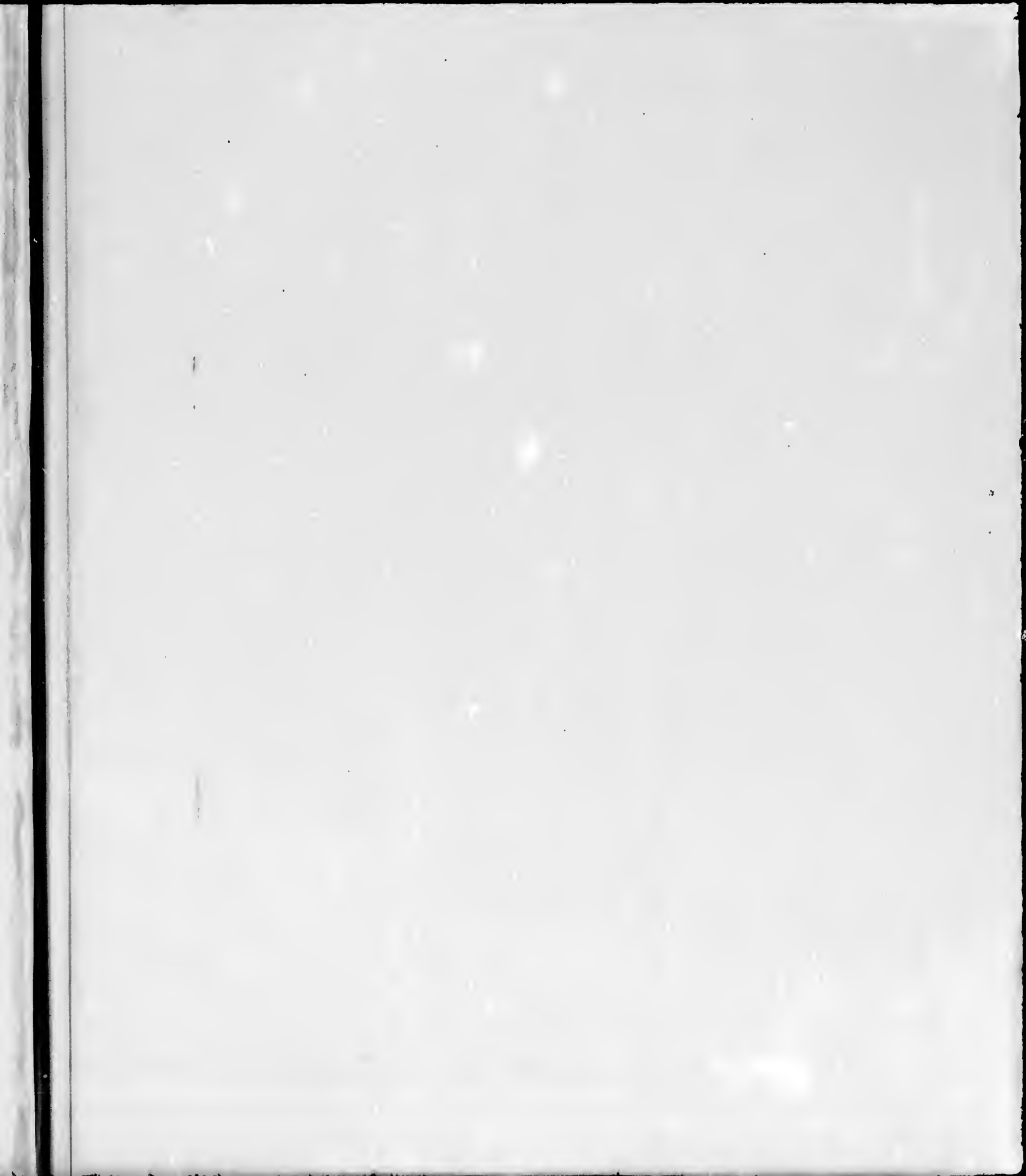


**MAP OF THE
UNITED STATES
OF AMERICA**

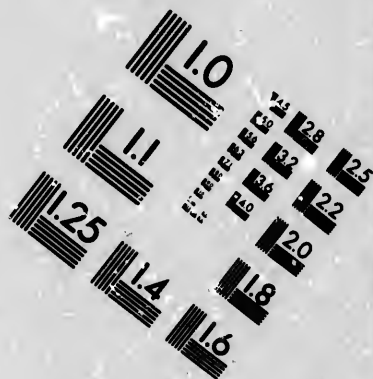
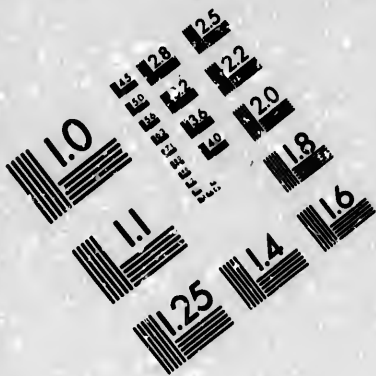
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34
32
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26

8

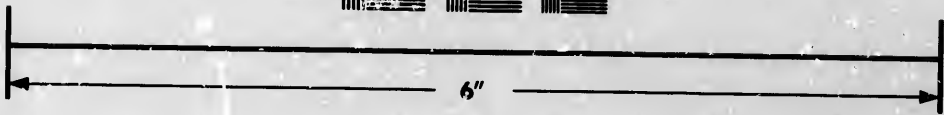
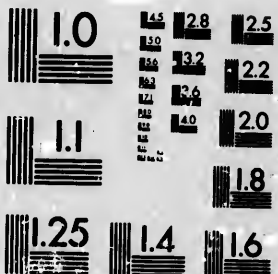








**IMAGE EVALUATION
TEST TARGET (MT-3)**



**Photographic
Sciences
Corporation**

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Map of

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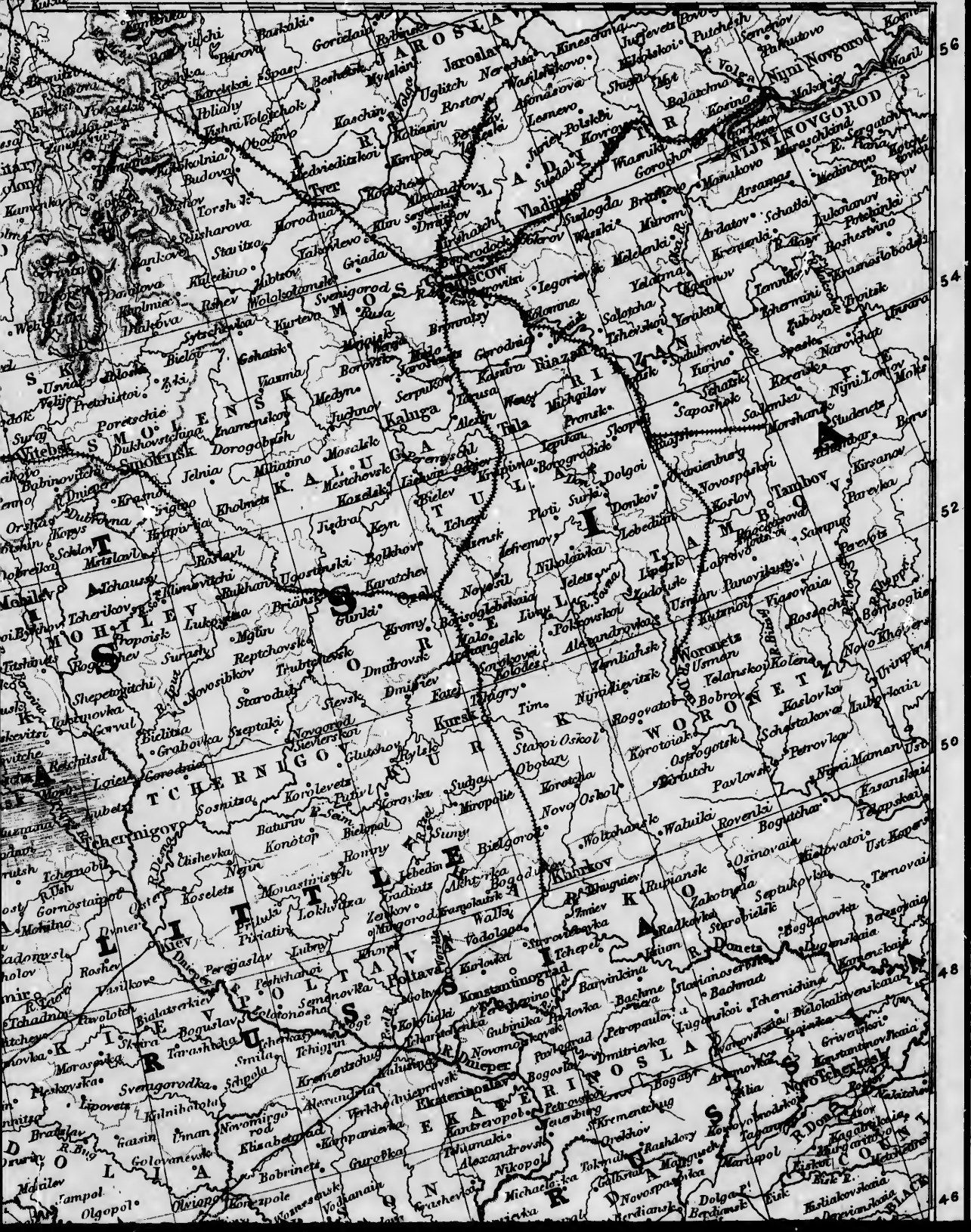
BY

J. PINKERTON





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EUROPE

BY

J. PINKERTON

LONDON 1873.





GULF OF LIONS

GULF OF GENOA

CORSICA

STRAIT OF BONIFACIO

ROME

NAPLES

G. OF NAPLES

G. OF PALERMO

PALERMO

MINORCA

MAJORCA

TERRANEAN

G. of Tunis

Palermo







LIST OF CITIES, VILLAGES, POST OFFICES AND RAILWAY STATIONS

IN THE PROVINCE OF ONTARIO.

STATING MEANS OF ACCESS, APPROXIMATE NUMBERS OF POPULATION, ETC.

EXPLANATIONS.

In the first column, are given the names of the Cities and Villages of the Province. To those having Post Offices, P. O. is added. If the place has a Money Order Post Office, it is given in italics, thus,—*Acton Vale, P. O.*, and if the Post Office is also a Savings Bank, the **P. O.** is in full-faced type, thus,—**Alexandria, P. O.** Names of County seats are in large capitals, thus,—**KINGSTON**. R'y Sta. denotes Railway Station; Tel. Sta. Telegraph Station.

In the second column will be found the *abbreviated* name of the most accessible Railway, or the *full* name of the nearest Lake or Navigable River. The third column gives the nearest Railway Station with its distance in miles (m.).

The fourth and fifth columns give the Township and County in which the place is located, and the sixth column, the estimated population, taken by permission, from *Lovell's News Gazetteer*. The seventh column indicates the page of the Atlas where the place is represented.

Names of Railroads are abbreviated as follows:

NAMES OF RAILWAYS AND BRANCHES.	ABBREVIATIONS.	NAMES OF RAILWAYS AND BRANCHES.	ABBREVIATIONS.
Brockville and Ottawa. (Perth Branch.)	B. & O. R'y. (P. Br.)	(London and Port Stanley Branch.) (Welland Division.)	(L. & Pt. S. Br.) (Wel. Div.)
Canada Central.	C. C. R'y.	(Allanburg Branch.)	(Al. Br.)
Canada Southern.	C. S. R'y.	(Petrolia Branch.)	(Pot. Br.)
(St. Clair Division.)	(St. Cl. Div.)	Hamilton and Lake Erie.	H. & L. E. R'y.
(Niagara Division.)	(Niag. Div.)	Intercolonial.	Int. R'y.
Carillon and Greenvile.	C. & G. R'y.	(Pictou Branch.)	(Pic. Br.)
Central Vermont.	Cont. Vt. R. R.	(Sheilaic Branch.)	(Sheil. Br.)
(Northern Division.)	(Nor. Div.)	Levin and Kennebec.	Lev. & Ken. R'y.
Cobourg, Peterboro' and Marmora.	C. P. & M. R'y.	Massawippi Valley.	M. V. R'y.
European and North American. (Fredericton Branch.)	Eu. & N. Am. R'y. (Fred. Br.)	Midland.	Mid. R'y.
Grand Trunk.	G. T. R'y.	(L. Br.)	(L. Br.)
(Arthursburg and Three Rivers Branch.)	(Ar. & T. Riv.)	New Brunswick and Canada.	N. B. & Can. R'y.
(Montreal, Lachine and Province Line.)	(M. L. & Prov. Line.)	(St. Stephen Branch.)	(St. Step. Br.)
(Montreal, St. John's and Rouse's Point.)	(M. St. J. & R. P.)	(Boulton Branch.)	(Boul. Br.)
(Riviere du Loup Division.)	(R. du L.)	Northern.	N. R'y.
(London Branch.)	(Lond. Br.)	(Muskoka Branch.)	(Musk. Br.)
(Buffalo & Lake Huron Division.)	(B. & L. H. Div.)	Saint Lawrence and Ottawa.	St. L. & O. R'y.
Great Western.	G. W. R'y.	Saint Lawrence and Industry.	St. L. & I. R'y.
(Air Line Division.)	(Air Line.)	South Eastern.	S. E. R'y.
(Toronto Branch.)	(T. Br.)	(Sorol Branch.)	(Sor. Br.)
(Brantford Branch.)	(Brant Br.)	Toronto, Grey and Bruce.	T. G. & B. R'y.
(Wellington, Grey and Bruce, Main Line.)	(W. G. & B., M. L.)	(Western Division.)	(W. Div.)
(Wellington, Grey and Bruce, South Extension.)	(W. G. & B., S. Ex.)	Toronto and Nipissing.	T. & N. R'y.
(Sarnia Branch.)	(Sar. Br.)	Whitby and Port Perry.	W. & Pt. P. R'y.
		Windsor and Annapolis.	W. & A. R'y.

NAME OF PLACE, ETC.	NAME OF RAILWAY, ETC.	NEAREST RAILWAY STATION.	TOWNSHIP.	COUNTY.	POPULATION.	SER PAGE
Aberarder, P. O.	G. T. R'y.	Canalachie, 5 m.	Plympton.	Lambton.	100	134
Aberfoyle, P. O.	G. T. R'y.	Guelph, 7 m.	Puslinch.	Wellington.	150	135
Abingdon, P. O.	G. T. R., G. W. R., C. S. R.	Canfield, 8 m.	Chistor.	Lincoln.	150	139
Aboyne, (P. O. at Elora)	G. W. R. (W. G. & B., M. L.)	Elora.	Nichol.	Wellington.	70	135
Acacia, P. O.	G. W. R'y (Air Line.)	Tilsbury, 3 m.	Middleton.	Norfolk.		138
Acton, P. O., R'y and Tel. Sta.	G. T. R'y.	Esquesing.	Hallow.		700	150
Adams Corners.	Mid. R'y.	Campbell's Crossing, 1 m.	Hope.	Durham.	100	140
Adams (Shanly P. O.)	St. L. & O. R'y.	Spencerville, 7 m.	Edwardsburgh.	Greenville.	70	155
Adamsville, (See Glen Tay.)			Bathurst.	Lanark.	250	156
Adare, P. O.	G. T. R'y.	Lucas, 5 m.	McGillivray.	Middlesex.		134
Addison, P. O.	B. & O. R'y.	Bellamy, 7 m.	Elizabethtown.	Leeds.	200	156
Adelaide, P. O.	G. W. R'y.	Strathroy, 7 m.	Adelaide.	Middlesex.	150	134
Admaston, P. O.	C. C. R'y.	Admaston.	Renfrew.		50	154
Adolphustown, P. O.	G. T. R'y.	Napanee, 6 m.	Adolphustown.	Lenox.	150	144
Agincourt, P. O., R'y and Tel. Sta.	T. & N. R'y.		Scarborough.	York.	50	150
Aitla Craig, P. O., Tel. and R'y Sta.	G. T. R'y.		East Williams.	Middlesex.	750	134
Ainleyville, R'y and Tel. Sta.	G. W. R'y (W. G. & B., S. E.)		Elgin.		1000	135
Airey (Aldbrough, P. O.)	C. S. R'y.	Rodney, 4 m.	Aldbrough.	Huron.	150	134
Airhe, P. O.	N. R'y.	New Lovell, 8 m.	Mulmur.	Simcoe.		157
Alberton, P. O.	G. W. R'y.	Copetown, 6 m.	Ancaster.	Wentworth.	700	132
Albion, P. O.	T. G. & B. R'y.	Bolton, 2 m.	Albion.	Peel.	1000	150
Albion Mills or Albionville.	H. & L. E. R'y.	Rymal, 3 m.	Barton.	Wentworth.		138
Albury, P. O.	G. T. R'y.	Belleville, 9 m.	Ameliasburg.	Prince Edward.	100	144
Aldbrough, P. O.	C. S. R'y.	Rodney, 4 m.	Aldbrough.	Elgin.	150	134
Aldershot, P. O.	G. W. R'y.	Waterdown, 2 m.	East Flamborough.	Wentworth.	150	138
Aldersville, P. O.	C. P. & M. R'y.	Harwood, 7 m.	Alnwick.	Northumberland.	200	140
Alexandria, P. O. and Tel. Sta.	G. T. R'y.	Lancaster, 13 m.	Lochiel.	Glengary.	800	157
Alfred, P. O.			Alfred.	Preccott.	70	157
Algonquin, P. O.	G. T. R'y.	Maitland, 5 m.	Augusta.	Greenville.	100	156
Alinville, Stratallan, P. O.	G. W. R'y.	Woodstock, 7 m.	East Zorra.	Oxford.	150	135
Alinbank, Blystone P. O.	G. T. R'y.	Trenon, 22 m.	Seymour.	Northumberland.	100	140
Allanburg, P. O., R'y and Tel. Sta.	G. W. R'y.		Thoyold.	Welland.	300	139
Allandale, (Lang, P. O.)	Mid. R'y.		Otonabee.	Peterborough.	200	140
Allan Park, P. O.	T. G. & B. R'y.	Walkerton, 13 m.	Bentink.	Grey.	70	143
Allan Mills (Marbank, P. O.)	G. T. R'y.	Napanee, 6 m.	Hungerford.	Hastings.	40	144

NAME OF PLACE, ETC.	NAME OF RAILWAY, ETC.	NEAREST RAILWAY STATION.	TOWNSHIP.	COUNTY.	POPULATION.	SEE PAGE
Allans Mills, P. O.	B. & O. Ry (P. Br.)	Perth, 7 m.	North Burgess	Lanark	50	156
Allendale, P. O., Tel. and Ry Sta.	Nor. Ry.	Nor. Ry.	Inni-ill	Simcoe	280	151
Alexandria, P. O.	G. T. Ry.	Lanester, 11 m.	Lochiel	Glengary	800	157
Alfred, P. O.	G. T. Ry.	Lanester, 38 m.	Alfred	Prescott	70	157
Allenford, P. O. and Tel. Sta.	G. W. Ry (W. G. & B. M. L.)	Southampton, 10 m.	Amable	Bruce	150	142
Allenstown, P. O.	N. Ry (Musk. Br.)	Waslago, 42 m.	Stephenson	Victoria	140	140
Allenwood, P. O.	N. Ry.	Slaynor, 15 m.	Floss	Simcoe	150	151
Allisonville, P. O.	G. T. Ry.	Belleville, 12 m.	Teunmuth	Prince Edward	150	144
Alliston, P. O. and Tel. Sta.	N. Ry.	Angus, 12 m.	Teunmuth	Simcoe	250	151
Altona, P. O.	G. T. Ry.	Brampton, 7 m.	Chingacouy	Peel	50	150
Alma, P. O., Tel. and Ry Sta.	G. W. Ry (W. G. & B. M. L.)	Kincairdine, 10 m.	Huron	Bruce	100	142
Alma, (P. O. at Iarguin).	G. W. Ry (W. G. & B. M. L.)	Stouffville, 6 m.	Mackham	York	100	150
Almira, P. O.	T. and N. Ry.		Rimsay	Lanark	2880	157
Almonte, P. O., Tel. and Ry Sta.	C. C. Ry.	Washago, 20 m.	Muskoka	Muskoka Dist.	400	146
Alport, P. O.	N. Ry (Musk. Br.)		Pickering	Ontario	100	150
Alton, P. O., Tel. and Ry Sta.	T. G. & B. Ry.	Owen Sound, 10 m.	Derby	Grey	100	143
Altons, P. O.	T. G. & B. Ry.		Brook	Lambton	100	134
Alvanley, P. O.	C. S. Ry (St. C. Br.)		Amaranth	Wellington	100	135
Alvinston, P. O. and Ry Sta.	T. G. & B. Ry.		Ashfield	Huron	100	135
Amaranth, Ry Sta.	G. W. Ry (W. G. & B. M. L.)	Walkerton, 10 m.	Carriek	Bruce	200	142
Amblerley, P. O. and Tel. Sta.	G. T. Ry.	Belleville, 12 m.	Ameliasburg	Prince Edward	150	141
Amblesie, P. O.	C. S. Ry.	Strathroy, 5 m.	Malden	Essex	1936	134
Ameliasburg, P. O.	G. W. Ry.	Dundas, 3 m.	Lobo	Essex	130	134
Amiens, P. O.	G. W. Ry.	Amherburg, 1 m.	Ancaster	Wentworth	600	138
Amesbury, P. O. and Tel. Sta.	C. S. Ry.	St. Mary's, 6 m.	Anderdon	Essex	100	131
Anderdon, P. O.	G. T. Ry.	Kemptville, 12 m.	Blanchard	Perth	100	135
Anderson, P. O.	N. Ry.		Bedford	Frontenac	25	144
Anderson's Mills (P. O. at Parham)	St. L. & O. Ry.		Montague	Lanark	100	156
Andrewsville (P. O. at Merriekville)	N. Ry.	Takenham, 4 m.	Essa	Simcoe	400	151
Angus, P. O., Tel. and Ry Sta.	C. C. Ry.		Fitzroy	Carleton	130	156
Antrim, P. O.	G. W. Ry.		Ekfrid	Middlesex	100	134
Appin, P. O., Tel. and Ry Sta.	G. W. Ry.		Nelson	Halter	150	150
Appleby, P. O. and Ry Sta.	C. C. Ry.		Rimsay	Lanark	300	156
Appleton, P. O., Tel. and Ry Sta.	T. & N. Ry.	Coboconk, 38 m.	Anstruther	Peterborough	75	140
Apsley, P. O.	N. Ry.	Barrie, 10 m.	Flos	Simcoe	100	151
Apto, P. O.	G. T. Ry.	Napanee, 40 m.	Kennebec	Addington	100	144
Ardlen, P. O.		Washago, 5 m.	Clarendon	Frontenac	50	144
Ardloch, P. O.	N. Ry.		North Orillia	Simcoe	50	151
Ardrea, P. O.	G. & N. Ry.		Eldon	Victoria	100	140
Argyle, P. O.	G. W. Ry.	Georgetown, 41 m.	Fushion	Wellington	100	135
Arkwold, P. O.	G. T. Ry.	Wilder, 7 m.	Warwick	Lambton	500	133
Arkwright, P. O.	G. W. Ry (W. G. & B. M. L.)	Port Elgin, 8 m.	Arran	Bruce	150	142
Arlington, P. O.	N. Ry.	Angus, 16 m.	Adjala	Simcoe	90	151
Armada, P. O.	T. & N. Ry.	Unionville, 3 m.	Scarborough	York	30	150
Armitage	Mid. Ry.	Quay's Sta.	Hope	Durham	100	140
Armon, P. O.	G. W. Ry (W. G. & B. S. E.)	Kincairdine, 7 m.	Kincairdine	Bruce	150	142
Armstrong's Corners	B. & O. Ry (P. Br.)	Perth, 4 m.	Butburst	Lanark	200	156
Arnolds, Ry Sta. (Globe's Corner, P. O.)	G. W. Ry.	Chatsworth, 2 m.	Blenheim	Oxford	50	138
Arnott, P. O. and Tel. Sta.	T. G. & B. Ry.	Victoria Road, 21 m.	Holland	Grey	30	143
Arnprior, P. O., Tel. and Ry Sta.	C. C. Ry.		McNab	Renfrew	1714	154
Aros, P. O.	T. & N. Ry.		Bexley	Victoria	51	140
Arthur, P. O., Tel. and Ry Sta.	T. G. & B. Ry.		Arthur	Wellington	500	135
Arva, P. O.	G. W. Ry.	London, 6 m.	London	Middlesex	200	134
Ashburn, P. O.	W. & P. L. Ry.	Myrtle, 2 m.	Whitby	Ontario	150	150
Ashburnham, P. O.	Mid. Ry.	Peterborough, 1 m.	Otonabee	Peterborough	1197	140
Ashdown, P. O.	N. Ry (Musk. Br.)	Washago, 52 m.	Hamphrey	Muskoka Dist.	147	147
Ashtgrove, P. O.	G. T. Ry.	Georgetown, 4 m.	Esquesing	Halen	50	150
Ashley, P. O.	T. G. & B. Ry.	Rockford, 1 m.	Derby	Grey	50	143
Ashton, P. O.	C. C. Ry.	Ashton, 2 m.	Goulbourn	Carleton	250	156
Ashton, Ry Sta.	C. C. Ry.		Goulbourn	Carleton	156	156
Ashworth, P. O.	T. & N. Ry.	Uxbridge, 4 m.	Scott	Ontario	150	140
Ashwood (Westwood, P. O.)	Mid. Ry.	Peterborough, 16 m.	Asphodel	Peterborough	35	141
Asselsme's Mills	G. T. Ry.	Ernestown, 21 m.	Ernestown	Addington	35	141
Atha, P. O.	T. & N. Ry.	Stouffville, 5 m.	Pickering	Ontario	50	150
Atheas, P. O.	T. & N. Ry.	Uxbridge, 2 m.	Scott	Ontario	150	150
Atherly, P. O.	N. Ry (Musk. Br.)	Orillia, 3 m.	Mara	Ontario	400	150
Atherton, P. O.	G. W. (Air Line.)	Dolli, 2 m.	Windham	Norfolk	80	138
Athlone, P. O.	N. Ry.	Bradford, 18 m.	Adjala	Simcoe	100	151
Athol, P. O.	G. T. Ry.	Cornwall, 27 m.	Kenyon	Glengary	150	157
Attercliffe, P. O.	C. S. Ry.	Attercliffe, 3 m.	Caistor	Lincoln	139	139
Attercliffe, Ry and Tel. Sta.	G. T. Ry.		Caistor	Lincoln	139	139
Atunam, P. O. (Manchester)	G. T. Ry.	Wainmanoh	Ganaroh	Huron	200	135
Atunam, P. O.	G. W. Ry.	Oakville, 10 m.	Tealagar	Tilton	150	150
Audley, P. O.	G. T. Ry.	Whitby, 5 m.	Pickering	Ontario	150	150
Aughrim, P. O.	C. S. Ry.	Alvinston, 8 m.	Euphemia	Lambton	50	131
Augusta	B. & O. Ry.	Jelley's Crossing, 5 m.	Augusta	Genoville	281	156
Aultsville, P. O., Tel. and Ry Sta.	G. T. Ry.		Osnabrock	Stormont	300	157
Aurora, P. O., Tel. and Ry Sta.	N. Ry.	Slaynor, 8 m.	Whitchurch	York	1-2	150
Avening, P. O. and Tel. Sta.	N. Ry.	Ingersoll, 11 m.	Nottawasaga	Simcoe	200	151
Avon, P. O.	G. T. Ry.	St. Mary's, 4 m.	North Dorchester	Middlesex	100	134
Avonbank, P. O.	G. T. Ry.	Millie Roeloes, 13 m.	Downie	Perth	100	135
Avonmore, P. O.	G. T. Ry.	Sebringville, 4 m.	Downie	Stormont	100	157
Avonton, P. O.	G. T. Ry.		Downie	Perth	100	135
Aylmer, P. O., Tel. and Ry Sta.	G. W. R. (Air Line.)		Maldive	Elgin	1400	131
Ayre, P. O., Tel. and Ry Sta.	G. T. Ry & G. W. Ry.	Paris, 7 m.	North Dumfries	Waterloo	1300	135
Ayton, P. O.	G. W. Ry (W. G. & B. M. L.)	Clifford, 9 m.	Normanby	Grey	150	143
Baby's Point, P. O. and Tel. Sta.	G. W. Ry.	Chatham, 24 m.	Sombra	Lambton	50	134
Baden, P. O., Tel. and Ry Sta.	G. T. Ry.	Renfrew, 10 m.	Wilnot	Waterloo	500	135
Bagog, P. O.	C. C. Ry.	Kincairdine, 10 m.	Bruce	Renfrew	150	134
Baie du Dove	G. W. Ry (W. G. & B. S. E.)	Summit, 5 m.	South Monaghan	Peterborough	142	142
Baiterborough, P. O.	Mid. Ry.	Washago, 30 m.	Medora	Muskoka Dist.	30	147
Bala, P. O.	N. Ry (Musk. Br.)	Shakespeare, 21 m.	South Easthope	Perth	150	135
Balaklava	G. T. Ry.	Perth, 6 m.	Drummond	Lanark	100	156
Balderson, P. O.	B. & O. Ry (P. Br.)	Chatham, 16 m.	Chatham	Kent	100	131
Baldwin	G. W. Ry.	Napanee, 16 m.	Camden East	Addington	100	144
Baldwins (Tamworth, P. O.)	G. T. Ry.	Napanee, 20 m.	Stouffville	Wellington	180	144
Balthraze, P. O.	T. & N. Ry.	Goodwood, 5 m.	Whitechurch	Wellington	150	135
Ballantyne's, P. O., Tel. and Ry Sta.	G. T. Ry.	Georgetown, 6 m.	Pittsburg	Frontenac	100	150
Ballinad, P. O.	G. T. Ry.		Esin	Wellington	150	135
Ballsville, Ry Sta.	H. & L. E. Ry.	Bolton, 9 m.	Oneida	Haldimand	100	138
Ballyperry, P. O. and Tel. Sta.	T. G. & B. Ry.	Bethany, 6 m.	Adjala	Simcoe	100	151
Ballyduff, P. O.	Mid. Ry.	London, 7 m.	Manvers	Durham	100	140
Ballymore, P. O.	G. W. Ry.	Nelles Corners 1 m.	London	Middlesex	100	134
Balmer's Island	W. & P. L. Ry.	Myrtle, 5 m.	London	Middlesex	100	134
Balmaral, P. O.	G. W. Ry (Air Line.)		Bainham	Haldimand	75	154
Balsam, P. O.	W. & P. L. Ry.		Pickering	Ontario	50	138
Baltimora, P. O., Tel. and Ry Sta.	C. P. & M. Ry.		Hamilton	Northumberland	500	150
Bamberg, P. O.	G. T. Ry.	Petersburg, 7 m.	Wellesey	Waterloo	150	136
Banda, P. O.	N. Ry.	Angus, 9 m.	Mulmur	Simcoe	50	151
Bandon, P. O.	G. T. Ry.	Clinton, 8 m.	Hullett	Huron	75	135

For explanations, names of Railroads abbreviated, etc., see page 183.

NAME OF PLACE, ETC.	NAME OF RAILWAY, ETC.	NEAREST RAILWAY STATION.	TOWNSHIP.	COUNTY.	POPULATION.	NEW PAGE.
Bangor, P. O.	G. T. Ry.	Frenchman's Bay, 6 m.	Pickering	Ontario	100	150
Barnockburn, P. O.	G. T. Ry.	Belleville, 33	Madoc	Hastings	100	144
Baptiste Creek, Ry Sta.	G. W. Ry.	Washago, 24 m.	West Tilbury	Essex	147	151
Bardsville, P. O.	N. Ry. (Musk. Br.)	Washago, 24 m.	Monck	Muskoka Dist.	144	147
Bark Lake, P. O. and Tel. Sta.	G. W. Ry. (W.G.&B., M.L.)	Elora, 5 m.	Jones	Hastings	144	144
Barnett, P. O.	N. Ry.	Kingston, 2 m.	Nichol	Wellington	90	135
BARRIE, P. O., Tel. and Ry Sta.	N. Ry.	Kingston, 2 m.	Vespra	Simcoe	3398	151
Barrieville, P. O.	G. T. Ry.	Kingston, 2 m.	Hillsburg	Frontenac	144	144
Barntonville, P. O.	G. W. Ry.	London, 3 m.	Horton	Westworth	100	138
Bates Corners (West Winchester, P. O.)	G. T. Ry.	Morrisburg, 15 m.	Winchester	Dumfries	137	137
Bata, P. O., Tel. and Ry Sta.	G. T. Ry.	Collingwood, 3 m.	Ernestown	Addington	600	144
Bataux, P. O.	N. Ry.	Kingston, 16 m.	Nottawasaga	Simcoe	120	151
Batterssea, P. O. and Tel. Sta.	G. T. Ry.	Godlerich, 12 m.	Storrington	Frontenac	350	144
Bayfield, P. O. and Tel. Sta.	G. T. Ry.	Corinth, 4 m.	Stanley	Huron	100	135
Bayham, P. O.	G. W. Ry. (Air Line.)	Menford, 3 m.	Bayham	Elgin	350	134
Bayview, P. O.	C. C. Ry.	Castelford, 24 m.	St. Vincent	Grey	27	143
Beachburg, P. O. and Tel. Sta.	G. W. Ry.	Villa Nova, 4 m.	Westmeath	West Oxford	200	154
Beckwith, P. O., Tel. and Ry Sta.	C. S. Ry.	Beamsville 11 m.	West Oxford	Oxford	230	138
Bealton, P. O.	C. S. Ry.	Ottawa, 20 m.	Townsend	Norfolk	100	134
Beamsville, Tel. and Ry Sta.	G. W. Ry.	Ottawa, 20 m.	Clinton	Lincoln	1000	139
Bear Brook, P. O.	G. W. Ry.	Ottawa, 20 m.	Clinton	Lincoln	139	139
Beatrice, P. O.	St. L. & O. & C. C. Ry.	Ottawa, 20 m.	Cumberland	Russell	100	157
Beaveron, P. O., Tel. and Ry Sta.	Mid. Ry.	Brigidon, 16 m.	Thorah	Ontario	700	147
Becher, P. O.	C. S. Ry.	Brigidon, 16 m.	Sombra	Ontario	150	150
Beckwith, Ry Sta.	B. & O. Ry.	Locknow, 4 m.	Beckwith	Lanark	156	156
Belfast, P. O.	G. W. Ry. (W.G.&B., S.E.)	Murkham, 3 m.	Ashfield	Huron	150	135
Belford, P. O.	T. & N. Ry.	Charleston, 6 m.	Markham	York	200	150
Belfountain, P. O.	T. G. & B. Ry.	Wingham, 5 m.	Caledon	Peel	100	150
Bellgrave, P. O.	G. W. Ry. (W.G.&B., S.E.)	Bell Ewart, 7 m.	Morris	Huron	50	135
Bellhaven, P. O.	N. Ry.	Bell Ewart, 7 m.	North Gwillimbury	York	75	150
Bellamy's, Ry Sta.	B. & O. Ry.	Brigidon, 16 m.	Elizabethton	Leeds	156	156
BELLVILLE, P. O., Tel. and Ry Sta.	G. T. Ry.	Kingston, 22 m.	Thurlow	Hastings	7005	138
Bell Ewart, P. O., Tel. and Ry Sta.	N. Ry.	Kingston, 22 m.	Innisfil	Simcoe	600	151
Bell Rock, P. O.	G. T. Ry.	Kingston, 22 m.	Portland	Frontenac	200	144
Bell's Corners, P. O., Tel. and Ry Sta.	C. C. Ry.	Dorehester, 7 m.	Nepean	Carleton	100	156
Bell's Crossing (Whitechurch, P. O.) Ry Sta.	B. & O. Ry.	Dorehester, 7 m.	Elizabethtown	Lanark	156	156
Belmont, P. O.	G. W. Ry.	Midway, 9 m.	Westminster	Middlesex	250	134
Bolmore, P. O.	G. W. Ry. (W.G.&B., M.L.)	Godlerich, 6 m.	Turnbury	Huron	200	135
Benuiller, P. O.	G. T. Ry. (B. & G. Div.)	Almonte, 5 m.	Collings	Huron	150	135
Bennie's Corners, P. O.	C. C. Ry.	Millbrook, 9 m.	Lansay	Lanark	100	138
Bennington, (Embros, P.O.)	Mid. Ry.	Harwich, 5 m.	West Zorra	Oxford	50	158
Bensford, P. O.	C. S. Ry.	Dickinson's Land, 24 m.	South Monaghan	Northumberland	150	140
Bentley, P. O.	G. T. Ry.	Dickinson's Land, 24 m.	Harwich	Kent	151	131
Bentonville, P. O.	T. N. & B. Ry.	Clinton, 11 m.	Cambridge	Russell	157	157
Berkeley, P. O. and Ry Sta.	G. T. Ry.	Clinton, 11 m.	Holland	Grey	150	143
BERLIN, P. O., Tel. and Ry Sta.	G. T. Ry. (B. & L. H. Br.)	Clinton, 11 m.	Waterloo	Waterloo	2743	135
Berno, P. O.	G. W. Ry. (W.G.&B., S.E.)	Kingardine, 7 m.	Illey	Huron	100	135
Bervio, P. O. and Tel. Sta.	G. T. Ry.	Dickinson's Land, 15 m.	Kingardine	Bruce	100	142
Berwick, P. O.	Mid. Ry.	Campbell's, 5 m.	Finch	Stormont	80	157
Bethany, P. O., Tel. and Ry Sta.	Mid. Ry.	Coboconk, 7 m.	Manvers	Durham	300	140
Bewdley, P. O.	Mid. Ry.	Ottawa, 4 m.	Hamilton	Northumberland	80	140
Bexley, P. O.	T. & N. Ry.	Ottawa, 4 m.	Coboconk	Victoria	140	140
Billing's Bridge, P. O.	St. L. & O. Ry.	Reptonville, 5 m.	Glooucester	Carleton	100	156
Blinbrook, P. O.	H. & L. E. Ry.	Cuyuga, 41 m.	Timbrook	Westworth	100	138
Bingham Road, P. O.	G. W. Ry. (Air Line.)	Brigidon, 2 m.	South Cayuga	Huron	50	135
Birkhill, P. O.	C. S. Ry. (St. C. Br.)	Ballantyne's, 5 m.	Moore	Lambton	134	134
Birmingham, P. O.	G. T. Ry.	Luenn, 6 m.	Pittsburg	Frontenac	60	144
Birr, P. O.	G. T. Ry.	Brantford, 7 m.	London	Middlesex	75	134
Bishop's Gate, (Burford, P. O.)	G. P. & G. W. Ry.	Wolford, 101 m.	Brantford	Brant	200	138
Bishop's Mills, P. O.	B. & O. Ry.	Michigan Road, 6 m.	Wolford	Oxford	150	156
Bismark, P. O.	G. W. Ry.	Michigan Road, 6 m.	Gainsborough	Greenville	150	156
Bismark, Tel. and Ry Sta.	C. S. Ry.	Michigan Road, 6 m.	Athborough	Lincoln	139	139
Black Creek, P. O. and Ry Sta.	C. S. Ry.	Michigan Road, 6 m.	Athborough	Elgin	134	134
Black Heath, P. O.	G. W. Ry. (W.G.&B., S.E.)	Auburn, 4 m.	Welland	Welland	150	139
Black Horse Corners, (Kinloss, P. O.)	G. T. Ry.	Lansdowne, 9 m.	Waterloo	Waterloo	100	135
Black Rapids	G. W. Ry.	Preton, 2 m.	Waterloo	Bruce	90	142
Blair, P. O.	Mid. Ry.	Peterborough, 20 m.	Beimont	Leeds	156	156
Blinton, P. O., and Tel. Sta.	N. Ry.	Thornbury, 10 m.	Euphrasia	Peterborough	350	140
Blantyre, P. O.	O. W. Ry.	Chatham, 12 m.	Grey	Grey	143	143
Blenheim, Tel. Sta. (Rondeau, P. O.)	G. T. Ry.	Shanterville, 5 m.	Howick	Kent	850	151
Blessington, P. O.	G. T. Ry.	Napanee, 23 m.	Shanterville	Hastings	250	144
Bloomfield, P. O. and Tel. Sta.	G. T. Ry.	Berlin, 5 m.	Hallowell	Prince Edward	400	144
Bloomington, P. O.	G. T. Ry.	Stouffville, 4 m.	Waterloo	Waterloo	100	135
Bloomshury, P. O.	T. & N. Ry.	Windham, 10 m.	Whitchurch	York	150	139
Blytheville, P. O., Tel. and Ry Sta.	C. S. Ry.	Clinton, 11 m.	Townsend	Norfolk	100	138
Blyth, P. O., and Tel. Sta.	G. W. Ry. (W.G.&B., S.E.)	Clinton, 11 m.	Morris	Huron	300	135
Blytheswood, P. O.	G. T. Ry. (B. & L. H. Br.)	Comber, 8 m.	Mersa	Essex	70	135
Boboygon, P. O. and Tel. Sta.	G. T. Ry.	Belleville, 25 m.	Verulam	Victoria	1000	140
Bogart, P. O.	T. & N. Ry.	Perth, 16 m.	Hungerford	Hastings	100	144
Bolingbroke, P. O.	R. & O. Ry. (P. Br.)	Portage Road, 2 m.	Sherbrooke	Lanark	156	156
Bolton, Tel. and Ry Sta.	T. & N. Ry.	Albion	Eldon	Victoria	300	140
Bondhead, P. O., and Tel. Sta.	T. G. & B. Ry.	Bradford, 6 m.	Albion	Peel	1000	150
Bongard's Corners, P. O.	N. Ry.	Napanee, 5 m.	West Gwillimbury	Simcoe	500	151
Bonnochere Point, P. O.	G. T. Ry.	Napanee, 5 m.	Marysburg	Prince Edward	200	144
Bookton, P. O.	B. & O. Ry.	Sand Point, 8 m.	Horton	Renfrew	100	134
Bornholm, P. O.	C. S. Ry.	Hawtreay, 5 m.	Wintham	Norfolk	80	138
Boston, P. O.	G. S. Ry.	Waterford, 5 m.	Logan	Perth	100	125
Bosworth, P. O.	G. T. Ry.	Drayton, 21 m.	Townsend	Norfolk	500	138
Botany, P. O.	G. W. Ry.	Thamesville, 6 m.	Peel	Wellington	150	135
B. Thwell, P. O., Tel. and Ry Sta.	G. W. Ry.	Napanee, 5 m.	Howard	Kent	131	131
Bowen, P. O.	G. T. Ry.	Napanee, 5 m.	Zone	Kent	995	131
Bowling Green, P. O.	T. G. & B. Ry.	Amaranth, 4 m.	Richmond	Lenox	590	144
Bowmantown, P. O.	G. T. Ry.	Cobourg, 10 m.	Amaranth	Wellington	30	135
Boulter, P. O.	G. T. Ry.	Darlington	Haldimand	Northumberland	40	140
Bowmanville, P. O., Tel. and Ry Sta.	G. T. Ry.	Lobo	Carlow	Hastings	144	144
Bowwood	O. T. Ry.	Ailsa Craig, 7 m.	Darlington	Durham	3000	140
Boyna, P. O.	G. W. Ry.	Bronte, 5 m.	Lobo	Middlesex	170	134
Bowling Green, P. O.	T. & N. Ry.	Unionville, 3 m.	Trafalgar	Halt	120	150
Bracebridge, P. O., and Tel. Sta.	N. Ry. (Musk. Br.)	Washago, 20 m.	Markham	York	153	150
Bradford, P. O., Tel. and Ry Sta.	N. Ry.	Washago, 20 m.	Macaulay	Victoria	700	140
Bradyville	N. Ry.	Ottawa, 42 m.	West Gwillimbury	Simcoe	1130	151
Braemar, P. O.	St. L. & O. & C. C. Ry.	Woodstock, 8 m.	Alfred	Prescott	157	157
Braeside, P. O. and Ry Sta.	G. W. Ry.	Woodstock, 8 m.	East Zorra	Oxford	100	138
Bramley, P. O., Tel. and Ry Sta.	C. C. Ry.	Woodstock, 8 m.	McNab	Renfrew	154	154
BRAMPTON, P. O., Tel. and Ry Sta.	N. Ry.	Woodstock, 8 m.	Innisfil	Simcoe	50	151
Branchton, E. O. & Ry Sta.	G. T. Ry.	Woodstock, 8 m.	Chingucousy	Simcoe	2900	150
Brandy Creek, P. O.	G. W. Ry. (W.G.&B., M.L.)	Windham, 2 m.	North Dumfries	Waterloo	250	135
BRANTFORD, P. O., Tel. & Ry Sta.	C. S. Ry.	Windham, 2 m.	Windham	Norfolk	8107	138
Brechlin, P. O.	G. T. & G. W. Ry.	New Lowell, 14 m.	Brantford	Brant	100	150
Brentwood, P. O. and Tel. Sta.	N. Ry.	New Lowell, 14 m.	Mara	Dunario	100	151
Breslin, P. O., Tel. and Ry Sta.	G. T. Ry.	New Lowell, 14 m.	Sunnihill	Simcoe	200	150
			Waterloo	Waterloo	200	135

For explanations, names of Railroads abbreviated, etc., see page 153.

NAME OF PLACE, ETC.	NAME OF RAILWAY, ETC.	NEAREST RAILWAY STATION.	TOWNSHIP.	COUNTY.	POPULATION.	SEE PAGE
Brewers' Mills, P. O. & Tel. Sta.	C. T. Ry.	Ballantyne's, 7 m.	Pittsburg	Frontenac	150	144
Brewster, P. O.	G. T. Ry.	Park Hill, 13 m.	Stephens	Huron	160	135
Bridgeworth, P. O.	Mid. Ry.	Peterborough, 6 m.	Smith	Peterborough	150	146
Bridgport, P. O. and Tel. Sta.	G. T. Ry.	Boulin, 2 m.	Waterloo	Waterloo	700	135
Bridgport.	G. W. Ry.	St. Catharines, 3 m.	Louth	Lincoln	139	139
Bridgewater, P. O. and Tel. Sta.	G. T. Ry.	Tyendinaga, 25 m.	Essex	Hastings	450	144
Brigden, Ry Sta.	C. S. Ry. (St. Cl. Br.)	Ingersoll, 14 m.	Brook	Lambton	70	134
Brigham's Corner, (Brownsville, P. O.)	G. T. Ry.	Brampton, 6 m.	Dereham	Oxford	500	138
Bright, P. O., Tel. and Ry Sta.	G. T. Ry.	Brighton, 20 m.	Brighton	Northumberland	1357	140
Brighton, P. O., Tel. and Ry Sta.	G. T. Ry.	Belleville, 20 m.	Rawdon	Hastings	100	144
Brinkworth, P. O.	G. T. Ry.	Ailsa Craig, 4 m.	McGillivray	Middlesex	100	134
Brinsley, P. O.	G. T. Ry.	Matilda, 6 1/2 m.	Matilda	Dundas	50	157
Brinston's Corners, P. O.	G. T. Ry.	Georgetown, 13 m.	Erin	Wellington	50	135
Brisbane, P. O.	C. C. Ry.	Brantford, 6 m.	Napan	Carleton	100	156
Brifonia, Ry Sta.	G. T. Ry.	Stunderland, 3 m.	Brook	Ontario	100	150
Brissonia, P. O.	T. & N. Ry.	Toronto, 3 1/2 m.	York	York	250	150
Brook	G. T. & B. & O. Ry.	Carroubrook, 6 m.	Elizabethtown	Leeds	5102	156
Brookton, P. O., (Lippincott)	G. T. Ry.	Wattford, 3 m.	Logan	Perth	200	135
BROCKVILLE, P. O., Tel. and Ry Sta.	G. W. Ry. (Sar. Br.)	Wattford, 3 m.	Trudgair	Halton	550	150
Brodhagen, P. O.	W. & P. P. Ry.	Wattford, 3 m.	Brook	Lambton	100	134
Bronte, P. O., Tel. and Ry Sta.	G. T. Ry.	Stratford, 11 m.	Whitby	Ontario	650	139
Brook	G. T. Ry.	Duffin's Creek, 5 m.	West Zorra	Ontario	60	138
Brooklin, P. O., Tel. and Ry Sta.	T. & N. Ry.	Unionville, 4 m.	Pickering	Ontario	300	150
Brookside, P. O.	C. S. Ry.	Clinton, 6 m.	Markham	York	90	150
Brougham, P. O.	G. T. Ry.	Clinton, 6 m.	Dereham	Oxford	100	138
Brown's Corners	G. T. Ry.	Clinton, 6 m.	Tuckersmith	Huron	250	135
Brownsville, P. O. and Ry Sta.	B. & O. Ry.	Renfrew, 42 m.	Bredonell	Algoma Dist.	1298	126
Bucefield, P. O. and Tel. Sta.	G. T. Ry.	Stratford, 14 m.	Elliee	Renfrew	60	154
Buce Mines, P. O.	Mid. Ry.	Mid. Ry.	Manvers	Perth	50	143
Budelnell, P. O. and Tel. Sta.	G. W. Ry. (W. G. & B. S. Ex.)	Ainleyville, 2 m.	Manvers	Durham	150	143
Budner, P. O.	G. T. Ry.	Granton, 7 m.	Grey	Huron	1000	135
Burassic, P. O., (formerly Dingle)	G. T. Ry.	Claring Cross, 5 m.	Loudon	Middlesex	100	134
Bryanston, P. O.	C. S. Ry.	Claring Cross, 5 m.	Harwick	Kent	75	131
Buekhorn, P. O.	G. W. Ry.	Dundas, 4 m.	Chapendon	Frontenac	35	144
Buekshot, P. O.	G. T. Ry.	Paris, 9 m.	West Flamborough	Wentworth	150	138
Bulloch's Corners, (Greensville, P. O.)	G. W. Ry.	Woodstock, 11 m.	Burford	Brant	600	138
Burford, P. O.	G. W. Ry. (W. G. & B. S. Ex.)	Port Elgin, 3 1/2 m.	North Norwich	Oxford	200	132
Burgesville, P. O.	T. & N. Ry.	Colborne, 37 m.	Arran	Bruce	180	142
Burgeyne, P. O.	G. T. Ry.	Brighton, 25 m.	Burleigh	Peterborough	120	140
Burleigh, P. O.	G. T. Ry.	Brampton, 5 1/2 m.	Seymour	Northumberland	200	140
Burrae, P. O.	G. T. Ry.	Colborne, 14 m.	Toronto	Peel	50	150
Burhamthorpe, P. O.	T. G. & B. Ry.	Moorefield, 10 1/2 m.	Haltonand	Northumberland	250	140
Burley, P. O.	G. C. Ry.	Ampton, 13 m.	Mornington	Perth	50	135
Burns, P. O.	T. & N. Ry.	Colborn, 12 m.	N. S. Sub.	Renfrew	100	154
Burnstown, P. O.	G. W. Ry.	Ingersoll, 13 m.	Somerville	Victoria	140	140
Burnt River, P. O. and Ry Sta.	G. W. Ry. (W. G. & B. S. Ex.)	Kempville, 10 m.	Dereham	Oxford	40	138
Burville, (Tilsonburg, P. O.)	G. T. Ry.	Newry, 4 m.	Oxford	Grenville	400	156
Burrill's Rapids, P. O. and Tel. Sta.	G. T. Ry.	Brantford, 5 m.	Grey	Huron	100	135
Burrowsville	Mid. Ry.	M.H. Brook, 14 m.	Manvers	Brant	50	138
Burton, P. O.	T. & N. Ry.	Colborn, 9 m.	Somerville	Durham	150	140
Bury's Green, P. O.	G. W. Ry. (W. O. & B. S. Ex.)	Ainleyville, 7 m.	Morris	Huron	200	135
Bushfield, P. O. and Tel. Sta.	T. & N. Ry.	Unionville, 5 m.	Markham	York	90	150
Burtonville, P. O.	C. S. Ry.	Buxton Sta., 3 m.	Raleigh	Kent	100	131
Buxton, P. O.	C. S. Ry.	Dunnville, 1 m.	Raleigh	Kent	100	131
Buxton, Ry Sta.	G. T. Ry. (B. & L. H. Br.)	Dunnville, 1 m.	Dunn	Haltonand	150	138
Byng, P. O., (Halldimand)	G. W. Ry.	Konoeka, 5 m.	Wallbridge	Parry Sound Dist.	307	146
Byng Inlet, P. O.	W. & P. P. Ry.	Manchester, 10 m.	Westminister	Middlesex	125	134
Byron, P. O.	W. & P. P. Ry.	Manchester, 10 m.	Cutwright	Durham	140	140
Cadmus, P. O.	G. T. Ry. (B. & L. H. Br.)	Midloiytown, 5 m.	Brantford	Durham	200	140
Caesarea, P. O.	G. T. Ry.	Ekfrid, 3 m.	Yonge	Leeds	300	135
Cainsville, P. O. and Ry Sta.	C. S. Ry. (St. Cl. Br.)	Canfield, 6 m.	Metcalfe	Leeds	250	156
Caletown, P. O.	G. W. & C. S. Ry.	Amprior, 25 m.	Canstor	Middlesex	150	134
Caingoran, P. O.	G. C. Ry.	St. Thomas, 9 m.	Rigot	Lincoln	100	139
Calder, P. O.	G. W. Ry. (L. & P. S. Br.)	Charleston, 4 m.	Delaware	Renfrew	150	154
Calder, P. O., (Old Springs, P. O.)	T. G. & B. Ry.	Charleston, 4 m.	St. Thomas, 9 m.	Middlesex	120	134
Calder, P. O., (Tel. and Ry Sta.)	T. G. & B. Ry.	Mono Road, 2 m.	Caledon	Peel	75	150
Calderon, P. O.	T. G. & B. Ry.	Canfield, 6 m.	Caledon	Peel	300	150
Caledon East, P. O.	T. G. & B. Ry.	Canfield, 6 m.	Caledon	Peel	200	150
Caledonia, (Seneca, P. O.), Tel. and Ry Sta.	H. A. L. E. Ry.	Lancaster, 40 m.	Seneca	Haltonand	125	138
Caledonia Springs, P. O. and Tel. Sta.	G. T. Ry.	Canfield, 30 m.	Caledonia	Prescott	100	157
Caledonia Flats, (Feughvale, P. O.)	G. T. Ry.	Canfield, 30 m.	Canfield	Prescott	90	157
Calton, P. O.	G. W. Ry. (Air Line)	Canfield, 6 m.	Bayham	Elgin	100	134
Camborne, (Old Springs, P. O.)	G. T. Ry.	Canfield, 6 m.	Hamilton	Northumberland	120	140
Camborne, P. O. and Tel. Sta.	Mid. Ry.	Canfield, 6 m.	Fenelon	Victoria	250	140
Cambourne, (Tel. and Ry Sta.)	G. T. Ry.	Canfield, 6 m.	Canlon East	Addington	140	141
Cameron East, P. O. and Tel. Sta.	G. T. Ry.	Canfield, 6 m.	Canlon East	Addington	500	144
Cameron, P. O.	Mid. Ry.	Canfield, 6 m.	Fenelon	Victoria	60	140
Cameronton, P. O.	G. T. Ry.	Canfield, 6 m.	Sumnerstown, 2 1/2 m.	Charlotteburgh	100	157
Camilla, P. O.	T. G. & B. Ry.	Orangeville, 6 m.	Mono	Simcoe	100	151
Camlin, P. O., Tel. and Ry Sta.	G. T. Ry.	Brighton, 20 m.	Plympton	Lambton	50	134
Campbellford, P. O. and Tel. Sta.	G. T. Ry.	Brighton, 20 m.	Seymour	Northumberland	1000	140
Campbells, Ry Sta.	Mid. Ry.	Brampton, 9 m.	Hope	Durham	150	140
Campbell Cross, P. O.	C. S. Ry.	Renfrew, 34 m.	Chungateway	Oxford	150	150
Campbelltown, (Pembroke, P. O.)	C. S. Ry.	Wellington Square, 16 m.	Dereham	Oxford	100	135
Campbellville, P. O.	G. W. Ry.	Beausville, 3 1/2 m.	Pembroke	Renfrew	100	135
Campden, P. O.	C. S. Ry.	Anshersburg, 8 m.	Nassagaweya	Halton	200	154
Campden River, P. O.	C. S. Ry.	Canfield, 4 m.	Clinton	Lincoln	90	139
Campden, P. O., (Old Springs, P. O.)	G. W. Ry. (Air Line)	Canfield, 4 m.	West Sandwich	Essex	80	141
Campden, P. O., (Tel. and Ry Sta.)	G. W. Ry. (Air Line)	Marsville, 3 m.	Canboro	Halldimand	200	139
Campden, P. O.	G. T. Ry.	Belleville, 3 m.	Gainsborough	Lincoln	100	138
Campden, P. O.	G. T. & G. W. Ry.	Paris, 4 m.	South Cayuga	Halldimand	400	138
Campden, P. O.	T. & N. Ry.	Quey's, 2 1/2 m.	Blenheim	Oxford	130	138
Campden, P. O., (Halldimand)	Mid. Ry.	Owen Sound, 30 m.	Brook	Ontario	800	150
Campden, P. O., (Tel. and Ry Sta.)	T. G. & B. Ry.	Medford, 8 m.	Hope	Durham	200	140
Campden, P. O., (Tel. and Ry Sta.)	N. Ry.	Victoria Road, 2 m.	Albemarle	Bruce	112	142
Campden, P. O., (Tel. and Ry Sta.)	T. & N. Ry.	Canfield, 6 m.	St. Vincent	Grey	80	113
Campden, P. O., (Tel. and Ry Sta.)	B. & O. Ry.	Canfield, 6 m.	Canlon	Victoria	140	140
Campden, P. O., (Tel. and Ry Sta.)	G. T. Ry.	Canfield, 6 m.	Beckwith	Lanark	1205	156
Campden, P. O., (Tel. and Ry Sta.)	G. T. Ry.	Canfield, 6 m.	Canlon East	York	150	150
Campden, P. O., (Tel. and Ry Sta.)	G. T. Ry.	Canfield, 6 m.	Canlon East	York	100	135
Campden, P. O., (Tel. and Ry Sta.)	G. T. Ry.	Canfield, 6 m.	Canlon East	York	100	135
Campden, P. O., (Tel. and Ry Sta.)	G. W. Ry.	Canfield, 6 m.	Canlon East	Middlesex	200	134
Campden, P. O., (Tel. and Ry Sta.)	G. W. Ry.	Canfield, 6 m.	Canlon East	Wentworth	100	138
Campden, P. O., (Tel. and Ry Sta.)	G. T. Ry.	Canfield, 6 m.	Canlon East	Huron	100	135
Campden, P. O., (Tel. and Ry Sta.)	G. W. & H. A. L. E. Ry.	Canfield, 6 m.	Canlon East	Antwerp	100	135
Campden, P. O., (Tel. and Ry Sta.)	T. G. & B. Ry.	Canfield, 6 m.	Canlon East	Canlon East	100	135
Campden, P. O., (Tel. and Ry Sta.)	T. & N. Ry.	Canfield, 6 m.	Canlon East	Peterborough	150	142
Campden, P. O., (Tel. and Ry Sta.)	G. W. Ry. (W. G. & B. M. L.)	Canfield, 6 m.	Canlon East	Bruce	100	140
Camp, P. O. and Tel. Sta.	C. C. Ry.	Stottsville, 8 m.	Humtley	Carleton	150	142

For explanations, names of Railroads abbreviated, etc., see page 183.

NAME OF PLACE, ETC.	NAME OF RAILWAY, ETC.	NEAREST RAILWAY STATION.	TOWNSHIP.	COUNTY.	POPULATION.	SEE PAGE
Caftara Springs, (Plantagenet P. O.)		Ottawa River, 6 m.	North Plantagenet	Prescott.	50	157
Carleton Place, P. O., Tel. and Ry Sta.	G. T. Ry.	Nor. Ry.	Hibbert	Perth	1600	135
Carville, P. O.		Richmond Hill, 3 m.	York	Vaughan.	100	150
Carleton Place, P. O.	St. L. & O. Ry.	Osgoode, 7 m.	North Gower	Carleton	175	135
Carleton Place, P. O.	G.W. Ry. (W.G. & B.M.L.)	Lastwell, 6 m.	Mornington.	Perth.	70	135
Cartwright, P. O.	W. & F. P. Ry.	Manchester, 7 m.	Cartwright.	Durham.	200	140
Cashel, P. O.	T. & N. Ry.	Markham, 5 1/2 m.	Markham.	York.	100	150
Cashmere, P. O.	G. W. Ry.	Bothwell, 3 m.	Bothwell.	Middlesex.	100	134
Cassell, P. O.	G. T. Ry.	Tavistock, 6 m.	East Zorra.	Oxford	30	138
Casselman, P. O., (High Falls)	St. L. & O. Ry.	Manotick, 30 m.	Cambridge.	Russell	30	157
Castle, P. O.	C. C. Ry.	Renfrew, 12 m.	South Algoma.	Renfrew.	50	154
Castleton, P. O.	C. C. Ry.	Castleton, Sta., 3 m.	Horton.	Renfrew.	100	154
Castleton, Ry. Sta.	C. C. Ry.		Horton.	Renfrew.	100	154
Castlemore, P. O.	T. G. & B. Ry.	Kleinburg, 5 m.	Toronto Gore.	Peel.	200	150
Castleton, P. O. and Tel. Sta.	G. T. Ry.	Colborne, 8 m.	Cramah.	Northumberland.	400	140
Cataraqui, P. O., (Church's Falls)	T. G. & B. Ry.	Charleton, 2 1/2 m.	Charleton.	Peel.	200	150
Cattaraugus, P. O.	G. T. Ry.	Kingston, 3 m.	Kingston	Frontenac	300	144
Cavan, P. O.	G. W. Ry.	Princeton, 6 1/2 m.	Burford.	Durham.	100	140
Cavanville.	Mid. Ry.	Botham, 4 m.	Cavan.	Durham.	100	140
CAVANA, P. O., Tel. and Ry. Sta.	Mid. Ry.	Millbrook, 5 m.	Cavan.	Durham.	100	140
Cedarvale, (Oshawa, P. O.) Ry. Sta.	C.S. & G.W. Ry. (Air Lino)		North Cayuga	Haldimand	803	138
Cedar Grove, P. O.	G. T. Ry.	Unionville	Witley	Ontario.	250	150
Cedar Hill, P. O.	T. & N. Ry.	Pakenham, 4 m.	Markham	York	150	150
Cedar Lake, (Hebigh, P. O.)	C. C. Ry.	Pakenham, 4 m.	Pakenham	Lanark	150	156
Cedarvale, P. O.	G. T. Ry.	Napuaee, 6 1/2 m.	Denbigh	Addington	80	144
Centralia, P. O., (formerly Devon)	T. G. & B. Ry.	Wood Forest, 10 m.	Paton.	Grey.	100	143
Centro Augusta, P. O.	G. T. Ry.	Lucan, 8 m.	Stephon.	Huron	150	135
Centreton, P. O.	St. L. & O. Ry.	Spencerford, 6 m.	Spencerford.	Augusta	100	156
Centreton, P. O.	G. T. Ry.	Graton, 6 1/2 m.	Haldimand.	Northumberland	150	140
Centreton, P. O.	G. T. Ry.	Napuaee, 15 m.	Caudeu	Addington	300	144
Centreton, (Ingersoll P. O.)	G. W. Ry.	Ingersoll, 2 m.	West Oxford.	Oxford	150	138
Centreton, (Lockton P. O.)	T. G. & B. Ry.	Monro Road, 5 m.	Albion	Peel	50	150
Chandos, P. O.	T. and N. Ry.	Chandos, 38 m.	Chandos	Peterborough	100	148
Chantray, P. O.	H. & O. Ry.	Leeds Creek, 15 1/2 m.	Bastard	Leeds	40	144
Charapian, P. O.	G. T. Ry.	Bellefleur, 21 m.	Hungerford	Hastings	40	144
Charles Cross, (Cook's Corners), P. O. & Ry Sta.	C. S. Ry.	Malloytown, 10 m.	Hatwich	Kent	150	131
Charleston, P. O.	G. T. Ry.		Escott	Leeds	80	156
Charleston, Tel. and Ry Sta.	T. G. & B. Ry.		Caudeu	Peel	300	150
Charville, P. O.	G. T. Ry.	Prescott, 7 m.	Angusta.	Grenville	200	156
Charlottetown Centre, (Walsh P. O.)	G. W. R. (Air Lino.)	Simcoe, 9 m.	Charlottetown	Norfolk	300	158
CHARLOTTE, P. O., Tel. and Ry Sta.	G. W. Ry.		Leeds	Kent	573	131
Charlton, P. O., Tel. and Ry Sta.	T. G. & B. Ry.		Harford	Grey.	450	143
Charriere Junction, Ry. Sta.	St. L. & O. Ry.		Gloucester	Carleton	100	156
Chapin, P. O.	G. W. Ry. (Air Lino.)	Nella's Corners, 7 m.	Walpole	Haldimand	100	138
Chapinville, P. O.	T. & N. Ry.	Coloconk, 45 m.	Carful.	Peterborough	100	142
Cherwell, P. O.	G. W. Ry. (W.G. & B.M.L.)	Walkerton, 6 m.	Greenock	Bruce	140	142
Cherry Creek, P. O.	G. T. Ry.	Brampton, 12 m.	Chingacousy	Peel	250	150
Cherry Valley, P. O.	N. Ry.	Lefroy, 2 m.	Imbill	Simcoe	100	150
Cherrywood, P. O.	G. T. Ry.	Bellefleur, 25 1/2 m.	Belleville	Prince Edward	300	144
Chesley, P. O.	G. T. Ry.	Fredericton's Bay, 4 m.	Fredericton's Bay	Pickering	100	150
Chesterfield, P. O.	G.W. Ry. (W.G. & B.M.L.)	Balsley, 10 m.	Balsley	Bruce	150	142
Chewit, P. O.	G. T. Ry.	Bright, 3 m.	Blenheim	Oxford	100	138
Chippawa, P. O., Tel. and Ry Sta.	G.W. Ry. (W.G. & B.M.L.)	Mildmay, 10 m.	Calross.	Bruce	100	142
Chute-au-Blondeau, P. O.	C. S. Ry.		Stamford	Welland	922	139
Churchill, P. O.	G. T. Ry.	Vaudreuil, 30 m.	East Hawkesbury	Prescott	100	157
Church's Falls, (see Catonnet)	N. Ry.	Lefroy, 2 m.	Imbill	Simcoe	100	150
Churchville, P. O.	T. G. & B. Ry.	Charleton, 2 1/2 m.	Caudeu	Peel	200	150
Clegham, P. O.	G. T. Ry.	Hunton, 4 1/2 m.	Toronto	Peel.	200	150
Clegham, P. O.	G. W. Ry.	Bothwell, 6 m.	Aldbrough	Elgin	100	134
Clegham, (Humber P. O.)	G. T. Ry.	Malton, 4 m.	Etobicoke	York	200	150
Clegham, P. O.	C. C. Ry.	Ashton, 5 m.	Huntley	Carleton	100	156
Clegham, P. O.	T. & N. Ry.	Stouffville, 6 m.	Pickering	Ontario.	500	156
Clegham, P. O.	St. L. & O. Ry.	Ottawa, 26 m.	Clarence	Russell	150	157
CLARENCE, P. O. and Tel. Sta.	C. C. & St. L. & O. Ry.	Ottawa, 20 m.	Clarence	Russell	150	157
CLARENCE CREEK, P. O.	G. T. Ry.	Northville, 2 1/2 m.	Clark.	Durham	350	140
Clark's Crossing, Ry. Sta.	N. Ry.	Thornbury, 2 m.	Collingwood	Grey	300	143
Clarksville, Tel. Sta.	B. & O. Ry.	Elizabethtown	Elizabethtown	Leeds	150	156
Claude, P. O.	N. Ry.	Bramford, 12 m.	Teumseth	Simcoe	200	151
Clavering, P. O.	T. G. & B. Ry.	Brampton, 10 m.	Chingacousy	Peel.	100	150
Clareview, P. O.	T. G. & B. Ry.	Owen Sound, 15 m.	Keppel.	Grey	100	143
Clayton, P. O.	G. T. Ry.	Napuaee, 21 m.	Sheldiff.	Grey	100	144
Clear Creek, P. O.	C. P. Ry.	Alton, 10 m.	Hants	Lanark	250	156
Cleaveland, P. O.	G. W. Ry. (Air Lino.)	Pilsburg, 20 m.	Houghton	Norfolk	100	138
Cleaveland, P. O.	C. S. Ry.	Highgate, 7 m.	Orford.	Kent	150	131
Cleaveland, P. O.	G.W. Ry. (W.G. & B.M.L.)		Minto	Wellington	650	135
Cleaveland, P. O.	G. W. Ry.	Suspension Bridge	Stamford	Welland	1610	139
Cleaveland, P. O.	G. W. Ry.	Stoney Creek, 5 m.	Salt Fleet.	Welland	100	138
Cleaveland, P. O.	G. T. Ry. (B. & L. H. Br.)		Tuckersmith	Westworth	2016	135
Clinton, P. O., Tel. and Ry Sta.	C. C. Ry.	Renfrew, 33 m.	Sebastopol	Huron	100	154
Clinton, P. O. (Foy's)	C. C. Ry.	Gilford, 10 m.	Teumseth	Simcoe	100	151
Cloer Hill, P. O.	N. Ry.	Galt, 5 m.	Beverly.	Wentworth	100	138
Clyde, P. O.	G. T. Ry.	Napuaee, 46 m.	Anglesea.	Addington	40	144
Cloyne, P. O.	C. C. Ry.	Renfrew, 15 m.	Ross.	Renfrew	80	154
Colden, P. O.	T. & N. Ry.		Somerville	Victoria	150	140
Coloconk, (Shelden, P. O.) Tel. and Ry Sta.	G. T. Ry.	Brighton, 10 m.	Hamilton.	Northumberland.	150	140
COBBOURG, P. O., Tel. and Ry Sta.	G. T. Ry.	Simcoe, 1 m.	Brighton.	Norfolk	80	138
Codrington, P. O.	G. W. Ry. (Air Lino.)	Mount Brydges, 7 m.	Caradoc.	Middlesex.	100	134
Colborne, (Simcoe, P. O.)	G. W. Ry.	Luther, 9 m.	Cramah.	Northumberland	823	140
Colborne, P. O.	G. T. Ry.	Colchester, 15 m.	Lutler	Wellington	50	135
Colborne, P. O.	C. S. Ry.	Colchester	Colchester	Essex	200	131
Colborne, P. O.	C. S. Ry.		Colchester	Essex	200	131
Colborne, P. O.	G. T. Ry.	Cobourg, 7 m.	Hamilton	Northumberland	200	140
Colborne, P. O.	G. W. Ry.	Komoka, 6 m.	Lobo	Middlesex	100	134
Cold Springs, P. O.	N. Ry.	Orilla, 14 m.	Modena	Simcoe	250	151
Cold Stream, P. O.	G. T. Ry.	Napuaee, 15 m.	Camden East	Addington	300	144
Cold Water, P. O. and Tel. Sta.	G. T. Ry.	Klenburg, 2 m.	Toronto Gore	Peel.	200	150
Colebrook, P. O. and Tel. Sta.	T. G. & B. Ry.	Sarnia, 5 m.	Sarnia	Lambton	200	135
Coleraine, P. O.	G.W. Ry. (Sar. Br.)	Orangeville, 10 m.	Amaranth.	Wellington	100	134
Cole's Corners.	T. G. & B. Ry.	Brigden, 4 m.	Moore	Lambton	100	134
Coleridge.	C. S. Ry. (St. Ch. Br.)		Nottawasaga	Simcoe	2829	151
Colinville, P. O.	N. Ry.		Algona.	Algona	127	144
Collingwood, P. O., Tel. and Ry Sta.	G. T. Ry.		Kingston	Frontenac	130	144
Collin's Inlet, P. O.	T. G. & B. Ry.	Owen Sound	Albenmarlo	Bruce	50	142
Collin's Inlet, P. O. and Tel. Sta.	T. G. & B. Ry.	Bolton, 3 m.	Albion.	Peel.	250	150
Colpo's Bay, P. O.	T. G. & B. Ry.	Brooklin, 4 m.	East Witley	Ontario.	400	150
Columbia, (Conventry P. O.)	W. & F. P. Ry.		Tilbury West	Essex	100	131
Columbia, P. O. and Tel. Sta.	C. S. Ry.	Renfrew, 52 m.	Hadfield	Renfrew	50	154
Cumber, P. O., Tel. and Ry Sta.	B. & O. Ry.	Thornhill, 1 m.	Vogelin.	York	100	150
Cumbers, P. O. and Tel. Sta.	N. Ry.	Beulu, 8 m.	Waterloo	Waterloo	450	135
Concord, P. O.	G. T. Ry.	Acton, 10 m.	Erin.	Wellington	50	135
Conestoga, P. O. and Tel. Sta.	G. T. Ry.	Mont Forest, 7 m.	Arthur.	Wellington	100	135
Coningsby, P. O.	T. G. & B. Ry.					
Coun, P. O.						

NAME OF PLACE, ETC.	NAME OF RAILWAY, ETC.	NEAREST RAILWAY STATION.	TOWNSHIP.	COUNTY.	POPULATION.	SEE PAGE
Connaught, P. O.	G. T. Ry.	Aultsville, 17 m.	Winchester	Dundas	500	157
Connor, P. O.	T. G. & B. Ry.	Bolton, 11 m.	Adolph	Simcoe	150	151
Conroy, P. O.	G. T. Ry.	Stratford, 6 m.	Powis	Perth	120	135
Conroy, P. O. & Tel. Sta.	G. T. Ry.	Frontenac, 10 m.	Ameliasburgh	Prince Edward	500	114
Constance, P. O.	G. T. Ry. (B. & L. H. Br.)	Clinton, 9 m.	Hullet	Huron	100	135
Conway, P. O.	G. T. Ry.	Napanee, 17 m.	South Fredericksburg	Lenox	80	144
Cook's Corners (see Charing Cross).	C. S. Ry.		Harwich	Kent	150	131
Cook's Station	G. T. Ry. (B. & L. H. Br.)		Seneca	Haldimand		139
Cookstown, P. O. & Tel. Sta.	N. Ry.	Gilford, 8 m.	Tecumseh	Simcoe	600	151
Cookville, P. O.	G. W. Ry.	Port Credit, 3 m.	Toronto	Peel	400	150
Cooper, P. O.	G. T. Ry.	Shannonville, 35 m.	Madoc	Hastings	100	134
Copetangen, P. O.	G. W. Ry. (Air Line)	Aylmer, 6 m.	Malshide	Elgin	300	144
Copstone, P. O., Tel. and Ry Sta.	G. W. Ry.		Bevelly	Westworth	200	138
Coppleton, P. O.	G. W. Ry.	Petrolia, 21 m.	Embleton	Lambton	100	134
Corlitt, P. O.	G. T. Ry.	Park Hill, 7 m.	Metilivray	Middlesex	150	134
Corinth, P. O. Tel. and Ry Sta.	G. W. Ry. (Air Line)		Byham	Elgin	70	131
Cornellville, Ry Sta.	C. S. Ry.		South Norwich	Oxford	100	138
CORNWALL, P. O., Tel. and Ry Sta.	G. T. Ry.	Courtwright, 4 m.	Corwall	Stormont	200	157
Cornwall, P. O. and Tel. Sta.	C. S. Ry.	Hamilton, 3 m.	Moore	Lambton	200	134
Cotswold, P. O.	G. W. Ry. (W.G. & B.M.L.)	Orilla, 11 m.	Medonte	Simcoe	175	135
Coulson, P. O.	N. Ry.	Bradford, 31 m.	West Gwillimbury	Simcoe	100	151
Coulson's Corners (Durhurst P. O.)	N. Ry.		Middleton	Norfolk	70	151
Courtland, P. O., Tel. and Ry Sta. (Rd. Ph.)	G. W. Ry. (Air Line)		Middleton	Norfolk	150	138
Courtwright, Tel. and Ry Sta.	C. S. Ry. (St. Cl. Br.)		Mauro	Lambton	100	134
Coventry	T. G. & B. Ry.	Bolton, 3 m.	Albion	Peel	250	150
Coverley, P. O.	G. W. Ry. (W.G. & B.M.L.)	Pinkerton, 16 m.	Bentick	Grey	200	143
Cowal, P. O.	G. W. Ry.	Longwood, 9 m.	Southwold	Elgin	30	134
Craigburn, P. O. and Tel. Sta.	S. Ry.	Barrie, 12 m.	Medonte	Simcoe	150	151
Craigleith, P. O. and Ry Sta.	N. Ry.		Collingwood	Grey	80	143
Craigsholme, P. O.	G. W. Ry. (W.G. & B.M.L.)	Fergus, 8 m.	Garafraca	Wellington	300	135
Craigvale, P. O.	N. Ry.	Branley, 4 m.	Inniell	Simcoe	100	151
Cranbrook	G. T. Ry. (B. & L. H. Br.)	Lealorth, 18 m.	Grey	Huron	250	135
Cramworth, P. O.	B. & O. Ry.	Smith's Falls, 14 m.	Burgess	Leeds	50	150
Crathie, P. O.	G. W. Ry. (Sar. Br.)	Strathroy, 2 m.	Alehalie	Middlesex	80	134
Crawford, P. O.	G. T. & B. Ry.	Pinkerton, 16 m.	Bentick	Grey	80	143
Credit, P. O.	G. W. Ry.	Toronto, 41 m.	Toronto	Peel	250	150
Credit, P. O. and Tel. Sta.	G. T. Ry.	Lucan, 14 m.	Stephen	Huron	100	135
Creek Bank, P. O.	G. W. Ry. (W.G. & B.M.L.)	Alma, 3 m.	Peel	Wellington	30	135
Creemore, P. O. and Tel. Sta.	N. Ry.	New Lovell, 5 m.	Nottawasaga	Simcoe	300	151
Creighton, P. O.	N. Ry.	Orilla, 19 m.	Medonte	Simcoe	70	151
Cresy, P. O.	G. T. Ry.	Napanee, 18 m.	Marysburg	Prince Edward	200	144
Crieff, P. O.	G. T. & B. Ry. (W.G. & B.M.L.)	Geuph, 12 m.	Padineh	Wellington	50	135
Criman, P. O.	C. S. Ry.	Rismark, 5 m.	Aldborough	Elgin	80	134
Crofton, P. O.	G. T. Ry.	Bellefleur, 19 m.	Seydalsburg	Prince Edward	80	144
Cromary, P. O.	G. T. Ry. (B. & L. H. Br.)	Mitchell, 10 m.	Hibbert	Perth	100	135
Crosshill, P. O. and Tel. Sta.	G. T. Ry.	Berlin, 15 m.	Wellesly	Waterloo	150	135
Croton	G. W. Ry.	Thamesville, 6 m.	Camden	Kent		131
Croton (Lyndoch P. O.)	G. W. Ry. (Air Line)	Delhi, 3 m.	Middleton	Norfolk	30	138
Crowland, P. O.	G. W. Ry. (Wel.)	Welland, 3 m.	Crowland	Welland	250	139
Croydon, P. O.	G. T. Ry.	Napanee, 15 m.	Camden East	Addington	100	144
Cranekshank, P. O.	T. G. & B. Ry.	Owen Sound, 6 m.	Keppel	Grey	100	143
Crunilla, P. O.	G. W. Ry.	Dorchester, 5 m.	Dorchester South	Middlesex	30	131
Crysler, P. O.	G. T. Ry.	Dickinson's Land, 21 m.	Finch	Stormont	150	157
Cullorden, P. O.	C. S. Ry.	Tilsonburg, 5 m.	Dereham	Oxford	200	138
Cumberland, P. O. and Tel. Sta.	St. L. & O. & C. C. Ry.	Ottawa, 16 m.	Cumberland	Russell	200	157
Cummins, P. O. and Tel. Sta.	G. W. Ry.	Wellington Square, 7 m.	Nel-on	Haltou	200	150
Cummock, P. O.	G. W. Ry. (W.G. & B.M.L.)	Fergus, 5 m.	Nielol	Wellington	80	135
Curran, P. O. (Inkermann)	St. L. & O. & C. C. Ry.	Ottawa, 40 m.	North Plantagenet	Prescott	130	157
Currie Road, (Dutton Sta.)	C. S. Ry.	Dutton, 8 m.	Dunwich	Elgin	100	134
Daere, P. O.	C. S. Ry.	Kenfrew, 17 m.	Brougham	Renfrew	150	151
Dalhousie Mills, P. O.	G. T. Ry.	Lancaster, 17 m.	Lancaster	Glenora	100	157
Dalkeith, P. O.	G. T. Ry.	Lancaster, 20 m.	Lochiel	Glenora	100	157
Dalrymple, P. O.	T. & N. Ry.	Victoria Road, 10 m.	Carden	Victoria	100	140
Dalston, P. O.	N. Ry.	Barrie, 8 m.	Vespra	Simcoe	100	151
Danforth, P. O.	G. T. Ry.	Scarborough, 3 m.	Scarborough	York	50	150
Danville, P. O.	G. T. Ry.	Rockwood, 6 m.	Nassagaweya	Haltou	150	150
Darrell, P. O.	G. W. Ry.	Chatham, 7 m.	Chatham	Kent	200	131
Dartmouth, P. O.	T. & N. Ry.	Portage Road, 18 m.	Dartmouth	Victoria	100	140
Dartford, P. O.	G. T. Ry.	Colborne, 19 m.	Grey	Northumberland	160	140
Dashwood, P. O.	G. T. Ry.	Ailsa Craig, 15 m.	Hay	Huron	100	135
Davenport, P. O. Tel. and Ry Sta.	N. Ry.		York	York	120	150
Davis' Corners (Mabourly P. O.)	B. & O. Ry. (P. Br.)	Perth, 25 m.	Oso	Frontenac	30	144
Davisville, P. O.	G. T. & G. W. Ry.	Toronto, 31 m.	York	York	200	150
Dawn Mills, P. O.	G. W. Ry.	Thamesville, 9 m.	Camden	Kent	75	131
Daywood, P. O.	T. G. & B. Ry.	Owen Sound, 6 m.	Sydenham	Grey	150	143
Deaton	C. S. Ry.	Charing Cross, 121 m.	East Barry	Kent	150	131
De Cewsville, P. O.	G. W. Ry. (Air Line)	Cayuga, 3 m.	North Cayuga	Haldimand	100	138
Deerdoek, P. O.	B. & O. Ry. (P. Br.)	Perth, 27 m.	Oso	Frontenac	125	144
Deerhurst, P. O.	N. Ry.	Bradford, 5 m.	West Gwillimbury	Simcoe	75	151
Delaware, P. O.	G. T. Ry.	Mt. Brydges, 13 m.	Delaware	Middlesex	150	134
Delaware, Ry Sta.	C. S. Ry. (St. Cl. Br.)		Delaware	Middlesex	400	134
Delhi, P. O.	G. W. Ry. (Air Line)	Delhi, 1 m.	Middleton	Norfolk	300	138
Delhi, Tel. and Ry Sta.	G. W. Ry. (Air Line)		Middleton	Norfolk		138
Delta, P. O. and Tel. Sta.	B. & O. Ry.	Walford, 17 m.	Leeds	Prince Edward	300	156
Demorestville, P. O.	G. T. Ry.	Shannonville, 9 m.	Restard	Prince Edward	300	144
Denbigh, P. O.	G. T. Ry.	Napanee, 70 m.	Denbigh	Addington	80	144
Denfield, P. O.	G. T. Ry.	Ailsa Craig, 6 m.	London	Middlesex	100	134
Deniston, P. O.	G. T. Ry.	Kingston, 26 m.	Hinchinbrooke	Frontenac	100	144
Derryville, P. O.	T. & N. Ry.	Cannington, 24 m.	Brook	Ontario	150	150
Der y West, P. O.	G. T. Ry.	Milton, 5 m.	Toronto	Peel	100	150
Derecent, P. O.	G. W. Ry.	Denest, 7 m.	Westminster	Middlesex	150	131
Desborough, P. O.	T. G. & B. Ry.	Owen Sound, 15 m.	Sutton	Grey	100	143
Desert Lake, P. O.	G. T. Ry.	Kingston, 22 m.	Loughborough	Frontenac	100	144
Desmond, P. O.	G. T. Ry.	Napanee, 13 m.	Camden East	Addington	20	144
Deux Rivieres, P. O.	C. C. Ry.	Kenfrew, 107 m.	Clara	Dist. of Nipissing	87	130
Devizes, P. O.	G. T. Ry.	Granton, 7 m.	London	Middlesex	100	134
Desert Lake, P. O.	G. T. Ry.	Kingston, 25 m.	Loughborough	Frontenac	100	144
Devon (Centralia, P. O.)	G. T. Ry.	Lucan, 1 m.	Stephen	Huron	150	135
Dexter, P. O.	G. W. Ry. (L. & Pt. S. Br.)	Pt. Stanley, 2 m.	Yarmouth	Elgin	60	134
Diamond, P. O.	C. C. Ry.	Pakenham, 9 m.	Yonge	Carleton	150	156
Dickens, P. O.	G. T. Ry.	Brookville, 101 m.	Yonge	Leeds	60	156
Dickinson's Landing (Wales P. O.) Tel. & Ry Sta.	G. T. Ry.		Osnabruk	Stormont	300	157
Dickinson's Landing, P. O.	G. T. Ry.	Dickinson's Landing Sta 2 m.	Osnabruk	Stormont		157
Dixie, P. O.	G. W. Ry.	Port Credit, 5 m.	Toronto	Peel	150	150
Dixon's Corners, P. O.	G. T. Ry.	Matilda, 7 m.	Matilda	Dundas	100	150
Doblington, P. O.	G. W. Ry. (W.G. & B.M.L.)	Dundas, 10 m.	Elderslie	Brace	40	142
Dog's Nest (Dover P. O.)	H. & E. Ry.	Port Dover, 2 m.	Woodhouse	Norfolk	30	138
Dollar, P. O.	T. & N. Ry.	Unionville, 5 m.	Markham	York	35	150
Bon, P. O., Tel. and Ry Sta.	G. T. Ry.		York	York	150	150
Donaghy, P. O.	G. W. Ry. (W.G. & B.M.L.)	Newry, 3 m.	Elma	Perth	140	135
Doncaster, P. O.	G. T. Ry.	Toronto, 3 m.	York	York	150	150
Doon, P. O.	G. W. Ry.	Prester, 4 m.	Waterloo	Waterloo	150	135
Doran, P. O.	B. & O. Ry. (P. Br.)	Perth, 15 m.	Bathurst	Lamark	30	156

For explanations, names of Railroad, abbreviated, etc., see page 187.

NAME OF PLACE, ETC.	NAME OF RAILWAY, ETC.	NEAREST HALTWAY STATION.	TOWNSHIPS.	COUNTY.	POPULATION.	SEE PAGE
Dorchester Station, P. O., Tel. and Ry Sta.	G. W. Ry.	Drayton, 9m.	North Dorchester.	Middlesex.	200	134
Doubling, P. O.	G. W. Ry.	Ingersoll, 4 m.	Maryborough.	Wellington.	50	135
Douglas, P. O. and Tel. Sta.	G. W. Ry.	Re. Iron, 15 m.	Bromley.	Ontario.	30	138
Douglas (Bartrava P. O.) Tel. Sta.	G. W. Ry. (W.G. & B. M.L.)	Fergus, 8 m.	West Garsfraga.	Wellington.	150	155
Dover South, P. O.	G. W. Ry.	Chatham, 6 m.	Dover East.	Kent.	100	131
Downeyville, P. O.	Mid. Ry.	Ononago, 6 m.	Emily.	Victoria.	80	140
Dunawest, P. O.	N. Ry.	Weston, 11 m.	York.	York.	200	150
Dray on, P. O., Tel. and Ry Sta.	G. W. Ry. (W.G. & B. M.L.)	Peel.	Peel.	Wellington.	50	135
Dreary's Corners, (Cumlin P. O.)	G. W. Ry.	London, 9 m.	North Dorchester.	Middlesex.	30	134
Dresden, P. O. and Tel. Sta.	G. W. Ry.	London, 14 m.	Camden.	Kent.	1000	131
Drew, P. O.	T. G. & B. Ry.	Harrison, 5 m.	Minto.	Wellington.	50	135
Dromore, P. O.	T. G. & B. Ry.	Mount Forest, 17 m.	Egremont.	Grey.	140	143
Drum, P. O.	Mid. Ry.	Mill Brook, 12 m.	Manvers.	Durham.	100	138
Dunaba, P. O., Tel. and Ry Sta.	G. T. Ry. (B. & L. H. Br.)	Stratford, 23 m.	Blenheim.	Oxford.	600	139
Dunandville West, P. O., Tel. & Ry Sta.	C. S. Ry.	Clifton, 1 m.	Stamford.	Welland.	1000	139
Dunbrin, P. O.	G. W. Ry.	Oakville, 8 m.	Tratlar.	Halton.	100	150
Dunry, P. O.	N. Ry.	Barry, 9 m.	On.	Simcoe.	50	151
Dyden, (now Palmerston P. O.) Tel. & Ry Sta.	G. W. Ry. (W.G. & B. S. Ex.)	Barry, 9 m.	Wallace.	Perth.	50	135
Dysalleville, P. O.	G. T. Ry.	Seaford, 17 m.	Stanley.	Huron.	75	135
Dyrt, P. O.	C. S. Ry.	Highgate, 4 m.	Orford.	Kent.	200	131
Dufferin, P. O.	G. W. Ry. (Air Line).	Cuyaga, 7 m.	Oneida.	Haldimand.	100	138
Dufferin Creek, (Pickering P. O.) Tel. & Ry Sta.	G. T. Ry.	Morrisburg, 12 m.	Pickering.	Ontario.	500	150
Dunbar, P. O.	G. T. Ry.	Morrisburg, 12 m.	Williamsburg.	Dundas.	150	137
Dunbar, P. O.	G. T. Ry.	Frenchman's Bay, 1 m.	Pickering.	Ontario.	150	137
Dunblane, P. O.	G. W. Ry. (W.G. & B. M.L.)	Port Elgin, 5 m.	Saugoy.	Bruce.	100	140
Duncan, P. O.	N. Ry.	Collingwood, 18 m.	Collingwood.	Grey.	100	142
Duncanville, (Russell P. O.) Tel. Sta.	S. & O. Ry.	Manotie, 15 m.	Russell.	Russell.	150	157
Dunferief, P. O.	G. T. Ry.	Ailsa Craig, 8 m.	Lobo.	Middlesex.	75	134
Dundalk, P. O. and Tel. Sta.	T. G. & B. Ry.	West Flamborough.	Melancthon.	Grey.	30	143
Dundas, P. O., Tel. & Ry Sta.	G. W. Ry.	Matilda, 9 m.	West Flamborough.	Wentworth.	3135	134
Dundela, P. O.	G. T. Ry.	Brighton, 7 m.	Dundas.	Dundas.	200	131
Dundonald, P. O.	G. T. Ry.	New Lonsdale, 9 m.	Cramah.	Northumberland.	50	151
Dundun, P. O.	N. Ry.	Lacknow, 9 m.	Nottingham.	Simcoe.	200	135
Dunham, P. O.	G. W. Ry. (W.G. & B. S. Ex.)	Lacknow, 9 m.	Huron.	Huron.	200	135
Dunhill, P. O. and Ry Sta.	G. W. Ry. (W.G. & B. M.L.)	G. T. Ry. (B. & L. H. Br.)	Brant.	Bruce.	60	142
Dunville, P. O., Tel. and Ry Sta.	G. T. Ry. (B. & L. H. Br.)	C. C. Ry.	Moulton.	Haldimand.	1452	138
Dunrobin, P. O.	C. C. Ry.	Stittsville, 13 m.	Torholton.	Carleton.	100	157
Dunrobin, P. O.	Mid. Ry.	Lindsay, 10 m.	Verulam.	Victoria.	80	140
Dunsmuir, P. O.	G. W. Ry. (W.G. & B. S. Ex.)	Huron, 5 m.	Ashfield.	Huron.	100	135
Dunton, P. O. & Tel. Sta.	N. Ry.	Stayner, 5 m.	Nottawasaga.	Simcoe.	150	150
Dunvegan, P. O.	G. T. Ry.	Corwall, 31 m.	Kenyon.	Grey.	1220	143
Durham, P. O. & Tel. Sta.	T. G. & B. Ry.	Mount Forest, 13 m.	Kenyon.	Grey.	250	157
Durham's Corners, (Lockton P. O.)	T. G. & B. Ry.	Onley, 2 m.	Allion.	Peel.	50	150
Dwyer Hill, P. O.	C. C. Ry.	Ashton, 8 m.	Goulbourn.	Carleton.	150	156
Eagle, P. O.	C. S. Ry.	Bismak, 5 m.	Aldborough.	Elgin.	150	140
Eagle Lake.	T. & N. Ry.	Coboconk, 42 m.	Guilford.	Peterborough.	100	150
Eagle Mills.	G. T. Ry.	Lockwood, 12 m.	Nasagaweya.	Halton.	100	157
East Hawkesbury, P. O.	G. T. Ry.	Vaudreuil, 30 m.	Hawkesbury East.	Prescott.	100	156
Eastman's Springs, P. O.	St. L. & O. C. C. Ry.	Ottawa, 4 m.	Gloucester.	Carleton.	60	151
East Oro, P. O.	N. Ry.	Huskton, 6 m.	Oro.	Grey.	250	156
Easton's Corners, P. O.	B. & O. Ry.	Irish Creek, 23 m.	Wolford.	Grey.	60	150
Eastville, (Holb P. O.)	N. Ry.	Newmarket, 9 m.	East Gwillimbury.	York.	100	157
East Williamsburg, P. O.	G. T. Ry.	Aultsville, 3 m.	Williamsburg.	Dundas.	100	138
Eastwood, P. O., Tel. & Ry Sta.	G. W. Ry.	Comber, 3 m.	East Oxford.	Oxford.	200	138
Ecclesville, Tel. Sta.	C. S. Ry.	Grafton, 3 m.	Tilbury West.	Essex.	80	131
Eddystone, I. O.	G. T. Ry.	Tilbury, 31 m.	Haldimand.	Northumberland.	150	140
Elden, P. O. and Tel. Sta.	G. W. Ry. (Air Line).	Tilbury, 4 m.	Bayham.	Wellington.	150	134
Elden Mills, P. O. and Tel. Sta.	G. T. Ry.	Lockwood, 4 m.	Brantock.	Wellington.	300	135
Edgar, P. O. and Tel. Sta.	N. Ry.	Howan, 8 m.	Oro.	Simcoe.	100	151
Edison, P. O.	G. T. Ry.	New Hamburg, 19 m.	Mornington.	Perth.	100	135
Edley, P. O.	T. G. & B. Ry.	Woodbridge, 21 m.	Vaughan.	York.	150	150
Edgeworth, P. O.	C. S. Ry.	Tilbury, 5 m.	Tilbury East.	Kent.	50	131
Egmont, P. O.	G. T. Ry.	Brampton, 41 m.	Chinguacousy.	Peel.	300	155
Edwardsburg, P. O., Tel. and Ry Sta.	G. T. Ry.	Fort Robinson, 7 m.	Edwardsburg.	Grey.	50	139
Ellingham, P. O.	G. W. Ry. (Wet.)	Grafton, 26 m.	Edlam.	Welland.	400	154
Eganville, P. O. and Tel. Sta.	C. C. Ry.	LeRoy, 12 m.	Essa.	Simcoe.	50	151
Egbert, P. O.	N. Ry.	Mount Forest, 11 m.	Luther.	Wellington.	45	135
Egerton, P. O.	T. G. & B. Ry.	Toronto, 4 m.	York.	York.	300	150
Eglinton, P. O.	G. T. & G. W. Ry.	Seaford, 1 m.	Tuckersmith.	Huron.	500	143
Egmondville, P. O. and Tel. Sta.	G. T. Ry.	Mount Forest, 3 m.	Egremont.	Grey.	50	143
Egremont, P. O.	T. G. & B. Ry.	St. C. Ry. (St. Cl. Br.)	Ekfrid.	Middlesex.	100	134
Ekfrid, Ry Sta.	G. W. Ry. (Air Line).	Bellamy, 9 m.	Ekfrid.	Middlesex.	60	156
Ekfrid, Ry Sta.	B. & O. Ry.	Shelburne, 6 m.	Mono.	Simcoe.	100	151
Elba, (Addison P. O.)	T. G. & B. Ry.	Angus, 25 m.	Mono.	Simcoe.	70	151
Elba, P. O.	N. Ry.	Belleville, 32 m.	Eldon.	Victoria.	100	140
Elder, P. O.	G. T. Ry.	Stony Creek, 5 m.	Maloe.	Hastings.	100	144
Eldon, Tel. & Ry Sta.	G. W. Ry.	Gananoque, 20 m.	Saltfleet.	Wentworth.	250	138
Eldorado, P. O.	G. T. Ry.	Kingston, 7 m.	South Crosby.	Leeds.	150	144
Efrida, P. O.	G. T. Ry.	London, 12 m.	London.	Wellington.	100	134
Elgin, P. O. and Tel. Sta.	G. T. Ry.	Lucan, 12 m.	Urbane.	Huron.	100	135
Elginfield, P. O.	G. T. Ry.	Campbell's, 31 m.	Hope.	Durham.	150	140
Elmsville, P. O.	Mid. Ry.	Pasley, 3 m.	Brant.	Bruce.	100	142
Elmhurst, P. O.	G. W. Ry. (W.G. & B. M.L.)	Agincourt, 21 m.	Scarborough.	York.	80	150
Ellengowan, P. O.	T. & N. Ry.	Port, 10 m.	Bathurst.	Lanark.	40	151
Ellesmere, P. O.	C. C. Ry.	Suttonville, 104 m.	Huntley.	Simcoe.	100	156
Elliot, P. O.	N. Ry.	Guilford, 10 m.	Essa.	Simcoe.	100	151
Elm, P. O.	G. T. Ry.	Milton, 3 m.	Toronto.	Peel.	70	150
Elm Grove, P. O.	G. T. Ry.	Berlin, 12 m.	Woolwich.	Waterloo.	800	135
Elmhurst, P. O.	G. T. Ry.	Barrie, 17 m.	Flos.	Simcoe.	150	151
Elmira, P. O. and Tel. Sta.	N. Ry.	Pinkerton, 9 m.	Brant.	Bruce.	100	142
Elmwood, P. O.	G. W. Ry. (W.G. & B. M.L.)	Parth, 21 m.	Nichel.	Wellington.	1400	135
Elora, P. O., Tel. & Ry Sta.	B. & O. Ry. (P. Br.)	Southampton, 61 m.	North Sherbrooke.	Lanark.	30	156
Elphin, P. O.	G. W. Ry.	Beachville, 6 m.	Arvan.	Bruce.	50	142
Elsinore, P. O.	T. G. & B. Ry.	Manotie, 20 m.	West Zorra.	Oxford.	484	138
Elton, P. O. and Tel. Sta.	G. T. Ry.	Ernestown, 6 m.	Russell.	Russell.	100	157
Emersall, P. O.	St. L. & O. Ry.	Myrtle, 7 m.	Amherst Island.	Addington.	100	144
Embs.	G. T. Ry.	Petrolia, 3 m.	Darlington.	Durham.	80	140
Embskillen, (Varney P. O.)	G. W. Ry.	Peterborough, 10 m.	Embskillen.	Lambton.	100	143
Embskillen, (Varney P. O.)	Mid. Ry.	Carleton Place, 9 m.	Norramby.	Grey.	100	140
Embsville, (Sunisville).	C. C. & B. & O. Ry.	Fergus, 4 m.	Emmora.	Peterborough.	200	156
Emmaville, (Hewgill P. O.)	G. W. Ry. (W.G. & B. M.L.)	Manotie, 20 m.	Dunsmuir.	Dumfries.	90	135
Enterprise, P. O. and Tel. Sta.	G. T. Ry.	Collingwood, 16 m.	Nichel.	Wellington.	250	144
Epping, P. O.	N. Ry.	Port Perry, 5 m.	Collingwood.	Grey.	100	143
Epsom, P. O.	W. & P. P. Ry.	Guelp, 5 m.	Reach.	Ontario.	80	150
Eramosa, P. O.	G. T. Ry.	Berlin, 8 m.	Wellington.	Wellington.	100	135
Erbsville, P. O.	G. T. Ry.	Jarvis, 6 m.	Waterloo.	Waterloo.	80	138
Eric, P. O.	G. W. Ry. (Air Line).	Orangeville, 13 m.	Waldpole.	Haldimand.	400	133
Erin, P. O., Tel. and Tel. Sta.	T. G. & B. Ry.	Orangeville, 13 m.	Erin.	Wellington.	600	135

For explanations, names of Railroads abbreviated, etc., see page 183.

NAME OF PLACE, ETC.	NAME OF RAILWAY, ETC.	NEAREST RAILWAY STATION.	TOWNSHIP.	COUNTY.	POPULATION.	SEE PAGE.
Erniaville, P. O.	G. T. Ry.	Napanee, 19 m.	Sheffield	Addington	70	144
Ernestown, P. O., Tel. and Ry Sta.	G. T. Ry.	Cambridge, 2 m.	Ernestown	Lenox	150	144
Erroll, P. O.	G. T. Ry.	Mallorytown, 41 m.	Plympton	Lambton	100	134
Escott, P. O.	G. T. Ry.	Georgetown, 2 m.	Escott	Leeds	200	156
Esquesing, P. O. (Stewarttown)	G. T. Ry.	Georgetown, 2 m.	Esquesing	Halton	250	150
Essex Centre, Ry Sta.	C. S. Ry.		Colchester	Essex		131
Ethel, P. O. and Ry Sta.	G. W. Ry. (W.G. & B.S.E.)		Grey	Huron	80	135
Etobicoke, P. O. (now Lambton Mills P.O.)	N. Ry.		Etobicoke	York	50	150
Eudora	T. & N. Ry.	Sunderland, 7 m.	Scott	Ontario		150
Eugene, P. O.	G. T. & B. Ry.	Flesherton & Priceville, 6 m.	Artemesia	Grey	100	143
Evelyn, P. O.	G. T. Ry.	Thorncliffe, 6 m.	Thorncliffe	West Nisour	150	134
Everoth, P. O.	N. Ry.	Angus, 10 m.	Toscorontio	Simcoe	100	151
Eversley, P. O.	N. Ry.	King, 3 m.	King	York	150	150
Everton, P. O. and Tel. Sta.	I. T. Ry.	Rockwood, 4 m.	Ermapo	Wellington	250	135
Exeter, P. O. and Tel. Sta.	G. T. Ry.	Lancan, 13 m.	Steylen	Huron	1000	135
Fairfield, P. O. (Troy)	C. S. Ry.	Bridgetown, 5 m.	Elizabethtown	Leeds	150	141
Fairfield, Ry Sta.	B. & O. Ry.	Fairfield, 11 m.	Elizabethtown	Leeds	100	156
Fairfield East, P. O.	B. & O. Ry.	Brantford, 12 m.	Brant	Brant	70	138
Fairfield Plaza, P. O.	G. T. & G. W. Ry.	Stattford, 7 m.	Gore of Downie	Perth	75	135
Fairview, P. O.	G. T. Ry.		Foley	Muskoka Dist.		147
Falding, P. O.			Monek	Muskoka Dist.		147
Falkenburg, P. O.	N. Ry. (Musk. Br.)	Washingo, 28 m.	Nepew	Carleton	156	138
Fallowfield, P. O.	C. C. Ry.	Hell's Corners, 5 m.	Brantford	Brant	60	156
Falkland, P. O.	G. T. & G. W. Ry.	Paris, 3 m.	Paris	Middlesex	200	134
Falkirk, P. O.	G. T. Ry.	Alisa Creek, 5 m.	Perth	Perth	80	156
Fall Brook, P. O.	B. & O. Ry. (P. Br.)	Perth, 10 m.	Perth	Leeds	500	156
Farmersville, P. O. and Tel. Sta.	B. & O. Ry.	Bellamy's, 11 m.	Orangeville, 5 m.	Amaranth	60	135
Farmington, P. O.	T. G. & B. Ry.	Mitchell, 10 m.	Mitchell	Huron	150	135
Farquhar, P. O.	G. T. Ry.		Osnabrock	Stormont	300	157
Faran's Point, P. O., Tel. and Ry Sta.	G. T. Ry.		Moulton	Haldimand		138
Feeder, Ry Sta.	I. T. Ry. (B. & L. H. Br.)	Osgoode, 17 m.	Russell	Russell	50	157
Felton	St. L. & O. Ry.	Cornewall, 40 m.	Calton	Calton	80	157
Fenaghvale, P. O. (Caledonia Falls)	G. T. Ry.	Harrow, 1.5 m.	Haldimand	Northumberland	60	140
Fenelia, P. O.	P. & M. Ry.	Colborne, 14 m.	Fenelon	Victoria	750	140
Fendon Falls, P. O. and Tel. Sta.	T. & N. Ry.	Galford, 2 m.	Innisfil	Simcoe	80	151
Fennels, P. O.	N. Ry.	Port Robinson, 8 m.	Pelham	Welland	100	139
Fenwick, P. O.	G. W. Ry. (Wel.)		Nichol	Wellington	1665	135
Fergus, P. O., Tel. and Ry Sta.	G. W. Ry. (W.G. & B.M.L.)	Carleton Place, 9 m.	Drummond	Lanark	150	156
Ferguson's Falls, P. O.	C. C. & B. & O. Ry.	Barrie, 12 m.	Flos	Simcoe	125	151
Fergusonvale, P. O.	N. Ry.	Kingston, 30 m.	Ilford	Welland	20	144
Fermyon, P. O.	G. T. Ry.	Alisa Creek, 9 m.	Lobo	Middlesex	50	134
Ferrill, P. O.	H. T. Ry.	Belleville, 2 m.	Ameliasburg	Prince Edward	200	144
Ferry Point	H. T. Ry.	Flesherton, 14 m.	Osprey	Grey	50	143
Feversham, P. O.	T. G. & B. Ry.	St. Thomas, 7 m.	Southwold	Elgin	500	134
Fingal, P. O., Tel. Sta.	G. W. Ry. (L. & Pt. S.Br.)	Shelburne, 13 m.	Adjala	Simcoe		151
Fintona, P. O.	T. G. & B. Ry.	Granton, 2 m.	Blanshard	Perth		138
Fish Creek	G. T. Ry.	Hespeler, 1 m.	Waterloo	Waterloo	100	135
Fisher's Mills (Hespeler, P. O.)	G. W. Ry.	Cuyoga, 6 m.	Rainham	Haldimand	50	138
Fisherville, P. O.	C. S. Ry.	Amprior, 12 m.	Carleton	Carleton	300	156
Fitzroy Harbor, P. O.	G. W. Ry. (L. & Pt. S.Br.)	St. Thomas, 3 m.	Southwold	Elgin	70	141
Five Stakes (Talbotville Royal P. O.)	Mid. Ry.	Franklin, 5 m.	Manvers	Durham		140
Fleetwood, P. O.	C. S. Ry.	Flesherton, 1 m.	East Tilbury	Kent		131
Fletcher, Ry Sta.	T. G. & B. Ry.		Artemesia	Grey		143
Flesherton, P. O., and Tel. Sta.	T. G. & B. Ry.		Artemesia	Grey	350	143
Flesherton & Priceville, Ry Sta.	G. T. Ry.	Napanee, 39 m.	Kalladar	Addington	100	141
Flinton, P. O.	G. W. Ry. (W.G. & B.M.L.)	Elora, 10 m.	Woodville	Waterloo	100	135
Flora, P. O.	G. W. Ry.	Bellamy's, 8 m.	Enfield	Leeds	550	154
Florence, P. O. and Tel. Sta.	G. W. Ry.	Oshawa, 6 m.	East Whitchy	Ontario	150	150
Foley, P. O.	G. W. Ry. (Wel.)	Port Robinson, 4 m.	Pelham	Welland	500	139
F. Hill, P. O., and Tel. Sta.	T. G. & B. Ry.	Lucknow, 8 m.	Howick	Huron	200	135
Fordwich, (late Lisard) P. O.	G. W. Ry. (W.G. & B.S.E.)		Wawanosh	Huron	100	135
Fordyce, P. O.	G. T. Ry.	Belleville, 25 m.	Plympton	Lambton	500	131
Forest, P. O., Tel. and Ry Sta.	G. T. Ry.	Belleville, 25 m.	Rawdon	Hastings		144
Forest House (Springbrook P. O.)	G. T. Ry.	Napanee, 9 m.	Richmond	Lenox	200	144
Forest Mills, P. O.	C. C. Ry.	Castleton, 18 m.	Ross	Renfrew	50	154
Foster's Falls, P. O.	G. W. Ry. (Air Line)	Dellia, 12 m.	Charlottetown	West York	100	158
Forsythe, P. O.	G. T. Ry.	Gannoque, 27 m.	Bastard	Leeds	100	156
Fortar, P. O.	G. T. Ry.	Mildmay, 5 m.	Carriek	Bruce	150	112
Fortuna, P. O. and Tel. Sta.	G. W. Ry. (W.G. & B.M.L.)		Bertie	Welland	835	139
Fort Erin, P. O., (Waterloo) Tel. and Ry Sta.	G. T. Ry. & C. S. Ry.		Algonia	Welland	503	127
Fort William, P. O.	B. & O. Ry.	Lanester, 36 m.	Montague	Lanack		156
Foster's, Ry Sta.	G. T. Ry.	Renfrew, 28 m.	South Plagenet	Prescott	70	157
Fournier, P. O.	C. C. Ry.	Renfrew, 28 m.	Sebastopol	Renfrew		151
Foynt, P. O.	C. C. Ry.	Belleville, 6 m.	Sebastopol	Renfrew	100	154
Foy's, Tel. Sta. (Clontarf, P. O.)	G. T. Ry.	Dorchester, 1 m.	Thurlow	Hastings	150	111
Foxboro, P. O.	G. W. Ry.	Ireland, 14 m.	North Dorchester	Middlesex	100	135
Frampton, (Dorchester Station, P. O.)	G. T. Ry.	Trenton, 9 m.	Usborne	Perth		135
Francetown	Mid. Ry.	Peterborough, 10 m.	Sidney	Hastings	900	144
Frankford, P. O. and Tel. Sta.	Mid. Ry.		Emily	Victoria		140
Frank Hill, P. O.	B. & O. Ry.		Manvers	Durham	100	140
Franklin, P. O. and Ry Sta.	B. & O. Ry.		Beekwith	Lanark	200	156
Franktown, P. O. and Ry Sta.	B. & O. Ry.		Leeds	Leeds	200	156
Frankville, P. O.	G. T. Ry.	Brantford, 4 m.	Chingacousy	Peel		150
Fraser's Corners	Mid. Ry.		Memphing	Peterborough		140
Fraserville, Tel. and Ry Sta.	G. W. Ry. (Air Line)	Dellia Sta.	Middleton	Norfolk	300	131
Fredericksburg, (Delhi P. O.)	G. W. Ry.	Dundas, 11 m.	West Flamboro	Wentworth	150	133
Freeleton, P. O.	G. T. Ry.	Berlin, 4 m.	Waterloo	Waterloo	100	135
Freeport, P. O.	G. T. Ry.	Breslan, 4 1/2 m.	Waterloo	Waterloo	100	135
Freiburg, P. O.	G. P. Ry.	Port Credit, 7 m.	Pickering	Ontario	100	150
Frenelham's Bay, Tel. and Ry Sta.	G. W. Ry.	Paine's	Parsons	Peel	150	150
Frogmore, P. O.	G. W. Ry.	Sarnia, 6 m.	Southwick	Elgin	30	134
Froun, P. O.	G. T. Ry.	Stratford, 16 m.	Moore	Lambton		134
Fronfield	G. W. Ry.	Wmema, 7 m.	Fullarton	Perth	150	135
Fullarton, P. O.	G. T. Ry.	Stratford, 6 m.	Grimby	Lincoln	150	139
Fulton, P. O.	G. W. Ry. (W.G. & B.S.E.)		Elliee	Perth	80	135
Gad's Hill, P. O.	T. & N. Ry.	Colborne, 12 m.	North Dumfries	Waterloo	3827	135
Galt, P. O., Tel. and Ry Sta.	Mid. Ry.	Beaverton, 5 m.	Thway	Peterborough	30	140
Galway, P. O.	G. T. Ry.	Belleville, 26 m.	Galway	Ontario	90	150
Gambelridge, P. O.	G. T. Ry.	Bell Ewart, 10 m.	Leeds	Leeds		156
Gannoque, Tel. and Ry Sta.	G. T. Ry.	Harrisburg, 4 m.	Leeds	Leeds	2929	156
Gannoque, P. O.	Mid. Ry.	Berlin, 3 m.	Hope	Durham		156
Garden Hill, P. O.	G. T. Ry.	Essex Centre, 7 m.	Garden Island	Frontenac	762	144
Garden Island, P. O. Tel. Sta.	N. Ry.	Collingwood, 7 m.	Sault Ste. Marie	Algoma	400	127
Garden River, P. O.	G. T. Ry.	Belleville, 12 m.	Garraduxa	Wellington	250	135
Gawdrafra, P. O.	G. W. Ry. (W.G. & B.M.L.)	Fergus, 7 m.	Miller	Addington	50	144
Geisley, P. O.	B. & O. Ry. (P. Br.)	Wolford, 6 m.	Esquesing	Halton	1282	150
Georgetown, P. O. Tel. and Ry Sta.	G. T. Ry.	Belleville, 26 m.	Hungerford	Hastings	180	144
Georgetown	G. T. Ry.	Bell Ewart, 10 m.	Georgina	York	300	150
Georgia, P. O. (Sutton)	N. Ry.	Harrisburg, 4 m.	South Dumfries	Brant	70	138
Germann Mills, (Rosebank P.O.)	G. W. Ry.	Berlin, 3 m.	Waterloo	Waterloo		135
Germann Mills, (Berlin P. O.)	G. T. Ry.	Essex Centre, 7 m.	Colchester	Essex		131
Gesto, P. O.	C. S. Ry.	Collingwood, 7 m.	Collingwood	Grey	40	143
Gilmillar, P. O.	N. Ry.	Belleville, 12 m.	Sophiasburg	Prince Edward	60	144
Gilber's Mills, P. O.	G. T. Ry.					

For explanations, names of Railroads abbreviated, etc., see page 183.

LIST OF CITIES, VILLAGES, POST OFFICES, ETC.

NAME OF PLACE, ETC.	NAME OF RAILWAY, ETC.	NEAREST RAILWAY STATION.	TOWNSHIP.	COUNTY.	POPULATION.	SEE PAGE.
Gladstone, P. O. & Tel. Sta. (Hare's Corners.)	G. W. Ry.	Dorchester, 6 m.	South Dorchester.	Middlesex.	200	134
Glanmuir, P. O.	G. T. Ry.	Holleville, 45 m.	Tudor.	Hastings.		144
Glanmuir, P. O.	G. W. Ry. (W.G. & B., M.L.)	Paisley, 10 m.	Kincardine.	Bruce.	80	142
Glanford, P. O. (North Westminster Sta.)	H. & L. E. Ry.	Rentonville, 3 m.	Glanford.	Wentworth.		138
Glasco, P. O.	G. W. Ry. (L. & P. S. Br.)	Beckley, 5 m.	Glanford.	Westminster.	100	134
Glasgow, P. O.	G. & B. Ry.	Bolton, 4 m.	Glanford.	Grey.		143
Glasgow, P. O.	T. & N. Ry.	Stouffville, 31 m.	Aldon.	Peel.	30	150
Glasgow, P. O.	G. T. Ry.	Napanee, 42 m.	Stouffville, 31 m.	Uxbridge.	100	150
Glenaldan, P. O. & Tel. Sta.	G. W. Ry. (W. G. & B., M.L.)	Goldstone, 9 m.	Kaladar.	Wellington.	400	135
Glenarm, P. O.	Mid. Ry.	Lindsay, 18 m.	Goldstone, 9 m.	Peel.	100	144
Glenburnie, P. O.	G. T. Ry.	Kingston, 6 m.	Goldstone, 9 m.	Victoria.		140
Glencairn, P. O.	N. Ry.	New Lowell, 5 m.	Kingston.	Frontenac.	300	144
Glenora, P. O. Tel. and Ry Sta.	G. W. Ry.	Kingston, 25 m.	Kingston.	Simcoe.	80	151
Glenower, P. O.	G. T. Ry.	Kingston, 25 m.	Kingston.	Middlesex.	700	134
Glen Huron, P. O.	N. Ry.	Midway, 1 m.	Kingston.	Frontenac.	50	144
Glen Lyon.	G. W. Ry. (W.G. & B., M.L.)	Summit, 6 m.	Kingston.	Nottingham.	100	159
Glen Major, P. O.	W. & P. Ry.	Tilsenburg, 9 m.	Kingston.	Simcoe.	150	142
Glen Meyer, P. O.	G. W. Ry. (Air Line.)	Galt, 7 m.	Kingston.	Ontario.	123	150
Glen Morris, P. O.	G. W. Ry. (W. G. & B., M.L.)	Lancaster, 13 m.	Kingston.	Norfolk.	80	138
Glen Nevis, P. O.	G. T. Ry.	Perth, 3 m.	Kingston.	Brent.	250	138
Glen Tay, P. O.	B. & O. Ry. (P. Br.)	Kingston, 9 m.	Kingston.	Glenary.	100	157
Glenvald, P. O.	N. Ry.	Newmarket, 3 m.	Kingston.	Lanark.	250	156
Glenville.	G. T. Ry.	Georgetown 11 m.	Kingston.	Frontenac.	150	144
Glen Williams, P. O. and Tel. Sta.	St. L. & O. Ry.	Georgetown 11 m.	Kingston.	Halton.	300	150
Gloucester Station, Tel. and Ry Sta.	G. W. Ry.	Blenheim.	Kingston.	Carleton.	50	156
Goble's Corners, P. O., and Ry Sta.	G. T. Ry. (B. & L. H. Br.)	Tomfrew, 35 m.	Kingston.	Oxford.	50	138
Goderich, P. O., Tel. and Ry Sta.	C. C. Ry.	Coloconk, 31 m.	Kingston.	Goderich.	3954	35
Golden Lake, P. O.	G. W. Ry. (W.G. & B., M.L.)	Coloconk, 31 m.	Kingston.	North Algoma.		154
Goldstone, P. O. and Ry Sta.	T. & N. Ry.	Harward, 3 m.	Kingston.	Peel.	60	135
Gooderham, P. O.	T. & N. Ry.	Stouffville, 31 m.	Kingston.	Glamorgan.		160
Goodwood, P. O., Tel. and Ry Sta.	C. P. & M. Ry.	Stouffville, 31 m.	Kingston.	Ontario.	100	140
Gore's Landing, P. O.	T. & N. Ry.	Wroxeter, 2 m.	Kingston.	Northumberland.	100	140
Gormley, P. O.	T. G. & B. Ry.	Essex Centre, 12 m.	Kingston.	York.	100	150
Gorrie, P. O. and Tel. Sta.	C. S. Ry.	Napanee, 13 m.	Kingston.	Huron.	400	135
Gosfield.	G. T. Ry.	Sand Point 17 m.	Kingston.	Essex.	60	131
Gosport, P. O.	B. & O. Ry.	Guelph, 4 m.	Kingston.	Adolphustown.	50	144
Gould's Landing, P. O. and Tel. Sta.	G. T. Ry. (W.G. & B., M.L.)	Castleton, 30 m.	Kingston.	Horton.	100	154
Gourock, P. O.	N. Ry.	Grafton, 1 m.	Kingston.	Guelph.	300	135
Gowan Sta.	G. W. Ry. (W. G. & B., S. Ex.)	Malton, 11 m.	Kingston.	Gro.	100	151
Gowanstown, P. O. and Ry Sta.	C. C. Ry.	Widdler, 14 m.	Kingston.	Wallace.	50	135
Gower Point, P. O.	G. T. Ry.	Gloucester, 27 m.	Kingston.	Westmeath.	40	154
Grafton, P. O.	G. T. Ry.	Aultsville, 10 m.	Kingston.	Haldimand.	600	140
Grafton, Tel. and Ry Sta.	G. T. Ry.	Sponcerville, 7 m.	Kingston.	Haldimand.		140
Grahamsville, P. O.	G. T. Ry.	Kilmurrag, 4 m.	Kingston.	Northumberland.	100	150
Grand Bend, P. O.	G. T. Ry.	Cornwall, 17 m.	Kingston.	Peel.	100	150
Grant, P. O.	St. L. & O. Ry.	Dolhi, 3 m.	Kingston.	Toronto Gore.	40	150
Grantley, P. O.	G. T. Ry.	Waslago, 12 m.	Kingston.	Rosanquet.		157
Granton, P. O., Tel. and Ry Sta.	G. T. Ry.	Peterborough, 7 m.	Kingston.	Cambridges.		160
Grant's Mills, (Heckston P. O.)	St. L. & O. Ry.	Wick, 5 m.	Kingston.	Ontario.	100	157
Grantville.	T. G. & B. Ry.	Bellamy, 31 m.	Kingston.	Dundas.	100	157
Gravel Hill, P. O.	G. T. Ry.	Summerstown, 18 m.	Kingston.	Biddulph.	350	134
Gravelotte, P. O.	G. W. Ry. (Air Line.)	Walkerston, 5 m.	Kingston.	Edwardsburg.	50	156
Gravenhurst, P. O. and Tel. Sta.	N. Ry. (Muskeg Br.)	Napanee, 14 m.	Kingston.	Toronto Gore.		130
Grave's Island.	Mid. Ry.	Markham, 4 m.	Kingston.	Peel.	400	147
Grayslock, P. O.	T. & N. Ry.	Stoney Creek, 4 m.	Kingston.	Ontario.	100	140
Greenbank, P. O.	B. & O. Ry.	Dundas, 2 m.	Kingston.	Peterborough.	100	150
Greenbush, P. O.	G. T. Ry.	Brooklin, 4 m.	Kingston.	Reuch.	100	150
Greenfield, P. O.	G. T. Ry.	Barrie, 6 m.	Kingston.	Elizabethtown.	50	156
Greenock, P. O.	G. W. Ry. (W.G. & B., M.L.)	Paisley, 5 m.	Kingston.	Kenyon.	60	157
Greenpoint.	G. T. Ry.	Napanee, 4 m.	Kingston.	Greenock.		142
Green River, P. O.	T. & N. Ry.	Ethol, 2 m.	Kingston.	St. Philipsburg.	40	144
Green's Corners.	G. W. Ry.	Kilmurrag, 4 m.	Kingston.	Pickering.	50	150
Greensville, P. O.	G. W. Ry.	Brooklin, 4 m.	Kingston.	West Farnboro.	200	138
Greenswood, P. O. and Tel. Sta.	W. & P. Ry.	Barrie, 6 m.	Kingston.	Pickering.	500	150
Grenfell, P. O.	N. Ry.	Paisley, 5 m.	Kingston.	Vespa.		151
Gresham, P. O.	G. W. Ry. (W.G. & B., M.L.)	Napanee, 4 m.	Kingston.	Bruce.	100	144
Grestna, P. O.	G. T. Ry.	Ethol, 2 m.	Kingston.	North Fredericksburg.	250	135
Groy, P. O.	T. G. & B. Ry.	Kilmurrag, 4 m.	Kingston.	Huron.		150
Gribben, P. O.	N. Ry.	Thorabury, 6 m.	Kingston.	Grey.	100	144
Grieraville, P. O.	C. C. Ry.	Rontrow, 35 m.	Kingston.	St. Vincent.	60	143
Griffin's Corners, (Vienna P. O.)	G. W. Ry.	Aylmer, 9 m.	Kingston.	Byham.	30	134
Griffin's Corners, (Lafra P. O.)	G. W. Ry. (Air Line.)	Courtland, 7 m.	Kingston.	Glenelg.	40	143
Griffith, P. O.	N. Ry.	Holland Landing, 1 m.	Kingston.	Griffith.		154
Grimsby, P. O., Tel. and Ry Sta.	G. T. Ry.	Belleville, 4 m.	Kingston.	Grimsby.	800	139
Groveend, P. O.	T. & N. Ry.	Markham, 2 m.	Kingston.	Maltdale.		134
GUELPH, P. O. and Tel. Sta.	G. W. Ry. (W.G. & B., M.L.)	Brooklin, 4 m.	Kingston.	Wellington.	6878	138
Guyshoro, P. O.	G. T. Ry.	Brooklin, 4 m.	Kingston.	Norfolk.	150	150
Gwillimbury.	G. T. Ry.	Brooklin, 4 m.	Kingston.	East Gwillimbury.		157
Haden's Corners.	G. T. Ry.	Belleville, 4 m.	Kingston.	Cambridge.		144
Hagerman's Corners.	T. & N. Ry.	Markham, 2 m.	Kingston.	Hastings.		150
Hageraville, P. O., Tel. and Ry Sta.	H. & L. E. Ry. (B. & L. H. Br.)	Ingersoll, 3 m.	Kingston.	York.	150	138
Hagle's Corners, (Salford P. O.)	T. & N. Ry.	Coloconk, 35 m.	Kingston.	Walpole.	50	138
Haliburton, P. O. and Tel. Sta.	G. T. Ry.	Belleville, 10 m.	Kingston.	Oxford.	150	140
Halloway, P. O.	Mid. Ry.	Lakefield, 12 m.	Kingston.	Dysart.	150	144
Hall's Bridge, P. O.	G. W. Ry.	Kokoka, 5 m.	Kingston.	Hastings.	100	140
Hall's Corners, (Binbrook P. O.)	G. W. Ry.	Kemplyville, 7 m.	Kingston.	Wentworth.	100	138
Hall's Mills.	St. L. & O. Ry.	Rockwood, 8 m.	Kingston.	Middlesex.		134
Hallville P. O.	G. T. Ry.	Napanee, 7 m.	Kingston.	Mountain.	100	157
Haltomville, (Nassagaweya P. O.)	G. T. Ry.	Petersburg, 6 m.	Kingston.	Dundas.	100	150
Hamburg, P. O. and Tel. Sta.	G. T. Ry.	Petersburg, 6 m.	Kingston.	Halton.	50	145
Hamburg.	G. T. Ry.	Petersburg, 6 m.	Kingston.	Lenox.	100	150
HAMILTON, P. O., Tel. and Ry Sta.	G. W. & H. & L. E. Ry.	Perth, 11 m.	Kingston.	South Fredericksburg.		144
Hamlet, P. O.	B. & O. Ry. (P. Br.)	Perth, 11 m.	Kingston.	Wellsey.		138
Hampstead P. O.	G. W. Ry. (W.G. & B., S. Ex.)	Perth, 11 m.	Kingston.	Waterloo.	26716	138
Hampson, P. O. and Tel. Sta.	G. T. Ry. (W.G. & B., M.L.)	Perth, 11 m.	Kingston.	Wentworth.		156
Hanson, P. O.	G. T. Ry.	Perth, 11 m.	Kingston.	Lanark.		135
Hanover, P. O. and Tel. Sta.	H. & L. E. Ry.	Perth, 11 m.	Kingston.	Perth.	100	135
Harcourt, P. O.	G. W. Ry. (W. G. & B.)	Perth, 11 m.	Kingston.	Elan.		135
Harding, P. O.	C. C. Ry.	Perth, 11 m.	Kingston.	North Easthope.		140
Hardin, P. O.	G. T. Ry.	Perth, 11 m.	Kingston.	Darlington.	400	138
Harley, P. O.	B. & O. Ry.	Perth, 11 m.	Kingston.	Glanford.		143
Harlock, P. O.	G. T. & G. W. Ry.	Perth, 11 m.	Kingston.	Bentick.		154
Harlowe, P. O.	G. T. Ry. (B. & L. H. Br.)	Perth, 11 m.	Kingston.	Horton.	70	144
Harmony, P. O.	G. T. Ry.	Perth, 11 m.	Kingston.	Barrio.		156
Harold, P. O.	G. T. Ry.	Perth, 11 m.	Kingston.	Basildon.	150	138
Harper, P. O.	G. T. Ry.	Perth, 11 m.	Kingston.	Burford.	100	138
Harphey, P. O.	G. T. Ry.	Perth, 11 m.	Kingston.	Hullott.		135
Harrleesville, P. O.	G. W. Ry.	Perth, 11 m.	Kingston.	Huron.		144
Harrington West, P. O.	G. T. Ry.	Perth, 11 m.	Kingston.	Barrio.		135
Harrisburg, P. O., Tel. & Ry Sta.	G. W. Ry. (W.G. & B.)	Perth, 11 m.	Kingston.	South Easthope.	80	135

For explanations, names of Railroads abbreviated, etc., see page 183.

NAME OF PLACE, ETC.	NAME OF RAILWAY, ETC.	NEAREST RAILWAY STATION.	TOWNSHIP.	COUNTY.	POPULATION.	SEE PAGE
Harrison's Corners, P. O.	G. T. Ry.	Mille Roches, 5 1/2 m.	Cornwall	Stormont	157	
Harrison's, Ry Sta.	N. Ry.		Essa	Simcoe	60	151
Harrison, P. O., Tel. and Ry Sta.	H. W. Ry (W.G. & B.)		Minto	Wellington	1000	135
Harrow, P. O. and Tel. Sta.	C. S. Ry.	Colchester, 12 m.	Colchester	Essex	150	131
Harrowsmith, P. O. and Tel. Sta.	G. T. Ry.	Kingston, 16 m.	Townsend	Frontenac	300	144
Hartford, P. O.	C. S. Ry.	Townsend, 4 m.	Portland	Norfolk	100	138
Hartford, P. O.	G. T. Ry (H. & L. H. Br.)	Clinton, 5 m.	Portland	Huron	135	144
Hartington, P. O.	G. T. Ry.	Kingston, 18 1/2 m.	Portland	Frontenac	40	144
Hartley, P. O.	T. & N. Ry.	Argyle, 6 m.	Eldon	Victoria	150	240
Hartman, P. O.	S. Ry.	Newmarket, 9 m.	East Gwillimbury	York	150	150
Harts, Ry Sta.	(G. W. Ry. (L. & P. S. Br.))		Yarmouth	Elgin	100	134
Harwich, P. O.	C. S. Ry.	Harwich Sta., 5 m.	Harwich	Kent	100	131
Harwich, Ry Sta.	C. S. Ry.		Harwich	Kent	400	149
Harwood, P. O., Tel. and Ry Sta.	P. & M. Ry.		Hamilton	Peterborough	900	140
Hastings, P. O., Tel. and Ry Sta.	Mid. Ry.	Peterborough, 22 m.	Asphodel	Peterborough	140	142
Haultain, P. O.	Mid. Ry.	Peterborough, 23 m.	Burleigh	Peterborough	140	140
Havelock, P. O.	Mid. Ry.	Lanester, 40 m.	West Hawkesbury	Prescott	1671	157
Hawkesbury, P. O., and Tel. Sta.	G. T. Ry.		Oro	Simcoe	70	151
Hawkesville, P. O., Tel. and Ry Sta.	N. Ry. (Musk. Br.)	Berlin, 12 m.	Wellesley	Waterloo	500	135
Hawthorne, P. O.	St. L. & C. & B. & O. Ry.	Ottawa, 6 m.	Gloucester	Carleton	100	156
Hawtry, P. O. and Ry Sta.	C. S. Ry.	Clinton, 16 m.	South Norwich	Huron	125	135
Hay, P. O.	G. T. Ry.	Bowmanville, 8 1/2 m.	Hay	Huron	200	140
Haydon, P. O.	G. T. Ry.	Dundas, 5 m.	West Flamboro	Weston	100	138
Hayesland, P. O.	G. W. Ry.	New Hamburg, 3 m.	Wilnot	Waterloo	300	135
Haysville, P. O.	G. T. Ry.	Bell's Corners, 3 m.	Goulbourn	Carleton	100	156
Hazelton, P. O.	C. C. Ry.	Richmond Hill, 5 m.	Markham	York	50	150
Headford, P. O.	N. Ry.	Cobocook, 10 m.	Laxton	Victoria	140	140
Head Lake, P. O.	T. & N. Ry.	Thornbury, 6 m.	Euphrasia	Grey	70	143
Headteche, P. O.	G. W. Ry. (W. G. & B. S. Ex.)	Listowel, 4 m.	Elm	Perth	100	135
Hebron	St. L. & O. Ry.	Orford, 5 m.	South Gosport	Grenville	100	156
Heckston, P. O.	G. T. Ry.	Berlin, 9 m.	Woodwich	Waterloo	150	135
Heidelberg, P. O.	N. Ry. (Musk. Br.)	W-shago, 50 m.	Humphrey	Muskoka Dist.	157	147
Holmsley, (Josseau, P. O.)	N. Ry. (Musk. Br.)	Lanester, 38 m.	Longueuil	Prescott	200	157
Honry, P. O.	G. T. Ry.	Owen Sound, 11 m.	Keppel	Grey	100	143
Hopeworth, P. O.	T. G. & B. Ry.	Luther, 5 m.	Garafaxa	Wellington	70	135
Hopwood, P. O.	G. W. Ry. (W. G. & B. M. L.)	Fraserville, 10 m.	Waterloo	Waterloo	791	135
Hepner, P. O., Tel. and Ry Sta.	Mid. Ry.	Carleton Place, 5 m.	Otonabee	Peterborough	135	140
Hewatha, P. O.	Mid. Ry.	Carleton Place, 5 m.	Hinler	Perth	100	135
Hibbertville	G. T. Ry.	Manotick, 30 m.	Cambridge	Russell	157	157
High Falls, (Casselman P. O.)	C. C. Ry.	Arnprior, 30 m.	Blithfield	Renfrew	75	154
High Falls, P. O.	G. T. Ry.	Malton, 3 m.	Etiobicoke	York	70	150
Highfield, P. O. and Tel. Sta.	G. T. Ry.	Port Union, 2 1/2 m.	Orford	Kent	70	131
Highgate, P. O., and Ry Sta.	C. S. Ry.	Belleville, 7 m.	Scarborough	York	240	144
Highland Creek, P. O.	G. T. Ry.	Brighton, 20 m.	Hillier	Hastings	100	144
Hilda, P. O.	G. T. Ry.	Forest, 6 m.	Plympton	Prince Edward	150	144
Hillier, P. O.	T. G. & B. Ry.	Alton, 7 m.	Erin	Lambton	50	134
Hillsboro, P. O.	N. Ry.	Barrie, 17 m.	Medonte	Wellington	400	135
Hillsburg, P. O. and Tel. Sta.	G. T. Ry.	Seaforth, 11 m.	Hay	Simcoe	80	151
Hillsdale, P. O. and Tel. Sta.	G. T. Ry.	Brighton, 4 m.	Brighton	Huron	50	135
Hills Green, P. O.	G. T. Ry.	Napanee, 10 m.	Brighton	Northumberland	120	140
Hilton, P. O.	G. T. Ry.	Morrisburg, 8 m.	Camden East	Addington	100	144
Hinch, P. O.	T. G. & B. Ry.	Rockford, 4 m.	Williamsburg	Dundas	50	150
Heale, I. O.	N. Ry.	Beaufort, 22 m.	Sydenham	Grey	50	143
Heath Head, P. O.	G. W. Ry.	Woodstock, 9 m.	Simcoe	Simcoe	60	151
Heckley, P. O.	T. G. & B. Ry.	Owen Sound, 12 m.	Oxford	Oxford	150	138
Holbrook, P. O.	N. Ry.	Drayton, 4 m.	Holland	Grey	30	143
Holman Corners (Amolt, P. O.)	G. T. Ry.	Clinton, 4 m.	East Gwillimbury	York	700	150
Holland Landing, P. O., Tel. and Ry Sta.	T. G. & B. Ry.	Mount Forest, 5 m.	Maryborough	Wellington	400	135
Hollen, P. O. and Tel. Sta.	N. Ry.	Lolland Landing, 4 1/2 m.	Goderich	Huron	50	135
Holmesville, P. O.	G. W. Ry. (W. G. & B. M. L.)	Lolland, 4 m.	Egri non	Grey	100	143
Holstein, P. O.	N. Ry.	Lolland Landing, 4 1/2 m.	East Gwillimbury	York	60	150
Holt, P. O.	G. W. Ry. (W. G. & B. S. Ex.)	Lacknow, 4 m.	King	Bruce	50	142
Holbrook, P. O.	G. W. Ry. (W. G. & B. S. Ex.)	St. Catharines, 2 m.	Grantham	Lincoln	150	139
Honeywood, P. O.	T. G. & B. Ry.	Dundalk, 12 m.	Mulmur	Simcoe	90	151
Hopewell, P. O.	B. & O. Ry.	Renfrew, 38 m.	Radeliffe	Renfrew	50	154
Hopetown, P. O.	B. & O. Ry. (P. Br.)	Perth, 18 m.	Lanark	Lanark	80	156
Hornby, P. O.	G. T. Ry.	Georgetown, 8 m.	Esquesing	Halton	85	150
Hornby's Mills, P. O.	T. G. & B. Ry.	Shellburne, 7 m.	Melancthon	Grey	150	143
Houghton, P. O.	G. W. Ry. (Air Line)	Courland, 19 m.	Houghton	Grey	200	138
Howe Island, P. O.	G. T. Ry.	Kingston, 9 m.	Pittsburg	Norfolk	100	144
Hulb's Falls, (Mohr's Corners, P. O. and Tel. Sta.)	H. & L. E. Ry.	Ampprior, 6 m.	Frayrol	Carleton	100	156
Hulb'sville, Ry Sta.	H. & L. E. Ry.	Hullsville, 2 m.	Walpole	Haldimant	200	138
Hulb'sville, P. O.	H. & L. E. Ry.	Humber Summit, 3 m.	Walpole	Haldimant	200	138
Hulb, P. O.	T. G. & B. Ry.	Port Colborne, 2 m.	Etiobicoke	York	200	150
Humberston, P. O. (Petersburg)	G. W. Ry. (Wel.)	Humberstone	Humberstone	Welland	400	129
Humber Summit, Ry Sta.	T. G. & B. Ry.	Polton, 10 m.	Etiobicoke	York	50	150
Hudson, P. O.	T. G. & B. Ry.	Almanto, 5 m.	Alton	Peel	50	150
Huntersville, P. O.	C. C. Ry.	Stittsville, 6 m.	Bmsar	Lanark	150	156
Huntley, P. O.	C. C. Ry.	Stittsville, 6 m.	Huntley	Carleton	50	157
Huntsville, P. O.	N. Ry. (Musk. Br.)	Washago, 50 m.	Chaffey	Musk. Dist.	147	147
Hutton, Ry Sta.	G. W. Ry. (W. G. & B. S. Ex.)	Moorefield, 4 m.	Huron	Bruce	142	142
Huston, P. O.	G. W. Ry. (W. G. & B. M. L.)	Brampton, 4 m.	Maryborough	Wellington	120	135
Huttonville, P. O.	G. T. Ry.	London, 6 m.	Chinguacousy	Peel	50	134
Hyde Park Corner, P. O.	G. W. Ry.	London, 6 m.	London	Midlesex	70	140
Ila, P. O.	Mid. Ry.	Branswick, 4 m.	Dundas	Dundas	200	134
Iderton, P. O.	G. T. Ry.	Lucan, 7 m.	London	Midlesex	250	138
Indiana, P. O. and Tel. Sta.	C. S. Ry. (G. W. Ry. (Air Line))	Cayuga, 3 m.	Seneca	Haldimant	160	140
Indian River, P. O.	Mid. Ry.	Peterborough, 8 m.	Otonabee	Peterborough	4022	138
Ingersoll, P. O., Tel. and Ry Sta.	G. W. Ry.	Peterborough, 8 m.	North Oxford	Oxford	30	140
Inglisby, P. O.	T. & N. Ry.	Cobocook, 26 m.	Minden	Peterborough	100	143
Inkster, P. O.	T. G. & B. Ry.	Proton, 2 m.	Proton	Grey	256	157
Inkerman, P. O. and Tel. Sta.	St. L. & O. Ry.	Oxford, 14 m.	Mountain	Dundas	157	157
Inkerman, (Curran P. O.)	St. L. & O. Ry.	Ottawa, 40 m.	North Flamingdon	Prescott	200	138
Inneskip, P. O.	G. T. Ry. (B. & L. H. Br.)	Bright, 7 m.	East Zorra	Oxford	150	151
Innisfill, P. O.	N. Ry.	Bransley, 4 m.	Innisfill	Simcoe	200	156
Innisville, P. O.	B. & O. C. C. Ry.	Carleton Place, 9 m.	Drummond	Lanark	200	144
Invenry, P. O.	G. T. Ry.	Kingston, 12 m.	Sterrington	Frontenac	150	142
Inverhoun, P. O.	G. W. Ry. (W. G. & B. S. Ex.)	Kincardine, 7 m.	Bruce	Bruce	150	142
Invermay, P. O. and Tel. Sta.	G. W. Ry. (W. G. & B. M. L.)	Port Elgin, 11 m.	Arian	Bruce	150	134
Ipswich, Ry Sta.	C. S. Ry. (St. C. Br.)	London, 13 m.	Boeck	Lambton	500	134
Iona, P. O.	G. W. Ry. (L. & P. S. Br.)	Lucan, 2 m.	Buick	Elgin	300	134
Ipswich, (McGillivray P. O.)	G. T. Ry.	Lucan, 2 m.	McGillivray	Midlesex	750	156
Irish Creek, Tel. and Ry Sta.	B. & O. Ry.	Argyle, 6 m.	Wolford	Grenville	781	157
Ironopolis, P. O. (Matilda Tel. & Ry Sta.)	G. T. Ry.	Argyle, 6 m.	Matilda	Dundas	300	140
Ishy, P. O.	T. & N. Ry.	Munice, 3 m.	Fenelon	Victoria	280	150
Istington, P. O.	G. W. Ry.	Bellefleur, 30 m.	Etiobicoke	York	280	144
Ivanhoe, P. O.	G. T. Ry.	Allanby, 3 m.	Huntingdon	Hastings	100	151
Ivy, P. O.	N. Ry.	Owen Sound, 6 m.	Ess	Grey	100	143
Jackson, P. O.	T. G. & B. Ry.	Aylmer, 7 m.	Yarmouth	Elgin	134	134
Jamesstown	G. W. Ry. (Air Line)	Bleevere, 5 m.	Morris	Huron	135	135
Janetown	G. W. Ry. (W. G. & B. S. Ex.)	Frankton, 7 m.	Manvers	Durham	140	140
Janetville, P. O.	Mid. Ry.	Frankton, 7 m.	Manvers	Durham	140	140

NAME OF PLACE, ETC.	NAME OF RAILWAY, ETC.	NEAREST RAILWAY STATION.	TOWNSHIP.	COUNTY.	POPULATION.	SEE PAGE.
Jarratt's Corners, P. O.	N. Ry.	Orrilla, 8 m.	Oro	Simcoe		151
J. & P. O., Tel. and Ry Sta.	H. & L. E. Ry.		Walpole	Haldimand	400	139
Jasper, P. O.	B. & O. Ry.	Irish Creek Sta.	Wolford	Grenville	750	156
Jelly's Crossing, Ry Sta.	B. & O. Ry.		Elizabethtown	Leeds		156
Jersey	N. Ry.	Holland Landing, 11 m.	North Gwillimbury	York	50	150
Jerseyville, P. O.	G. W. Ry.	Lanlen, 3 m.	Aunster	Wentworth	150	138
Johnson's Mills, P. O.	G. T. Ry.	Goderich, 23 m.	Huy	Huron	100	133
Johnston, P. O.	T. G. & B. Ry.	Owen Sound, 10 m.	Sydenham	Groy	100	143
Johnstown, (Prescott P. O.)	G. T. & St. L. & O. Ry.	Prescott, 3 m.	Edwardsburg	Grenville	200	156
Jones Falls	G. T. Ry.	Ganunquo, 16 m.	South Crossly	Leeds		156
Jordan, P. O.	G. W. Ry.	Jordan, 14 m.	Louth	Lincoln	200	139
Jordan, Ry Sta.	G. W. Ry.		Louth	Lincoln		139
Josephburg, (St. Agatha P. O.)	G. T. Ry.	Petersburg, 4 m.	Wilmet	Waterloo	75	135
Judsonville, Tel. Sta.				Groy		143
Junction, (Ashdown P. O.)	N. Ry. (Muskeg Br.)	Washington, 52 m.	Hampshire	Muskoka Dist.		143
Jura, P. O.	G. T. Ry.	Forest, 5 m.	Bessanquet	Lambton	50	134
Kable, (Black Creek P. O.)	C. S. Ry.	Black Creek, 1 m.	Willoughby	Welland	40	139
Kaladar, P. O.	G. T. Ry.	Napanee, 40 m.	Kaladar	Addington	50	144
Kars, P. O. and Tel. Sta.	St. L. & O. Ry.	Osgoode, 3 m.	North Oower	Carleton	150	156
Kastnerville, (Sobbingville P. O.)	G. T. Ry. (B. & L. H. Br.)	Sobringville, 14 m.	Ellice	Perth	50	135
Katowille, (Mount Ilopo P. O.)	G. W. Ry. (Sar Br.)	Stathroy, 2 m.	Metcalfe	Middlesex	150	134
Keagy, P. O.	T. G. & B. Ry.	Chatham, 8 m.	Derby	Groy	250	143
Keennessville, P. O. and Tel. Sta.	N. Ry.	Bradford, 16 m.	Adjila	Simcoe	150	151
Keene, P. O.	G. W. Ry.	Peterborough, 12 m.	Otonabee	Peterborough	400	140
Keith, P. O.	Mid. Ry.	Chatham, 18 m.	Chatham	Kent		131
Kelly's, Ry Sta.	Mid. Ry.		Ops	Victoria		140
Kelvin, P. O.	C. S. Ry.	Adhar, 6 m.	Windham	Norfolk	200	138
Kembo, P. O.	T. G. & B. Ry.	Green Sound, 10 m.	Keppel	Groy	50	143
Keupville, P. O., Tel. and Ry Sta.	St. L. & O. Ry.		Newburgh, 9 m.	Grenville	872	156
Kenilworth, P. O. and Ry Sta.	G. T. Ry.	Osgoode, 11 m.	Arthur	Wellington	50	135
Kennore, P. O. and Tel. Sta.	T. G. & B. Ry.	Osgoode, 11 m.	Osgoode	Itussell	124	157
Kent Bridge, P. O.	St. L. & O. Ry.	Thamesville, 74 m.	Chatham	Kent	50	131
Kentville	G. W. Ry.	Alma, 10 m.	Peel	Wellington	20	135
Kepler, P. O.	G. T. Ry.	Kingston, 9 m.	King-ton	Frontenac		144
Kerwood, P. O., Tel. and Ry Sta.	G. W. Ry.	Conroy, 31 m.	Adelade	Middlesex	150	134
Kory, P. O.	G. W. Ry.	Windsor, 2 m.	South Plantagenet	Prescott	80	157
Kerch, P. O.	N. Ry.	Bell Ewart	Plymouth	Lambton	75	134
Keswick, (Madina) P. O. and Tel. Sta.	N. Ry.	Aurora, 7 m.	King	York	150	150
Ketohby, P. O. and Tel. Sta.	G. W. Ry.	Keewood, 6 m.	Adolaido	Middlesex	200	134
Keyser, P. O.	G. W. Ry.	Wellington Square, 9 m.	Nelson	Hilton	250	150
Keybride, P. O.	G. W. Ry.	Collin's Inlet, 15 m.	Collin's Inlet	Algona	200	127
Killamey, P. O.	W. G. & B. Ry.	Galt, 6 m.	Paslinch	Wellington	300	135
Killan, P. O.	G. W. Ry. (L. & Pt. S. Br.)	St. Thomas, 6 m.	St. Thomas	Elgin	100	134
Killerby, P. O.	T. G. & B. Ry.	Paisley, 2 m.	Calder	Peel	40	150
Kilmarnagh, P. O.	B. & O. Ry.	Irish Creek, 43 m.	Wolford	Grenville	50	156
Kilmarnock, P. O.	G. W. Ry.	Glencoe, 5 m.	Metcalfe	Middlesex	150	134
Kilmartin, P. O.	C. C. Ry.	Armprior, 12 m.	Torbolton	Carleton	100	156
Kilmarnore, P. O.	T. G. & B. Ry.	Rockford, 5 m.	Derby	Groy	80	143
Kilyth, P. O.	G. W. Ry.	Komoko, 3 m.	Delaware	Middlesex	50	143
Kilworth, (P. O. at Byron)	T. G. & B. Ry.	Markdale, 8 m.	Euphrasia	Groy	100	156
Kimberley, P. O.	C. C. Ry.	Pakenham, 7 m.	Pakenham	Carleton	100	143
Kimburn, P. O. and Tel. Sta.	G. W. Ry. (W.G. & B. S.E.)		Kincardine	Bruce	1907	142
Kincardine, P. O., Tel. and Ry Sta.	N. Ry.	King, 4 m.	King	York	300	150
King, P. O., Tel. and Ry Sta.	N. Ry.	King, 11 m.	King	York	50	150
King Creek, P. O.	N. Ry.	Tilsbury, 11 m.	Houghton	Norfolk	50	138
King Horn	G. W. Ry. (Air Line)	Goderich, 12 m.	Goderich	Huron	100	134
King Lako, P. O.	G. T. Ry.	Tyendinaga, 7 m.	Tyendinaga	Madawaska		144
King's Bridge, P. O.	C. S. Ry.	Kingston, 4 m.	Pittsburg	Frontenac	12407	144
Kingsford, P. O.	G. T. Ry.	Essex Centre, 11 m.	Pittsburg	Frontenac	150	144
Kingsmill, Ry Sta.	C. S. Ry.	Bolton, 7 m.	King	York	130	150
KINGSTON, P. O., Tel. and Ry Sta.	T. G. & B. Ry.	Mitchell, 10 m.	Ellice	Perth	90	142
Kingston Mills, P. O.	G. W. Ry. (W.G. & B. S.E.)	Lucknow, 19 m.	Kinloss	Bruce	100	140
Kingsville, P. O. and Tel. Sta.	G. W. Ry.	Osookow, 14 m.	Osookow	Victoria	100	142
Kinkora, P. O.	T. G. & B. Ry.	Brooklin, 4 m.	Pickering	Ontario	90	150
Kinloss, P. O.	W. & A. P. Ry.	Hur, 12 m.	Ashfield	Huron	70	135
Kinlough, P. O.	G. W. Ry. (W.G. & B. M.L.)	Thorndale, 7 m.	East Nisouri	Oxford	100	133
Kinmount, P. O. and Tel. Sta.	G. T. Ry.	Seaforth, 8 m.	Seaforth	Huron	80	140
Kinsale, P. O.	G. T. Ry.	Newcastle, 7 m.	Newcastle	Tuckersmith	100	140
Kintail, P. O.	T. & N. Ry.		Chako	Victoria	100	140
Kintore, P. O.	G. T. Ry.	Lancton, 22 m.	Lancton	Victoria	75	157
Kippen, P. O.	G. T. Ry.	St. Mary's, 10 m.	St. Mary's	Huron	200	135
Kirby, P. O.	G. W. Ry. (W.G. & B. M.L.)	Ge's, 8 m.	Baverly	Wentworth	50	138
Kirk, P. O.	T. G. & B. Ry.	Glencoe, 51 m.	Vaughan	York	400	150
Kirkfield, P. O., Tel. and Ry Sta.	G. W. Ry.	Rockwood, 5 m.	Mosa	Middlesex		124
Kirkhill, P. O.	G. T. Ry.	Breslau, 4 m.	Nassagaweya	Middlesex	500	134
Kirkton, P. O.	N. Ry.	Bury, 44 m.	Lobo	Waterloo	150	135
Kirkwall, P. O.	G. T. Ry.	Lancaster, 19 m.	Tiny	Simcoe	150	151
Kincobury, P. O., Tel. and Ry Sta.	C. C. Ry.	Renfrew, 24 m.	Kenyon	Glengary	100	157
Kingsdale, P. O.	Mid. Ry.	Peterborough, 18 m.	Wiherforce	Renfrew		154
Kitchell, P. O., Tel. and Ry Sta.	G. W. Ry. (W.G. & B. M.L.)	Citford, 5 m.	Douro	Peterborough	300	140
Kitchulu, P. O.	G. T. Ry.	St. Mary's, 10 m.	Harvey	Peterborough		135
Komoka, P. O., Tel. and Ry Sta.	G. T. Ry.	Kingston, 28 m.	Hewick	Huron	100	139
Kossuth, P. O.	G. T. Ry.	Park Hill, 19 m.	East Nisouri	Oxford	100	133
Lafontaine, P. O.	G. T. Ry.	Bellefleur, 68 m.	Dungannon	Frontenac		144
Laggan, P. O.	T. & N. Ry.	Agincourt, 5 m.	Huy	Huron	100	135
Lako Dore, P. O.	G. W. Ry.	London, 6 m.	Dungannon	Hastings	100	144
Lakoffeld, (N. Douro P. O.) Tel. and Ry Sta.	G. P. & G. W. Ry.	Sarnia, 23 m.	York	York	250	150
Lakhurst, P. O.	G. W. Ry.	Toronto, 5 m.	Westminster	Middlesex	250	134
Lakole, P. O.	G. T. Ry.	Conrwall, 3 m.	Souhra	York	50	150
Lakosilo, P. O.	N. Ry.	Perth, 12 m.	Etoloko	York	150	134
Lake Opinicon, P. O.	B. & O. Ry. (P. Br.)		Conrwall	Stormont		157
Lakeview, (Johnson's Mill P. O.)	G. T. Ry. (B. & L. H. Br.)	Petersburg, 7 m.	Lanark	Lanark	740	156
L'Anastie, P. O.	G. T. Ry.	Peterborough, 9 m.	Lancaster	Glengary	250	157
L'Anastie, P. O.	Mid. Ry.	Chainsville, 3 m.	Wellesley	Waterloo	175	135
L'Anastie, P. O.	G. T. Ry.	Lucknow, 5 m.	Otonabee	Peterborough	125	140
L'Anastie, P. O.	N. Ry.	Thornhill, 4 m.	Brantford	Peterborough	125	138
L'Anastie, P. O.	G. W. Ry. (W.G. & B. S.E.)	Conrwand, 9 m.	Kinloss	Frontenac	100	142
L'Anastie, P. O.	N. Ry.	Thornhill, 6 m.	Manan	York	125	150
L'Anastie, P. O.	G. T. Ry.	Kingston, 18 m.	Walsingham	Norfolk	60	138
L'Anastie, P. O.	G. W. Ry.	Glencoe, 8 m.	Lansdowne	Leeds	250	156
L'Anastie, P. O.	N. Ry.	King, 21 m.	York	York	150	150
L'Anastie, P. O.	G. T. Ry.	Kingston, 8 m.	Loughborough	Frontenac	100	134
L'Anastie, P. O.	T. G. & B. Ry.	Chntworth, 14 m.	Dunwich	Frontenac	150	150
L'Anastie, P. O.	G. T. Ry.	Bellefleur, 10 m.	King	Frontenac	100	143
L'Anastie, P. O.			Storington	Frontenac	250	143
L'Anastie, P. O.			Glengary	Glengary	250	143
L'Anastie, P. O.			Thurlow	Hastings	200	144

For explanations, names of Railroads abbreviated, etc., see page 193.

NAME OF PLACE, ETC.	NAME OF RAILWAY, ETC.	NEAREST RAILWAY STATION.	TOWNSHIP.	COUNTY.	POPULATION.	SEE PAGE
Landersville, (Bamberg P. O.)	G. T. Ry.	Petersburgh, 8 m.	Wellesley	Waterloo	40	135
Laurel, P. O.	T. G. & B. Ry.	Orangeville Junction, 8 m.	Wellesley	Wellington	40	135
Lavand, P. O.	B. & O. Ry. (P. Br.)	Perth, 25 m.	Lavaot.	Lanark	100	156
Lavender, P. O.	N. Ry.	Angus, 12 1/2 m.	Mulmur	Simcoe	123	151
Lawrence, Ry. Sta.	O. W. Ry. (Air Line)	Niagara, 4 m.	Southwold	Elgin	134	134
Lawrenceville, P. O.	C. S. Ry.	Wick, 3 1/2 m.	Brook	Lincoln	139	139
Layton, P. O.	T. & N. Ry.	Conroy, 4 m.	Brook	Ontario	150	150
Leamington, P. O. and Tel. Sta.	C. S. Ry.	Wick, 5 m.	Scott	Ontario	100	150
Leaskdale, P. O.	T. & N. Ry.	Meaford, 6 m.	St. Vincent	Grey	40	143
Leaven, (See Hayview.)	N. Ry.		On the Chaudière and	Vict. Is. Carleton		156
Le Breton Flats, P. O.	C. C. Ry.		East Hawkesbury	Prescott		157
Le Foulon	G. T. Ry.	Vaudreuil, 23 m.	Innisfil	Simcoe	300	151
Lefroy, P. O., Tel. and Ry. Sta.	N. Ry.		Richmond	Lenox	70	144
Leinster, P. O.	G. T. Ry.	Napanee, 13 m.	Sydenham	Grey	100	143
Leith, P. O. and Tel. Sta.	T. G. & B. Ry.	Owen Sound 4 m.	Wick-leach	York	100	150
Lemoville, P. O.	T. & N. Ry.	Lefroy, 5 m.	Innisfil	Simcoe	70	144
Lennox, P. O.	N. Ry.	Napanee, 4 m.	Fredericksburg	Lenox	200	140
Leskard, P. O.	G. T. Ry.	Newcastle, 8 m.	Clarke	Durham	200	140
Leslie, P. O. and Tel. Sta.	O. T. & G. W. Ry.	Toronto, 2 m.	York	York	400	150
Leslieville, Tel. Sta.	G. T. & G. W. Ry.	Toronto, 2 1/2 m.	York	York	400	150
Lewiaville, Ry. Sta.	G. W. Ry.		Chatham	Kent	100	131
Leury, P. O.	G. T. Ry.	Missisquoi, 4 m.	McGillivray	Middlesex	40	134
Lifford, P. O. & Ry. Sta.	Mid. Ry.	Bethony, 6 m.	Manvers	Durham	100	140
Lilley's Corners, P. O. (Sub.)	G. T. Ry.	London, 4 m.	London	Middlesex	150	150
Limehouse, E. O., Tel. and Ry. Sta.	G. T. Ry.	Napanee, 18 m.	Esquesing	Haltou	50	144
Lime Lake, P. O.	G. T. Ry.	Napanee, 18 m.	Hungerford	Hastings	50	144
Line's Corners	C. S. Ry.	Cornell, 5 m.	North Norwich	Oxford		138
LINDSAY, P. O., Tel. & Ry. Sta.	Mid. Ry.		Ops	Victoria	4049	140
Linkville, (Mill Haven P. O.)	G. T. Ry.	Ernestown, 3 1/2 m.	Ernestown	Addington	40	144
Linton, P. O.	T. G. & B. Ry.	Bolton, 8 m.	King	York	150	150
Linwood, P. O. and Tel. Sta.	G. T. Ry.	Berlin, 18 m.	Wellesley	Waterloo	283	135
Lisadell, (Fordwich P. O.)	T. G. & B. Ry.	Wroxeter, 5 m.	Moore	Huron	200	135
Lisbon, P. O.	G. T. Ry.	Baden, 7 m.	G. T. Ry.	North Easthope	100	135
Lisburn, P. O.	G. W. Ry. (W. G. & B. S. Ex.)	Huron, 1 m.	Huron	Bruce	50	142
Lisgar, Tel. Sta.	G. T. Ry.	Brampton, 8 m.	Toronto	Peel		150
Lisroch, P. O., Tel. and Ry. Sta.	G. W. Ry. (W. G. & B. S. Ex.)		Wallace	Perth	976	135
Little Britain, P. O.	Mid. Ry.	Lindsay, 10 m.	Mariposa	Victoria	334	140
Little Current, P. O.	G. T. Ry.	Waukegan, 33 m.	Howland	Algoma	150	127
Little Rideau, P. O.	R. Ry.	Aurora, 14 m.	East Hawkesbury	Prescott	200	157
Lloydton, P. O. and Tel. Sta.	G. W. Ry.	Komoka, 5 m.	York	King	400	150
Lobo, P. O.	G. T. Ry.	Sumnerstown, 14 m.	Lobo	Middlesex	100	134
Loch Garry, P. O.	G. T. Ry.	Lancaster, 20 m.	Kenyon	Glengary	100	157
Lochiel, P. O.	G. T. Ry.	Lancaster, 20 m.	Lochiel	Glengary	60	157
Lochinvar, P. O.	G. T. Ry.	Lancaster, 25 m.	Lochiel	Glengary	60	157
Lockeale, P. O.	C. C. Ry.	Renfrew, 29 m.	Alice	Renfrew		154
Lockport, P. O.	T. G. & B. Ry.	Mono Road, 5 m.	Albion	Peel	80	150
Lockview, P. O.	St. L. & O. Ry.	Oxford, 12 m.	Mountain	Dundas	100	157
Loganville, P. O.	C. S. Ry. (St. Cl. Br.)	Sarnia, 9 m.	Moore	Lambton	50	134
Lombardy, P. O. (Late So. Elmsley)	B. & O. Ry.	Smith's Falls, 7 m.	South Elmsley	Leeds	150	156
Londesborough, P. O. & Tel. Sta.	G. T. Ry. (B. & L. H. Br.)	Clinton, 6 1/2 m.	Hullett	Huron	250	135
LONDON, P. O., Tel. & Ry. Sta.	G.T.N.Y.C. & G.W. Ry. (L.)	London, 4 m.	London	Middlesex	15825	134
London East	G. T. & O. W. Ry.	London, 4 m.	London	Middlesex	2000	159
Long Island Locks, P. O.	St. L. & O. Ry.	Gloucester, 6 m.	Gloucester	Russell	350	157
Long Lake, P. O.	G. T. Ry.	Kingston, 40 m.	Olden	Addington		144
Longwood Station, P. O., Tel. & Ry. Sta.	C. S. Ry. (St. Cl. Br.)	Kingston, 12 m.	Camden	Middlesex	150	134
Lonsdale, P. O.	G. T. Ry.	Tyendinaga, 4 m.	Tyendinaga	Hastings	150	144
Lonsford Mills	N. Ry. (Musk. Br.)	Mara, 6 m.	Rama	Ontario		150
Loretto, P. O.	N. Ry.	Bradford, 18 m.	Adjala	Simcoe	90	151
L'ORIGINAL, P. O., & Tel. Sta.	G. T. Ry.	Lancaster, 42 m.	Longouil	Prescott	800	157
Lorne, P. O.	G. W. Ry. (W. G. & B. S. Ex.)	Kincardine, 4 m.	Kincardine	Bruce		142
Lorraine, P. O.	T. G. & B. Ry.	Orangeville, 16 1/2 m.	Mono	Peel		150
Lotus, P. O.	Mid. Ry.	Bethony, 9 m.	Manvers	Durham	150	140
Loughborough, P. O.	G. T. Ry.	Kingston, 12 m.	Loughborough	Frontenac	430	144
Louisville, P. O.	G. W. Ry.	Windsor, 3 m.	Chatham	Kent	100	131
Lowat, P. O.	G. W. Ry. (W. G. & B. S. Ex.)	Puisley, 5 m.	Greenock	Bruce		142
Lowbanks, P. O.	G. T. Ry. (B. & L. H. Br.)	Feeder, 4 m.	Moulton	Haldimand	140	138
Lower Landing	L. Ontario		Amherst Island	Addington		144
Lowville, P. O. and Tel. Sta.	G. W. Ry.	Wellington Square, 10 m.	Nelson	Haltou	150	150
Lucan, P. O., Tel. and Ry. Sta.	G. T. Ry.	Biddulph	Biddulph	Middlesex	1000	134
Lucknow, P. O., Tel. and Ry. Sta.	G. W. Ry. (W. G. & B. S. Ex.)		Kinloss	Bruce	800	142
Lumley, P. O.	G. T. Ry.	Edwardsburg, 13 m.	Usborne	Huron	200	135
Lunenburg, P. O.	G. T. Ry.	Dickson's Landing, 3 m.	Osnobrock	Stormont	250	157
Lurgan, P. O.	G. W. Ry. (W. G. & B. S. Ex.)	Kincardine, 10 m.	Huron	Bruce	100	142
Luther, P. O. and Ry. Sta.	T. G. & B. Ry.		Luther	Wellington	60	135
Luton, P. O.	G. T. Ry.	Aylmer, 4 m.	Malabide	Elgin	70	134
Lyn, P. O., Tel. and Ry. Sta.	G. W. Ry. (Air Line)		Elizabethtown	Leeds	150	156
Lynnden, P. O., Tel. and Ry. Sta.	G. W. Ry.		Beverley	Wentworth	400	138
Lynhurst, P. O. & Tel. Sta.	G. T. Ry.	Lansdowne, 15 m.	Lansdowne	Leeds	200	156
Lynschoek, P. O.	G. W. Ry. (Air Line)	Delton, 4 m.	Delton	North	200	138
Lynville, P. O.	C. S. Ry.	Windham, 6 m.	Windham	Norfolk	90	138
Lyons, P. O.	C. S. Ry.	Springfield, 4 m.	Springfield	Elgin	120	134
Maberly, P. O.	B. & O. Ry. (P. Br.)	Perth, 18 m.	South Sherbrooke	Lanark	100	156
Macintosh Mills, (Caintown P. O.)	G. T. Ry.	Mallorytown, 6 m.	Yonge	Leeds	50	156
Maetoo, P. O.	G. W. Ry. (W. G. & B. S. Ex.)	Goldstone, 9 m.	Peel	Wellington	60	135
Maeville, P. O.	T. G. & B. Ry.	Bolton, 3 m.	Albion	Peel	150	150
McDonald's Corners, P. O.	B. & O. Ry. (P. Br.)	Perth, 16 m.	Dalhousie	Lanark	150	156
McGillivray, P. O.	T. G. & B. Ry.	Elsherton & Priceville, 14 m.	Osprey	Grey	60	143
McNab, P. O.	G. T. Ry.	Lucan, 2 m.	Mettray	Middlesex	300	134
McKellar, P. O.	G. T. Ry.	Lancaster, 24 m.	Lochiel	Glengary	50	157
McKellar, P. O.	G. T. Ry.		McKellar	Muskoka Dist.		147
Madoc, P. O., & Tel. Sta.	G. T. Ry.	Belleville, 26 m.	Madoc	Hastings	800	144
Madrid, (Foymount P. O.)	C. C. Ry.	Renfrew, 38 m.	Sebastopol	Renfrew		154
Magnetawan, P. O.	N. Ry. (Musk. Br.)	Waslago, 67 m.	Chapman	Muskoka Dist.	207	147
Maidstone	C. S. Ry.	Windsor, 2 m.	Maidstone	Essex		131
Maidstone, P. O.	G. T. Ry.	Colchester, 5 m.	Essex	Essex	125	131
Main's Corners, (Edwardsburg P. O.)	G. T. Ry.	Edwardsburg, 4 m.	Edwardsburg	Grenville	50	156
Maitland, P. O., Tel. & Ry. Sta.	G. T. Ry.	Augusta, 2 m.	Augusta	Grenville	200	156
Maitlandville, (Goderich P. O.)	G. T. Ry.	Goderich, 4 m.	Colborne	Huron	150	135
Malakoff, P. O.	St. L. & O. Ry.	Kempville, 11 m.	Marlborough	Carleton	100	156
Malsom, P. O.	G. W. Ry. (W. G. & B. S. Ex.)	Pinkerton, 7 m.	Braut	Bruce	85	142
Mallorytown, P. O., Tel. & Ry. Sta.	G. T. Ry.	Trenton, 36 m.	Yonge	Leeds	300	156
Maldou, P. O.	G. T. Ry.		Marmora	Hastings	300	144
Maiton, P. O., Tel. & Ry. Sta.	G. T. Ry.	Agincourt, 14 m.	Toronto	York	300	150
Madvena, P. O.	T. & N. Ry.	Goderich, 11 m.	Scarborough	York	125	150
Manchester, (Auburn P. O.)	G. T. Ry. (B. & L. H. Br.)	Pr. Albert, 2 m.	Wawanosh	Huron	300	135
Manchester, P. O., and Tel. Sta.	W. & P. L. Ry.		Beach	Ontario	300	150
Manhattan, P. O., and Ry. Sta.	G. W. Ry. (Str. Br.)		Plympton	Lambton	100	134
Manilla, P. O., and Tel. Sta.	T. & N. Ry.	Cannington, 5 m.	Mariposa	Victoria	500	140
Manitowaning, P. O.	G. T. Ry.	Petersburg, 4 m.	Asignack	Algoma Dist.		127
Manitowish, P. O.	St. L. & O. Ry.		Wilnot	Waterloo	250	135
Manotick, Tel. & Ry. Sta.	St. L. & O. Ry.	Manotick, 3 m.	Carleton	Carleton		156
Manotick, P. O.	St. L. & O. Ry.	Manotick, 3 m.	North Gower	Carleton	200	156
Manstield, P. O.	N. Ry.	Angus, 10 m.	Mulmur	Simcoe	100	151

For explanations, names of Railroads abbreviated, etc., see page 183.

NAME OF PLACE, ETC.	NAME OF RAILWAY, ETC.	NEAREST RAILWAY STATION.	TOWNSHIP.	COUNTY.	POPULATION.	SHE PAGE
Manvers, (Ballydud P. O.)	Mid. Ry.	Bethany, 6 m.	Manvers	Durham	100	140
Maple, P. O.	N. Ry.	Richmond Hill, 2 m.	Vaughan	York	250	150
Maple Grove (Mille Roches P. O.)	G. T. Ry.	Cornwall, 4 m.	Cornwall	Stormont	100	157
Maple Hill, P. O.	G. W. Ry. (W. & B. M.L.)	Walkerton, 4 m.	Brant	Oxford	100	142
Maple Leaf	G. W. Ry.	Woodstock, 11 m.	Woodstock	East Oxford	40	138
Mapleton, P. O.	G. W. Ry. (Air Line)	C. S. Crossing, 4 m.	Yarmouth	Elgin	70	144
Maple Valley, P. O.	T. G. & B. Ry.	Proton, 13 m.	Nottawasaga	Simcoe	30	151
Maplewold, P. O.	T. G. & B. Ry.	Tavistock, 6 m.	West Zorra	Oxford	142	142
Mar, P. O.	T. G. & B. Ry.	Owton Sound, 28 m.	Albemarle	Bruce	142	142
Mar, Tel. and Ry Sta.	N. Ry. (Musk. Br.)	Barrie, 25 m.	Mar	Ontario	150	150
Mar, P. O.	T. & N. Ry.	Port Hope, 9 m.	Mars	Ontario	150	150
Marathon, P. O.	C. C. Ry.	Pakenham, 10 m.	Fitzroy	Carleton	60	156
Marlie Rock, P. O.	G. T. Ry.	Gananoque, 4 m.	Leeds	Leeds	70	156
March, P. O.	C. C. Ry.	Bell's Corners, 12 m.	March	Carleton	60	156
Marchmount, P. O.	N. Ry.	Orillia, 4 m.	South Orillia	Simcoe	100	151
Marden, P. O.	G. T. Ry.	Guelph, 4 m.	Guelph	Wellington	50	135
Markdale, P. O., Tel. and Ry Sta.	T. G. & B. Ry.	Toronto, 92 m.	Glenelg	Grey	250	143
Markham, P. O.	G. T. Ry.	Toronto, 22 m.	Markham	York	1000	150
Markham, P. O.	G. T. Ry.	Naponee, 16 m.	Hungerford	Hastings	40	144
Marmion, P. O.	T. G. & B. Ry.	Chatsworth, 9 m.	Sullivan	Hastings	40	144
Marmora, P. O., and Tel. Sta.	G. T. Ry.	Bellefleur, 32 m.	Marmora	Hastings	250	144
Marnoch, P. O.	G. W. Ry. (W. G. & B. S. Ex.)	Wingham, 8 m.	Wawmash	Huron	135	135
Marsh Hill, P. O.	T. & N. Ry.	Wick, 4 m.	Itzeh	Ontario	150	150
Marshville, P. O., Tel. and Ry Sta.	G. W. Ry. (Air Line)	Cayuga, 22 m.	Wainfleet	Welland	200	139
Marston, P. O.	G. W. Ry. (W. G. & B. M.L.)	Courtland, 13 m.	Wainfleet	Norfolk	50	138
Marsville (Reading P. O.)	G. T. Ry.	Forbes, 13 m.	East Garafraxa	Wellington	100	135
Martintown, P. O.	G. T. Ry.	Lambton, 11 m.	Charltonburg	Wellington	400	157
Mary Lake, P. O.	G. T. Ry.	Bracebridge, 14 m.	Stephenson	Muskoka Dist.	144	144
Marysville, P. O.	G. T. Ry.	Tyendinaga, 4 m.	Tyendinaga	Hastings	100	144
Massie, P. O.	T. G. & B. Ry.	Chatsworth, 6 m.	Holland	Grey	143	143
Matawitchean, P. O.	C. C. Ry.	Renfrew, 47 m.	Matawatchan	Renfrew	130	154
Matilda, (Iroquois P. O.) Tel. and Ry Sta.	G. T. Ry.	Peterborough, 8 m.	Matilda	Dundas	78	157
Matilda, P. O.	Mid. Ry.	Gananoque, 31 m.	Otonabee	Peterborough	140	140
Mastic, P. O.	G. T. Ry.	Lambton, 31 m.	Plympton	Lambton	50	134
Mattawa, P. O.	Ottawa River	Rapides de Jacques, 53 m.	Nipissing	Nipissing Dist.	50	144
Mazell, P. O. and Tel. Sta.	T. G. & B. Ry.	Flesherton & Pricewille, 11 m.	Oppey	Grey	100	143
Mayfair, P. O.	G. W. Ry.	Appin Sta, 2 m.	Ekfrid	Middlesex	134	134
Mayfield, P. O.	G. T. Ry.	Brampton, 7 m.	Chunguncousy	Peel	80	150
Mayne	G. W. Ry. (W. G. & B. S. Ex.)	Gowanstown, 5 m.	Wallaco	Perth	135	135
Maynard, P. O.	G. T. Ry.	Prescott, 5 m.	Augusta	Grenville	170	156
Maynooth, P. O.	G. T. Ry.	Bellefleur, 85 m.	Monteagle	Hastings	144	144
Mcatawale, P. O. and Tel. Sta.	G. T. Ry.	Deseronto, 54 m.	Toronto	Peel	300	150
Madford, P. O., Tel. and Ry Sta.	N. Ry.	Collingwood, 22 m.	St. Vincent	Grey	120	150
Medina (Kewick P. O.)	N. Ry.	Bell Ewart, 4 m.	North Gwillimbury	York	125	150
Medina, P. O.	G. T. Ry.	St. Mary's, 8 m.	E. St. Nissouri	Oxford	65	138
Medonte, P. O.	N. Ry.	Orillia, 15 m.	Medonte	Simcoe	151	151
Melancthon, P. O.	T. G. & B. Ry.	Shelburne, 4 m.	Melancthon	Grey	35	143
Melbourne, Ry Sta.	C. S. Ry. (St. Cl. Br.)	Komeka, 4 m.	Ekfrid	Middlesex	150	134
Melrose	G. W. Ry.	Shannonville, 54 m.	Lobo	Middlesex	150	134
Melrose, P. O.	G. T. Ry.	Orangeville, 24 m.	Tyendinaga	Hastings	100	144
Melise, P. O.	N. Ry. (Musk. Br.)	Bellefleur, 12 m.	Chaffoy	Muskoka Dist.	147	147
Melville (Orangoville P. O.)	T. G. & B. Ry.	Trenton, 15 m.	Caledon	Peel	100	150
Melville, P. O.	G. T. Ry.	Hamilton, 34 m.	Hillier	Prince Edward	80	144
Menie, P. O.	G. T. Ry.	Hamilton, 34 m.	Seymour	Northumberland	150	140
Meriton, P. O., Tel. and Ry Sta.	G. W. Ry.	Hamilton, 34 m.	Grantham	Lincoln	1000	139
Merivale, P. O.	B. & O. Ry.	Britannia, 4 m.	Nepene	Carleton	156	156
Merlin, P. O.	G. S. Ry.	Fletcher, 5 m.	Raleigh	Kent	75	131
Merrickville, P. O. and Tel. Sta.	B. & O. Ry.	Tolb Creek, 9 m.	Wolfe	Grenville	925	156
Mersa	C. S. Ry.	Tilbury, 17 m.	Mersa	Essex	131	131
Merton	G. W. Ry.	Appleby, 3 m.	Nelson	Halton	150	150
Metcalfe, (Osgoode P. O.) Tel. Sta.	St. L. & O. Ry.	Osgoode, 9 m.	Osgoode	Russell	350	157
Metz, P. O.	T. G. & B. Ry.	Arthur, 7 m.	Garafraxa	Wellington	135	135
Meyersburg, P. O.	G. T. Ry.	Brighton, 16 m.	Seymour	Northumberland	80	140
Michael's Bay, P. O.	G. W. Ry. (Air Line)	Sault Ste. Marie, 120 m.	Ikerkagh	Algoma Dist.	126	126
Michigan Road, Ry Sta.	G. T. Ry. (B. & L. I. Br.)	Brantford, 101 m.	Moulton	Algoma Dist.	136	136
Michipicoten River, P. O.	N. Ry.	Bradford, 2 m.	Opordaga	Brant	150	138
Middleport, Ry Sta.	G. W. Ry. (Air Line)	Perth, 18 m.	West Gwillimbury	Simcoe	100	151
Middleton	B. & O. Ry. (P. Br.)	Barrie, 5 m.	Ekfrid	Middlesex	200	134
Middlemiss, Ry Sta.	N. Ry.	Collingwood, 30 m.	Lanark	Lanark	100	156
Middleville, P. O.	N. Ry.	Kingston, 15 m.	Vespra	Simcoe	200	151
Midhurst, P. O.	G. T. Ry.	Bellefleur, 25 m.	Tay	Simcoe	50	151
Midland, P. O. and Tel. Sta.	G. T. Ry.	Oxford, 2 m.	Storrington	Frontenac	142	142
Milburne, Tel. Sta.	G. W. Ry. (W. G. & B. M.L.)	Bellefleur, 25 m.	Carleton Place	Bruce	250	142
Mildmay, P. O., Tel. and Ry Sta.	G. T. Ry.	Oxford, 2 m.	Marysburg	Prince Edward	400	144
Milford, P. O. and Tel. Sta.	St. L. & O. Ry.	Stratford, 16 m.	Oxford	Grenville	150	156
Millar's Corners, (Oxford Sta. P. O.)	G. T. Ry.	Bellefleur, 38 m.	Mornington	Perth	300	144
Millbank, P. O. and Tel. Sta.	Mid. Ry.	.....	Tudor	Hastings	100	135
Mill Bridge, P. O.	G. T. Ry.	.....	Cavan	Durham	1200	140
Mill Brook, P. O., Tel. and Ry Sta.	G. T. Ry.	.....	Cornwall	Stormont	200	157
Mille Roches, P. O., Tel. & Ry Sta.	G. W. Ry. (L. & Pt. S. Br.)	St. Thomas	Yarmouth	Elgin	110	134
Millsburg (St. Thomas P. O.)	G. W. Ry.	Dundas, 5 m.	West Flamboro	Wentworth	180	138
Mill Grove, P. O.	G. T. Ry.	Ernestown, 2 m.	Ernestown	Lenox	100	144
Mill Haven, P. O.	T. & N. Ry.	Unionville, 2 m.	Markham	York	30	150
Milliken, P. O.	G. T. Ry.	Napanee, 6 m.	Tyendinaga	Hastings	300	144
Mill Point, P. O. and Tel. Sta.	G. T. Ry.	Shannonville, 2 m.	Tyendinaga	Hastings	200	144
Miltown	T. & N. Ry.	Markham, 3 m.	Markham	York	125	150
Milnesville, P. O.	G. W. Ry.	Bronte, 11 m.	Trailgar	Halton	391	150
MILTON, P. O. and Tel. Sta.	G. T. Ry.	Stratford, 17 m.	Mornington	Perth	150	135
Miterton, P. O. and Tel. Sta.	G. W. Ry.	T. & N. Ry.	Etobicoke	York	100	150
Mimico, P. O. and Ry Sta.	T. & N. Ry.	Coboconk, 25 m.	Minden	Peterborough	150	140
Minden, P. O. and Tel. Sta.	T. & N. Ry.	Coboconk, 11 m.	Lutterworth	Victoria	140	140
Miner's Bay	G. W. Ry. (W. G. & B. M.L.)	Fergus, 12 m.	Erin	Wellington	50	135
Mimosa, P. O.	N. Ry.	Barrie, 9 m.	Vespra	Simcoe	50	151
Minesing, P. O.	G. T. Ry.	Chatham, 14 m.	Logan	Perth	1802	135
Mitchell, P. O., Tel. & Ry Sta.	G. W. Ry.	Guelph, 14 m.	Dover East	Kent	150	150
Mitchell's Bay, P. O.	G. T. Ry.	St. Thomas, 4 m.	Nassawaveya	Halton	150	150
Mollet, P. O.	G. W. & G. T. Ry.	Brantford, 6 m.	Brantford	Brant	400	138
Mohawk, P. O.	C. C. Ry.	Pakenham, 10 m.	Fitzroy	Carleton	100	156
Mohr's Corners, P. O. (Hubbels Falls) & Tel. Sta.	G. T. Ry.	Bellefleur, 16 m.	Huntington	Hastings	200	144
Moira, P. O.	G. W. Ry. (W. G. & B. S. Ex.)	Newry, 4 m.	Wallace	Perth	60	135
Molesworth, P. O.	T. G. & B. Ry.	Kenilworth, 7 m.	Luther	Wellington	135	135
Monek, P. O.	G. T. Ry.	Cornwall, 12 m.	Roxburgh	Stormont	170	141
Monckland, P. O.	G. T. Ry.	Shannonville, 17 m.	Hungerford	Hastings	141	141
Moneyville, P. O.	T. & N. Ry.	St. Thomas, 4 m.	Markham	York	100	150
Mongolia, P. O. and Tel. Sta.	G. T. Ry.	Mitchell, 10 m.	Elma	Perth	200	135
Monkton, P. O. and Tel. Sta.	G. T. Ry.	Orangeville, 10 m.	Mono	Simcoe	50	151
Mono Centro, P. O.	T. G. & B. Ry.	Paisley, 4 m.	Albion	Peel	500	150
Mono Mills, P. O. & Tel. Sta.	T. G. & B. Ry.	Story's, 5 m.	Chunguncousy	Peel	100	150
Mono Road, P. O., Tel. & Ry Sta.	B. & O. Ry.	Fort Robinson, 4 m.	Montague	Lanark	100	150
Montague, P. O.	G. W. Ry. (Wel.)	Moira	Monteagle	Hastings	100	139
Monteagle Valley, P. O.	C. S. Ry. (St. Cl. Br.)	Moorefield, 14 m.	Wainfleet	Welland	134	134
Montrose, P. O.	G. W. Ry. (W. G. & B. M.L.)	Moorefield, 14 m.	Maryborough	Wellington	135	135

NAME OF PLACE, ETC.	NAME OF RAILWAY, ETC.	NEAREST RAILWAY STATION.	TOWNSHIP.	COUNTY.	POPULATION.	SEE PAGE
Moorefield, P. O. & Tel. Sta.	G. W. Ry. (W.G.A.B., M.L.)	Lucan, 5 m.	Maryborough.	Wellington.	400	133
Mooreville (Arlave P. O.)	G. T. Ry.	Lucan, 5 m.	Bilbliship.	Middlesex.	80	134
Mooretown, Tel. & Ry. Sta.	C. S. Ry. (St. Cl. Br.)	Lucan, 5 m.	Bilbliship.	Lambton.	400	134
Moose Creek, P. O.	G. T. Ry.	Millie Roches, 20 m.	Roxborough.	Stromont.	50	157
Morilton.	C. C. Ry.	Suttsville, 13 m.	Huntley.	Carleton.	156	156
Moray, P. O.	G. T. Ry.	Park Hill, 3 m.	Metilivray.	Middlesex.	150	134
Moreswood, P. O.	St. L. & O. Ry.	Kenpville, 19 m.	Winchester.	Dundas.	100	157
Morganston, P. O.	G. T. Ry.	Colborne, 12 m.	Cramahe.	Northumberland.	90	140
Morley, P. O.	N. Ry.	Menford, 10 m.	St. Vincent.	Grey.	143	143
Morningdale Mills, P. O.	G. T. Ry.	Staford, 18 m.	Mornington.	Perth.	59	135
Morpeth, P. O.	C. S. Ry.	Ridgetown, 6 m.	Camden East.	Howell.	600	144
Morrisbank, P. O.	G. W. Ry. (W.G.A.B., S. Ex.)	Bluevale, 5 m.	Morris.	Huron.	40	135
Morrisdale.	G. W. Ry. (W.G.A.B., S. Ex.)	Ainerville, 3 m.	Morris.	Huron.	135	135
Morrisburg, P. O., Tel. & Ry. Sta.	G. T. Ry.	Williamsburg.	Williamsburg.	Dundas.	1156	157
Morrison, P. O.	G. W. Ry. (W.G. & B., M.L.)	Guelph, 9 m.	Puslinch.	Wellington.	400	135
Morlake.	G. T. Ry.	Scarborough, 3 m.	Scarborough.	York.	120	150
Morton, P. O. and Tel. Sta.	G. T. Ry.	Gimanco, 14 m.	South Crosby.	Leeds.	250	156
Morven, P. O.	G. T. Ry.	Napanee, 5 m.	Ernestown.	Lenox.	50	144
Moscow, P. O.	G. T. Ry.	Napanee, 18 m.	Camden East.	Addington.	60	144
Moscow (Drumbo P. O.)	G. T. Ry. (H. & L. H. Br.)	Drumbo, 2 m.	Blenheim.	Oxford.	40	138
Mosley, P. O.	G. W. Ry.	Dorchester, 5 m.	North Dorchester.	Middlesex.	80	134
Motherwell, P. O.	G. T. Ry.	St. Mary's, 7 m.	Fullerton.	Perth.	100	135
Moulinette, Tel. & Ry. Sta. (Mille Roches P. O.)	G. T. Ry.	Cornwall, 5 m.	Cornwall.	Stromont.	150	157
Mountain Grove, P. O.	G. T. Ry.	Kingston, 45 m.	Olden.	Addington.	50	144
Mountain Mills, (Pleton P. O.)	G. T. Ry.	Belleville.	Maryborough.	Prince Edward.	40	244
Mountain View, P. O.	N. Ry.	Belleville, 6 m.	Amelburgh.	Prince Edward.	80	144
Mount Albert, P. O.	H. & A. E. Ry.	Holland Landing, 5 m.	East Williamson.	York.	150	150
Mount Albion, P. O.	T. G. & B. Ry.	Rymat, 1 m.	Saltfleet.	Wentworth.	100	138
Mount Awish.	T. G. & B. Ry.	Bolton, 5 m.	Bolton.	Peel.	100	150
Mount Brydges, P. O., Tel. and Ry. Sta.	G. W. Ry.	Carleton Place.	Carleton.	Middlesex.	550	134
Mount Carmel, (Olla P. O.)	G. T. Ry.	Park Hill, 9 m.	Stephen.	Huron.	135	135
Mount Charles, P. O.	G. T. Ry.	Malton, 21 m.	Taonto.	Peel.	150	150
Mount Erin, P. O. and Tel. Sta.	G. W. Ry.	Dogersoll, 8 m.	Deserham.	Oxford.	135	158
Mount Ewin.	T. G. & B. Ry.	Cobocook, 15 m.	Galway.	Peterborough.	140	140
Mount Fleet, P. O., Tel. and Ry. Sta.	G. W. Ry.	Camden East.	Wellington.	Wellington.	1370	155
Mount Hope, (Holland P. O.)	G. W. Ry.	Cayuga, 4 m.	Onedia.	Haldimand.	100	138
Mount Hope, (Holland P. O.)	G. W. & H. & L. E. Ry.	Hamilton, 7 m.	Glandford.	Wentworth.	100	138
Mount Horeb, P. O.	Mid. Ry.	Lindsay, 9 m.	Ops.	Victoria.	120	140
Mount Hurst, P. O.	T. G. & B. Ry.	Bolton, 41 m.	Albion.	Peel.	130	150
Mount Pleasant (Mohawk P. O.)	G. T. & O. W. Ry.	Brantford, 3 m.	Brantford.	Brant.	400	138
Mount Pleasant, P. O.	Mid. Ry.	Franklin, 5 m.	Cavan.	Durham.	200	140
Mount Pleasant (Bradford P. O.)	N. Ry.	Bradford, 11 m.	West Williamson.	Simcoe.	150	151
Mount St. Louis, P. O.	G. T. Ry.	Orrilla, 15 m.	Medeto.	Simcoe.	100	151
Mount St. Patrick, P. O.	C. C. Ry.	Renfrew, 17 m.	Boungum.	Renfrew.	154	154
Mount Salem, P. O.	G. W. Ry. (Air Line)	Aylmer, 7 m.	Malahide.	Elgin.	60	134
Mountsberg, P. O.	G. W. Ry.	Waterdown, 11 m.	East Flamboro.	Wentworth.	75	138
Mount Vernon, P. O.	G. T. & G. W. Ry.	Brantford, 7 m.	Brant.	Brant.	100	138
Mount Webster, P. O.	G. T. & G. W. Ry.	Lansdowne, 7 m.	Lansdowne.	Leeds.	100	156
Mount Wolfe, P. O.	T. G. & B. Ry.	Bolton, 6 m.	Albion.	Peel.	100	150
Muir, (Sub P. O.)	G. T. Ry.	London, 4 m.	London.	Middlesex.	150	159
Mulgrave, P. O.	G. T. Ry.	Edgeway, 5 m.	Bortie.	Welland.	100	139
Mulnar, P. O.	T. G. & B. Ry.	Shelburne, 10 m.	Mulnar.	Simcoe.	100	151
Muncey, P. O.	C. S. Ry. (St. Cl. Br.)	Delaware, 2 m.	Carleton.	Middlesex.	100	134
Munster, P. O.	C. C. Ry.	Ashton, 7 m.	Goulbourn.	Carleton.	50	158
Murray, P. O.	G. T. Ry.	Brighton, 10 m.	Murray.	Northumberland.	200	140
Murvale, P. O.	G. T. Ry.	Kingston, 12 m.	Portland.	Frontenac.	40	144
Muskoka Falls, P. O.	N. Ry. (Musk. Br.)	Wishago, 17 m.	Dmper.	Victoria.	50	140
Musshung, P. O.	G. T. Ry.	Stafford, 13 m.	Mornington.	Perth.	36	135
Myreball, P. O.	G. T. Ry.	Shannonburg, 10 m.	Tremmaga.	Hastings.	40	144
Nairn, P. O. and Ry. Sta.	W. & P. P. Ry.	W. & P. P. Ry.	Whitby.	Ontario.	50	150
Nanticoke, P. O.	G. T. Ry.	Ausa Craig, 3 m.	East Williams.	Middlesex.	200	134
NAPANEE, P. O., Tel. & Ry. Sta.	G. W. Ry. (Air Line)	Jarvis, 8 m.	Walpole.	Haldimand.	200	138
Napanee Mills, P. O.	G. T. Ry.	Napanee, 5 m.	Renfrew.	Addington.	2967	144
Napier, P. O.	C. S. Ry. (St. Cl. Br.)	Ekfrid, 6 m.	Camden East.	Middlesex.	100	144
Napanee, P. O.	G. W. Ry. (St. Br.)	Kerwood, 3 m.	Metcalfe.	Middlesex.	250	134
Nasagaweya, P. O.	G. T. Ry.	Rockwood, 9 m.	Arlendale.	Middlesex.	134	134
Nasagaweya Mills.	G. W. Ry.	Bronte, 12 m.	Nasagaweya.	Haldimand.	150	150
Nassau Mills, Ry. Sta.	Mid. Ry.	Ottawa, 15 m.	Douro.	Peterborough.	150	140
Nawan, P. O.	B. & O. St. L. & O. Ry.	Cayuga, 5 m.	Cumberland.	Russell.	50	157
Nellesstown (Balmoral P. O.)	G. W. Ry.	Wellington Square, 4 m.	Gairlum.	Haldimand.	80	138
Nelson, P. O.	G. W. Ry.	Wellington Forest, 71 m.	Nelson.	Hilton.	100	150
Nenagh, P. O.	G. W. Ry. (W.G. & B., M.L.)	Wolkeford, 11 m.	Normanby.	Grey.	300	143
Netherlands, P. O.	G. W. Ry. (W.G. & B., M.L.)	Wolkeford, 11 m.	Humberstone.	Welland.	100	139
Neustadt, P. O., and Tel. Sta.	N. Ry.	Hawkestone, 6 m.	No manby.	Grey.	650	143
Nevis, P. O.	G. T. Ry.	Dou, 21 m.	Oro.	Simcoe.	50	151
New Aberdeen, P. O.	G. W. Ry.	Woodstock, 12 m.	Waterloo.	Waterloo.	200	151
Newark, P. O.	B. & O. Ry. (P. Br.)	Perth, 25 m.	North Norwich.	Oxford.	100	133
Newbliss, P. O.	B. & O. Ry.	Irish Creek, 4 m.	Kitley.	Leeds.	250	156
Newborough, P. O., Tel. and Tel. Sta.	B. & O. Ry. (P. Br.)	Perth, 25 m.	North Crosby.	Leeds.	500	156
New Boyon, P. O.	B. & O. Ry.	Irish Creek, 12 m.	Bistard.	Leeds.	156	156
Newbridge, P. O.	T. G. & B. Ry.	Forwich, 9 m.	Howick.	Huron.	130	135
Newburgh, P. O., Tel. and Tel. Sta.	G. W. Ry.	Napanee, 6 m.	Camden East.	Addington.	828	144
Newburg, P. O., Tel. and Ry. Sta.	G. W. Ry.	Wishago, 7 m.	Mosa.	Middlesex.	1000	134
Newcombe, P. O.	N. Ry. (Musk. Br.)	Brighton, 8 m.	Hageman.	Muskoka Dist.	50	147
Newcomb's Mills, (Collington, P. O.)	G. T. Ry.	Brighton, 8 m.	Brighton.	Northumberland.	80	140
Newcastle, P. O., Tel. and Ry. Sta.	G. T. Ry.	Cluke.	Cluke.	Durham.	1109	140
New Credit.	H. & L. E. Ry.	Billsville, 3 m.	Tuscaraora.	Brant.	138	138
New Dominion.	G. T. Ry.	Camden, 21 m.	Kenry.	Glengary.	120	157
New Dublin, P. O.	B. & O. Ry.	Elizbeth, 3 m.	Elizbethtown.	Leeds.	150	156
New Dundas, P. O. and Tel. Sta.	G. T. Ry.	Peterburg, 6 m.	Wilmar.	Waterloo.	300	153
New Durham, P. O.	G. W. Ry.	Princeton, 12 m.	Barnford.	Dumfries.	100	135
New Edinburgh, P. O. & Tel. Sta.	B. & O. St. L. & O. Ry.	Ottawa, 1 m.	Gloucester.	Carleton.	595	156
New Germany, (Freiburg P. O.)	G. T. Ry.	Breslau, 6 m.	Waterloo.	Waterloo.	150	156
New Germany, (Stevensville P. O.)	C. S. Ry.	Black Creek, 3 m.	Brio.	Welland.	75	135
New Glasgow, (Albion P. O.)	C. S. Ry.	Rodney, 4 m.	Aldbrough.	Elgin.	150	134
New Hamburg, P. O., Tel. & Ry. Sta.	G. T. Ry.	Diakinson's Landing, 9 m.	Wilmot.	Waterloo.	1003	135
Newington, P. O.	G. T. Ry.	Camden East.	Camden East.	Stromont.	90	157
New Lancaater, (Riviere Raisin, P. O. & Ry. Sta.)	G. T. Ry.	Wishago, 7 m.	Lancaster.	Glengary.	350	157
New Lowell, P. O., Tel. & Ry. Sta.	N. Ry.	Brighton, 8 m.	Summitale.	Simcoe.	200	151
Newmarket, P. O., Tel. & Ry. Sta.	N. Ry.	Whitnour.	Whitnour.	York.	1550	150
Newport, P. O.	G. T. & G. W. Ry.	Brantford, 3 m.	Brantford.	Brant.	100	138
New Ross, P. O.	G. T. Ry.	Mauida, 9 m.	Matilda.	Dundas.	120	138
Newry, Ry. Sta.	G. W. Ry. (W.G. & B., S. Ex.)	Elm, 6 m.	Elm.	Perth.	137	137
Newry, P. O. and Tel. Sta.	G. W. Ry. (W.G. & B., S. Ex.)	Elm, 6 m.	Elm.	Perth.	137	137
New Sarum, P. O. and Tel. Sta.	G. W. Ry. (Air Line)	St. Thomas, 7 m.	St. Thomas.	Perth.	75	233
Newton, P. O.	G. T. Ry.	Newtownville, 3 m.	Newtownville.	Elgin.	10	134
Newton Brook, P. O.	N. Ry.	Thornhill, 5 m.	Thornhill.	Durham.	350	140
Newtownville, Tel. & Ry. Sta.	G. T. Ry.	Thornhill, 5 m.	Thornhill.	York.	200	150
Newtownville, P. O.	G. T. Ry.	Newtownville, 21 m.	Cluke.	Durham.	140	140
Newton Robinson, P. O.	N. Ry.	Bradford, 9 m.	Tecumseth.	Simcoe.	150	151
Nygara, P. O., Tel. and Ry. Sta.	C. S. Ry.	Bradford, 9 m.	Nygara.	Lincoln.	1600	139
Nygara Falls, P. O.	G. W. Ry.	Bradford, 9 m.	Stamford.	Welland.	100	139
Nicolson, P. O. and Tel. Sta.	N. Ry.	Bradford, 9 m.	Essex.	Simcoe.	100	151

For explanations, names of Railroads abbreviated, etc., see page 183.

NAME OF PLACE, ETC.	NAME OF RAILWAY, ETC.	NEAREST RAILWAY STATION.	TOWNSHIP.	COUNTY.	POPULATION.	SEE PAGE.
Nicksville, R'y Sta.	G. W. R'y (Air Line)	Goderich, 8 1/2 m.	Colborne	Norfolk	100	138
Nile, P. O.	G. T. R'y (B. & L. H. Br.)	Brighton, 22 m.	Hillier	Huron	100	135
Nile's Corners, (Hillier P. O.)	G. T. R'y	Brighton, 22 m.	Hillier	Prince Edward	40	144
Nilestown, P. O.	G. W. R'y	Dorchester, 3 m.	North Dorchester	Middlesex	250	134
Nine Corners	G. T. & G. W. R'y	Brautford, 2 1/2 m.	Brautford	Brant	138	138
Nipissingan				Nipissing Dist.		130
Nipissouri, P. O.	G. W. R'y	Ingersoll, 8 m.	East Nipissouri	Oxford	400	138
Nitburg, P. O.	G. T. R'y	Shakspeare, 8 m.	North Esthrop	Perth	100	135
Nitvale, (Ayr P. O.)	G. T. & G. W. R'y	Paris, 7 m.	North Dumfries	Waterloo	50	135
Nobleton, P. O.	T. G. & B. R'y	Kleinburg, 4 m.	Paris	York	200	150
Norham, P. O.	G. T. R'y	Colborne, 15 m.	Parry	Northumberland	200	140
Norland, P. O.	T. & N. R'y	Colobcock, 6 m.	Laxton	Victoria	100	140
Normandale, P. O.	G. W. R'y (Air Line)	Sincoe, 11 m.	Charlotteville	Norfolk	100	138
Normanton, P. O. (Port Elgin R'y Sta)	G. W. R'y (W. G. & B. M. L.)		Saugen	Bruce	750	142
North Augusta, P. O.	B. & O. R'y	Bellamy's, 4 1/2 m.	Augusta	Grenville	400	156
North Bruce, P. O.	G. W. R'y (W. G. & B. M. L.)	Port Elgin, 5 m.	Bruce	Bruce	70	142
North Clatham	G. W. R'y	Clatham, 1 1/2 m.	Dover East	Kent	100	142
North Doon, P. O., Tel. and R'y Sta.	Mid. R'y		Doon	Peterborough	500	140
Northfield, (Darley P. O.)	C. S. R'y	Windham, 8 m.	Burford	Brant	150	138
Northfield, P. O.	G. T. R'y	Millie Roches, 7 m.	Cornwall	Stormont	40	157
North Glanford, P. O.	G. W. & H. & L. E. R'y	Hamilton, 6 m.	Glanford	Wentworth	175	138
North Guzer, P. O. and Tel. Sta.	St. L. & O. R'y	Osgoode, 6 m.	Gower	Carleton	250	156
North Keppel, P. O.	T. G. & B. R'y	Owen Sound, 15 m.	Keppel	Grey	120	143
North Lanaster, P. O.	G. T. R'y	Lanaster, 10 m.	Lanaster	Glenora	200	144
North Lansdale	G. W. R'y	Tyendung, 5 m.	Tyendung	Hastings	100	157
North Mountain, P. O.	St. L. & O. R'y	Kempville, 7 m.	Mountain	Dundas	100	157
North Pelham, P. O.	G. W. R'y (Wel.)	Port Robinson, 7 m.	Pelham	Welland	150	139
North Port, P. O.	G. T. R'y	Shannville, 5 m.	Sophiasburg	Prince Edward	200	144
North Ridge, P. O.	C. S. R'y	Essex Centre, 3 m.	Gosfield	Essex	100	131
North Seneca, P. O.	G. T. R'y (B. & L. H. Br.)	Colobock, 3 m.	Seneca	Haldimand	200	138
North Walsingham	G. W. R'y (Air Line)	Countdown, 11 m.	Walsingham	Norfolk		134
North Westminister, P. O.	G. W. R'y	London, 3 m.	London	Middlesex		137
North Williamsburg, P. O.	G. T. R'y	Williamsburg, 6 m.	Williamsburg	Dundas	300	157
North Winchester, P. O.	G. T. R'y	Aultsville, 22 m.	Winchester	Dundas	150	157
Norval, P. O., Tel. and R'y Sta.	G. T. R'y		Esquesing	Haltou	300	150
Norway, P. O.	G. T. & G. W. R'y	Toronto, 4 m.	York	York	80	150
Norwich, P. O. and Tel. Sta.	C. S. R'y	Cornell, 7 m.	North Norwich	Oxford	900	138
Norwood, P. O. and Tel. Sta.	Mid. R'y	Peterborough, 18 m.	Asphodel	Peterborough	750	140
Notfield, P. O.	G. T. R'y	Cornwall, 20 m.	Fynon	Glenora	150	151
Nottingham, P. O. and Tel. Sta.	S. R'y	Collingwood, 3 m.	Collingwood	Simcoe	200	150
Nunville	T. G. & B. R'y	Bolton, 1 m.	Albion	Peel	100	140
Oak Hill, P. O.	T. & N. R'y	Colobcock, 7 m.	Laxton	Victoria	100	140
Oakland, P. O.	G. T. & G. W. R'y	Brautford, 9 m.	Oakland	Brant	500	138
Oak Ridge, P. O.	N. R'y	Aurora, 4 m.	Whitelurch	York	25	150
Oakville, P. O., Tel. and R'y Sta.	G. W. R'y		Haltou	Haltou	1684	140
Oakwood, P. O., Tel. and R'y Sta.	Mid. R'y		Maiposa	Victoria	500	140
Ohan, P. O.	G. W. R'y (Star. Br.)	Mandamin, 2 1/2 m.	Samia	Lambton	175	138
Oshweken, P. O.	G. T. R'y (B. & L. H. Br.)	Onondaga, 5 m.	Onondaga	Brant	250	138
Otessa, P. O. and Tel. Sta.	G. T. R'y	Ernestown, 1 1/2 m.	Ernestown	Lenox	750	144
Olla, P. O.	G. T. R'y	Alisa Craig, 10 m.	Stephen	Huron	100	135
Oil City, R'y Sta.	C. S. R'y (St. Cl. Br.)	Oil City, 2 m.	Enniskillen	Lambton	100	134
Oil Springs, P. O. and Tel. Sta.	C. S. R'y (St. Cl. Br.)	Tilbury, 12 m.	Enniskillen	Lambton	350	134
Old Montrose, P. O.	C. S. R'y	Essex Centre, 10 m.	Romney	Kent	100	131
Olinda, P. O.	C. S. R'y	Oakville, 8 1/2 m.	Gosfield	Essex	100	150
Omagh, P. O.	G. W. R'y	Oakville, 8 1/2 m.	Trafalgar	Victoria	100	140
Omenee, P. O., Tel. and R'y Sta.	Mid. R'y		Emly	Victoria	600	140
Ompah, P. O.			Palmerston	Frontenac	100	144
Onesla, P. O.	H. & L. E. R'y	Ballsblow, 1 m.	Onesla	Haldimand	200	138
Ongley, P. O.	G. T. R'y	Brighton, 5 m.	Brighton	Northumberland	60	140
Onondaga, P. O. and R'y Sta.	G. T. R'y (B. & L. H. Br.)	Toronto, 49 m.	Onondaga	Brant	400	135
Orangeville, P. O., Tel. and R'y Sta.	T. G. & B. R'y		Ganaraxa	Wellington	1458	135
Orangeville Junction, R'y Sta.	T. G. & B. R'y		Ganaraxa	Wellington	143	135
Orchard, P. O. and Tel. Sta.	N. R'y (Musk. Br.)	Mount Forest, 8 m.	Egremont	Grey	150	151
Orillia, P. O., Tel. and R'y Sta.	B. & O. & St. L. & O. R'y	Ottawa, 8 m.	South Orillia	Simcoe	2532	151
Orleans, P. O.	St. L. & O. R'y	Kempville, 13 m.	Gloucester	Carleton	80	156
Ormond, P. O.	St. L. & O. R'y	Orillia, 9 m.	Winchester	Dundas	40	157
Oro, P. O.	N. R'y (Musk. Br.)	Orillia, 9 m.	Oro	Simcoe	151	151
Orono, P. O. and Tel. Sta.	G. T. R'y	Newcastle, 4 1/2 m.	Clarke	Durham	1000	140
Orwell, P. O.	G. W. R'y (L. & P. S. Br.)	Aylmer, 2 1/2 m.	Yarmouth	Elgin	250	140
Osaca, P. O.	Mid. R'y	Perrytown, 4 m.	Hope	Brant	82	154
Oseola, P. O.	C. C. R'y	Renfrew, 17 m.	Renfrew	Carleton	100	156
Osgoode, Tel. and R'y Sta.	St. L. & O. R'y	Osgoode, 9 m.	Osgoode	Carleton	50	156
Oshawa, Tel. and R'y Sta.	G. T. R'y	Oshawa, 2 m.	Whitby	Ontario	3185	150
Oshawa, P. O.	G. T. R'y	Oshawa, 2 m.	Whitby	Ontario	100	157
Osnaburck Centre, P. O.	G. T. R'y	Dickinson's Landing, 6 m.	Osnaburck	Stormont	60	135
Ostridge, P. O.	G. T. R'y	Lockwood, 7 m.	Erin	Wellington	60	134
Oswan, P. O.	G. W. R'y	Petrolia, 5 m.	Emmiskillen	Brant	150	142
Otter Creek	G. W. R'y (W. G. & B. M. L.)	Walkerton, 3 1/2 m.	Carick	Carleton	21545	156
OTTAWA, P. O., Tel. and R'y Sta.	St. L. & O. R'y	Cornell, 3 m.	South Norwich	Oxford	750	138
Ottaville, P. O. and Tel. Sta.	C. S. R'y	Chatham, 7 m.	Chatham	Kent	131	131
Oungah, P. O.	G. W. R'y	Fergus, 8 m.	Eramosa	Wellington	25	135
Oustie, P. O.	G. W. R'y (W. G. & B. M. L.)		Brant	Bruce	150	142
Outram, P. O.			Camden	Adlington	60	144
Overton, P. O.	G. T. R'y	Napanee, 9 m.	Systemham	Grey	3639	143
OWEN SOUND, P. O., Tel. and R'y Sta.	T. G. & B. R'y	Owen Sound, 20 m.	Keppel	Grey	150	143
Oxenden, P. O.	T. G. & B. R'y	Owen Sound, 15 m.	Colchester	Essex	150	131
Oxford, (Oxley P. O.) Tel. & R'y Sta.	C. S. R'y	Woodstock, 6 m.	East Oxford	Oxford	50	138
Oxford Centre, P. O.	G. W. R'y	Woodstock, 6 m.	Oxford	Grenville	150	156
Oxford Mills, P. O.	St. L. & O. R'y	Kempville, 4 m.	Oxford	Grenville	50	156
Oxford Station, P. O., Tel. & R'y Sta.	St. L. & O. R'y	Kempville, 4 m.	Oxford	Grenville	150	131
Ozley, P. O.	C. S. R'y	Colchester, 15 m.	Colchester	Essex	50	151
Pain-wick, P. O.	N. R'y	Allandale, 3 m.	Imbuhl	Bruce	1000	142
PAISLEY, P. O., Tel. & R'y Sta.	G. W. R'y (W. G. & B. M. L.)		Pakenham	Carleton	600	156
Pakenham, P. O., Tel. & R'y Sta.	C. C. R'y		Pakenham	Haltou	150	150
Palermo, P. O.	G. W. R'y	Bronte, 3 m.	Albion	Peel	150	150
Palgrave, P. O.	T. G. & B. R'y	Mono Road, 7 m.	Rutlan	Renfrew	150	135
Palmer's Rapids, P. O. and Tel. Sta.	C. C. R'y	Renfrew, 55 m.	Wallace	Perth	150	156
Palmerston, P. O. Tel. & R'y Sta. (Formerly Dwyden)	G. W. R'y (W. G. & B. S. Ex.)		Fitzroy	Carleton	100	144
Pannure, P. O.	C. C. R'y	Pakenham, 7 m.	Timothy	Carleton	50	144
Parham, P. O.	G. T. R'y	Kingston, 36 m.	South Dumfries	Brant	2640	138
Paris, P. O., Tel. and R'y Sta.	G. T. & G. W. R'y		South Dumfries	Brant		138
Paris Station, P. O. Tel. and R'y Sta.	G. W. R'y		Brant	Wellington		138
Paris Town, Tel. Sta.	G. W. & G. T. R'y		Peel	Wellington		135
Parker, P. O.	G. W. R'y (W. G. & B. M. L.)	Goldstone, 2 m.	Rawdon	Hastings	100	144
Parker's Mills	G. T. R'y	Belleville, 2 1/2 m.	Anabel	Bruce	1500	142
Park Head, P. O.	T. G. & B. R'y	Owen Sound, 10 m.	Williams West	Middlesex	1500	131
Park Hill, P. O., Tel. and R'y Sta.	G. T. R'y		Inno	Hastings		144
Park Lake			South Fredericksburg	Lenox	70	144
Parma, P. O.	G. T. R'y	Napreese, 15 m.	Washington	Parry Sound Dist.	1052	146
Parry Sound, P. O. and Tel. Sta.	N. R'y	Washington, 75 m.	McDongall	Essex		151
Patello, P. O.	G. W. R'y		Maidstone	York	500	150
Patterson, P. O. and Tel. Sta.	N. R'y	Richmond Hill, 1 1/2 m.	Vaughan	York	500	150
Pardash, P. O.	T. & N. R'y	Cobocock, 40 m.	Cardill	Peterborough	50	140

For explanations, names of Railroads abbreviated, etc., see page 133

NAME OF PLACE, ETC.	NAME OF RAILWAY, ETC.	NEAREST RAILWAY STATION.	TOWNSHIP.	COUNTY.	POPULATION.	SEE PAGE.
Payne, R'y Sta.	C. S. R'y (St. Cl. Br.)		Southwold	Elgin		134
Peabody, P. O.	T. G. & B. R'y	Chatsworth, 12 m.	Sullivan	Grey	300	143
Peepalun, P. O.	T. G. & B. R'y	Luther, 4 m.	Luther	Wellington		135
Pefferlaw, P. O.	T. & N. R'y	Cannington, 9 m.	Georgina	York	100	150
Peihun Union, P. O. and Tel. Sta.	G. W. R'y	Jordan, 5 m.	Clinton	Lincoln	50	139
PEMBROKE, P. O. and Tel. Sta.	C. C. R'y	Renfrew, 34 m.	Pembroke	Renfrew	1508	154
Pendleton, P. O.	S. L. & O. & C. C. R'y	Ottawa, 40 m.	North Plantagenet	Simcoe	70	157
Pemungituck, P. O. and Tel. Sta.	Georgian Bay	Barrie, 32 m.	Georgian Bay	Simcoe	1000	151
Penswick (Allandale P. O.)	N. R'y	Allandale, 2 1/2 m.	Innisfil	Simcoe	50	151
Pontland, P. O.	G. W. R'y (W. G. & B. M. L.)	Alma, 3 m.	Pikington	Wellington	30	135
Penville, P. O.	N. R'y	Bradford, 10 m.	Tacumseh	Simcoe	120	151
Perch Station, P. O. and Tel. Sta.	G. T. R'y		Sarnia	Lambton		134
Pern, P. O.	T. G. & B. R'y	Shelburne, 11 m.	Mulmur	Simcoe	20	151
Perretton, P. O.	C. C. R'y	Castelford, 30 m.	Westmeath	Renfrew		154
Perrytown, P. O.	Mid. R'y	Perrytown, 1 m.	Hope	Durham	200	140
Perrytown, R'y Sta.	Mid. R'y		Hope	Durham	140	
PERTH, P. O., Tel. & R'y Sta.	B. & O. R'y (P. Br.)		Drummond	Lanark	2375	158
Peru	G. W. R'y	Bronte, 12 m.	Esquesing	Halton		150
Petchville	N. R'y	Aurora, 2 1/2 m.	Whitechurch	York	80	150
PETE, BOROUGH, P. O., Tel. and R'y Sta.	Mid. R'y		Monaghan	Peterborough	4611	140
Petersburg P. O., Tel. and R'y Sta.	G. T. R'y		Wilnot	Waterloo	150	135
Petersburg (Humberstone P. O.)	G. T. & G. W. R'y (Wel.)	Port Colborne, 1 m.	Humberstone	Welland	400	139
Peterson, P. O.	T. & N. R'y	Cobocook, 30 m.	Amfen	Peterborough		140
Peterson's Ferry	T. R'y	Napaneé, 10 m.	Napaneé	Prince Edward	50	144
Petersville, P. O. Sub.	G. W. R'y	Ladon, 1 m.	Ladon	Middlesex	400	159
Petowana, P. O. & Tel. Sta.	C. C. R'y	Renfrew, 42 m.	Renfrew	Renfrew		154
Petherton, P. O.	T. G. & B. R'y	Kenilworth, 2 m.	Arthur	Wellington	130	135
Petrolia, P. O., Tel. & R'y Sta.	G. W. R'y (Pet. Br.)		Enniskillen	Lambton	2651	134
Petworth, P. O. and Tel. Sta.	G. T. R'y	Napaneé, 18 m.	Portland	Frontenac	200	144
Phelpston, P. O.	N. R'y	Barrie, 14 m.	Floss	Simcoe		151
Phillipsburg, P. O. and Tel. Sta.	G. T. R'y	Taden, 3 1/2 m.	Wilnot	Waterloo	300	135
Phillipsville, P. O.	B. & O. R'y	Wolford, 18 m.	Wolford	Leeds	180	156
Pickering, P. O. (Dullins Creek Sta.)	G. T. R'y		Pickering	Ontario	500	150
PICTON, P. O. and Tel. Sta.	G. T. R'y	Napaneé, 20 m.	Hallowell	Prince Edward	2361	144
Pike Falls, R'y Sta.	B. & O. R'y (P. Br.)		North Elmsley	Lanark		156
Pimdale, P. O.	T. & N. R'y	Sunderland, 2 1/2 m.	Brock	Ontario		150
Pine Grove, P. O.	T. G. & B. R'y	Woodbridge, 1 m.	Vaughan	York	250	150
Pine Orchard, P. O.	N. R'y	Newmark, 1 1/2 m.	Whitechurch	York		150
Pine River, P. O. and R'y Sta.	G. W. R'y (W. G. & B. M. L.)	Kincardine, 6 m.	Huron	Bruce	100	142
Pinkerton, P. O. and R'y Sta.	G. W. R'y (W. G. & B. M. L.)		Greenock	Brantford	80	146
Pittsford, P. O.	G. T. R'y	Ballantyne's, 4 m.	Pittsburg	Ontario	60	144
Pittston, P. O.	St. L. & O. R'y	Spencerville, 6 m.	Edwardsburg	Grenville		156
Plainfield, P. O.	G. T. R'y	Belleville, 10 m.	Thurlow	Hastings	200	144
Plainville (Cold Springs P. O.)	Mid. R'y	Perrytown, 4 m.	Hamilton	Northumberland	60	144
Plantagenet, P. O. and Tel. Sta.	St. L. & O. R'y	Ottawa, 40 m.	Plantagenet	Prescott	180	157
Plattsville, P. O. & Tel. Sta.	G. T. R'y (B. & L. H. Br.)	Bright, 4 m.	Blenheim	Oxford	900	138
Playfair, P. O. (Playfair Mills)	B. & O. R'y (P. Br.)	Perth, 12 m.	Bathurst	Lanark	75	156
Pleasant Hill, P. O.	G. W. R'y (Air Line)	Courland, 14 m.	Walsingham	Norfolk	250	138
Pleasure Island	G. T. G. W. N. T. & G. K. B. R'y	Toronto, 1 m.	Lake Ontario	York		150
Plum Hollow, P. O.	B. & O. R'y	Wolford, 12 m.	Bastard	Leeds		156
Point Abino, P. O.	O. T. R'y (B. & L. H. Br.)	Shirk's Crossing, 2 m.	Bertie	Welland	600	139
Point Alexander, P. O.	C. C. R'y	Renfrew, 67 m.	Rolph	Renfrew		154
Point-aux-Pins, P. O.			Park	Algoma Dist.		126
Point Edward, P. O., Tel. and R'y Sta.	O. T. R'y		Sarnia	Lambton	1000	134
Point Farm, Tel. Sta.	Ottawa River		Huron	Muskoka Dist.		147
Point Kaye, P. O.	N. R'y (Musk. Br.)	Washago, 27 m.	Monck	Huron		135
Point Lambton, Tel. Sta.	G. T. R'y	Goderich, 23 m.	Athol	Prince Edward	40	144
Point Petre, P. O.	O. T. R'y	Belleville, 35 m.	Marysburgh	Prince Edward		144
Point Traverse, P. O.	B. & O. R'y (P. Br.)	Perth, 21 m.	Dallousie	Lanark	40	154
Poland	T. G. & B. R'y	Markdale, 3 m.	Glenelg	Grey	150	143
Pomona, P. O.	G. W. R'y (L. & P. S. Br.)		Westminster	Middlesex	70	134
Pond Mills (London P. O.)	G. W. R'y (W. G. & B. M. L.)		Elora, 4 m.	Pikington	200	135
Ponsonby, P. O.	G. T. R'y	Stratford, 14 m.	Mornington	Perth	80	125
Poole, P. O.	T. & N. R'y	Goderich, 10 m.	Eldon	Victoria		140
Portage Road, Tel. and R'y Sta.	T. & N. R'y	Cannington, 10 m.	Ashfield	Huron	200	135
Port Albert, P. O. and Tel. Sta.	G. W. R'y (Air Line)	Aylmer, 9 m.	Malahide	Elgin	200	134
Port Bolster	G. W. R'y (Air Line)	Tilsburg, 14 m.	Bayham	Elgin	1300	134
Port Bruce, P. O.	N. R'y (Musk. Br.)	Washago, 32 m.	Medora	Muskoka Dist.	200	147
Port Burwell, P. O. and Tel. Sta.	G. T. & G. W. R'y (Wel.)		Humberstone	Welland	1500	139
Port Carling, P. O.	G. T. & G. W. R'y (Wel.)		Toronto	Peel	375	159
Port Colborne, P. O., Tel. & R'y Sta.	G. W. R'y (Wel.)		Grantham	Lincoln	1000	139
Port Credit, P. O. and R'y Sta.	G. T. R'y	Bowmanville, 2 m.	Darlington	Durham		140
Port Dulhouse, P. O., Tel. and R'y Sta.	G. W. R'y (Wel.)		Woodhouse	Norfolk	1100	138
Port Darlington, Tel. Sta. (Bowmanville P. O.)	G. T. R'y		Sugeen	Bruce	750	142
Port Dover, P. O. and Tel. Sta.	G. W. R'y (Air Line)		Pike Falls, 1 1/2 m.	North Elmsley	190	156
Port Elgin (Normanton P. O.) Tel. and R'y Sta.	B. & O. R'y		Wulder, 5 m.	Bosquet	70	134
Port Emsley, P. O.	O. T. R'y	Clinton, 7 m.	Newlury, 15 m.	Goderich		135
Port Franks, P. O. & Tel. Sta.	G. T. R'y		Adthorough	Elgin	100	134
Porter's Hill, P. O.	G. T. R'y		Clarke	Durham	100	140
Port Glasgow (Aldboro P. O.)	G. W. R'y		Wick, 11 m.	Mariposa		140
Port Granby, P. O., Tel. and R'y Sta.	G. T. R'y		Hope	Durham	5114	140
Port Haver, P. O.	T. & N. R'y		Sombra	Lambton	50	134
Port Hope, P. O., Tel. & R'y Sta.	G. T. & Mid. R'y		Bastard	Leeds	200	156
Port Lambton, P. O.	B. & O. R'y (P. Br.)	Smith's Falls, 20 m.	Charlotteville	Norfolk	50	138
Portland, P. O.	G. W. R'y (Air Line)	Dellhi, 6 m.	Dunville, 5 m.	Sherbrooke	80	138
Portland (Silver Hill P. O.)	G. T. R'y (B. & L. H. Br.)		Osgoode	Carleton		156
Port Maitland, P. O.	St. L. & O. R'y	Wellington Square, 2 1/2 m.	Nel on	Halton	200	150
Port McNeill, Tel. Sta.	G. W. R'y		Reach	Ontario	1500	150
Port Nelson, P. O.	W. & P. P. R'y		Thorold	Welland	600	139
Port Perry, P. O., Tel. & R'y Sta.	G. W. R'y (Wel.)		Walsingham	Norfolk	900	138
Port Robinson, P. O., Tel. & R'y Sta.	G. W. R'y (Air Line)		Courtland, 18 m.	Walsingham	100	138
Port Rosan, P. O. and Tel. Sta.	G. W. R'y (Air Line)		Courtland, 19 m.	Walsingham	100	138
Port Royal, P. O., Tel. & Tel. Sta.	G. W. R'y (Air Line)		Simcoe, 7 m.	Woodhouse	300	138
Port Ryerson, P. O. & Tel. Sta.	N. R'y (Musk. Br.)		Orillia, 21 m.	Orillia	130	151
Port Severn, P. O. (Sub.)	G. T. R'y	Kingston, 2 m.	Kingston	Simcoe	1702	144
Portsmouth, P. O. & Tel. Sta.	G. T. R'y		Yarmouth	Frontenac	90	134
Port Stanley, P. O., Tel. & R'y Sta.	O. W. R'y (L. & P. S. Br.)	Sons, 6 m.	Dunwich	Elgin	90	131
Port Talbot	C. S. R'y		Pickering	Ontario	100	159
Port Union, P. O., Tel. & R'y Sta.	G. T. R'y	Oakville, 3 m.	Trafalgar	Halton	100	150
Postville (Trafalgar P. O.)	G. W. R'y		Whitby	Ontario		150
Port Whitch, Tel. & R'y Sta.	W. & P. P. R'y		Huntley	Carleton		156
Powell, P. O.	G. T. R'y	Ashton, 9 m.	Augusta	Grenville	2617	156
Prescott, P. O., Tel. & R'y Sta.	G. T. R'y		Edwardsburgh	Grenville		156
Prescott Junction, Tel. Sta.	G. T. & St. L. & O. R'y		Prescott Junction, 2 m.	Grenville		156
Prescott Wharf, Tel. Sta.	T. G. & B. R'y	Owen Sound, 14 m.	Sarawak	Grey	120	143
Presque Isle, Tel. Sta. (Sarawak P. O.)	T. G. & B. R'y		Waterloo	Waterloo	1408	135
Preston, P. O., Tel. & R'y Sta.	G. W. R'y (W. G. & B. M. L.)		Oro	Simcoe		151
Price's Corner	N. R'y (Musk. Br.)	Cowan, 8 m.	Artemesia	Grey	300	143
Priceville, P. O. & Tel. Sta.	T. G. & B. R'y	Flesherton & Priceville, 3 1/2 m.	Mono	Simcoe	350	151
Prince's P. O.	T. G. & B. R'y	Orangeville, 12 m.	Reach	Ontario	600	150
Prince Albert, P. O., Tel. & R'y Sta.	W. & P. P. R'y		Blenheim	Oxford	600	138
Princeville, P. O., Tel. & R'y Sta.	G. W. R'y		Georgian Bay	Simcoe		151
Prince William Henry	Georgian Bay					

For explanations, names of Railroads abbreviated, etc., see page 189.

NAME OF PLACE, ETC.	NAME OF RAILWAY, ETC.	NEAREST RAILWAY STATION.	TOWNSHIPS.	COUNTY.	POPULATION.	SEE PAGE
Proton, Ry. Sta.	T. G. & B. Ry.	Franktown, 14 m.	Aytemeha	Grey	100	143
Prospect, P. O.	H. & O. Ry.	Franktown, 14 m.	Beckwith	Lanark	100	156
Purdy, P. O.	T. G. & B. Ry.	Kimbürg, 2 m.	Bauger	Hastings	100	144
Purpleville, P. O.	G. T. & W. Ry. (W. & B. M. L.)	Guelpch, 11 m.	Vaughan	York	100	146
P. Ulrich, P. O.	G. W. Ry.	Ingersoll, 5 m.	Pudlinch	Wellington	60	135
Putnam, P. O.	G. W. Ry.	Ingersoll, 5 m.	North Dorchester	Middlesex	150	134
Putnamville, (Putnam P. O.)	Mid. Ry.	Ingersoll, 5 m.	North Dorchester	Middlesex	134	134
Quays, Ry. Sta.	G. T. Ry.	Sharnoville, 30 m.	Hope	Durham	100	140
Queensborough, P. O.	C. S. Ry.	Sharnoville, 30 m.	Elzevir	Hastings	100	144
Queensboro, P. O., Tel. & Ry. Sta.	C. S. Ry.	Sharnoville, 30 m.	Niagara	Ontario	350	139
Queensville, P. O. & Tel. Sta.	N. Ry.	Bradford, 5 m.	East (Wellington)	York	300	150
Quinté	G. T. Ry.	Sharnoville, 2 m.	Thurlow	Hastings	100	144
Raglan, P. O.	W. & P. P. Ry.	Summit, 2 m.	East Whitley	Ontario	100	150
Railton, P. O.	G. T. Ry.	Kirg-ton, 14 m.	Loughborough	Frontenac	70	144
Railham, P. O.	G. W. Ry. (Air Line)	Cayuga, 8 m.	Railham	Haldimand	72	138
Railham Centre, P. O.	G. W. Ry. (Air Line)	Cayuga, 8 m.	Railham	Haldimand	100	138
Rama, P. O.	N. Ry. (Musk. Br.)	Waslago, 4 m.	Rama	Ontario	500	150
Ramsay's Corners, P. O.	St. L. & O. Ry.	Ottawa, 4 m.	Gloucester	Simcoe	30	156
Randwick, P. O.	N. Ry.	Sunnidale, 12 m.	Mulmur	Simcoe	30	151
Ranelagh, P. O.	C. S. Ry.	Windham, 7 m.	Windham	Norfolk	80	138
Rankin, P. O.	C. C. Ry.	Renfrew, 27 m.	Wilberforce	Renfrew	100	154
Ratho, P. O. and Ry. Sta.	G. T. Ry. (B. & L. H. Br.)	Marra, 4 m.	Blandford	Oxford	100	138
Rathburn, P. O.	N. Ry. (Musk. Br.)	Marra, 4 m.	Marra	Ontario	100	150
Ravenna, P. O.	N. Ry.	Thornbury, 7 m.	Collingwood	Grey	100	143
Raven-hoe, P. O.	N. Ry.	Scanlon's, 9 m.	North (Wellington)	York	100	150
Ravenshill, P. O.	G. T. Ry.	Widdler, 7 m.	Chaffey	Muskoka Dist.	50	147
Ravenswood, P. O.	N. Ry. (Musk. Br.)	Waslago, 37 m.	Rossauque	Lamilton	50	131
Raymond, P. O.	Mid. Ry.	Lindsay, 7 m.	Watt	Muskoka Dist.	25	140
Reabnrough, P. O.	T. G. & B. Ry.	Orangeville, 6 m.	Op	Victoria	100	147
Reading, P. O.	G. T. Ry.	Bellefille, 5 m.	Garafraxa	Wellington	175	144
Redneville, P. O.	G. T. Ry.	Tyendinaga, 8 m.	Amelstburg	Prince Edward	50	143
Red Rock, P. O.	T. G. & B. Ry.	Orangeville, 15 m.	Tyendinaga	Hastings	50	143
Redessey, P. O.	G. W. Ry.	Copetown, 6 m.	Algonia Dist.	Simcoe	10	151
Renforth, P. O.	C. C. Ry.	Simcoe, 6 m.	Mono.	Simcoe	865	154
Renfrew, P. O., Tel. and Ry. Sta.	G. W. Ry.	Simcoe, 6 m.	Ancaster	Wentworth	50	138
Renton, P. O.	H. & L. E. Ry.	Corwall, 36 m.	Horton	Renfrew	100	154
Rentonville, Ry. Sta.	G. W. Ry. (W. & B. M. L.)	Stittsville, 8 m.	Townsend	Norfolk	50	138
Reynoldsville	G. W. Ry. (Air Line)	Corinth, 4 m.	Glanford	Wentworth	60	139
Riceville, P. O.	C. C. Ry.	Richmond Hill, 31 m.	Grantham	Lincoln	60	139
Richmond, (Bayham P. O.)	N. Ry.	Weston, 5 m.	St. Catharines	Lincoln	60	157
Richmond Hill, Ry. Sta.	G. T. Ry.	Richmond Hill, 31 m.	South (Wellington)	Carleton	200	156
Richmond Hill, P. O. and Tel. Sta.	G. T. Ry.	Richmond Hill, 31 m.	Goulburn	Carleton	200	156
Richview, P. O.	G. T. Ry. (B. & L. H. Br.)	Weston, 5 m.	Bayham	Elgin	350	134
Rideau Station, Ry. Sta.	C. C. & St. L. & O. Ry.	Welland, 6 m.	King	York	784	150
Ridgeville, P. O., Tel. and Ry. Sta.	G. W. Ry. (W. & B. M. L.)	Welland, 6 m.	Vaughan	York	100	150
Ridgeville, P. O.	G. T. Ry. (B. & L. H. Br.)	Belleville, 30 m.	Toronto	Peel	150	150
Rid-seway, (Pt. Abino P. O.) Tel. & Ry. Sta.	G. T. Ry.	Stouffville, 14 m.	Blenheim	Oxford	150	138
Rimington, P. O.	T. & N. Ry.	Huron, 1 m.	Carleton	Carleton	100	156
Ringwood, P. O.	G. W. Ry. (W. & B. M. L.)	Lancaster, 1 m.	Howard	Carleton	100	151
Ripley, P. O.	G. W. Ry. (W. & B. M. L.)	Walkerston, 12 m.	Pelham	Welland	100	139
Rivière Raisin, P. O. & Tel. Sta.	T. G. & B. Ry.	Kentworth, 21 m.	Bertio	Welland	600	139
Riverdale, P. O.	N. Ry.	Bell Ewart, 2 m.	Madoc	Hastings	144	144
Riverstown, P. O.	N. Ry.	Napanee, 10 m.	Whitechurch	York	130	150
Roa-che's Point, P. O. & Tel. Sta.	G. T. Ry.	Collingwood, 14 m.	Duron	Bruce	142	152
Rohlin, P. O.	G. W. Ry.	Belle Rivière Sta.	Lancaster	Glengarry	350	147
Rob Roy, P. O.	St. L. & O. & C. C. Ry.	Ottawa, 2 m.	Greenock	Wellington	100	142
Rochester, P. O., Tel. & Ry. Sta.	T. G. & B. Ry.	Beit Ewart, 2 m.	Arthur	Wellington	100	135
Rochester-terville, P. O.	N. Ry.	Napanee, 10 m.	North (Wellington)	York	175	150
Rockford, Ry. Sta.	G. T. Ry.	Collingwood, 14 m.	Richmond	Lennox	150	144
Rockingham, P. O. and Tel. Sta.	G. W. Ry.	Belle Rivière Sta.	Collingwood	Grey	143	143
Rockland, P. O. & Tel. Sta.	St. L. & O. & C. C. Ry.	Ottawa, 2 m.	Rochester	Essex	300	131
Rock-Hill, P. O. (sub)	T. G. & B. Ry.	Renfrew, 41 m.	Napanee	Carleton	100	154
Rockport, P. O.	H. & O. Ry.	Renfrew, 41 m.	Renfrew	Grey	100	143
Rock-ide, P. O.	H. & O. & St. L. & O. Ry.	Ottawa, 23 m.	Brunel	Renfrew	50	154
Rockspring, (Whitelurst P. O.)	C. C. Ry.	Renfrew, 87 m.	Clarence	Russell	130	157
Rockton, P. O.	G. T. Ry.	Lansdowne, 7 m.	Head	Renfrew	154	154
Rockview, (Kimberley P. O.)	G. T. Ry.	Norval, 8 m.	Escott	Laeda	125	156
Rock Village, P. O.	H. & O. Ry.	Bell's Crossing, 2 m.	Cale ton	Peel	60	150
Rockwood, P. O., Tel. & Ry. Sta.	G. W. Ry.	Lindsay, 61 m.	Ell. Gethtown	Leeds	75	156
Rodgerille, P. O.	N. Ry.	Stittsville, 15 m.	Beverley	Wentworth	100	138
Rodney, P. O.	St. L. & O. Ry.	Ottawa, 4 m.	Euphrasia	Grey	100	143
Roebuk, P. O.	G. T. Ry.	Seaforth, 13 m.	Gloucester	Carleton	100	156
Rokely, P. O.	G. T. Ry.	Newbury, 10 m.	Emosa	Wellington	600	135
Rolph	G. T. Ry.	Spencerville, 3 m.	Urborno	Huron	70	135
Romney, P. O.	B. & O. Ry. (P. Br.)	Perth, 17 m.	Newbury	Elgin	80	134
Ronaldsay, P. O.	G. W. Ry. (Air Line)	Tilbury, 12 m.	Augusta	Greenville	100	156
Rondeau, P. O.	C. S. Ry.	Braunton, 4 m.	South (Shelbrooke)	Lanark	30	156
Rondeau Harbor, P. O.	T. G. & B. Ry.	Dundalk, 9 m.	Thilford	Norfolk	100	138
Ronson, P. O.	C. S. Ry.	Charing Cross, 5 m.	Romney	Kent	100	131
Rosa, P. O.	C. S. Ry.	Charing Cross, 9 m.	Beverley	Wentworth	138	138
Rosebank, P. O.	G. W. Ry. (Air Line)	Tilsenburg, 3 m.	Proton	Grey	150	143
Rosedale, P. O.	G. T. Ry.	Trenton, 5 m.	Harwick	Kent	850	131
Rosedale, P. O.	T. & N. Ry.	Brautford, 5 m.	Harwick	Kent	150	131
Roselall, P. O.	G. W. Ry.	Cobocook, 7 m.	Middleton	Norfolk	131	131
Rosemont, P. O. and Tel. Sta.	G. T. Ry.	Jordan, 8 m.	Northumberland	Northumberland	100	140
Rosemeath, P. O.	G. T. Ry.	Brighton, 22 m.	Fenelon	Victoria	150	140
Roseton	T. G. & B. Ry.	Shelburne, 11 m.	Gainsborough	Lincoln	100	139
Rosetta, P. O.	G. T. Ry.	Cobour, 20 m.	Huller	Prince Edward	144	144
Roseville, (Montague P. O.)	N. Ry.	Angus, 13 m.	Mulmur	Simcoe	150	151
Roslin, P. O.	C. C. Ry.	Almonte, 12 m.	Alnwick	Northumberland	100	140
Ross, P. O.	B. & O. Ry.	Smith's Falls, 5 m.	Tosoronto	Simcoe	151	151
Rossau, P. O. & Tel. Sta. (Helensey)	G. T. Ry.	Perth, 8 m.	Lanark	Lanark	100	156
Rothauy, P. O. and Tel. Sta.	G. T. Ry.	Bellefille, 14 m.	Mont-gue	Lanark	100	156
Rouge Hill, P. O.	C. C. Ry.	Renfrew, 10 m.	North Dunfries	Wate loo	200	135
Round Lake, P. O.	N. Ry. (Musk. Br.)	Waslago, 50 m.	Thurlow	Hastings	200	144
Round Plains, P. O.	G. W. Ry. (W. G. & B. M. L.)	Moorefield, 4 m.	Ross	Renfrew	154	154
Rowan Mills	Mid. Ry.	Peterborough, 32 m.	Humphrey	Muskoka Dist.	200	147
Roxborough West	C. S. Ry.	Waterford, 5 m.	Maryborough	Wellington	250	155
Rugby, P. O.	G. T. Ry. (Air Line)	Walsburg, 18 m.	Belmont	Ontario	100	150
Russ on River, P. O.	G. T. Ry.	Millé Roches, 17 m.	Townsend	Peterborough	150	138
Russell, P. O. (Duncanville)	N. Ry.	Orilla, 5 m.	Walsburg	Norfolk	80	138
Rutherford, P. O.	G. W. Ry.	Thamesville, 12 m.	Walsburg	Norfolk	150	138
Rutledgeville, (W. Huntington)	G. T. Ry.	Bellefille, 17 m.	Walsburg	No. folk	80	138
Ruthven, P. O. and Tel. Sta.	C. S. Ry.	Essex Cove, 11 m.	Roxborough	Stormont	137	137
Ryckman's Corners, P. O.	G. W. Ry.	Hamilton, 4 m.	Oro	Simcoe	75	151
Ryegate, P. O. and Ry. Sta.	G. T. Ry.	Tecumseh Sta.	Rochester	Essex	150	131
Rylance, P. O.	G. T. Ry.	Tecumseh Sta.	Russell	Russell	100	137
Rymal, Ry. Sta.	H. & L. E. Ry.	Tecumseh Sta.	Dunn	Lamton	100	134

For explanations, names of Railroads abbreviated, etc., see page 193.

NAME OF PLACE, ETC.	NAME OF RAILWAY, ETC.	NEAREST RAILWAY STATION.	TOWNSHIP.	COUNTY.	POPULATION.	SEE PAGE.
Sable, P. O.	O. T. Ry.	Park Hill, 5 m.	Williams West	Middlesex	100	134
Sageville (Vantecar P. O.)	G. W. Ry.	Eastwood, 4 m.	East Oxford	Oxford	40	138
Sandfield, P. O.	T. & N. Ry.	Wick, 3 m.	Rehob	Ontario	180	150
Salem, P. O. and Tel. Sta.	G. W. Ry. (W.G. & B., M.L.)	Blom, 1 m.	Durham	Wellington	800	135
Salford, P. O.	G. W. Ry.	Loganville, 4 m.	Chinguncoony	Oxford	100	120
Salmoville, P. O. and Tel. Sta.	G. T. Ry.	Ilmington, 13 m.	Chinguncoony	Peel	70	150
Sandfield, P. O.	G. T. Ry.	Leicester, 24 m.	Loehel	Glengary	100	157
Sandford, P. O.	T. & N. Ry.	Uxbridge, 6 m.	Scott	Ontario	100	150
Sandhill, P. O.	T. G. & B. Ry.	Mojo Road, 3 m.	Chinguncoony	Peel	200	150
Sandhill	G. W. Ry.	Minico, 5 m.	Toronto	Peel	100	150
Sandhurst, P. O.	G. T. Ry.	Napanee, 12 m.	West Fredericksburg	Lenox	80	144
Sand Point, P. O., Tel. and Ry Sta.	C. C. Ry.	Windsor, 2 m.	West Sandwich	Leathur	250	154
SANDWICH, P. O., and Tel. Sta.	G. W. Ry.	Owen Sound, 9 m.	Sarawak	Bruce	1160	131
Sarawak, P. O. and Tel. Sta.	T. G. & B. Ry.	Alisa Craig, 15 m.	Hay	Bruce	125	112
Serepta, P. O.	G. T. Ry.		Sarnia	Luambton	50	135
SALINA, P. O., Tel. and Ry Sta.	G. W. & G. T. Ry.		Saugeen	Bruce	2229	134
Saugen, P. O. (Southampton Sta.)	G. W. Ry. (W.G. & B., M.L.)			Bruce	2579	142
SAULT STE. MARIE, P. O.				Algoma Dist.	400	128
Savastopol	G. T. Ry.	Tavistock, 1 m.	S. Easthope	Perth	100	135
Seabrook, Ry Sta.	N. Ry.		West Guilfimbury	Simcoe	151	151
Scarborough, P. O., Tel. and Ry Sta.	G. T. Ry.		Scarborough	York	200	150
Scarborough Junction, P. O. and Ry Sta.	G. T. & T. & N. Ry.		Scarborough	York	150	150
Scherbong, P. O. and Tel. Sta.	N. Ry.	New Market, 11 m.	King	York	20	150
Scene, P. O.	G. W. Ry. (W.G. & B., M.L.)	Paisley, 11 m.	Elderslee	Bruce	50	112
Scotch Block	G. T. Ry.	Georgetown, 6 m.	Esquesing	Halton	150	150
Scotland, P. O. and Tel. Sta.	G. T. & G. W. Ry.	Brantford, 11 m.	Oakland	Brant	400	138
Seagoy, P. O.	W. & Pt. P. Ry.	Port Perry, 6 m.	Sengog	Ontario	200	150
Seely, P. O.	N. Ry. (Musk. Br.)	Washingo, 44 m.		Muskoka Dist.	216	147
Seabrook, P. O., Tel. and Ry Sta.	G. T. Ry. (B. & L. H. Br.)	Wick, 8 m.	Tuckersmith	Huron	1800	135
Seagrave, P. O.	G. T. Ry. (B. & L. H. Br.)	Carleton, 2 m.	Rehob	Ontario	150	150
Seaton, P. O.	G. T. Ry.		Ellice	Perth	500	135
Sebringville, P. O., Tel. & Ry Sta.	G. T. Ry.		Mara	Ontario	150	150
Selbright, P. O.	N. Ry. (Musk. Br.)	Mara, 4 m.	Yonge	Leeds	156	156
Selee's Corner	G. T. Ry.	Lyn, 2 m.		Leeds	150	156
Seeley's Bay, P. O. and Tel. Sta.	G. T. Ry.	Gananoque, 10 m.	Leeds	Leeds	150	156
Seegon Falls, P. O.	N. Ry. (Musk. Br.)	Washingo, 60 m.	Muskoka Dist.	Muskoka Dist.	140	140
Seelhorne (P. O. and Tel. Sta.)	L. & P. S. Ry.	Port Stanley, 1 m.	Southwood	Elgin	35	144
Selby, P. O. and Tel. Sta.	G. W. Ry.	Napanee, 4 m.	Richmond	Lenox	200	144
Selkirk, P. O.	(G.W. Ry. in Line)	Nelle's Corners, 17 m.	Walpole	Haldimand	300	138
Selton, P. O.	G. W. Ry.	Thamesville, 6 m.	Howard	Kent	50	131
Selwyn, P. O.	Mid. Ry.	Peterborough, 12 m.	Smith	Peterborough	100	140
Sever, P. O.	G. T. & H. & L. E. Ry.	Caledonia, 2 m.	Seneca	Haldimand	2000	138
Severn Bridge, P. O. and Tel. Sta.	N. Ry. (Musk. Br.)	Washingo, 2 m.	Morrison	Simcoe	50	151
Shafersburg, P. O.	G. T. Ry.		Hornville	Algoma Dist.	150	144
Shakespeare, P. O., Tel. and Ry Sta.	C. C. Ry.	Renfrew, 13 m.	South Easthope	Perth	400	135
Shamrock, P. O.	G. T. Ry.	Bellville, 35 m.	Adminton	Renfrew	50	154
Shamrock, P. O.	G. T. Ry.	Spenceville, 6 m.	Marnaora	Hastings	150	144
Shanley, P. O.	St. L. & O. Ry.		Edwardsburg	Grenville	70	156
Shannonville, P. O., Tel. and Ry Sta.	G. T. Ry.		Tyenlinga	Hastings	700	144
Shanty Bay, P. O.	N. Ry. (Musk. Br.)	Gowan Sta.	Oro	Simcoe	151	151
Sharon, P. O. and Tel. Sta.	N. Ry.	New Market, 4 m.	East Guilfimbury	York	400	150
Sharon, P. O.	G. T. Ry.	Collin's Bay, 8 m.	Kingston	Frontenac	120	144
Sharon, P. O.	P. & N. Ry.		Southernville	Vicoria	150	140
Shedden, P. O. (Cobosconk)	G. W. Ry. (Air Line)	Bards, 2 m.	Southwood	Elgin	150	134
Shelton	(G.W. Ry. in Line)	Branchton, 4 m.	Beverley	Wentworth	150	138
Shelfield, P. O.	T. G. & B. Ry.	Shelburne, 14	Melancthon	Grey	80	143
Shelburne, P. O., Tel. and Ry Sta.	T. G. & B. Ry.	Oakville, 4 m.	Aljha	Simcoe	125	151
Sheldon, P. O.	G. W. Ry.		Trafalgar	Halton	100	150
Sheldan, P. O.	G. T. Ry. (B. & L. H. Br.)		Humberstone	Welland	100	139
Sherkston, P. O. and Ry Sta.	G. T. Ry.		Yonge	Leeds	150	156
Sherrwood Spring, P. O.	G. W. Ry.		Bothwell, 9 m.	Enphemia	175	134
Shethand, P. O.	G. W. Ry. (W.G. & B., S. Ex.)	Gowanstown, 2 m.	Wallace	Perth	100	135
Shibley, P. O.	W. & Pt. P. Ry.	Summit, 3 1/2 m.	Reach	Ontario	100	150
Shirley, P. O.	G. T. Ry. (B. & L. H. Br.)		Humberstone	Welland	100	139
Shirk's Crossing, Ry Sta.	T. G. & B. Ry.	Dundalk, 6 m.	Melancthon	Grey	180	143
Shirley, P. O.	G. T. Ry.	Alisa Craig, 4 m.	London	Middlesex	50	134
Sidellville	G. T. Ry.		Sidney	Hastings	100	144
Sidney Crossing, P. O. (Sidney Tel. Sta.)	G. T. Ry.	London, 13 m.	Charlottenburg	Glengary	157	157
Sidney, P. O.	G. T. Ry.	Napanee, 10 m.	South Fredericksburg	Lenox	60	144
Silasville, P. O.	G. T. Ry.	Goodwood, 4 m.	Uxbridge	Ontario	150	150
Siloma, P. O.	T. & N. Ry.	Charleston, 4 m.	Caledon	Peel	90	150
Silver Creek, P. O.	G. W. Ry. (Air Line)	Delhi, 9 m.	Charlotteville	Norfolk	90	138
Silver Hill, P. O.				Algoma	126	126
Silver Hill, P. O.				Algoma	1856	138
SIMCOE, P. O., Tel. & Ry Sta.	L. Ontario		Woodhouse	Norfolk	144	144
Simcoe Island	G. T. Ry. (B. & L. H. Br.)		Wolf Island	Frontenac	144	144
Sinclairville	N. Ry.	Collingwood, 14 m.	Brook	Wentworth	150	138
Singhamton, P. O. and Tel. Sta.	G. T. Ry.	Gananoque, 25 m.	Nottawasaga	Simcoe	100	151
Singleton's Corners	T. G. & B. Ry.	Southampton, 11 m.	South Crosby	Leeds	152	152
Skipness, P. O.	G. T. Ry.	Cornwall, 34 m.	Kenyon	Bruce	50	146
Skype, P. O.	T. G. & B. Ry.	Paisley, 2 m.	Caledon	Peel	100	157
Sleswick, P. O.	T. G. & B. Ry.	Charleston, 3 m.	Caledon	Peel	70	150
Sligo, P. O.	T. G. & B. Ry.	Wellton, 3 m.	Ethelton	York	150	150
Smithfield	G. T. Ry.	Brighton, 4 m.	Brighton	Northumberland	140	140
Smithfield, P. O.	B. & O. Ry.		North Emsley	Lennox	1500	156
Smith's Falls, P. O., Tel. & Ry Sta.	G. T. Ry.	Napanee, 6 m.	Sophiasburg	Prince Edward	300	144
Smith Mills, (Demorestville P. O.)	G. W. Ry. (W.G. & B., M.L.)	Cliford, 3 m.	Minto	Wellington	80	135
Smithurst, P. O.	G. W. Ry.	Grimsby, 8 m.	Grimsby	Lincoln	350	139
Smithville, P. O. and Tel. Sta.	G. T. Ry.	Belle ville, 6 m.	Thulow	Hastings	144	144
Smithville (Foxboro P. O.)	C. C. Ry.	Lake Simcoe	Ramsey	Lenox	156	156
Smithville, Ry Sta.	G. T. Ry.	Bonnaville, 3 m.	N. Guilfimbury	York	128	150
Snake Island	G. T. Ry.	Sarnia, 21 m.	Darlington	Durham	125	140
Solna, P. O.	G. W. & G. T. Ry.	Sarnia, 21 m.	Sombra	Lambton	100	134
Soloma, P. O. & Tel. Sta.	T. & N. Ry.	Wick, 5 m.	Mariposa	Victoria	80	140
Sonya, P. O.	B. & O. Ry.	Wolford, 17 m.	Lansdowne	Leeds	156	156
Soperton, P. O.			Suregen	Bruce	2579	142
Southampton (Saugeen P. O., Tel. and Ry Sta.)	G. T. Ry.	Belleville, 25 m.	Maysburg	Prince Edward	144	144
South Bay, P. O. and Tel. Sta.	G. T. Ry. (B. & L. H. Br.)	Dunville, 6 m.	Cayuga	Haldimand	50	138
South Cayuga, P. O.	N. Ry.	Peterborough, 13 m.	Dummer	Peterborough	100	140
South Dunto, P. O.	Mid. Ry.	Smith's Falls, 7 m.	Elm-ley	Leeds	150	156
South Dummen, P. O.	B. & O. Ry.	Dickinson's Landing, 12 m.	Finch	Stormont	100	157
South Emsley (Lombardy P. O.)	G. T. Ry.	Manotie, 4 m.	Osgoode	Carleton	60	156
South Finch, P. O.	St. L. & O. Ry.	Kenpsville, 6 m.	South Gower	Grenville	130	156
South Gloucester, P. O.	G. T. Ry.	Belleville, 22 m.	Madoc	Hastings	144	144
South Gower, P. O.	G. T. Ry.	Lancaster, 26 m.	Loehel	Glengary	50	157
South Hastings	G. T. Ry.	Gananoque, 3 m.	Leeds	Leeds	100	156
South La Grange, P. O.	G. T. Ry.	Tyendinaga, 31 m.	Tyendinaga	Hastings	100	141
South Lake, P. O.	G. T. Ry.	Bell's Corners, 7 m.	March	Carleton	100	145
South London	C. C. Ry.	Courtland, 6 m.	Middleton	Norfolk	60	138
South March, P. O.	G. W. Ry. (Air Line)	Milbrook, 5 m.	South Monaghan	Peterborough	100	140
South Middleton, P. O.	Mid. Ry.	Oxford, 9 1/2 m.	Mountsin	Dundas	250	157
South Monaghan, P. O.	St. L. & O. Ry.		Howe Island	Frontenac	144	144
South Mountain, P. O. & Tel. Sta.			Westn. Oath	Renfrew	200	154
South Range						
South West (Beachburg)						

NAME OF PLACE, ETC.	NAME OF RAILWAY, ETC.	NEAREST RAILWAY STATION.	TOWNSHIP.	COUNTY.	POPULATION.	SEE PAGE.
Southwold, R'y Sta.	C. S. R'y. (St. Cl. Br.)	Woodstock, 5 m.	Southwold	Elgin	134	134
South Zorra, P. O.	G. W. R'y.	Kingston, 12 m.	East Zorra	Haldimand	150	138
Spadford, P. O.	G. T. R'y.	New Sarnia, 5 m.	Loughborough	Frontenac	25	144
Spanish River, P. O.	G. W. R'y. (Air Line.)	Acton, 4 1/2 m.	Yarmouth	Algona Dist.	101	127
Spartan, P. O. and Tel. Sta.	G. T. R'y.	Owen Sound, 4 1/2 m.	Sydenham	Elgin	400	134
Speyside, P. O.	T. O. & B. R'y.	Port Credit, 4 1/2 m.	Essex	Haldimand	100	143
Spierdie, P. O.	G. W. R'y. (W. G. & B. R'y.)	Waslago, 61 m.	Sydenham	Grey	100	143
Spinnfelds, P. O.	N. R'y. (Musk. Br.)	St. L. & O. R'y.	Edwardsburg	Wellington	100	147
Spence, P. O.	G. W. R'y. (Air Line.)	G. T. R'y.	Walsingham	Muskoka Dist.	250	156
Spencerville, P. O., Tel. and R'y Sta.	G. W. R'y. (Str. Br.)	Belleville, 25 m.	East Williams	Grenville	101	138
Spring Arbour, P. O.	G. T. R'y.	Paris, 6 m.	Chinguncony	Norfolk	150	134
Spring Bank, P. O.	G. T. R'y.	Petersburg, 14 m.	Rawdon	Middlesex	200	144
Springbrook, P. O.	G. T. R'y.	Port Credit, 4 1/2 m.	South Dorchester	Peel	350	150
Springfield, P. O. and R'y Sta. (Clums)	G. T. R'y.	Landowrie, 4 m.	Toronto	Hastings	250	138
Springfield, (Credit P. O.)	G. T. R'y.	Cornell, 5 m.	Essex	Elgin	250	134
Springfield, P. O.	C. S. R'y.	King, 4 m.	South Norwich	Leeds	200	156
Springhill, P. O.	N. R'y.	Townsend, 4 m.	King	Oxford	250	138
Springvale, P. O.	C. S. R'y.	Peterborough, 6 m.	Wespole	York	120	139
Springville, P. O.	Mid. R'y.	G. W. & G. T. R'y.	North Monaghan	Haldimand	150	140
St. Anners, P. O.	G. T. R'y.	G. T. R'y.	Burford	Peterborough	150	138
St. Apollonia, P. O.	G. T. R'y.	G. T. R'y.	Wilnot	Brant	150	135
St. Andrews, P. O. and Tel. Sta.	G. T. R'y.	G. T. R'y.	Sidney, 1 m.	Waterloo	300	144
St. Ann's, P. O.	G. T. R'y.	Cornwall, 7 m.	Cornwall	Hastings	160	157
St. Catharine, P. O., Tel. and R'y Sta.	G. W. R'y.	Beamsville, 6 m.	Gainsborough	Stormont	200	139
St. Clements, P. O.	G. W. R'y. (W.L.)	Berlin, 10 m.	Grantham	Lincoln	7-61	149
St. David's, P. O.	G. T. R'y.	Clifton, 5 m.	Wellesley	Waterloo	200	135
St. Eugene, P. O.	G. T. R'y.	Vaudreuil, 25 m.	Ningra	Lincoln	270	139
St. George, P. O. and Tel. Sta.	G. T. R'y.	Locknow, 5 m.	East Hawkesbury	Prescott	400	138
St. George's, P. O.	G. W. R'y. (W.G. & B. R'y.)	Thorndale, 4 m.	South Dumfries	Huron	600	135
St. Ives, P. O.	G. T. R'y.	Berlin, 10 m.	Wawa	Huron	150	134
St. Jacobs, P. O. and Tel. Sta.	G. T. R'y.	London, 3 m.	West Nisour	Middlesex	450	145
St. James Park, Sub. P. O.	G. W. R'y.	London, 6 m.	Woolwich	Waterloo	1200	159
St. Johns, (Arva P. O.)	G. W. R'y. (Wei.)	Allanburg, 4 m.	Westminster	Middlesex	200	134
St. Johns West, P. O.	G. T. R'y.	Belleville, 60 m.	Thorold	Middlesex	150	149
St. Mary's, P. O., Tel. & R'y. Sta.	G. T. R'y.	St. Catharines, 10 m.	Thornhill	Welland	3200	145
St. Michael's, P. O.	G. T. R'y.	St. Catharines, 10 m.	Lincoln	Welland	100	133
St. Patrick's, P. O.	G. T. R'y.	St. Catharines, 10 m.	Lincoln	Hastings	100	144
St. Raphael West, P. O.	G. T. R'y.	St. Catharines, 10 m.	Lincoln	Simcoe	100	151
St. Thomas, P. O., Tel. & R'y. Sta.	G. W. R'y. (L. & P. S. Br.)	Delhi, 16 m.	Carleton Place	King	250	157
St. Williams, P. O. and Tel. Sta.	G. W. R'y. (Air Line.)	Carleton Place, 3 m.	Renfrew	Elgin	100	134
Stalla, P. O.	C. C. R'y.	Renfrew, 24 m.	St. Catharines	Perth	125	154
Stallford, P. O.	G. T. R'y.	Belleville, 7 m.	Stallford	Renfrew	30	144
Stallfordville, P. O.	G. W. R'y. (Air Line.)	Tilsbury, 7 m.	Amulstburg	Prince Edward	30	139
Stamford, P. O.	G. W. R'y.	Clifton, 2 1/2 m.	Stamford	Elgin	300	134
Stanley's Mills, P. O.	G. T. R'y.	Malton, 6 m.	Chinguncony	Welland	300	139
Stanton, P. O.	T. O. & B. R'y.	Shelburne, 11 m.	Mulmur	Peel	200	150
Stapleton, Tel. Sta.	G. T. R'y. (B. & L. H. Div.)	Gowan Sta. 4 m.	Arran	Simcoe	100	151
Stark's Corners, P. O.	N. R'y.	Ernestown, 9 m.	Nottawasaga	Simcoe	100	151
Stayer, P. O., Tel. & R'y. Sta.	N. R'y. Musk Br.)	Black Creek, 3 1/2 m.	Ors	Simcoe	130	144
Steele, P. O.	G. T. R'y.	Georgetown, 2 m.	Amherst Island	Addington	100	139
Stella, P. O.	E. & N. R'y.	Arnprior, 8 m.	Bertie	Welland	250	130
Stevensville, P. O.	G. T. R'y.	Belleville, 15 m.	E. Queens	Haldimand	150	154
Stewarttown, (Equising P. O.)	C. C. R'y.	Drayton, 2 m.	McNab	Huron	140	144
Stewartville, P. O.	G. T. R'y.	Courtham, 16 m.	Rawlson	Hastings	130	133
Stirling, P. O. and Tel. Sta.	G. W. R'y. (W.G. & B. M.L.)	Trenton, 8 m.	Peel	Hastings	150	144
Stirton, P. O.	G. W. R'y. (Air Line.)	Belleville, 24 m.	Walsingham	Wellington	100	138
Stitted, P. O.	G. T. R'y.	Waslago, 26 m.	Gaitour	Norfolk	100	156
Stittville, P. O., Tel. and R'y Sta.	C. C. R'y.	Lakefield, 16 m.	Murray	Northumberland	120	140
Stockdale, P. O.	G. T. R'y.	Belleville, 24 m.	Hungerford	Hastings	200	144
Stocco, P. O.	G. T. R'y.	Waslago, 26 m.	Maccanley	Victoria	200	138
Stonleigh, P. O.	N. R'y. (Musk Br.)	Lakefield, 16 m.	Saltfleet	Wentworth	200	140
Stony Creek, P. O. and R'y Sta.	H. & L. E. R'y.	Lakefield, 16 m.	Tilbury West	Essex	200	131
Stony Point, P. O. and R'y Sta.	G. W. R'y.	Lakefield, 16 m.	Montague	Essex	200	156
Stony Lake, P. O.	Mid. R'y.	Lakefield, 16 m.	Dunnville	Essex	200	140
Stony's, R'y Sta.	B. & O. R'y.	Lakefield, 16 m.	Whitchurch	Peterborough	800	150
Stouffville, P. O., Tel. and R'y Sta.	T. & N. R'y.	Lakefield, 16 m.	Grey	Huron	100	135
Stowe, P. O.	G. W. R'y. (W.G. & B. S. Ex.)	Lakefield, 16 m.	West Flamboro	Wentworth	150	138
Strabur, P. O.	G. W. R'y.	Lakefield, 16 m.	Elgin	Elgin	400	134
Stratfordville, P. O.	G. W. R'y. (Air Line.)	Lakefield, 16 m.	Bayham	Welland	100	150
Stratford, P. O.	G. T. & G. W. R'y.	Lakefield, 16 m.	York	York	4313	135
STRATFORD, P. O., Tel. and R'y Sta.	G. T. R'y. (B. & L. H. Br.)	Lakefield, 16 m.	South Easthope	Perth	150	138
Strathallan, P. O.	G. W. R'y.	Lakefield, 16 m.	East Zorra	Oxford	150	134
Strathallan, P. O.	G. W. R'y.	Lakefield, 16 m.	Most	Middlesex	150	134
Strathburn, P. O.	G. T. R'y.	Lakefield, 16 m.	Millie Roches, 17 m.	Stormont	100	157
Strathglass, P. O.	G. T. R'y.	Lakefield, 16 m.	Menford, 9 m.	St. Vincent	100	143
Strathlath, P. O.	N. R'y.	Lakefield, 16 m.	Chatham, 3 m.	St. Vincent	100	143
Strathroy, P. O., Tel. and R'y Sta.	G. W. R'y. (Str. Br.)	Lakefield, 16 m.	Widder, 11 m.	Alexide	3232	134
Stratton, (New Aberdeen P. O.)	G. T. R'y.	Lakefield, 16 m.	Mimico, 4 1/2 m.	Waterloo	50	135
Streetsville, P. O., Tel. Sta.	G. W. R'y.	Lakefield, 16 m.	Widder, 11 m.	Toronto	617	150
Stromness, P. O.	G. T. R'y. (B. & L. H. Br.)	Lakefield, 16 m.	Dunnville, 5 m.	Sherbrooke	100	133
Stroud, P. O.	N. R'y.	Lakefield, 16 m.	Craigville, 1 m.	Haldimand	100	151
Sugar, (Stoco P. O.)	G. T. R'y.	Lakefield, 16 m.	Belleville, 24 m.	Simcoe	200	144
Sullivan, P. O.	G. T. R'y.	Lakefield, 16 m.	Chatham, 3 m.	Hastings	170	147
Summerstown, P. O.	G. T. & B. R'y.	Lakefield, 16 m.	Summerstown, 2 1/2 m.	Glengarry	75	153
Summerstown, Tel. and R'y Sta.	G. T. R'y.	Lakefield, 16 m.	Widder, 11 m.	Glengarry	100	157
Summers Mill, (Brewster P. O.)	G. T. R'y.	Lakefield, 16 m.	Mimico, 4 1/2 m.	Lambton	30	134
Summersville, P. O.	G. W. R'y.	Lakefield, 16 m.	Widder, 11 m.	Peel	100	150
Summit, R'y Sta.	W. & P. P. R'y.	Lakefield, 16 m.	Widder, 11 m.	Toronto	100	150
Summit, R'y Sta.	Mid. R'y.	Lakefield, 16 m.	Widder, 11 m.	Reach	100	140
Sunbury, P. O.	G. T. R'y.	Lakefield, 16 m.	Widder, 11 m.	Ontario	80	144
Sunderland, P. O., Tel. and R'y Sta.	T. & N. R'y.	Lakefield, 16 m.	Widder, 11 m.	Frontenac	100	150
Sunnidale, P. O. and R'y Sta.	N. R'y.	Lakefield, 16 m.	Widder, 11 m.	Ontario	100	150
Suspension Bridge	G. W. R'y. (W.G. & B. S. Ex.)	Lakefield, 16 m.	Widder, 11 m.	Simcoe	100	151
Sutherland's Corners, P. O.	G. W. R'y.	Lakefield, 16 m.	Widder, 11 m.	Huron	100	139
Sutton, (Georgina P. O.) Tel. Sta.	G. W. R'y.	Lakefield, 16 m.	Widder, 11 m.	Welland	100	134
Sweaburg, P. O.	G. W. R'y.	Lakefield, 16 m.	Widder, 11 m.	Lambton	300	150
Sweet's Corners, (Rainham P. O.)	G. W. R'y. (Air Line.)	Lakefield, 16 m.	Widder, 11 m.	Georgina	200	138
Switzer, P. O.	G. T. R'y.	Lakefield, 16 m.	Widder, 11 m.	Haldimand	60	133
Sydenham	G. W. R'y.	Lakefield, 16 m.	Widder, 11 m.	Rainham	250	144
Sydenham, (Loughborough P. O.)	G. T. R'y.	Lakefield, 16 m.	Widder, 11 m.	Ernestown	160	138
Sydenham Mills, P. O.	G. W. R'y.	Lakefield, 16 m.	Widder, 11 m.	Brant	450	135
Sylvan, P. O.	G. T. R'y.	Lakefield, 16 m.	Widder, 11 m.	Addington	30	143
Talbotville, P. O.	T. O. & B. R'y.	Lakefield, 16 m.	Widder, 11 m.	Grey	80	134
Tamworth, P. O. and Tel. Sta.	G. T. R'y.	Lakefield, 16 m.	Widder, 11 m.	Williams West	100	134
Tapleystown, P. O.	G. W. R'y.	Lakefield, 16 m.	Widder, 11 m.	Southwold	500	144
Tara, P. O. and Tel. Sta.	G. W. R'y. (W.G. & B. M.L.)	Lakefield, 16 m.	Widder, 11 m.	Shelburne	100	138
Tarbutt, P. O.	T. O. & B. R'y.	Lakefield, 16 m.	Widder, 11 m.	Welland	450	142
Tatlock, P. O.	C. C. R'y.	Lakefield, 16 m.	Widder, 11 m.	Brace	50	135
Taunton, P. O.	G. T. R'y.	Lakefield, 16 m.	Widder, 11 m.	Arran	100	150
Tanstock, P. O. Tel. and R'y Sta.	G. T. R'y. (B. & L. H. Br.)	Lakefield, 16 m.	Widder, 11 m.	Wellington	100	150
				Whitby	800	135
				South Easthope		

NAME OF PLACE, ETC.	N. NO. OF RAILWAY, ETC.	NEAREST RAILWAY STATION.	TOWNSHIP.	COUNTY.	POPULATION.	SEE PAGE.
Taylor, Tel. and Ry Sta.	C. S. Ry.	Ottawa, 7 m.	Albion	Elgin	134	134
Taylorholms, (Ramsay's Corners P.O.)	B. & O. St. L. & O. Ry.	Ottawa, 18 m.	Albion	Essex	200	131
Tay Port, P. O.	N. Ry.	Orillia, 18 m.	Tay	Chatham	100	156
Tecumseth, Ry Sta.	G. W. Ry.	Bradford, 12 m.	East Sandwich	Simcoe	151	151
Tecumseth, P. O.	N. Ry.	Mildmay, 10 m.	Tecumseth	Simcoe	200	151
Tecumseth, P. O., and Tel. Sta.	G. W. Ry. (W. G. & B. M. L.)	Windham, 3 m.	Culross	Bruce	450	142
Teeberville, P. O.	C. S. Ry.	Windham, 3 m.	Windham	Norfolk	300	138
Telfer, P. O.	O. W. Ry.	Konoka, 8 m.	London	Middlesex	150	134
Telveton	Mid. Ry.	Franklin, 3 m.	Manners	Durham	140	140
Temperanceville, P. O.	N. Ry.	King, 2 m.	King	York	150	150
Tempo, P. O.	G. W. Ry. (L. A. P. S. Br.)	Glanworth, 4 m.	Westminster	Middlesex	150	134
Tennyson, P. O.	B. & O. Ry.	Franktown, 8 m.	Drummond	Lanark	156	156
Teskeyville	C. C. Ry.	Ashton, 3 m.	Ramsay	Lanark	156	156
Teton, P. O.	N. Ry.	Richmond Hill, 3 m.	Vaughan	York	125	150
Teviotdale, P. O.	G. W. Ry. (W. G. & B. M. L.)	Harriston, 7 m.	Minto	Wellington	100	135
Thamesford, P. O.	G. W. Ry.	Ingersoll, 5 m.	Southwold	Oxford	500	138
Thames River	G. W. Ry.	London	Camden	Elgin	144	144
Thamesville, P. O., Tel. and Ry Sta.	G. W. Ry.	Belleville, 50 m.	Walston	Hastings	100	131
Thonet, P. O.	G. T. Ry.	Mimico, 4 m.	Etolocoo	York	200	150
Thistleton, P. O.	G. W. Ry.	Beamsville, 2 m.	Clinton	Lincoln	20	139
Thirty Mile Creek, (Beamsville P. O.)	G. T. Ry.	Belleville, 17 m.	Hungerford	Hastings	200	144
Thomasburg, P. O.	N. Ry.	Bradford, 17 m.	Tecumseth	Simcoe	40	151
Thompsonville, P. O.	N. Ry.	Thornhill, 3 m.	Collingwood	Grey	400	143
Thornbury, P. O., Tel. and Ry Sta.	N. Ry.	Thornhill, 3 m.	West Nisour	Middlesex	150	134
Thorndale, P. O., and Tel. Sta.	O. T. Ry.	Thornhill, 3 m.	Vaughan	York	600	150
Thornhill, P. O., and Tel. Sta.	N. Ry.	Allandale, 8 m.	Vaughan	York	150	150
Thornhill Ry Sta.	N. Ry.	Allandale, 8 m.	Innisfil	Simcoe	100	151
Thorton	N. Ry.	Allandale, 8 m.	Thorold	Welland	1635	139
Thorold, P. O., Tel. and Ry Sta.	G. W. Ry. (Wel.)	Belleville, 13 m.	Thurlow	Algoma Dist.	120	126
Thunder Bay, P. O.	G. T. Ry.	Tilbury, 6 m.	Hastings	Hastings	150	144
Thurlow, P. O.	C. S. Ry.	Tilbury, 6 m.	East Tilbury	Ken.	150	131
Tilbury East, P. O.	C. S. Ry.	Brookville, 4 m.	East Tilbury	Ken.	150	131
Tilbury, Ry Sta.	C. S. Ry.	King 2 m.	Brookville	Oxford	1700	138
Tilsbury, P. O., Tel. and Ry Sta.	C. S. Ry.	Beamsville, 6 m.	Chatham	Leeds	200	136
Tinney, (Brookville P. O.)	B. & O. T. Ry.	Kincardine, 7 m.	Chatham	Leeds	150	150
Tinlin Corners	N. Ry.	Toronto, 3 m.	Clinton	Lincoln	139	139
Tintner, P. O.	G. W. Ry.	Irish Creek, 8 m.	Kincardine	Bruce	250	142
Tiverton, P. O. and Tel. Sta.	G. W. Ry. (W. G. & B. M. L.)	Allandale, 1 m.	York	York	150	150
Todmorden, (Doncaster P. O.)	G. T. & G. W. Ry.	North York, 11 m.	York	York	150	150
Toledo, P. O. and Tel. Sta.	B. & O. Ry.	Belton, 3 m.	York	York	5602	150
Tollendale, (Allandale P. O.)	N. Ry.	Bolton, 12 m.	Tecumseth	Simcoe	150	151
Topping, P. O.	G. T. Ry. (B. & L. H. Br.)	North York, 11 m.	Townsend	Norfolk	100	138
Tomora, P. O.	T. G. & B. Ry.	Belton, 3 m.	Townsend	Norfolk	100	138
TOLKATO, P. O., Tel. and Ry Sta.	T. G. & B. Ry.	Belton, 3 m.	Townsend	Norfolk	100	138
Tolton	T. G. & B. Ry.	Bolton, 12 m.	Townsend	Norfolk	100	138
Tollenham, P. O.	C. S. Ry.	Townsend, 2 m.	Trafalgar	Haltou	100	150
Townsend, Ry Sta.	C. S. Ry.	Oakville, 3 m.	Trafalgar	Hastings	100	144
Townsend Centre, P. O.	G. W. Ry.	Renfrew, 47 m.	Hagarty	Hastings	50	147
Trafalgar, P. O.	G. C. Ry.	Markdale, 7 m.	Glenelg	Grey	50	147
Tramore, P. O.	T. G. & B. Ry.	North York, 37 m.	North Plantagenet	Prescott	150	135
Traverstown, P. O.	S. L. O. Ry. & C. Ry.	Moorefield, 6 m.	Wallace	Perth	80	135
Treadwell, P. O.	G. W. Ry. (W. G. & B. M. L.)	Trenton, 2 m.	Sidney	Hastings	2000	144
Treadwell, P. O.	G. T. Ry.	Washago, 58 m.	Sidney	Hastings	144	144
Trenton, P. O.	G. T. Ry.	Newry, 3 m.	Humphrey	Muskoka Dist.	25	147
Trenton, Tel. and Ry Sta.	N. Ry. (Musk. Br.)	Lewisville, 13 m.	Elma	Perth	150	135
Trout Lake, P. O.	G. W. Ry.	Lynden, 3 m.	Herwich	Ken.	150	131
Trowbridge, P. O.	C. S. Ry.	Tilbury, 3 m.	Beverley	Wentworth	100	138
Troy, (Fairfield P. O.)	G. W. Ry.	Bolton, 10 m.	Tilbury West	Essex	150	131
Troy, P. O.	T. G. & B. Ry.	Norval, 4 m.	Tecumseth	Simcoe	150	151
Trudell, P. O.	G. T. Ry.	Mono Road, 34 m.	Chingquonsey	Peel	150	150
Tuan, P. O.	T. G. & B. Ry.	Washago, 60 m.	Chingquonsey	Peel	250	150
Tucker's Mills	N. Ry. (Musk. Br.)	Onondaga, 2 m.	Humphrey	Muskoka Dist.	150	147
Tullamore, P. O.	G. T. Ry. (B. & L. H. Br.)	Belleville, 25 m.	Onondaga	Brant	150	138
Turtle Lake, P. O.	G. T. Ry.	Winona, 3 m.	Hungerford	Hastings	600	144
Tuscarora, P. O.	G. W. Ry.	Tilbury, 16 m.	Sidley	Wentworth	100	138
Tweed, P. O., and Tel. Sta.	C. S. Ry.	Tilbury, 16 m.	Roume	Ken.	100	131
Tweedside, P. O.	G. T. Ry.	Caedonia, 3 m.	Tyendinaga	Hastings	100	144
Two Creeks	G. T. Ry.	Dutton, 7 m.	Seneca	Hastings	100	144
Tyndalga, P. O., Tel. and Ry Sta.	G. T. Ry.	Bowmanville, 8 m.	Dunwich	Elgin	160	135
Tyneside, P. O.	C. S. Ry.	Repton, 2 m.	Darlington	Victoria	300	140
Tyromnell, P. O. and Tel. Sta.	G. W. Ry. (Air Line)	Washago, 19 m.	Townsend	Norfolk	80	138
Tyromne, P. O. and Tel. Sta.	N. Ry. (Musk. Br.)	Washago, 37 m.	Scott	Ontario	250	150
Tyrol, P. O.	N. Ry. (Musk. Br.)	Washago, 37 m.	Draper	Victoria	70	140
Udington, P. O.	N. Ry. (Musk. Br.)	Washago, 12 m.	Watt	Muskoka Dist.	50	147
Udint, P. O.	N. Ry. (Musk. Br.)	Markdale, 6 m.	Watt	Muskoka Dist.	100	147
Udwater, P. O.	T. G. & B. Ry.	Wingham, 6 m.	Artemesia & Ephrasia	Grey	100	147
Ulyatt	G. W. Ry. (W. G. & B. M. L.)	Belleville, 64 m.	Wawanosh	Huron	135	135
Uster, P. O.	G. T. Ry.	Paisley, 3 m.	Dungannon	Hastings	144	144
Urberville, P. O.	C. S. Ry.	Essex Centre, 12 m.	Bruce	Bruce	90	142
Underwood, P. O. and Tel. Sta.	G. W. Ry. (L. & P. S. Br.)	Union Stn., 13 m.	Goshield	Essex	131	131
Union	G. T. Ry.	Thornedale, 24 m.	Yarmouth	Elgin	350	134
Union, P. O. & Tel. Sta.	T. & N. Ry.	Victoria Road, 10 m.	London	Middlesex	134	134
Union Hill, P. O.	T. & N. Ry.	Port Robinson, 5 m.	Markham	Victoria	250	150
Unionville, P. O., Tel. and Ry Sta.	G. W. Ry. (Wel.)	Beaverton, 18 m.	Dalton	Victoria	50	140
Uphill, P. O.	Mid. Ry.	Prince Albert, 4 m.	Pelham	Welland	75	140
Upper Point Hill, (Foot Hill P. O.)	W. & P. P. Ry.	Washago, 38 m.	Amherst Island	Adlington	144	144
Upper Landing	N. Ry. (Musk. Br.)	Washago, 5 m.	Mara	Ontario	185	150
Upper Grove, P. O.	G. W. Ry.	Wantsnot, 5 m.	Rench	Ontario	200	150
Uper, P. O.	N. Ry.	Bell Ewart, 15 m.	Stephenson	Victoria	350	140
Uterson, P. O.	Mid. Ry.	Lindsay, 12 m.	Plimpton	London	100	133
Utterton, P. O.	T. & N. Ry.	Sunderland, 4 m.	Essex	Simcoe	151	151
Utterton, P. O. and Ry Sta. (Essex Crossing)	C. S. Ry.	Tilbury, 3 m.	Uxbridge	Ontario	150	151
Uxbridge, P. O., Tel. and Ry Sta.	G. T. Ry.	Belleville, 9 m.	Georgina	York	175	150
Uxbridge, P. O.	G. W. Ry.	Belleville, 35 m.	Mariposa	Victoria	100	140
Uxbridge, P. O.	T. G. & B. Ry.	Eastwood, 5 m.	Brook	Ontario	100	150
Uxbridge, P. O.	G. T. Ry.	Markdale, 6 m.	Tilbury East	Ken.	75	131
Uxbridge, P. O.	G. T. Ry.	Lancaster, 33 m.	Sidney	Hastings	144	144
Uxbridge, P. O.	G. W. Ry.	Konoka, 83 m.	Sebastopol	Renfrew	158	158
Uxbridge, P. O.	T. G. & B. Ry.	Orangeville Junction, 2 m.	East Oxford	Oxford	100	134
Uxbridge, P. O.	N. Ry.	Stayner, 11 m.	Artemesia	Grey	100	138
Uxbridge, P. O.	G. T. Ry.	South York, 11 m.	West Hawkesbury	Prescott	143	143
Uxbridge, P. O.	T. G. & B. Ry.	Mount Forest, 12 m.	London	Middlesex	100	134
Uxbridge, P. O.	N. Ry.	Barrie, 26 m.	East Garafraxa	Wellington	135	135
Uxbridge, P. O.	B. & O. St. L. & O. Ry.	Ottawa, 16 m.	Flos	Simcoe	175	151
Uxbridge, P. O.	N. Ry.	Richmond Hill, 34 m.	Stanley	Huron	200	115
Uxbridge, P. O.	St. L. & O. Ry.	Spenceville 6 m.	Newmanby	Grey	100	143
Uxbridge, P. O.	St. L. & O. Ry.	Spenceville 6 m.	Tay	Simcoe	50	151
Uxbridge, P. O.	St. L. & O. Ry.	Spenceville 6 m.	Cumberland	Russell	80	157
Uxbridge, P. O.	St. L. & O. Ry.	Spenceville 6 m.	Vaughan	York	100	150
Uxbridge, P. O.	St. L. & O. Ry.	Spenceville 6 m.	Albion	Adlington	60	144
Uxbridge, P. O.	St. L. & O. Ry.	Spenceville 6 m.	Edwardsburg	Grenville	150	156

For explanations, names of Railroads abbreviated, etc., see page 184.

NAME OF PLACE, ETC.	NAME OF RAILWAY, ETC.	NEAREST RAILWAY STATION.	TOWNSHIP.	COUNTY.	POPULATION.	SEE PAGE
Ventry, P. O.	T. G. & B. Ry.	Dundalk, 6 m.	Proton	Grey	143	143
Verdon, P. O.	G. W. Ry. (W.G.&B.S.Ex.)	Huron, 3 m.	Huron	Bruce	142	142
Vereker, P. O.	C. S. Ry.	Colchester, 3 1/2 m.	Colchester	Essex	131	131
Vernon, P. O.	St. L. & O. Ry.	Vernon, 11 m.	Ossipee	Essex	137	137
Verronville, P. O.	G. T. Ry.	Graton, 6 m.	Graton	Northumberland	100	140
Vernon, P. O.	G. T. Ry.	Kingston, 20 m.	Portland	Northumberland	40	144
Vershaile	G. W. Ry.	Ingersoll, 6 m.	Dereham	Oxford	175	138
Vasta, P. O.	G. W. Ry. (W.G.&B.M.L.)	Paisley, 8 m.	Brant	Bruce	30	142
Victoria	G. W. Ry.	Princeston, 5 m.	Hurlford	Brant	50	138
Victoria	N. Ry.	Bramley, 2 m.	Innail	Simcoe	150	151
Victoria, (Campbell's Cross P. O.)	G. T. Ry.	Brampton, 3 m.	Chinguacousy	Peel	160	150
Victoriaburg	G. T. Ry.	Peterburg, 3 m.	Wilnot	Waterloo	100	135
Victoria Corners, P. O.	T. & N. Ry.	Wick, 5 m.	Reuch	Ontario	90	150
Victoria Harbor, P. O.	N. Ry.	Orialla, 21 m.	Tay	Simcoe	151	151
Victoria Road Station, P. O. and Ry Sta.	T. & N. Ry.	Richmond Hill, 8 m.	Eldon	Victoria	200	150
Victoria Square, P. O.	N. Ry.	Richmond Hill, 8 m.	Markham	York	200	150
Vienna, P. O. & Tel. Sta.	G. W. Ry. (Air Line)	Pisbonburg, 13 m.	Bayham	Elgin	593	134
Vigo, P. O.	N. Ry.	Stayner, 11 m.	Stayner	Simcoe	200	151
Villa Nova, P. O. and Ry Sta.	C. S. Ry.	London, 13 m.	Townsend	Norfolk	100	138
Villiers, P. O.	Mid. Ry.	Peterborough, 13 m.	Ontonabee	Peterborough	75	140
Vine, P. O.	N. Ry.	Barre, 7 m.	Innail	Peterborough	100	138
Violet, P. O.	G. T. Ry.	Bath, 4 m.	Ernestown	Aldington	175	151
Virgil, P. O.	C. S. Ry.	Niagara, 3 m.	Niagara	Lincoln	100	139
Virginia, P. O.	T. & N. Ry.	Cannington, 12 m.	Georgina	York	100	150
Vitoria, P. O. & Tel. Sta.	G. W. Ry. (Air Line)	Simcoe, 7 m.	Charlottetown	Norfolk	600	138
Vivian, P. O.	N. Ry.	Newmarket, 9 m.	Whitechurch	York	100	150
Wainwright, P. O.	T. & N. Ry.	Southampton, 3 m.	Brook	Ontario	250	150
Vynor, P. O.	G. T. Ry.	Parth, 2 m.	Sarnia	Lambton	134	134
Wabash, P. O.	N. Ry.	Orialla, 19 m.	Tay	Wellington	30	135
Wagman, P. O.	T. G. & B. Ry.	Kentville, 7 m.	Arthur	Wellington	135	135
Wainfleet, Ry Sta.	G. T. Ry. (B. & L. H. Br.)	Wainfleet	Wainfleet	Wellington	139	139
Walden, P. O., Tel. and Ry Sta.	T. G. & B. Ry.	Walden	Amaranth	Wellington	135	135
Wales, P. O., (Dickinson's Landing Sta.)	G. T. Ry.	Wales	Oambruck	Stornont	80	157
WALKERTON, P. O., Tel. & Ry Sta.	G. W. Ry. (W.G.&B.M.L.)	Walkerton, 11 m.	Brant	Bruce	1200	142
Walkerville, P. O. and Tel. Sta.	G. W. Ry.	Walkerville, 13 m.	Walden	Essex	200	131
Wallace, P. O.	G. W. Ry. (W.G.&B.S.Ex.)	Gowanstown, 2 m.	Walden	Perth	150	135
Wallaceburg, P. O. & Tel. Sta.	G. V. Ry.	Chatham, 18 m.	Chatham	Kent	600	131
Wallacetown, P. O. & Tel. Sta.	C. S. Ry.	Dutton, 3 m.	Dunwich	Elgin	400	134
Wallaceville, (Wallace P. O.)	G. W. Ry. (W.G.&B.S.Ex.)	Gowanstown, 2 m.	Wallace	Perth	100	135
Wallbridge, P. O.	G. T. Ry.	Belleville, 7 m.	Sydney	Hastings	100	144
Wallensteln, P. O.	G. T. Ry.	Berlin, 15 m.	Wellesley	Waterloo	100	135
Walmer	T. G. & B. Ry.	Arthur, 4 m.	Peel	Wellington	100	135
Walmer, P. O.	G. T. Ry. (B. & L. H. Br.)	Bright, 3 m.	East Zorra	Oxford	150	138
Wash, P. O.	G. W. Ry. (Air Line)	Bell, 9 m.	Charlottetown	Norfolk	150	138
Walter's Falls, P. O.	T. G. & B. Ry.	Chatham, 10 m.	Holland	Grey	100	143
Warton, P. O. & Tel. Sta.	G. W. Ry. (W.G.&B.S.Ex.)	Ainsleyville, 5 m.	McKillop	Huron	125	135
Wanstead, P. O. and Ry Sta.	G. W. Ry.	Lansdowne, 4 m.	Plympton	Lambton	130	134
Warburton, P. O.	G. T. Ry.	Lansdowne, 4 m.	Leeds	100	156	
Wareham, P. O. & Tel. Sta.	G. W. Ry.	Newbury, 3 m.	Moss	Middlesex	539	134
Wareham, P. O.	G. T. & B. Ry.	Proton, 5 m.	Osprey	Grey	143	143
Warwick, P. O. & Tel. Sta.	G. T. Ry.	Colborne, 16 m.	Porey	Northumberland	800	140
Warminster, P. O.	N. Ry.	Orialla, 7 m.	Melton	120	151	
Warner, P. O.	C. S. Ry.	Atteridge, 6 m.	Caistor	Lincoln	150	159
Warren, P. O.	Mid. Ry.	Peterborough, 14 m.	Dummer	Peterborough	150	140
Warburg, P. O.	G. T. Ry. (B. & L. H. Br.)	Sebringville, 6 m.	Ellice	Perth	200	135
Warwick, P. O.	G. W. Ry.	Watford, 7 m.	Warwick	Lambton	300	134
Washburn, P. O.	G. T. Ry.	Pittsburg	Pittsburg	Frontenac	144	144
Wasylgo, P. O., Tel. & Ry Sta.	N. Ry.	North Orlia	North Orlia	Simcoe	180	151
Washington, P. O. & Tel. Sta.	G. T. Ry. (B. & L. H. Br.)	Dundas, 5 m.	Blenheim	Waterloo	150	138
Washington, P. O. & Tel. Sta.	G. W. Ry.	Waterloo, 2 m.	Flemingham East	Wentworth	100	135
Waterford, P. O., Tel. and Ry Sta.	C. S. Ry.	Townsend	Townsend	Norfolk	900	138
Waterloo, P. O. and Tel. Sta.	G. T. Ry.	Berlin, 2 m.	Waterloo	Waterloo	1591	135
Water Mill, (Lonsdale P. O.)	G. T. Ry.	Napanea, 10 m.	Tyendinaga	Hastings	150	144
Watertown, (Wardville P. O.)	G. W. Ry.	Newbury, 6 m.	Moss	Middlesex	50	134
Watford, P. O., Tel. and Ry Sta.	G. W. Ry. (Sar. Br.)	Perth, 17 m.	Watford	Lambton	400	134
Watson's Corners, P. O.	B. & O. Ry. (P. Br.)	Perth, 17 m.	Dalhousie	Lambton	100	156
Wauhanik, P. O.	N. Ry.	Washago, 30 m.	Ferguson	Parry Sound Dist.	146	146
Waubun, P. O.	G. T. Ry.	Napanea, 20 m.	Moore	Lambton	100	134
Waupos, P. O.	G. T. Ry.	Napanea, 20 m.	Marysburg	Prince Edward	144	144
Waverly, (Traversetown P. O.)	N. Ry.	Barrie, 22 m.	Glendg.	Grey	50	143
Waverly, P. O. and Tel. Sta.	N. Ry.	Barrie, 22 m.	Tay	Simcoe	150	151
Welch's, Ry Sta.	B. & O. Ry.	Port Hope, 3 m.	Montague	Lambton	156	156
Welcome, P. O.	G. T. & Mid. Ry.	Port Hope, 3 m.	Hope	Durham	100	140
WELLAND, P. O., Tel. & Ry Sta.	C. S. & G. W. Ry. (Wel.)	Welland	Crowland	Welland	1110	139
Welland, P. O.	G. W. Ry.	Welland	Gainsborough	Welland	300	139
Welland, P. O. & Tel. Sta.	G. T. Ry.	Welland, 9 m.	Wellesley	Waterloo	500	135
Wellington, P. O. & Tel. Sta.	G. T. Ry.	Brighton, 25 m.	Hillier	Prince Edward	517	144
Wellington Square, P. O. & Tel. Sta.	G. W. Ry.	Wellington Square, 2 m.	Nelson	Halton	700	150
Wellman's Corners, P. O.	G. T. Ry.	Belleville, 25 m.	Rawlon	Hastings	100	144
Wendover, P. O. & Tel. Sta.	St. L. & O. & C. C. Ry.	Ottawa, 32 1/2 m.	North Plantagenot.	Prescott	90	157
Wesley	G. W. Ry.	Dorchester, 4 m.	North Oxford	Oxford	200	138
West Arran, P. O.	G. W. Ry. (W.G.&B.M.L.)	Port Elgin, 3 m.	Saugen	Bruce	30	142
West Brook, P. O.	G. T. Ry.	Collins Bay, 4 m.	Kingston	Frontenac	100	144
Westvelt Corners	G. T. Ry.	Brampton, 2 m.	Chinguacousy	Peel	80	150
West Eosa, P. O.	N. Ry.	Angus, 10 m.	Essa	Simcoe	50	151
Westfield, P. O.	G. W. Ry. (W.G.&B.S.Ex.)	Wingham, 15 m.	Wawanosh	Huron	135	135
West Flamborough, P. O.	G. W. Ry.	Dundas, 3 m.	West Flamborough	Wentworth	300	138
West Huntingdon, P. O.	G. T. Ry.	Belleville, 14 m.	Huntingdon	Hastings	50	144
West Huntley, P. O.	C. C. Ry.	Ashton, 9 m.	Huntley	Carleton	90	156
West Lake, P. O.	G. T. Ry.	Belleville, 22 m.	Huntley	Carleton	150	156
West Lorne, P. O. (Dun.)	C. S. Ry.	Bismarck, 2 m.	Albion	Elgin	250	134
West McGillivray, P. O.	G. T. Ry.	Ailsa Craig, 6 m.	McGillivray	Middlesex	45	134
West Niagara, P. O.	C. S. Ry. (St. Cl. Br.)	Southwold, 2 m.	Southwold	Elgin	50	134
Westmeath, P. O. & Tel. Sta.	C. C. Ry.	Castleford, 31 m.	Westmeath	Renfrew	170	154
Westminster, (London P. O.)	G. T. & G. W. Ry. (L. & B. S.B.)	London, 4 m.	Westminster	Middlesex	600	134
West Montrose, P. O.	G. T. Ry.	Berlin, 12 m.	Woolwich	Waterloo	100	135
Weston, P. O. & Tel. and Ry Sta.	G. T. & F. G. & B. Ry.	Weston	Etobicoke	York	1500	150
Weston, Ry Sta.	N. Ry.	Weston	Osgoode	Carleton	100	156
West Ugoode, P. O.	St. L. & O. Ry.	Dundas, 10 m.	Beverley	Wentworth	100	138
Westover, P. O.	G. W. Ry.	Perth, 20 m.	North Crosby	Leeds	400	156
Westport, P. O. & Tel. Sta.	B. & O. Ry. (P. Br.)	Stratford, 17 m.	Morrington	Perth	150	135
West's Corners, (Sclverton P. O.)	G. T. Ry.	Morrisburg, 18 m.	Winchester	Dundas	260	157
West Winchester, P. O. & Tel. Sta.	G. T. Ry.	Peterborough, 16 m.	Ashtedel	Peterborough	100	140
Westwood, P. O.	G. T. Ry.	Scarborough, 4 m.	Scarborough	York	150	134
Wexford, P. O.	G. T. Ry.	Granton, 4 m.	Biddulph	Middlesex	180	134
Whalen, P. O.	G. T. Ry.	Brampton, 6 m.	Toronto	Peel	100	150
Whaley's Corners	G. T. Ry.	Tilbury, 14 m.	Mersea	Essex	100	131
Whately, P. O.	C. S. Ry.	Whitby	Whitby	Ontario	2732	150
WHITBY, P. O., Tel. & Ry Sta.	G. T. & W. & P. & P. Ry.	Whitby	Darling	Lanark	156	156
White, P. O.	C. C. Ry.	Elizabethown	Leeds	75	154	
Whitehurst, P. O. (Boll's Crossing Sta.)	B. & O. Ry.	Whitehurst	Leeds	200	154	
White Lake, P. O.	C. C. Ry.	Arnprior, 13 m.	McNab	Renfrew	200	150
White Rose, P. O.	N. Ry.	Arnprior, 4 m.	Whitlaurel	York	130	140
Whitevale, P. O. & Tel. Sta.	T. & N. Ry.	Unfouville, 6 m.	Pickering	Ontario	250	150

For explanations, names of Railroads abbreviated, etc., see page 183.

NAME OF PLACE, ETC.	NAME OF RAILWAY, ETC.	NEAREST RAILWAY STATION.	TOWNSHIP.	COUNTY.	POPULATION.	SER PAGE
Whitfield, P. O.	T. G. & B. Ry.	Shelburne, 8 m.	Mulmur	Simcoe	150	151
Whittington, P. O.	T. O. & B. Ry.	Orangeville Junction, 6 m.	Amaranth	Wellington		135
Wick, P. O., Tel. & Ry Sta.	T. & N. Ry.		Amabel	Bruce	200	142
Wicklow, P. O.	G. T. Ry.	Grafton, 3 1/2 m.	Bock	Ontario	125	150
Wildler, P. O. and Tel. Sta.	G. T. Ry.	Widder, 2 m.	Haldimand	Northumberland	160	150
Widder Station, P. O., Tel. and Ry Sta.	G. T. Ry.		Bosquet	Lambton	100	134
Wilfrid, P. O.	T. & N. Ry.	Cunnington, 7 m.	Bosquet	Ontario	110	150
Wilkesport, P. O. and Tel. Sta.	C. S. Ry. (St. Cl. Br.)	Brigden, 1 m.	Brook	Lambton	50	134
Wilkie's Corners (Fingal P. O.)	G. W. Ry. (L. & Pt. S. Br.)	St. Thomas, 3 m.	Southwold	Elgin	60	131
Willsholme, P. O.	G. T. Ry.	Gannonque, 4 m.	Pittsburg	Frontenac	100	144
Williams, P. O.	G. T. Ry.	Ait-a Craig	Williams East	Midlesex		134
Williamsburg, Tel. Sta. (New Aberdeen P. O.)	G. T. Ry.	Berlin, 4 m.	Waterloo	Waterloo	100	135
Williamsford, (Sullivan P. O.)			Holland	Grey	170	143
Williamsstown, P. O.	G. T. Ry.	Lancaster, 4 m.	Charlottenburg	Glengary	450	157
Willisport, P. O.	G. W. Ry. (W. G. & B. M. L.)	Paisley, 9 m.	Elberton	Bruce	70	142
Willowdale, P. O.	N. Ry.	Thornhill, 5 m.	York	York	160	150
Willow Grove, P. O.	H. & L. E. Ry.	Salisville, 2 m.	Oneida	Haldimand	80	138
Wilmar, P. O.	G. T. Ry.	Kingston, 21 m.	Loughborough	Addington	300	144
Will-n, P. O.	G. T. Ry.	Ernestown, 9 m.	Ernestown	Addington	200	144
Wilton Grove, P. O.	G. W. Ry. (L. & Pt. S. Br.)	Westminster, 1 m.	Westminster	Midlesex		134
Winchelsea, P. O.	G. T. Ry.	Granton, 8 m.	Urborne	Huron	400	157
Winchester, P. O.	G. T. Ry.	Aultsville, 17 m.	Winchester	Dundas	100	157
Winchester Springs, P. O. & Tel. Sta.	G. T. Ry.	Morrisburg, 12 m.	Williamsburg	Dundas	100	157
Windermea, P. O.	N. Ry. (Musk. Br.)	Washago, 40 m.	Walt	Muskoka Dist.	60	147
Windham Centre, P. O. & Ry Sta. (Windham Sta.)	G. W. Ry.		Windham	Northfolk	100	139
Windtor, P. O., Tel. and Ry Sta.	G. W. Ry.		West Sandwich	Essex	4253	131
Winfield, P. O.	G. W. Ry. (W. G. & B. M. L.)	Alma, 7 m.	Peel	Wellington	50	135
Winger, P. O.	G. W. Ry.	Marshallville, 3 m.	Wainfleet	Welland		139
Wingham, P. O., Tel. and Ry Sta.	G. W. Ry. (W. G. & B. S. Ex.)		Turnberry	Huron	700	135
Winor: P. O. & Ry. Sta.	G. W. Ry.		Saltfleet	Wentworth	100	138
Wind-urme, P. O.	G. T. Ry.	Berlin, 8 m.	Woodrich	Waterloo	150	135
Winthrop, P. O.	G. T. Ry. (B. & L. H. Br.)	Seaforth, 6 m.	McKillop	Huron		135
Wisbeach, P. O.	G. W. Ry. (Sar. Br.)	Kawwood, 6 m.	Warwick	Lambton		134
Woburn, P. O.	G. T. Ry.	Scarborough, 2 1/2 m.	Scarborough	York	50	150
Wolfe Island, P. O. and Tel. Sta.	G. T. Ry.	Kingston, 3 m.	Wolfe Island	Frontenac	2737	144
Wolford, Ry Sta.	B. & O. Ry.		Wolford	Grenville		156
Wolsely, P. O.	T. G. & B. Ry.	Owen Sound, 12 m.	Keppel	Grey		143
Wolverton, P. O.	G. T. Ry. (B. & L. H. Br.)	Drumbo, 3 m.	Blenheim	Oxford		138
Woodbridge, P. O., Tel. & Ry Sta.	T. G. & B. Ry.		Vaughan	York	1000	150
Woodburn, P. O.	G. W. Ry.	Stoney Creek, 7 m.	Binbrook	Wentworth	100	138
Woodbury, P. O.	G. W. Ry.	Trinceton, 3 m.	Burford	Brant	160	138
Woodford, P. O. and Tel. Sta.	N. Ry.	Meaford, 9 m.	Sydenham	Grey	50	143
Woodham, P. O.	G. T. Ry.	St. Mary's, 11 m.	Blanchard	Parth	100	135
Woodhill, P. O.	G. T. Ry.	Malton, 3 1/2 m.	Toronto Gore	Peel		150
Woodlands, P. O.	G. T. Ry.	Dickinson's Landing, 2 m.	Osnabruk	Stormont	70	157
Woodslee, P. O.	C. S. Ry.	Woodslee Sta., 4 m.	Maidstone	Essex	150	131
Woodslee, Ry Sta.	C. S. Ry.		Rochester	Essex		133
WOODSTOCK, P. O., Tel. and Ry Sta.	G. W. Ry.		Danforth	Oxford	5000	140
Woodville, P. O., Tel. and Ry Sta.	T. & N. & Mid. Ry.		Elton	Victoria	400	140
Wooler, P. O.	G. T. Ry.	Trenton, 7 m.	Murray	Northumberland	120	140
Wright's Corners, Ry Sta. (Algonquin P. O.)	G. T. Ry.		Augusta	Grenville	100	156
Wroeter, P. O. and Tel. Sta.	T. G. & B. Ry.	Maitland, 5 m.	Howick	Huron	700	135
Wyandot, P. O. and Tel. Sta.	G. W. Ry. (W. G. & B. M. L.)	Huston, 4 m.	Maryborough	Wellington	150	135
Wyebridge, P. O. and Tel. Sta.	N. Ry.	Stuyner, 24 m.	Tiny	Simcoe	150	151
Wyoming, P. O., Tel. & Ry Sta.	G. W. Ry. (Sar. Br.)		Plympton	Lambton	500	134
Wyton (Thorndale P. O.)	G. T. Ry.	Thorndale, 3 m.	West Nissouri	Midlesex	30	134
Yarker, P. O. and Tel. Sta.	G. T. Ry.	Napanee, 13 m.	Canada East	Addington	400	144
Yarmouth Centre, P. O.	G. W. Ry. (L. & Pt. S. Br.)	St. Thomas, 4 m.	Yarmouth	Elgin	160	134
Yatton, P. O.	G. W. Ry. (W. G. & B. M. L.)	Alma, 10 m.	Peel	Wellington	20	135
Yelverton, P. O.	Mid. Ry.	Bethany, 8 m.	Mauvers	Durham		140
Yeovil, P. O.	T. G. & B. Ry.	Mount Forest, 10 m.	Egremont	Grey		143
York, P. O.	G. T. Ry. (B. & L. H. Br.)	Cook's, 2 m.	Seneca	Haldimand	400	138
Yonge Mills	G. T. Ry.	Mallorytown, 4 m.	Yonge	Leeds		156
York Mills, P. O.	G. T. N. & T. G. & B. Ry.	Weston, 3 m.	York	York	350	150
York River, P. O.	G. T. Ry.	Belleville, 7 1/2 m.	Parlay	Hast. ga.	125	144
Yorkeville, P. O. and Tel. Sta.	G. T. G. & B. G. W. & T. & N. Ry.	Toronto, 2 m.	York	York	2203	150
Young's Point, P. O.	Mid. Ry.	Lakefield, 6 1/2 m.	Smith	Peterborough	100	140
Youngsville, P. O.	G. W. Ry.	Woodstock, 12 m.	West Zorra	Oxford		138
Zealand, P. O.	B. & O. Ry. (P. Br.)	Parth, 23 m.	Oso	Frontenac		144
Zephyr, P. O.	T. & N. Ry.	Sunderland, 11 m.	Scott	Ontario	300	150
Zetland, P. O.	G. W. Ry. (W. G. & B. S. Ex.)	Wingham, 2 m.	Turnberry	Huron	60	135
Zimmerman, P. O.	G. W. Ry.	Wellington Square, 8 m.	Nelson	Halt	100	150
Ziska, P. O.	N. Ry. (Musk. Br.)	Washago, 2 1/2 m.	Monck	Muskoka Dist.		135
Zurich, P. O., and Tel. Sta.	G. T. Ry.	Seaforth, 18 m.	Hay	Huron	200	147

For explanations, names of Railroads abbreviated, etc., see page 183.

LIST OF CITIES, VILLAGES, POST OFFICES AND RAILWAY STATIONS

IN THE

PROVINCE OF QUEBEC.

STATING MEANS OF ACCESS, APPROXIMATE NUMBERS OF POPULATION, ETC.

NAME OF PLACE, ETC.	NAME OF RAILWAY OR RIVER.	NEAREST STATION OR PORT.	TOWNSHIP, PARISH, OR SEIGNEUR.	COUNTY.	POPULATION.	SEE PAGE.
Abbots' Corners, P. O.	Cent. Vt. Ry (Nor. Div.)	St. Armand, 10 m.	St. Armand.	Missisquoi.	100	152
Abbotsford, P. O.	Cent. Vt. Ry (Nor. Div.)	Grandy, 9 m.	St. Paul.	Rouville.	250	162
Abercorn, P. O. Ry and Tel. Sta.	S. E. Ry.		Sutton.	Brome.	200	152
Aboyné.	River Rivigouche.		Nouvelle.	Bonaventure.	70	172
Acton Vale, P. O., Tel. and Ry Sta.	G. T. Ry.		Acton.	Bagot.	500	152
Adamsburg.	B. & O. Ry.	Renfrew, 25 m.	Allumette.	Pontiac.		162
Adamsville, P. O.	S. E. Ry.	Brigham, 4 m.	Farnham.	Brome.	200	162
Adderley, P. O.	G. T. Ry.	St. Armand, 16 m.	Inverness.	Megantic.	150	167
Aird, P. O.	Cent. Vt. Ry (Nor. Div.)	St. Armand, 15 m.	Clarenceville.	Missisquoi.	50	152
Allan's Corners, P. O.	G. T. Ry (M. L. & Fr. L.)	La Pigeonière, 18 m.	Durham.	Chateaugay.	80	148
Allumette Island, P. O. (Chapeau).	H. & O. Ry.	Renfrew, 32 m.	Allumette.	Pontiac.	250	162
Ancienne Lorette, P. O.	River St. Lawrence.	Quebec, 10 m.	Ancienne Lorette.	Quebec.	2233	160
Ar derson Corners, P. O. (Six Mile Cross).	River St. Lawrence.	Valleyfield, 14 m.	Hinchinbrooke.	Huntingdon.	180	148
Ango Garinon, P. O.	River St. Lawrence.		Beaupré.	Montmorency.	1049	160
Angers, P. O.	River Ottawa.		Duckingham.	Ottawa.	250	163
Apple Grove, P. O.	M. V. Ry.	Stanstead, 5 m.	Stanstead.	Ottawa.		152
Armagh, P. O. (St. Cajetan).	G. T. Ry.	St. Vallier, 24 m.	Armagh.	Bellechasse.	300	160
Arthabaskaville, P. O.	G. T. Ry.	Arthabaska, 24 m.	Arthabaska.	Arthabaska.	730	152
Arundel, P. O.	River Ottawa.	Grenville, 22 m.	Arundel.	Argenteuil.	50	148
Ascot Corner, P. O.	G. T. Ry.	Sherbrooke, 7 m.	Ascot.	Sherbrooke.	80	106
Assamotunguan, P. O. and Tel. Sta.	River Rivigouche.	Matapédia, 12 m.	Assamotunguan.	Bonaventure.		172
Acton, P. O., Tel. and Ry Sta.	G. T. Ry.	Arthabaska, 18 m.	Aston.	Nicolet.	30	148
Athelstan, P. O.	River St. Lawrence.	Huntingdon, 4 m.	Hinchinbrook.	Huntingdon.	150	148
Aubigny, P. O.	River Ottawa.	Papineauville, 14 m.	Ripon.	Ottawa.	50	163
Aubrey, P. O.	G. T. Ry (M. L. & Fr. L.)	St. Rémi, 16 m.	Georgetown.	Chateaugay.	300	148
Avignon, P. O. (St. Alexis).	I. Ry.	Metapédia, 7 m.	Metapédia.	Bonaventure.		172
Avoca, P. O.	C. & G. Ry.	Grenville, 15 m.	Grenville.	Argenteuil.	50	148
Ayers Flat, P. O., Tel. and Ry Sta.	M. V. Ry.	Ottawa, 8 m.	Hatley.	Stanstead.	200	152
Aylmer, P. O. and Tel. Sta.	B. & O. & St. L. & O. Ry.	Ottawa, 8 m.	Hull.	Ottawa.	1400	163
Aylwin, P. O.	River Ottawa.	Ottawa, 45 m.	Aylwin.	Ottawa.	150	164
Bagotville, P. O.	River Saguenay.	(Île à Haie Bay).	St. Alphonse.	Chicoutimi.	250	164
Baie des Rochers, P. O. (Port au Persil).	River St. Lawrence.		Calvière.	Charlevoix.	80	174
Baie du Febvre, P. O. (La Baie).	G. T. Ry (Ar. & T. Riv.)	Doucet's Landing, 21 m.	Baie du Febvre.	Yamaska.		152
Baillyouan, P. O.	G. T. Ry.	Craig's Road, 3 m.	Levis.	St. Etienne de L.		160
Raldwin's Mills, P. O. (Drews Mills).	G. T. Ry.	Coaticook, 5 m.	Barford.	Stanstead.	300	152
Tarachon de Malbaie, P. O.	Gulf of St. Lawrence.		Malbaie.	Gaspé.	150	172
Farnston Corner, P. O.	G. T. Ry.	Coaticook, 4 1/2 m.	Barnston.	Stanstead.	250	148
Barrington, P. O. and Ry Sta.	G. T. Ry (M. L. & Fr. L.)		Hemmingford.	Huntingdon.	125	148
Batiscan, P. O.	River St. Lawrence.	Batiscan Bridge, 6 m.	Batiscan.	St. Geneviève.	274	152
Batiscan Bridge, P. O. and Tel. Sta.	River St. Lawrence.		St. Francois Xavier.	Champlain.	250	152
Beauharnois, P. O. and Tel. Sta.	River St. Lawrence.		St. Clément.	Beauharnois.	1423	148
Beaulac, P. O.	St. L. & I. Ry.	Joliette, 22 m.	Rawdon.	Montcalm.	300	148
Beaulieu, P. O.	River St. Lawrence.		Isle d'Orléans.	Montmorency.	150	160
Beaumont, P. O.	G. T. Ry.	Quebec, 9 m.	Beaumont.	Bellechasse.	600	160
Beauport, P. O.	River St. Lawrence.	Quebec, 31 m.	Beauport.	Quebec.	400	160
Beaurivage, P. O.	G. T. Ry.	Black River, 16 m.	St. Sylvestre.	Lotbinière.	70	160
Beaucour, P. O. & Tel. Sta.	G. T. Ry.	Doucet's Landing, 5 m.	Nicolet.	St. Geneviève.	600	152
Beaucour Station, P. O., and Ry Sta.	G. T. Ry.		St. Julie.	Megantic.	100	167
Bedford, P. O.	Cent. Vt. Ry (Nor. Div.)	Stanbridge, 8 m.	Stanbridge.	Missisquoi.	1400	152
Beebe Plain, P. O.	M. V. Ry.	Derby Line, 3 1/2 m.	Stanstead.	Stanstead.	100	152
Belle Alodie, P. O.	G. T. Ry (R's Pt. Div.)	Stottsville, 2 m.	St. Valentin.	St. Johns.		148
Belle Evière, P. O.	River Ottawa.	St. Placide, 8 m.	Two Mountains.	Two Mountains.		148
Bellefleur, P. O.	G. T. Ry.	Bellefleur, 14 m.	Bellefleur.	Verchères.	300	148
Belœil Station, P. O., Tel. and Ry Sta.	G. T. Ry.		Belœil.	Verchères.	50	148
Bergeronnes.	River St. Lawrence.		Bergeronnes.	Saguenay.		148
Bergeronville, P. O.	River St. Lawrence.	Quebec, 3 m.	Bergeronnes.	Quebec.	552	160
Bersimis, P. O.	River St. Lawrence.		Châteaubourg.	Saguenay.		168
Berthier en bas, P. O.	G. T. Ry.	St. François, 2 m.	Berthier.	Montmagny.	300	160
Berthier en haut, P. O. and Tel. Sta.	River St. Lawrence.		Berthier.	Berthier.	1433	148
Be'thel, P. O.	G. T. Ry.	New Durham, 6 m.	North Ely.	Shefford.	60	169
Bio, P. O., Tel. and Ry Sta.	I. Ry.		Bio.	Rimouski.	400	166
Birehton, P. O.	G. T. Ry.	Lennoxville, 10 m.	Easton.	Compton.	100	166
Black River, P. O., Tel. and Ry Sta.	G. T. Ry.		St. Gilles.	Lotbinière.		160
Black River, P. O. (Port au Persil).	River St. Lawrence.		Mount Murray.	Charlevoix.	300	174
Blagtown.	River St. Lawrence.		Lacolle.	St. Johns.		148
Bolton Centre, P. O.	G. T. Ry (Prov. L. Div.)	Huntingford, 4 m.	Bolton.	St. Johns.	200	152
Bolton Forest, P. O.	Cent. Vt. Ry (Nor. Div.)	Waterloo, 14 m.	Bolton.	Brome.	40	152
Bonaventure, P. O. & Tel. Sta. (New Richmond).	Cent. Vt. Ry (Nor. Div.)	Waterloo, 12 m.	Hamilton.	Bonaventure.	150	168
Bon Desir, P. O. (Les Escoumins).	River St. Lawrence.		Escoumins.	Saguenay.		168
Bord à Plouffe, P. O. & Tel. Sta.	G. T. Ry.	Montreal, 12 m.	St. Martin.		1200	148
Rosabel, P. O.	G. T. Ry.	Acton Vale, 14 m.	South Ely.	Shefford.	80	152
Boucherville, P. O. and Tel. Sta.	G. T. Ry.	St. Lambert, 8 m.	Boucherville.	Chambly.	767	118
Boundary Line, Ry Sta. (Stanhope P. O.).	G. T. Ry.		Barnston.	Stanstead.		152
Bourg Louis, P. O.	River St. Lawrence.	Pointe aux Trembles, 14 m.	Bourg Louis.	Portneuf.	80	160
Bouyon, P. O.	M. V. Ry.	Ayer's Platt, 4 1/2 m.	Stanstead.	Stanstead.	70	152
Brigham, P. O. & Ry Sta.	S. E. Ry.		Farnham.	Brome.	200	162
Bré'tol, P. O. & Tel. Sta.	River Ottawa.		Bré'tol.	Pontiac.	200	148
Brittonville, P. O.	River Ottawa.	Carillon, 21 m.	Morin.	Argenteuil.		152
Brittonville Mills, P. O., Tel. and Ry Sta.	G. T. Ry.		St. Dominique.	Bagot.	90	152
Broadlands, P. O.	I. Ry.	Chambellown, N. B. 9 m.	Rivigouche.	Bonaventure.	50	172
Brome Corner, P. O. and Tel. Sta.	S. E. Ry.	Emer on, 4 m.	Brome.	Brome.	250	152
Brommece, P. O.	S. E. Ry.	Waterloo, 5 m.	Brome.	Brome.	150	152
Brompton, P. O.	G. T. Ry.	Brompton Falls, 4 m.	Brompton.	Richmond.		152
Brompton Falls, P. O., Tel. and Ry Sta.	G. T. Ry.		Brompton.	Richmond.	500	152

NAME OF PLACE, ETC.	NAME OF RAILWAY OR RIVER.	N. BEST STATION OR PORT.	TOWNSHIP, PARISH OR SEIGNIORY.	COUNTY.	POPULATION.	SEE PAGE.
Brookbury, P. O.	G. T. Ry.	Lennoxville, 25 m.	Bury	Compton.	100	166
Brookville, P. O. (Richby)	G. T. Ry.	Richby	Compton	Compton.	50	166
Broughton, P. O.			Broughton	Compton.	200	167
Brownburg, P. O.	G. & C. Ry.	Chatham, 7 m.	Chatham	Argenteuil.	60	148
Bryson, P. O. and Tel. Sta.	Lac des Chats.	Portage du Fort, 8 m.	Litchfield	Pontiac	250	162
Buckingham, P. O. and Tel. Sta.	River Ottawa.	Ottawa, 21 m.	Buckingham	Ottawa.	1301	163
Bulwer, P. O.	G. T. & M. V. Ry.	Lennoxville, 9 m.	Easton	Compton.	150	166
Bute, P. O.	G. T. Ry.	Béancourt, 2 m.	Soumets	Mégantic.	150	167
Caennon, P. O., Ry and Tel. Sta.	I. Ry.		St. George	Tauissecourta	641	169
Caillières, P. O. (Port au Foual.)	G. T. Ry.	Rivière du Loup, 18 m.	Collières	Charlevoix	200	177
Calumet Island, P. O.	Riv. Ottawa.		Calumet	Pontiac	1080	174
Cambria, P. O.	River Ottawa.	Carillon, 50 m.	St. Columbin.	Argenteuil.	700	162
Canterbury, P. O.	G. T. Ry.	Lennoxville, 30 m.	Bury	Compton.	150	148
Cantley, P. O.	River Ottawa.	Hull, 9 m.	Hull	Ottawa.		366
Canrobert, P. O.	S. E. Ry.	West Farmland, 3 m.	Dessoules	Houville	255	163
Cap St. Ignace (Cap à l'Aigle) P. O.	River St. Lawrence.		M. Murray	Charlevoix		152
Cap Châte, P. O.			Cap Châte.	Gaspé	930	171
Cap de la Magdeleine, P. O.	G. T. Ry.	Doucet, 4 m.	Cap de la Magdeleine	Champlain.	200	172
Cap des Rosiers, P. O. (Grande Grève).	Gulf St. Lawrence.		Cap des Rosiers	Gaspé	714	152
Cape Cove, P. O.			Percé	Gaspé	200	172
Cap Désespoir.	Gulf St. Lawrence.		Percé	Bonaventure		172
Capleton, P. O. and Ry Sta.	M. V. Ry.		Ascot	Compton.	200	172
Caplin, P. O. and Tel. Sta.	Baie des Chaleurs.		Hamilton	Bonaventure		166
Cap Rouge, P. O. and Tel. Sta.	River St. Lawrence.	Quebec, 9 m.	Sto. Rovers	Quebec	800	172
Cap Santé, P. O.	River St. Lawrence.	Quebec, 31 m.	Cap Santé.	Portneuf	440	160
Cap St. Ignace, P. O., Tel. & Ry Sta.	G. T. Ry.		St. Ignace	Montmagny	300	160
Cariboo Island, P. O. (Bersimis).	River St. Lawrence.	Bersimis, 80 m.		Sagouay	50	160
Carillon, P. O., Tel. and Ry Sta.	C. & G. Ry.	Greenville, 12 m.	Chatham	Argenteuil.	500	148
Carleton, P. O.	I. Ry.	Dalhousie, N. B., 5 m.	Carleton	Bonaventure	500	172
Cascades, P. C.	Ottawa River.	Ottawa, 17 m.	Hull	Ottawa.		163
Cascades.	River St. Lawrence.		Soulanges	Soulanges.		148
Cassville.	M. V. Ry.	Ayers Flat, 5 m.	Stanstead	Stanstead	150	152
Castletar, P. O.	G. T. Ry.	Danville, 23 m.	Shipton	Richmond	150	132
Causapic, P. O.	I. Ry.	Ste. Flavie, 61 m.	Causapic	Rimouski		172
Causauguay, P. O., Tel. and Ry Sta.	G. T. Ry. (M. L. & P. L.)		Suit St. Louis.	Laprarie	1650	148
Cazville, P. O.	G. T. Ry.	Lancaster, 7 m.	St. Anicet	Huntingdon.	100	148
Cedars, P. O. and Ry Sta.	G. T. Ry.		Soulanges	Soulanges	300	148
Cedar Hill, P. O.	I. Ry.	Ste. Flavie, 35 m.	Lac Népepédia.	Rimouski.		169
Chambly Basin, P. O. Ry and Tel. Sta.	G. T. Ry.	St. Hubert, 9 m.	Chambly Basin	Chambly.	778	148
Chambly Canton, P. O., Ry & Tel. Sta.	G. T. Ry.	St. Hubert, 9 m.	Chambly Canton	Chambly	600	148
Chambord, P. O.	Lake St. John.		Chambly	Chicoutimi		161
Champlain, P. O. and Tel. Sta.	G. T. Ry.	Doucet's 16 m.	Champlain	Champlain		152
Chantelle, P. O.	St. L. & I. Ry.	Joliette, 24 m.	Chertsey	Montcalm.	1619	148
Chapena, P. O. (Allumette Island).	B. & O. Ry.	Renfrew, 32 m.	Allumette	Pontiac.	250	162
Charlemagne, P. O.	River St. Lawrence.		Lachensie	L'Assomption		148
Charlebourg, P. O.	River St. Lawrence.	Quebec, 4 m.	Quebec	Quebec	500	160
Charlevoix.	River St. Lawrence.	St. Paul's Bay, 6 m.	Côte Beauport.	Charlevoix		174
Charrington, P. O.	G. T. Ry.	Compton Station, 14 m.	Compton	Compton	75	166
Chatham, P. O.	Ottawa River.	Carillon, 7 m.	Chatham	Argenteuil	100	148
Chateauguay, P. O.	M. L. & P. L. Ry.	Caughnawaga, 6 m.	Chateauguay	Chateauguay.	300	148
Chateauguay Basin, P. O. and Tel. Sta.	M. L. & P. L. Ry.	Caughnawaga, 5 m.	Chateauguay	Chateauguay.	200	148
Chateau Richer, P. O.	River St. Lawrence.	Quebec, 15 m.	Chateau Richer.	Montmorency	1618	160
Chatham, Ry & Tel. Sta. (Cushing P. O.)	C. & G. Ry.		Chatham	Argenteuil.	600	148
Chatillon, P. O.	G. T. Ry.	St. Célestin, 12 m.	St. Zéphirin	Yamaska.	200	152
Chatwells	Ott w River.	Carillon, 6 m.	Argenteuil.	Argenteuil		148
Chaudière, P. O., Tel. and Ry Sta.	G. T. Ry.		Lauzon	Lévis	776	160
Chaudière Cove, Tel. & Ry Sta.	G. T. Ry.		St. J. Chrysostôme	Lévis		160
Château, P. O. and Tel. Sta.	B. & O. Ry. (St. Lawrence & P. Ry)	Ottawa, 8 m.	Hull	Ottawa.	400	164
Chertsey, P. O. (St. Théodore de Chertsey).	St. L. & T. Ry.	Joliette, 24 m.	Chertsey	Montcalm.	1619	148
Chester East, P. O.	G. T. Ry.	Arthabaska, 9 m.	Chester	Arthabaska.	200	152
Chester West, P. O.	G. T. Ry.	Arthabaska, 9 m.	Chester	Arthabaska.	250	152
Chicoucton, P. O.	River Ottawa.		Chicoucton	Pontiac	598	162
Chicoutimi, P. O.	River Saguenay		Chicoutimi	Chicoutimi.	1393	164
Chlopin, P. O.	G. T. Ry.	Béancourt, 2 m 2.	Inverness	Mégantic.	100	107
Clareville, P. O.	G. T. Ry. (M. St. J. R. P. Ry)	Lacolle, 3 m.	St. George	Missisquoi.	300	152
Clarendon Centre, P. O. and Tel. Sta.	B. & O. St. L. & P. Ry.	Ottawa, 6 m.	Clarendon	Pontiac	250	162
Clarendon Front, P. O.	Ott w River.	Bristol, 5 m.	Clarendon.	Pontiac	100	162
Claron, P. O.	Cent. Vt. R. Ry. (N. Div.)	Granby, 4 m.	Granby	Shefford	400	152
Cloridomes.	River St. Lawrence.		Cloridome	Gaspé		172
Coaticook, P. O., Tel. and Ry Sta.	G. T. Ry.		Barnston	Stanstead.	1160	152
Collfield, P. O.	River Ottawa.	Portage du Fort, 11 m.	Litchfield	Pontiac	90	162
Como, P. O. and Tel. Sta.	Ottawa River.		Vaudreuil.	Vaudreuil	200	118
Compton, P. O. and Tel. Sta.	G. T. Ry.	Compton Station, 1 m.	Compton	Compton.	500	152
Compton Station, Ry Sta.	G. T. Ry.		Compton	Compton.		167
Contrecoeur, P. O.	River St. Lawrence.		Contrecoeur	Compton.	183	167
Coquihar, P. O.	G. T. & M. V. Ry.	Lennoxville, 13 m.	Easton	Compton.	404	156
Corbish, P. O.	G. T. Ry. (M. & P. L.)	Hemmingford, 7 m.	Hemmingford	Huntingdon	100	148
Côteau du Lac, P. O.	G. T. Ry.	River Rouge, 2 m.	Soulanges	Soulanges	200	148
Côteau Landing, P. O., Tel. & Ry Sta.	G. T. Ry.	Côteau Station, 1 m.	St. Zotique	Hochelega	640	148
Côteau St. Antoine, P. O. (Tanneries West)	G. T. Ry.	Tanner West, 1 m.	Montreal	Hochelega	5000	148
Côteau St. Pierre, P. O. (Tanneries West)	G. T. Ry.	Montreal, 4 m.	Montreal	Hochelega	2000	148
Côteau Station, P. O., Tel. & Ry Sta.	G. T. Ry.		Soulanges.	Soulanges	200	148
Côte des Neiges, P. O.	G. T. Ry.	Montreal, 2 m.	Montreal	Hochelega	842	148
Côte St. Antoine, P. O. (Côte des Neiges).	G. T. Ry.	Montreal, 2 m.	Montreal	Hochelega	600	148
Côte Ste. Catherine, P. O. (Côte des Neiges).	G. T. Ry.	Montreal, 2 m.	Montreal	Hochelega	100	148
Côte St. Louis, P. O. (Mile End)	G. T. Ry.	Montreal, 3 m.	Montreal	Hochelega	4000	148
Côte St. Luc, P. O. (Côte des Neiges)	G. T. Ry.	Montreal, 2 m.	Montreal	Hochelega	200	148
Côte St. Paul, P. O. and Tel. Sta.	G. T. Ry.	Montreal, 3 m.	Montreal	Hochelega	1500	148
Counover	G. T. Ry.	Bellefleur, 9 m.	Bellefleur	Verchères		148
Covey Hill, P. O.	G. T. Ry. (M. L. & P. L.)	Hemmingford, 10 m.	Hatchcock	Huntingdon	150	148
Coxswold, P. O., Ry & T. L. Sta.	S. E. Ry.	West Farmland, 14 m.	Dundas	Missisquoi	500	152
Craig Road, P. O., Tel. & Ry Sta. P. O. Bailhargen	G. T. Ry.		Lévis	Lévis	50	160
Craubourne, P. O.	G. T. Ry.	St. Henri, 20 m.	Craubourne	Dorchester	300	160
Crosspoint, P. O.	I. Ry.	Campbellton, N. B., 1 m.	Restigouche.	Bonaventure	150	172
Cushing, P. O., Tel. and Ry Sta. (Chatham)	C. & G. Ry.		Chatham	Argenteuil.	600	148
Dalbairre, P. O. (Mechin)	River St. Law.		Dalbairre	Rimouski.	400	172
Dallibout, P. O.	St. L. & I. Ry.	Joliette, 6 m.	Dallibout	Joliette	500	148
D'Lesville, P. O.	River Ottawa.	Carillon, 19 m.	Chatham	Argenteuil	100	148
Danby, I. O. and Tel. Sta.	G. T. Ry.		Danham	Drummond.	117	152
Dawid, P. O., Tel. & Ry Sta.	G. T. Ry.		Shipton	Richmond	621	152
Dee-side, P. O.	I. Ry.		Metapédia	Bonaventure		172
Denison's Mills, P. O.	G. T. Ry.	Richmond, 7 m.	Shipton	Richmond	150	152
Deschambault, P. O.	River St. Lawrence.		Deschambault	Portneuf	1450	160
Des Rivières, P. O., Tel. & Ry Sta. P. O. Matamoras	Cent. V. Ry. (N. Div.)		St. Armand	Missisquoi	100	152
Desriviers, P. C.	Chateauguay River.		Stambridge	Huntingdon	300	148
Dillon, P. O. (Huntingdon Mines).	S. E. Ry.	Watscho, 13 m.	Windsorchester	Huntingdon	300	152
Dixville, P. O.	G. T. Ry.	Contrecoeur, 5 m.	Farford	Rome	400	152
Ditton, P. O. (West Ditton)	G. T. Ry.		Ditton	Stanstead.	300	152
Domine de Gentilly, P. O.	G. T. Ry.	Stanford, 18 m.	Gentilly	Arthabaska.	300	166
Douglas Corner	P. L. Ry.	Sherrytown, 8 m.	De Lery	St. Johns	250	152
Douglstown, P. O.	River St. John.		Douglstown	Gaspé		152
Dress Mills, (Dixville P. O.)	G. T. Ry.	Coaticook, 5 m.	Dress Mills	Stanstead	300	172
Dumasville, P. O. & Tel. Sta.	River St. John.		Drummond	Drummond.	400	152
Duck River, P. O. (Pointe au Bouleau)	Lake St. John.		Chicoutimi	Charlevoix	160	162
Dudwell, P. O.	G. T. Ry.	Sherrytown, 20 m.	Dudwell	Wolfe		166

NAME OF PLACE, ETC.	NAME OF RAILWAY OR RIVER.	NEAREST STATION OR PORT.	TOWNSHIP, PARISH OR SEIGNIORY.	COUNTY.	POPULATION.	SEA PORT.
Dunoino Depot	Dunoino River			Pontiac	50	162
Dunany, P. O.	River Ottawa	Chatham, 12 m.	Wentworth	Argenteuil		148
Dundee, P. O. and Tel. Sta.	G. T. Ry.	Lancaster, 12 m.	Dundee	Huntingdon	150	148
Dunice Centre, P. O.	G. T. Ry.	Lancaster, 10 m.	Dundee	Huntingdon	200	148
Dunham, P. O. and Tel. Sta.	S. E. Ry.	Cowansville, 5 m.	Dunham	Missisquoi	218	148
Dunham, P. O.	Ottawa Riv.	Calumet Island	Calumet	Pontiac		162
Durham, Tel. Sta. (Ormstown P. O.)	River St. Lawrence	Valleyfield, 10 m.	Beaulieu	Chateauguy	500	148
Durham, (South Durham, P. O.) Tel. & Ry. Sta.	G. T. Ry.		Durham	Drummond	200	153
Eardley, P. O.	Ottawa River	Aymer, 17 m.	Eardley	Ottawa	90	163
East Bolton, P. O.	Cent. Ver. (Nor. Div.)	Waterloo, 18 m.	Bolton	Brome	20	152
East Broughton, P. O.	G. T. Ry.	Beauceport, 35	Broughton	Beauce		167
East Clifton, P. O.	G. T. Ry.	Compton, 15 m.	Clifton	Compton	100	160
East Dunham, P. O.	Cent. Vt. Ry. (Nor. Div.)	Stanbridge, 14 m.	Dunham	Missisquoi	150	174
East Farnham, P. O. & Ry. Sta.	S. E. Ry.	Farnham	Farnham	Brome	200	152
East Hatley, (Hatley P. O.)	M. V. Ry.	Massawippi, 24 m.	Hatley	Stanstead	300	152
East Hereford, P. O.	G. T. Ry.	Coaticook, 21 m.	Hereford	Compton	150	166
East Magdala, P. O.	G. T. Ry.	Lyster, 74 m.	Nelson	Megantic	60	167
East Templeton, P. O.	River Ottawa	Ottawa, 7 m.	Templeton	Ottawa	175	163
Eaton, P. O.	G. T. & M. V. Ry.	Lennoxville, 15 m.	Eaton	Compton	200	166
Eboulements, P. O. (Les Eboulements)	River St. Lawrence		Laterrière	Charlevoix	240	160
Ecoreuil, P. O. (Les Ecoreuil)	River St. Lawrence		Bellefleur	Shefford	200	160
Égypte, P. O.	G. T. Ry.	Upton, 9 m.	Milton	Shefford	70	152
Elgin, (Kelsy, P. O.)	River St. Lawrence	Huntingdon, 8 1/2 m.	Elgin	Huntingdon	125	148
Escoumins, P. O. (Les Escoumins)	River St. Lawrence		Escoumins	Saguenay	1023	168
Escuminac, P. O. (Fleurant)	I. Ry.	Dalhousie, N. B., 5 m.	Shoolbred	Booaventure	50	172
Évangéline, (St. Hermenegilde, P. O.)	G. T. Ry.	Coaticook, 6 m.	Évangéline	Stanstead	200	152
Farfar	G. T. Ry.	Craig's Road, 32 m.	S. Gilles de Beauvillage	Lothbinière	100	160
Falls of Montmorency	River St. Lawrence	Quebec, 7 m.	Beaufort	Quebec		160
Farnboro', P. O.	Cent. Vt. Ry. (Nor. Div.)	West Shefford, 44 m.	West Farnham	Brome	60	152
Farnham, P. O. & Ry. Sta.	S. E. Ry.	West Farnham	West Farnham	Missisquoi	100	152
Farnham Centre, P. O. & Tel. Sta.	S. E. Ry.	Brigham, 2 m.	Farnham	Brome	300	152
Father Point, P. O. & Tel. Sta.	River St. Lawrence		Lesard	Rimouski	170	168
Fernout	River St. Lawrence	Three Rivers, 8 m.	Cap de la Magdala	Champlain	150	152
Fitch Bay, P. O.	M. V. Ry.	Smith's Mills, 5 m.	Stanstead	Stanstead	200	152
Fleurant, P. O.	Restigouche Harbour		Shoolbred	Bouaventure		173
Fontenoy, P. O.	G. T. Ry.	Richmond, 5 m.	Melbourne	Richmond	90	168
Forestville	River St. Lawrence		Forestville	Saguenay		168
Fort Coulonge, P. O.	River Ottawa	Portage du Fort, 23 m.	Mansfield	Pontiac	100	162
Fort Ingalls	G. T. Ry.	Rivière du Loup, 34 m.	Lake Temiscouata	Temiscouata		169
Fort Lennox, (Isle au Noix)	M. St. J. & R. P. Ry.	Stotsville, 31 m.	St. John's	St. John's		148
Fort William, P. O.	Allumette Lake		Sheen	Pontiac	125	162
Fox River, P. O.	River St. Lawrence	St. Féréole, 22 m.	West Frumpton	Gaspé	500	172
Frampton, P. O. (St. Édouard de Frampton)	G. T. Ry.	Hemmingford, 16 m.	Franklin	Dorchester	104	160
Franklin Centre, P. O.	G. T. Ry.	Cowansville, 7 m.	Rivière du Loup	Temiscouata	300	148
Fraserville, Tel. and Ry. Sta. (R. du Loup, P. O.)	S. E. Ry.	St. Armand, 10 m.	East Farnham	Missisquoi	1541	169
Frecourt	Cent. Vt. Ry. (Nor. Div.)	Richmond East, 13 m.	St. Armand	Missisquoi	100	152
Fréglouville, P. O. & Tel. Sta.	G. T. Ry.	Waterloo, 2 m.	Kingsey	Drummond	621	152
French Village, P. O.	Cent. Vt. Ry. (Nor. Div.)	Waterloo, 2 m.	Shefford	Shefford		152
Frost Village, P. O.	Cent. Vt. Ry. (Nor. Div.)	Waterloo, 2 m.	Brome	Brome	250	152
Fulford, P. O.	River St. Lawrence	Three Rivers, 12 m.		Champlain		152
Gabelle	River St. Lawrence		Garnau	Saguenay		163
Gadabout, (Beramias, P. O.)	River St. Lawrence	St. Jean Port Joli, 19 m.	Garthly	L'Islet		160
Gagneau, P. O.	G. T. Ry.	Warwick, 30 m.	Garthly	Wolfe	30	166
Garthby, (St. Oliver, P. O.)	G. T. Ry.	Warwick, 30 m.	Gaspé Bay, South	Gaspé	726	172
Gaspé Basin, P. O.	River Ottawa	Carillon	St. Jérusalem	Argenteuil	150	148
Genoa, P. O.	G. T. Ry.	Doucette's, 71 m.	Gentilly	Nicolet	600	150
Gentilly, P. O.	G. T. Ry.	Derby Line, 13 m.	Stanstead	Stanstead	250	150
Georgeville, P. O. & Tel. Sta.	M. V. Ry.	Lyster, 50	Rigaud de Vaudreuil	Richmond	200	167
Gilbertville, (River Gilbert, P. O.)	G. T. Ry.	Danville, 1 m.	Kingsey	Megantic		125
Gilman's Mills	G. T. Ry.	Lyster, 11 m.	Inverness	Megantic	300	167
Glenaldy, P. O.	G. T. Ry.	Beauceport, 12 m.	Inverness	Megantic	300	167
Glen Murray, P. O.	S. E. Ry.	Richford Village, 6 m.	Sutton	Brome	200	152
Glen Sutton, P. O.	River St. Lawrence	Lennoxville, 33 m.	Lingwick	Saguenay	50	168
Goose Point, (Beramias, P. O.)	S. S. & C. Ry.	Granby, 5 m.	Granby	Compton	200	166
Gould, P. O.	S. S. & C. Ry.	Granby, 5 m.	Granby	Shefford	100	152
Granloro', P. O.	River Saguenay		St. Alexis	Shefford	376	152
Granby, P. O. Tel. & Ry. Sta.	River St. Lawrence	St. François de Beauce, 28 m.	Romaine	Chicoutimi	300	164
Grande Baie, P. O. (Ha Ha Ha Bay)	River St. Lawrence		Jersey	Gaspé		172
Grand Capucin	G. T. Ry.	Point Lévis, 2 m.	Cap Rosier	Beauce		167
Grandes Coudées, P. O.	River St. Lawrence	Somerset, 15 m.	Grand River	Gaspé	250	172
Grand Etang	I. Ry.	Hemmingford, 41 m.	Cap des Rosiers	Saguenay		172
Grand Greve, P. O.	River St. Lawrence	Beauceport, 25 m.	Cap des Rosiers	Gaspé	100	148
Grand River, P. O.	I. Ry.	Grenville, 16 m.	Cap des Rosiers	Gaspé	100	148
Grande Bergeronne, (Les Escoumins)	Baie des Chaleurs	Methot's Mills, 21 m.	Cap des Rosiers	Gaspé	318	172
Grande Greve, P. O.	River St. Lawrence	Farnham, 5 m.	Cap des Rosiers	Gaspé	318	172
Grande Isle	River St. Lawrence	Massawippi, 3 m.	Cap des Rosiers	Gaspé	318	172
Grande Ligoie, P. O. & Ry. Sta.	M. St. J. & R. P. Ry.	Portage du Fort, 8 m.	Cap des Rosiers	Gaspé	318	172
Grand Pabos, P. O.	Baie des Chaleurs		Cap des Rosiers	Gaspé	318	172
Grande Vallée des Monts	River St. Lawrence		Cap des Rosiers	Gaspé	318	172
Green River, P. O.	G. T. Ry.		Cap des Rosiers	Gaspé	318	172
Grenville, P. O. Tel. & Ry. Sta.	C. & G. Ry.		Cap des Rosiers	Gaspé	318	172
Griffin Cove, P. O. & Tel. Sta.	River St. Lawrence		Cap des Rosiers	Gaspé	318	172
Griffin's Corner, P. O. (Lineboro')	M. V. Ry.		Cap des Rosiers	Gaspé	318	172
Gronclines, P. O.	River St. Lawrence		Cap des Rosiers	Gaspé	318	172
Grosse Isle	G. T. Ry. & Riv. St. Law.		Cap des Rosiers	Gaspé	318	172
Grosse Isloche	River Saguenay		Cap des Rosiers	Gaspé	318	172
Ha Ha Baie, P. O. (Grand Bay)	G. T. Ry.		Cap des Rosiers	Gaspé	318	172
Hallow	G. T. Ry.		Cap des Rosiers	Gaspé	318	172
Halifax, P. O.	G. T. Ry.		Cap des Rosiers	Gaspé	318	172
Hallerton, P. O.	M. L. & P. L. Ry.		Cap des Rosiers	Gaspé	318	172
Hallford, P. O.	G. T. Ry.		Cap des Rosiers	Gaspé	318	172
Headkerchief	C. & G. Ry.		Cap des Rosiers	Gaspé	318	172
Harrington, P. O.	G. T. Ry.		Cap des Rosiers	Gaspé	318	172
Harvey Hill Mines, P. O.	G. T. Ry.		Cap des Rosiers	Gaspé	318	172
Haseville	S. E. Ry.		Cap des Rosiers	Gaspé	318	172
Hatley, P. O.	M. V. Ry.		Cap des Rosiers	Gaspé	318	172
Havlock, (Bryson, P. O. & Tel. Sta.)	River Ottawa		Cap des Rosiers	Gaspé	318	172
Hebertville, (Lacarre, P. O. & Tel. Sta.)	River Saguenay		Cap des Rosiers	Gaspé	318	172
Heids, P. O.	River St. Lawrence		Cap des Rosiers	Gaspé	318	172
Hemmingford, P. O.	River St. Lawrence		Cap des Rosiers	Gaspé	318	172
Hemmingford, P. O. Tel. & Ry. Sta.	G. T. Ry. (M. L. & P. L.)		Cap des Rosiers	Gaspé	318	172
Henryburg, P. O.	G. T. Ry. (M. St. J. & R. P.)		Cap des Rosiers	Gaspé	318	172
Henryville, P. O.	Cent. Vt. Ry. (Nor. Div.)		Cap des Rosiers	Gaspé	318	172
Herbert, P. O.	S. E. Ry.		Cap des Rosiers	Gaspé	318	172
Herbert's Corners, P. O.	G. T. Ry.		Cap des Rosiers	Gaspé	318	172
Hereford, P. O.	G. T. Ry.		Cap des Rosiers	Gaspé	318	172
Heyworth, P. O.	G. T. Ry.		Cap des Rosiers	Gaspé	318	172
Hochelaga, P. O.	River St. Lawrence		Cap des Rosiers	Gaspé	318	172
Hopo, P. O.	Baie des Chaleurs		Cap des Rosiers	Gaspé	318	172
Howick, P. O.	M. & P. Ry.		Cap des Rosiers	Gaspé	318	172
House Harbor, P. O.	Gulf St. Lawrence		Cap des Rosiers	Gaspé	318	172
Hudson, P. O. & Tel. Sta.	G. T. Ry.		Cap des Rosiers	Gaspé	318	172
Hull, P. O. & Tel. Sta.	B. O. & St. L. & O. Ry.		Cap des Rosiers	Gaspé	318	172
Huntertown, P. O.	G. T. Ry.		Cap des Rosiers	Gaspé	318	172
Huntingdon, P. O. and Tel. Sta.	River St. Lawrence		Cap des Rosiers	Gaspé	318	172

NAME OF PLACE, ETC.	NAME OF RAILWAY OR RIVER.	NEAREST STATION OR PORT.	TOWNSHIP, PARISH OR SEIGNIORY.	COUNTY.	POPULATION.	SEE PAGE
Huntingville, P. O.	G. T. Ry.	Lennoxville, 2 m.	Ascot.	Compton.	100	166
Iberville, P. O. (St. Athanase).	G. T. Ry.	St. Johns, 4 m.	Bleury.	Iberville.	2000	152
Inclien Cove, P. O.	G. T. Ry.	Levis, 3 m.	St. Joseph.	Levis.	350	160
Inverness, P. O.	G. T. Ry.	Becancour, 10 m.	Bromes.	Megantic.	2741	167
Iron Hill, P. O.	S. E. Ry.	Ottawa, 5 m.	Hull.	Brome.	150	152
Ironsides, P. O.	B. & O. & St. L. & O. Ry.	Ottawa, 5 m.	Hull.	Ottawa.	90	163
Irvine, P. O.	G. T. Ry.	Becancour, 14 m.	Newport.	Inverness.	260	167
Island Brook, P. O.	G. T. Ry.	Cookshire, 9 m.	Beaupré.	Compton.	100	166
Isle-aux-Coudres, P. O.	G. T. Ry.	St. Roch, 10 m.	Beaupré.	Charlevoix.	718	174
Isle-aux-Grues, P. O.	G. T. Ry.	L'Islet, 12 m.	South River.	L'Islet.	639	160
Isle Bizard, P. O. (St. Geneviève).	G. T. Ry.	Montreal.	Montreal.	Jacques-Cartier.	835	148
Isle Dupas, P. O.	River St. Lawrence.	Berthier en haut, 2 1/2 m.	Isle du Pâle.	Berthier.	150	148
Isle Perrot, P. O.	G. T. Ry.	St. Anne's, 5 m.	Isle Perrot.	Vaudreuil.	100	118
Isle Verte, P. O. and Tel. Sta.	Int. Ry.	Rivière du Loup, 18 m.	Isle Verte.	Semis-counte.	1134	169
Islet Jérémie	River St. Lawrence			Semis-counte.	30	168
Jérôme, River Chaudière, P. O.	G. T. Ry.	St. Jean Chrysostome, 42 m.	St. George.	Beauce.	150	167
Johnson's Station, Ry. Sta. (Barrington, P. O.).	G. T. Ry. (M. L. & P. L.).	Montreal, 32 m.	Hemmingford.	Huntingdon.	50	148
Johnville, P. O.	G. T. Ry.	Lennoxville, 7 m.	Eaton.	Compton.	150	166
Joliette, P. O. and Tel. Sta. (Industry).	St. L. & I. Ry.	St. L. & I. Ry.	Lavaltrie.	Joliette.	3047	148
Jonquières, P. O.	River Saguenay	Chicoutimi, 12 m.	Jonquières.	Chicoutimi.	200	164
Kamouraska, P. O. and Tel. Sta.	G. T. Ry.	St. Paschal, 5 m.	Kamouraska.	Kamouraska.	797	174
Kate Vale, P. O.	M. V. Ry.	N. Hatley, 4 m.	Hatley.	Stanstead.	150	152
Kazubauz, P. O. and Tel. Sta.	River Gatineau.	Ottawa, 50 m.	Aylmer.	Ottawa.	80	163
Kelso, P. O.	River St. Lawrence	Port Louis, 13 m.	Edin.	Huntingdon.	125	148
Kemp Road, (Broadlands P. O.)	Little River.	Cross Point, 4 m.	Ristigouche.	Bonaventure.	187	172
Kemphue Lane, P. O.	G. T. Ry.	Quebec, 87 m.	Marjot.	Beauce.	167	167
Kenogamic.	Lake Kenogami.	Chicoutimi, 20 m.	Kenogami.	Chicoutimi.	50	164
Kildare, P. O.	St. L. & Ind. Ry.	Joliette, 9 m.	Kildare.	Joliette.	401	148
Kilkenny, P. O.	River St. Lawrence	Charlemagne, 24 m.	Kilkenny.	Montreal.	128	118
Kingsbury, P. O. & Tel. Sta.	G. T. Ry.	Richmond, 7 m.	Melbourne.	Richmond.	100	152
Kingsley, P. O.	G. T. Ry.	Richmond, 8 m.	Kingsley.	Richmond.	100	152
Kingsley Falls, P. O.	G. T. Ry.	Danville, 7 m.	Kingsley.	Richmond.	100	152
Kinnear's Mills, P. O.	G. T. Ry.	Becancour, 18 m.	Leeds.	Megantic.	100	167
Kipp, P. O.	River Ottawa.	Richmond, 4 m.	Durham.	Pontiac.	100	167
Kirkdale, P. O.	G. T. Ry.	Richmond, 4 m.	Durham.	Drummond.	34	152
Kirk's Ferry, P. O.	B. & O. & St. L. & O. Ry.	Ottawa, 12 m.	Hull.	Ottawa.	60	163
Knocton, P. O. and Tel. Sta.	S. E. Ry.	Emersons, 4 m.	Brome.	Brome.	500	152
Knowlton Landing, P. O.	Lake Memphremagog.	Georgeville, 2 m.	Bolton.	Brome.	100	152
La Baie, P. O.	Lake St. Peter.		Baie St. Antoine.	Yamaska.	800	152
Labarre, (Hebertville P. O.)	River Saguenay.		Labarre.	Chicoutimi.	300	164
L'Acadie, P. O.	G. T. Ry. (M. St. J. & R. P.)	Laclède Sta., 3 m.	St. Johns.	St. Johns.	500	148
La Beauce, P. O. (St. Marie).	G. T. Ry.	Chaudière, 23 m.	Ste. Marie.	Beauce.	500	167
La Canardière	River St. Charles		Beauport.	Quebec.	500	167
Lac Masson, P. O.	S. L. & I. Ry.	Joliette, 31 m.	Wexford.	Terrebonne.	100	148
Lachenaie, P. O.	G. T. Ry.	Montreal, 18 m.	L'Assomption.	L'Assomption.	300	148
Lachine, P. O. and Tel. Sta.	G. T. Ry.	Montreal.	Montreal.	Jacques-Cartier.	1696	148
Lachute, P. O. and Tel. Sta.	C. & G. Ry.	Carillon, 9 m.	Argenteuil.	Argenteuil.	600	148
Lac Noir, P. O.	G. T. Ry.	St. Roch des Aulnets, 15 m.	Fournier.	L'Islet.	40	160
Lacolle, P. O., Tel. and Ry Sta.	G. T. Ry.	Moore's, 8 m.	Lacolle.	St. Johns.	700	148
La Grange	Cont. Vt. Ry. (Nor. Div.)	Lancaster, 10 m.	St. Armand East.	Missisquoi.	100	152
La Guerne, P. O.	G. T. Ry.	Warwick, 30 m.	Stratford.	Huntingdon.	100	148
Lake Aylmer, P. O.	G. T. Ry.	Levis, 15 m.	Beauport.	Wolfe.	150	166
Lake Beauport, P. O.	G. T. Ry.	St. Perole, 34 m.	Gore.	Quebec.	50	160
Lake Etchemin, (St. Germain P. O.)	C. & G. Ry.	Chatham, 14 m.	Whitton.	Quebec.	50	160
Lakefield, P. O.	G. T. Ry.	Lennoxville, 50 m.	Whitton.	Compton.	100	166
Lake Laron	G. T. Ry.	Quebec, 11 m.	St. Gabriel.	Quebec.	500	160
Lake Megantic, P. O.	River Ottawa.		Weeden.	Pontiac.	100	162
Lake St. Charles	G. T. Ry.		Aylmer.	Wolfe.	40	166
Lake Tomisminique, P. O.	G. T. Ry.	St. Henri, 61 m.	Langevin.	Beauce.	400	167
Lake Weelon, P. O.	St. L. & I. Ry.		Lanoraie.	Dorchester.	150	160
Lambton, P. O.	G. T. Ry.	L'Islet.	Berthier.	Berthier.	600	148
Langevin, P. O.	River Saguenay		Harvey.	L'Islet.	250	160
Lanoraie, P. O. & Ry Sta.	River Saguenay		St. John.	Chicoutimi.	60	164
L'Anse-à-Giles, P. O. and Ry Sta.	River Saguenay		Sydenham North.	Chicoutimi.	100	164
L'Anse-au-Foin, P. O.	River St. Lawrence		Petite Rivière.	Chicoutimi.	172	174
L'Anse St. Jean.	G. T. Ry. (M. L. & Prov. L.)	Montreal, 9 m.	Sherrington.	Napierville.	600	148
L'Anse Vallée.	G. T. Ry. (M. L. & Prov. L.)	Montreal, 9 m.	Laprairie.	Laprairie.	1239	148
La Petite Rivière St. François, P. O.	G. T. Ry.	St. Hyacinthe, 6 m.	Delorme.	St. Hyacinthe.	300	152
La Pignonnière, P. O. and Tel. Sta.	G. T. Ry.	Saintoll, 5 m.	Halifax.	Megantic.	50	167
Laprairie, P. O., Tel. and Ry Sta.	River St. Lawrence	Chicoutimi, 12 m.	L'Assomption.	L'Assomption.	1210	148
La Présentation, P. O.	G. T. Ry. (M. St. J. & R. P.)	Montreal, 18 m.	L'Assomption.	Chicoutimi.	225	164
Larocheville, P. O.	River St. Lawrence		Laval.	Laprairie.	100	148
L'Assomption, P. O. and Tel. Sta.	River St. Lawrence		Lavaltrie.	Montmorency.	100	160
Laternière, P. O.	River St. Lawrence		Laizon.	Berthier.	100	148
La Tortue	G. T. Ry.	Pert Lévis, 2 m.	Laizon.	Levis.	250	160
Laval, P. O.	G. T. Ry.	Richmond, 12 m.	Durham.	Drummond.	250	152
Lavaltrie, P. O.	Cont. Vt. Ry. (Nor. Div.)	Waterloo, 12 m.	South Ely.	Shefford.	150	152
Laizon, P. O.	G. T. Ry.	Cookshire, 5 m.	Newport.	Compton.	100	166
L'Avener, P. O.	River St. Lawrence	Three Rivers, 41 m.	Lotbinière.	Lotbinière.	200	160
Lawrenceville, P. O.	G. T. Ry.	Becancour Bridge, 16 m.	Leeds.	Megantic.	500	167
Learned Plain, P. O.	G. T. Ry.	Becancour Sta., 24 m.	Leeds.	Megantic.	100	167
Leclercville, P. O. (St. Emélie)	G. T. Ry.	Acton, 10 m.	Wickham.	Compton.	900	167
Leeds, P. O.	River St. Lawrence	L'Assomption, 5 m.	L'Assomption.	Drummond.	75	152
Leeds Village, P. O.	River St. Lawrence	Eboullements, P. O.	L'Assomption.	L'Assomption.	800	148
Leneaurier, P. O.	River St. Lawrence	Eboullements, P. O.	Les Escoumains.	Charlevoix.	174	174
Lennoxville, P. O., Tel. & Ry Sta.	River St. Lawrence	Les Escoumains	Les Escoumains	Saguenay.	1023	168
Leonard's Hill, P. O.	River St. Lawrence	D'Auteuil.	D'Auteuil.	Pontnel.	200	160
L'Épiphanie, P. O. & Tel. Sta.	River St. Lawrence	Three Rivers, 15 m.	Gaxton.	St. Maurice.	152	152
Les Eboullements, P. O.	River St. Lawrence	Quebec, 1 m.	Lanzon.	Levis.	600	160
Les Escoumains, P. O.	River St. Lawrence	Smith's Mills, 41 m.	Stanstead.	Stanstead.	170	152
Les Éboulements, P. O.	River St. Lawrence	Brompton, 13 m.	Westbury.	Compton.	100	166
Les Giras	M. V. Ry.	Doncett's, 13 m.	Bonsecours.	Stanstead.	150	152
Les Petites Bergeronnes, P. O.	G. T. Ry.		Cap de la Magdelaine.	L'Islet.	1000	160
Lesia, P. O., Tel. and Ry Sta.	G. T. Ry.		Cap Rouer.	Champlain.	150	152
Libby's Mills, (Boynton P. O.)	G. T. Ry.		St. François Xavier.	Gaspé.	175	172
Linda, P. O.	G. T. Ry.		Ruckingham.	Ottawa.	100	163
Lineboro', P. O., Tel. & Ry. Sta.	G. T. Ry.		Island of Montreal.	Hochelaga.	250	148
L'Islet, P. O., Tel. and Ry Sta.	G. T. Ry.		Longueuil.	Chambly.	2083	148
L'Islet Fortunes (St. Maurice Fergus P. O.).	G. T. Ry.		Quebec, 9 m.	Quebec.	3395	160
Little Gaspé	River St. Lawrence			Lotbinière.	2129	160
Little River (St. François Xavier).	River St. Lawrence			Low.	100	163
Lochaber Bay, P. O.	Thurso, 5 m.			Ireland.	100	167
Longue-Point, P. O.	G. T. Ry.	Montreal, 6 m.		Portland.	200	163
Longueuil, P. O.	G. T. Ry.	Montreal, 3 m.		Ottawa.	100	167
Lorette, P. O.	G. T. Ry.	Quebec, 9 m.		Megantic.	100	163
Lotbinière, P. O.	River St. Lawrence			Nelson.	200	167
Low, T. O., & Tel. Sta.	River Gatineau.			Stanstead.	99	152
Lower Ireland, P. O.	G. T. Ry.	Becancour, 16 m.		MacNider.	168	168
Lucerne, P. O.	G. T. Ry.	Ottawa, 21 m.		Maddington.	152	152
Lyster, P. O.	G. T. Ry.	Lyster, 14 m.		Arthabaska.	152	152
Mack's Mills (Boole Plain P. O.).	M. V. Ry.	Derby Line, 34 m.		Gaspé.	3172	172
MacNider, P. Q.	River St. Lawrence	Metis, 14 m.				
Maddington, P. Q.	G. T. Ry. (Ar. & T. R. Div.)	Stanford, 13 m.				
Magdalen Zelandis, P. Q.	Gulf St. Lawrence					

NAME OF PLACE, ETC.	NAME OF RAILWAY OR RIVER.	NEAREST STATION OR PORT.	TOWNSHIP, PARISH, OR SEIGNORY.	COUNTY.	POPULATION.	SEE PAGE.
Magog, P. O. & Tel. Sta.	G. T. Ry.	Sherbrooke, 16 m.	Magog.	Stanstead.	600	152
Magon's Point, P. O.	M. V. Ry.	Smith's Mills, 7 1/2 m.	Stanstead.	Stanstead.	180	152
Magnie, P. O.	River St. Lawrence.			Saguenay.		163
Magnison, P. O.	Cent. Vt. Ry (Nor. Div.)	St. Vallier, 25 m.	Stanbridge.	Missisquoi.		152
Mailloux.	G. T. Ry.	Quebec, 78 m.	Mailloux.	Bellechase.	200	160
Maillon (Bessillon P. O.)	River St. Lawrence.			Saguenay.		168
Maintonville, P. O. Ry and Tel. Sta.	S. E. Ry.	Somersct, 16 m.	Pottou.	Brome.	250	152
Maple Grove, P. O.	G. T. Ry.	Lennoxville, 21 m.	Irland.	Megantic.	300	167
Maple Leaf, P. O.	G. T. Ry.	Sherbrooke, 25 m.	Newport.	Compton.	300	166
Marlinton, P. O.	G. T. Ry.		Dudswell.	Wolfe.	200	166
Maria, P. O.	Baie des Chaleurs		Marin.	Bonaventure.	300	172
Marièveville (S. e. Marie de Monnoir P. O.)	M. C. & Sorel Ry.		Monnoir.	Rouville.	723	152
Marlow, P. O.	G. T. Ry.	Hemmingford, 13 m.	Linéire.	Beauce.		167
Mariann, P. O.	G. T. Ry. (M. L. & P. L.)	Compton Sta. 8 m.	Franklin.	Huntingdon.	90	148
Martville, P. O.	G. T. Ry.	Montreal, 21 m.	Chillon.	Compton.	100	166
Mascouche, P. O. & Tel. Sta. (St. H. de Mascouche)	G. T. Ry.	Montreal, 22 m.	St. Henri de M.	L'Assomption.	650	148
Mascouche Rapida, P. O.	G. T. Ry.	Ottawa, 28 m.	Mascouche.	L'Assomption.		148
Masham, P. O.	River Gathieu.	Three Rivers, 30 m.	Masham.	Ottawa.	150	164
Maskinongé, P. O.	River St. Lawrence.	Three Rivers, 27 m.	Maskinongé.	Maskinongé.	250	152
Maskinongé Bridge, P. O. and Tel. Sta.	River St. Lawrence.		Maskinongé.	Maskinongé.	350	152
Massachusetts, P. O. and Ry Sta.	M. V. Ry.		Hatley West.	Stanstead.	250	152
Matane, P. O., Tel. Sta.	River St. Lawrence.		Matane.	Rimouski.	300	172
Matapédia, P. O.	I. Ry.		Bestigouche.	Bonaventure.		163
Mawcock, P. O.	S. E. Ry.	Granby, 6 m.	Lochabert.	Shedford.	200	152
Mayo, P. O.	River Ottawa.	Buckingham, 8 m.	Dalibaire.	Ottawa.	100	163
McClains (Dalibaire P. O.)	River St. Lawrence.	Carleton, 12 m.	Nouvelle.	Rimouski.	400	172
Mequasha, Tel. Sta. (Nouvelle P. O.)	Baie des Chaleurs.	Richmond Junc. 1 m.	Richmond.	Bonaventure.	75	172
Melbourne, P. O.	G. T. Ry.	Richmond Junc. 10 m.	Melbourne.	Richmond.	270	152
Melbourne Bridge, P. O.	G. T. Ry.		Melbourne.	Richmond.	125	152
Melochéville, P. O. and Tel. Sta.	Beauharnois Canal.		St. Clement.	Beauharnois.	400	148
Metabetchouan, P. O.	River Saguenay.		Metabetchouan.	Chicoutimi.	75	160
Methot's Mills, P. O., Tel. and Ry Sta.	G. T. Ry.		Des Mères.	Lotbinière.		160
Métis, P. O. and Tel. Sta.	River St. Lawrence.		Métis.	Rimouski.	200	172
Millfield, P. O.	G. T. Ry.	Somersct, 13 m.	Inverness.	Megantic.	100	167
Mille Isles, P. O.	River Ottawa.	Carillon, 26 m.	Two Mountains.	Argenteuil.		148
Mille Vaches, P. O.	River St. Lawrence.		Mille Vaches.	Saguenay.	350	168
Milton East, P. O.	Cent. Vt. Ry (Nor. Div.)	Granby, 9 m.	Milton.	Shedford.	100	152
Mingan, P. O.	River St. Lawrence.			Saguenay.	560	152
Miranda, P. O.	Cent. Vt. Ry (Nor. Div.)	Compton, 3 m.	Compton.	Compton.	130	166
Moses River, P. O.	River St. Lawrence.	Vaudreuil, 18 m.	Rigaud.	Vaudreuil.		148
Moisie, P. O.	G. T. Ry.	Joliette, 10 m.	Rawdon.	Montcalm.	200	148
Mongenais, P. O.	River St. Lawrence.	Three Rivers, 13 m.	Cap de la Magdeleine.	Champlain.		152
Montcalm, P. O.	St. L. & Ind. Ry.		Petite Nation.	Ottawa.	300	163
Mont Carmel (Valmont P. O.)	River Ottawa.	Fox River, 41 m.	Mon. Louis.	Gaspé.	200	152
Monte Bello, P. O. and Tel. Sta.	River St. Lawrence.		St. Thomas.	Montmagny.	1512	160
Mont Louis, P. O.	G. T. Ry.	Quebec, 7 m.	Beauport.	Quebec.		160
Montmagny, P. O. and Tel. Sta.	River St. Lawrence.	Montreal, 60 m.	Beresford.	Terrebonne.		148
Montmorency Falls, P. O.	River Ottawa.		Montreal.	Hochelega.	107225	148
Mont Morin, P. O.	G. T. Ry.	R. du Loup, 20 m.	St. Armand West.	Missisqui.	125	152
MONTREAL, P. O., Tel. & Ry Sta.	Cent. Vt. Ry (Nor. Div.)		St. Grégoire.	St. Maurice.		152
Moore's Station, P. O., Tel. & Ry Sta.	G. T. Ry. (M. L. & P. L.)	St. Johns, 6 m.	St. Grégoire.	Iberville.	750	152
Mont Elie, P. O.	G. T. Ry.	Coteau Landing, 4 m.	New Louguet.	Verdun.	200	148
Mount Johnson (St. Grégoire le Grand P. O.)	St. L. & I. Ry.	Joliette, 22 m.	Rawdon.	Montcalm.		148
Mountjoy, P. O.	River Ottawa.	Itigaud, 5 m.	Rigaud.	Vaudreuil.	100	148
Mount Loyal, P. O.	G. T. Ry.	St. Hilaire Sta., 3 1/2 m.	Rouville.	Rouville.	200	152
Mount Oscar, P. O.	River Ottawa.	Carillon, 6 m.	Chatham.	Argenteuil.	300	148
Mount St. Hilaire, P. O.	River St. Lawrence.	Quebec, 90 m.	Mount Murray.	Charlevoix.	2060	174
Muddy Branch (See St. Philippe d'Argenteuil)	Cent. Vt. Ry (Nor. Div.)	Des Rives, 3 m.	Stanbridge.	Missisqui.	20	148
Murray Bay, P. O.	G. T. Ry. (M. St. J. & R. P.)	St. Charles, 7 m.	St. Lévy.	Sauveville.	1000	148
Mystic, P. O.	St. L. & I. Ry.	St. Flavie, 8 m.	Thiérage.	Timouqui.	80	168
Napierville, P. O.	G. T. Ry. (M. L. & P. L.)	Hemmingford, 2 m.	Hemmingford.	Huntingdon.		148
Neigette, P. O. & Tel. Sta.	Baie des Chaleurs.		Cox.	Bonaventure.	455	173
Nesbitts Mills.	G. T. Ry.	Terrebonne, 16 m.	Durham.	Drummond.		152
New Carlisle, P. O.	River Ottawa.	Somersct, 18 m.	LaCorne.	Terrebonne.	168	148
New Durham (See South Durham).	G. T. Ry.		Ireland.	Megantic.	90	167
New Glasgow, P. O. & Tel. Sta.	G. T. Ry.	Terrebonne, 18 m.	St. Romuald.	Verdun.	700	148
New Ireland, P. O.	River Ottawa.	Baie des Chaleurs.	Terrebonne.	Terrebonne.	150	148
New Liverpool, P. O. & Tel. Sta. (St. Romuald)	Baie des Chaleurs.		Newport.	Gaspé.	200	172
New Paisley (St. Sophie de LaCorne P. O.)	Baie des Chaleurs.		New Richmond.	Bonaventure.	250	173
Newport, P. O. (Grand Pabos)	G. T. Ry.	St. Grégoire, 8 m.	Nicolet.	Nicolet.	1200	152
New Richmond, Tel. Sta.	G. T. Ry.	Danville, 2 m.	Shipton.	Richmond.	200	152
Nicolet, P. O. and Tel. Sta.	River St. Lawrence.	Bristol, 5 m.	Shipton.	Gaspé.		172
Nicolet Falls.	River St. Lawrence.	Beauharnois, 7 m.	Beauharnois.	Pontiac.	40	148
Norbert.	G. T. Ry.	Warwick, 18 m.	Beauharnois.	Chateauguy.		166
North Bristol, P. O.	M. V. Ry.	Thurso, 9 m.	Hatley.	North Han.	100	152
North Georgetown, P. O.	River Ottawa.	Onslow, 5 m.	Petite Nation.	Ottawa.	300	163
North Han, P. O.	River Ottawa.	St. Armand, 15 m.	Onslow.	Pontiac.	100	162
North Hatley, P. O. and Ry Sta.	River Ottawa.	Stanbridge Sta., 6 m.	St. Armand East.	Missisqui.	125	152
North Nation Mills, P. O. & Tel. Sta.	G. T. Ry.	Sherbrooke, 19 m.	Stanbridge.	Missisqui.	250	152
North Onslow, P. O.	Cent. Vt. Ry (Nor. Div.)	Waterloo, 14 m.	Stoke.	Richmond.	100	152
North Pinnacle, P. O.	Cent. Vt. Ry (Nor. Div.)	West Brome, 2 m.	Stokely.	Shedford.	100	152
North Stanbridge, P. O.	S. E. Ry.	Illul, 20 m.	Sutton.	Brome.	200	152
North Stoke, P. O.	G. T. Ry. (M. L. & P. L.)	St. René, 9 m.	Wakefield.	Ottawa.	125	163
North Stukely, P. O.	G. T. Ry.	St. Michel Bellechase, 20 m.	Beauharnois.	Chateauguy.	90	148
North Sutton, P. O.	G. T. Ry.	Montreal, 2 m.	Buckland.	Bellechase.	350	160
North Wakefield, P. O.	M. C. & Sorel Ry.	Chambly Basin, 2 m.	Montreal.	Hochelega.	200	148
Norton Creek, P. O.	Cent. Vt. Ry (Nor. Div.)	Stanbridge Sta., 3 m.	Chambly.	Rouville.	100	152
Notre Dame Auxiliatrice (Buckland P. O.)	River St. Lawrence.	Rivière du Loup, 36 m.	Stanbridge.	Beauce.		169
Notre Dame de Grâce.	Cent. Vt. Ry (Nor. Div.)	St. Denis, 2 m.	Rivière du Loup.	Gaspé.	200	172
Notre Dame de Richelieu (Village Richelieu P. O.)	River St. Lawrence.		N. D. du Mont Carmel.	Bonaventure.	75	172
Notre Dame du Lac (Détour du Lac P. O.)	G. T. Ry.		Verbois.	Missisqui.	150	152
Notre Dame du Mont Carmel (Mont Carmel P. O.)	G. T. Ry.		Verbois.	Missisqui.	150	152
Notre Dame du Portage, P. O. & Ry Sta.	Restigouche Harbor.	Lacolle Sta., 2 m.	Shoalbred.	Missisqui.	50	148
Nouvelle (Flourant P. O.)	G. T. Ry. (M. St. J. & R. P.)	Clarenceville, 3 m.	Sabrevois.	St. Johns.	150	148
Noyon, P. O.	Lake Champlain.	Lacolle, 3 m.	Foucault.	Two Mountains.	150	148
Nutts Corners, P. O.	G. T. Ry. (M. St. J. & R. P.)		Lacolle.	Lake of T. Mountains.		152
Odeletown.	River Ottawa.	(See Danby.)	Lake of T. Mountains.	Drummond.	117	152
Oka, P. O.	G. T. Ry.	Ayer's Flat, 9 m.	Durham.	Stanstead.		152
Old Durham.	M. V. Ry.	Port Lewis, 12 m.	Magog.	Pontiac.	500	162
Oliver's Corners.	River Ottawa.	Port Coulonge, 20 m.	Onslow.	Chateauguy.	500	162
Oriskany, P. O. (Quib.)	Lake St. Francis.		Leslie.	Pontiac.		148
Oromelton, P. O.	River Ottawa.		River Ouelle.	Kamouraska.		152
Otter Lake, P. O.	River Ottawa.		Pottou.	Brome.	50	152
Ouelle.	Lake Memphremagog.		Pottou.	Gaspé.	150	172
Owl's Head.	River St. Lawrence.		Pottou.	Ottawa.	600	163
Pabos (Grand Pabos P. O.)	River St. Lawrence.		Pottou.	Petite Nation.		166
Papineauville, P. O. & Tel. Sta.	River Ottawa.		Pottou.	Compton.	200	166
Paquette, P. O.	G. T. Ry.	Concok, 16 m.	Pottou.	Lotbinière.	150	180
Parkhurst, P. O.	G. T. Ry.	Craig's Road, 17 m.	Pottou.	Bonaventure.	250	173
Paspébiac, P. O. and Tel. Sta.	Baie des Chaleurs.		Pottou.	Ottawa.		163
Panguin.	River Ottawa.		Pottou.	Brome.		152
Peasley (East Bolton P. O.)	Lake Memphremagog.	Georgeville, 4 m.	Bolton.	Gaspé.	80	172
Peninsula, P. O. and Tel. Sta.	Gaspé Bay.	Gaspé Basin, 6 m.	Gaspé Bay North.	Gaspé.		172

For explanations, names of Railroads abbreviated, etc., see page 183.

NAME OF PLACE, ETC.	NAME OF RAILWAY OR RIVER.	NEAREST STATION OR PORT.	TOWNSHIP, PARISH OR SEIGNORY.	COUNTY.	POPULATION.	SEE PAGE.
Percection	Cent. Vt. Ry (Nor. Div.)	Stanbridge Sta., 8 m.	Stanbridge	Missisquoi	80	152
Perce, P. O. and Tel. Sta.	Gulf St. Lawrence		Perce	Gaspé	1743	173
Perkins, P. O.	River Ottawa	East Templeton, 9 m.	Templeton	Ottawa	100	162
Perryboro, P. O.	G. T. Ry.	Coaticook, 8 m.	Hereford	Compton		166
Petit Metis, P. O.	River St. Lawrence		Metis	Montcalm		168
Petite Côte	G. T. Ry.	Montreal, 2 m.	Montreal	Hochelaga	300	148
Peveril, P. O.	G. T. Ry.	Côteau Landing Sta., 12 m.	Newton	Vaudreuil	86	148
Phillipsburg, P. O.	Cent. Vt. Ry (Nor. Div.)	St. Armand, 2 m.	St. Armand	Missisquoi	600	152
Pierreville, P. O. & Tel. Sta.	River St. Francis		Pierreville	Yamaska	1200	152
Pierreville Mills, P. O. & Tel. Sta.	River St. Francis	St. Armand, 5 m.	Pierreville	Yamaska		152
Pigeon Hill, P. O.	Cent. Vt. Ry (Nor. Div.)	St. Armand, 5 m.	St. Armand	Missisquoi	200	152
Pike River, P. O.	Cent. Vt. Ry (Nor. Div.)	Des Rivières, 2 m.	Stanbridge	Missisquoi	200	152
Pisopolis, P. O.	G. T. Ry.	Lake Mégantic, 5 m.	Marston	Compton	200	166
Plato Chaloupe	Baie des Chaleurs		Pahos	Bonaventure		173
Plessiville (Somerset P. O.) Tel. & Ry Sta.	G. T. Ry.		Somerset South	Mégantic	1200	167
Point au Cheno, P. O.	River Ottawa	Grenville, 9 m.	Grenville	Argenteuil	50	148
Point au Pic, P. O. & Tel. Sta.	River St. Lawrence		Mt. Murray	Charlevoix		174
Pointaux Calumets	River Ottawa			Two Mountains		148
Point Chevalier	River St. Lawrence	Three Rivers, 18 m.	Shawenegan	St. Maurice		152
Point Fortune, P. O. & Tel. Sta.	River Ottawa		Rigaud	Vaudreuil	100	148
Point Platon, P. O.	River St. Lawrence		Lotbinière	Charlevoix		160
Point Peril	River St. Lawrence		Les Éboulements	Charlevoix		174
Point St. Charles, P. O., Tel. and Ry Sta.	G. T. Ry.	Montreal, 2 m.	Montreal	Jacques Cartier		148
Point St. Peter, P. O. and Tel. Sta.	River St. Lawrence		Malbaie	Gaspé		172
Pointe à Fleurant (Flourant P. O.)	Ristigouche Harbour		Shoolbred	Bonaventure		172
Pointe à la Gardie (Aboyne P. O.)	Baie des Chaleurs		Nouvelle	Bonaventure	50	172
Pointe à la Garenne	River St. Lawrence		Nicolet	Nicolet		152
Pointe aux Anglais	River Ottawa	Vaudreuil, 2 m.	Lake Two Mountains	Two Mountains	20	148
Pointe aux Trembles, P. O. & Tel. Sta.	River St. Lawrence	Montreal, 10 m.	Montreal	Hochelaga	400	148
Pointe aux Trembles, P. O. & Tel. Sta.	G. T. Ry.	Quebec, 21 m.	Nouveau	Portneuf	600	160
Pointe aux Trembles du Lac St. Jean	River Saguenay	Chicoutimi, 60 m.	Charlevoix	Chicoutimi	70	164
Pointe Claire, P. O., Tel. & Ry Sta.	G. T. Ry.		Montreal	Jacques Cartier	461	148
Pointe des Mouta (Bersimis P. O.)	River St. Lawrence		Saguenay	Saguenay		168
Point Château (Village du Ruissseau P. O.)	G. T. Ry.	River Rouge, 2 m.	Soulanges	Soulanges	120	148
Pont de Maskinongé, P. O.	Lake St. Peter		Maskinongé	Maskinongé	350	152
Pontiac (Onslow P. O.)	River Ottawa	Onslow, 3 m.	Pontiac	Pontiac	50	162
Portage du Fort, P. O., Tel. & Ry Sta.	River St. Lawrence		Onslow	Onslow	625	162
Port au Persil, P. O.	River St. Lawrence		Mt. Murray	Charlevoix	350	174
Port aux Milles (Port au Persil P. O.)	River St. Lawrence		Callières	Charlevoix	75	174
Port Daniel, P. O. & Tel. Sta.	Baie des Chaleurs		Port Daniel	Bonaventure	200	173
Portland	River Ottawa	Buckingham, 12 m.	Portland	Ottawa	100	163
Port Lewis, P. O.	River St. Lawrence		St. Anicet	Huntingdon	120	148
Portneuf	River St. Lawrence		Saguenay	Saguenay	50	160
Portneuf, P. O. & Tel. Sta.	River St. Lawrence	Quebec, 36 m.	Portneuf	Portneuf	800	168
Port Parsley	River St. Lawrence		Mt. Murray	Charlevoix		174
Port Salmon	River St. Lawrence		Mt. Murray	Charlevoix		174
Port St. Francis	River St. Lawrence	Three Rivers, 6 m.	Port St. Francis	Nicolet		152
Poston des Grains, P. O.	River St. Lawrence	Three Rivers, 12 m.	St. Maurice	St. Maurice	200	152
Potton (Mansouville P. O.)	S. E. Ry.		Potton	Brome		152
Powers Court (St. Etienne P. O.)	Chateauguay River	Huntingdon, 6 m.	Hitchinbrook	Huntingdon	150	148
Prineeville (Stanford P. O.) Tel. and Ry Sta.	G. T. Ry.		Stanford	Arthabaska	2500	152
QUEBEC, P. O., Tel. & Ry Sta.	G. T. Ry. & R. St. Lawrence	Quebec	Quebec	Quebec	56909	160
Quio (Onslow P. O.)	Ottawa River		Onslow	Onslow	50	162
Radnor Forges (Formont)	River St. Lawrence	Three Rivers, 3 m.	Cap de la Magdelaine	Champlain	160	152
Rapides des Joachims P. O. and Tel. Sta.	River Ottawa		Aberdeen	Pontiac	80	152
Rawdon, P. O.	St. L. & L. Ry.	Joliette, 17 m.	Ridwon	Montcalm	600	148
Reedsdale, P. O.	G. T. Ry.	Béancour, 14 m.	Inverness	Mégantic	200	167
Repenitign, P. O. and Tel. Sta.	River St. Lawrence	Montreal, 18 m.	Repenitign	L'Assomption	300	148
Riceburg, P. O.	Cent. Vt. Ry (Nor. Div.)	Stanbridge Sta., 6 m.	Stanbridge	Missisquoi	200	152
Riechy, P. O.	G. T. Ry.	Compton Station, 4 m.	Compton	Compton	50	166
Richelieu Village, P. O. and Tel. Sta.	River Richelieu		St. Mathias	Richmond		148
Richmond, P. O., and Ry Sta.	G. T. Ry.		Cleveland	Richmond		152
Richmond Station, P. O., Tel. and Ry Sta.	G. T. Ry.		Cleveland	Richmond	300	152
Rigaud, P. O.	River Ottawa		Rigaud	Vaudreuil	280	148
Rimouski, P. O., Tel. and Ry Sta.	L. Ry. & Riv. St. Lawrence		St. Barnabé	Rimouski	1185	168
River Baudette, P. O., Tel. & Ry Sta.	G. T. Ry.		Soulanges	Soulanges	100	148
River David, P. O., Tel. and Ry Sta.	S. E. Ry (Sorel Br.)		St. David	Yamaska	800	152
River Desautels, P. O., Tel. & Ry Sta.	River Gatineau		Manawaki	Ottawa	1000	163
River Gilbert (Biberio P. O.)	G. T. Ry.	St. Henri, 42 m.	Vaudreuil	Benoix	200	167
River Houge (Coteau du Lac P. O.)	River St. Lawrence		Soulanges	Soulanges		148
River Trois Pistoles, P. O., Tel. and Ry Sta.	L. Ry.		Trois Pistoles	Temiscouata		160
Rivière à la Glacde	River St. Lawrence		St. Louis	Gaspé		172
Rivière à la Marthe	River St. Lawrence		Tourelle	Gaspé		172
Rivière à l'Ours (Roberval P. O.)	L. Ke. St. John	Sorel, 25 m.	Roberval	Chicoutimi	120	164
Rivière aux Vaches, P. O.	River St. Lawrence		St. Pio DeGuire	Yamaska	225	152
Rivière des Prairies, P. O. and Tel. Sta.	G. T. Ry.	Montreal, 15 m.	Stukely	Hochelaga	250	148
Rivière du Loup en bas, P. O., Tel. & Ry Sta.	G. T. Ry. & Riv. St. Law.		Rivière du Loup	Temiscouata	1541	169
Rivière du Loup en haut, P. O. and Tel. Sta.	River St. Lawrence	Three Rivers, 23 m.	Rivière du Loup	Maskinongé	1500	152
Rivière Madeleine, P. O.	River St. Lawrence		Tacheron	Gaspé		172
Rivière Marsouin	River St. Lawrence		Duchesnay	Gaspé		172
Rivière Ouelle, P. O. & Ry Sta.	G. T. Ry.		Rivière Ouelle	Kamouraska	300	174
Roberval, P. O.	Lake St. John		Roberval	Chicoutimi	300	164
Robinson, P. O.	G. T. Ry.	Loonoxville, 21 m.	Bury	Compton	300	166
Rocheville, P. O.	Cent. Vt. Ry (Nor. Div.)	Waterloo, 9 m.	Stukely	Shefford	100	152
Rocklunn, P. O.	G. T. Ry (M. L. & P. L.)	Hemmingford, 22 m.	Hitchinbrook	Huntingdon	75	148
Rock Forest, P. O.	M. V. Ry. & G. T. Ry.	Sherbrooke, 8 m.	Orford	Sherbrooke		148
Rock Island, P. O. and Ry Sta.	M. V. Ry.		Stanstead	Stanstead		152
Rougemont, P. O.	Chambly River	Chambly, 12 m.	Yamaska	Rouville	500	152
Roxham, P. O.	G. T. Ry.	Hemmingford, 5 m.	Lacelle	St. Johns	150	148
Roxton Falls, P. O. and Tel. Sta.	G. T. Ry.	Acton, 6 m.	Roxton	Shefford	1200	152
Roxton Pond, P. O.	Cent. Vt. Ry (Nor. Div.)	Granby, 6 m.	Roxton	Shefford	125	152
Ruisseau des Chênes, P. O.	G. T. Ry.	Upton, 17 m.	Upton	Drummond	75	152
Rupert, P. O.	River Ottawa	Earley, 9 m.	Mashan	Ottawa	50	163
Russellton, P. O.	G. T. Ry (M. L. & P. L.)	Hemmingford, 13 m.	Hemmingford	Clatsougan	100	148
Sabrevois, P. O.	G. T. & V. C. Ry (N. Div.)	St. Johns, 8 m.	Monnoir	Herville	175	152
Sabrore, P. O.	G. T. Ry.	Warwick, 20 m.	Wolfestowa	Wolfe	75	166
Sardy Bay, P. O. and Tel. Sta.	River St. Lawrence	Metis, 9 m.	McNider	Rimouski	225	168
Sardy Beach, P. O.	River St. Lawrence	Gaspé Basin, 4 m.	Douglaslow	Gaspé	90	172
Sault au Cochon	River St. Lawrence	Tadoussac, 61 m.	Herville	Saguenay		168
Sault aux Monts (Les Escoumains P. O.)	River St. Lawrence	Tadoussac, 35 m.	Herville	Saguenay		164
Sault au Roccollet, P. O.	River Ottawa	Montreal, 7 m.	Montreal	Hochelaga	650	148
Savage's Mills, P. O.	Cent. Vt. Ry (Nor. Div.)	Granby, 10 m.	Shefford	Shefford	30	152
Sawyerville, P. O.	G. T. Ry. & M. V. Ry.	Lennoxville, 16 m.	Newport	Compton	175	166
Scotstown	G. T. Ry.	Lennoxville, 31 m.	Ditton	Compton		166
Settrington, P. O.	G. T. Ry.	Rivière Ouelle, 20 m.	Settrington	Charlevoix	900	174
Seven Islands (Bersimis P. O.)	River St. Lawrence		Saguenay	Saguenay		168
Seyville, P. O.	River Ottawa	Rapidesville, 18 m.	Hartwell	Ottawa	50	164
Shawbridge	River Ottawa	St. Rose	Abercrombie	Terrebonne	175	148
Shawenegan, P. O.	River St. Maurice	Three Rivers, 23 m.	Shawenegan	St. Maurice	250	152
Sheenboro, P. O.	River Ottawa	Fort William, 2 m.	Sheen	Pontiac		152
Shefford Mountain, P. O.	Cent. Vt. Ry (Nor. Div.)	Granby, 6 m.	Shefford	Shefford	100	162
Sherrbrooke, P. O., Tel. & Ry Sta.	G. T. Ry.		Ascot	Sherbrooke	4432	152
Sherrington, P. O.	G. T. Ry (M. L. & P. L.)	Hughes, 21 m.	Sherrington	Napierville	400	148
Shigawane, P. O. and Tel. Sta.	Baie des Chaleurs	Perce, 58 m.	Hope	Bonaventure	225	173
Shipton (Denison's Mills P. O.)	G. T. Ry.	Danville, 3 m.	Shipton	Richmond	250	152

NAME OF PLACE, ETC.	NAME OF RAILWAY OR RIVER.	NEAREST STATION OR PORT.	TOWNSHIP, PARISH OR SEIGNIORY.	COUNTY.	POPULATION.	SEE PAGE
Shoobred, P. O.	River Restigouche		Shoobred	Bonaventure	175	172
Shrewsbury, P. O.	River Ottawa	Carillon, 15 m.	West Gore	Argenteuil		148
Signay	Lake St. John		Signay	Chicoutimi	50	164
Six Mile Cross (Anderson Corner P. O.)	G. T. Ry.	Colson Landing, 18 m.	Hinchinbrook	Huntingdon	180	148
Six Portages, P. O.	River Gatineau		Bouchette	Ottawa	125	163
Smith's Mills, P. O. & R'y Sta.	M. V. Ry.	Stanstead, 3 m.	Stanstead	Stanstead	90	152
Solamite, P. O., Tel. & R'y Sta.	G. T. Ry.	St. Hyacinthe, 9 m.	LaPrésentation	St. Hyacinthe	225	152
Somerset, P. O. & Tel. Sta.	G. T. Ry.		Somerset	Mégantic	1200	167
Sorel, P. O. and Tel. Sta.	River St. Lawrence	Stanstead, 5 1/2 m.	Sorel	Michellie	5636	152
South Barnston, P. O.	M. V. Ry.	Emerson, 10 m.	Barnston	Stanstead	140	152
South Bolton, P. O. & Tel. Sta.	S. E. Ry.		Bolton	Brome	125	152
South Durham, P. O.	G. T. Ry.	Waterloo, 17 m.	Dulham	Drummond		152
South Ely, P. O.	Cent. Vt. Ry.	Granby, 6 m.	Ely	Shefford		132
South Granby, P. O.	Cent. Vt. Ry. (Nor. Div.)	Denison's Mills, 23 m.	Granby	Shefford	90	152
South Ham, P. O.	G. T. Ry.	Lancaster, 16 m.	South Ham	Wolfe	243	166
South Hinchinbrook, Tel. Sta. (Helena P. O.)	G. T. Ry.		Godwinchester	Huntingdon	400	148
South Hoxton, P. O.	G. T. Ry.	Acton Vale, 14 m.	Lauzon	Lévis	3000	160
Spencer Cove, P. O.	River St. Lawrence	Quebec, 5 m.	Hoxton	Shefford		152
St. Adolphe (Grand Pâquis P. O.)	Bale des Chaleurs	Quebec, 30 m.	St. Cyprien de Sillery	Quebec	21	160
St. Aimé, P. O.	River St. Lawrence	Portneuf, 10 m.	Beaupré	Montmorency	300	160
St. Alban, P. O.	River Yamaska	Arthabaska, 9 m.	St. Aimé	Richelieu	3150	152
St. Albert de Warwick, P. O.	River St. Lawrence	Arthabaska, 9 m.	Warwick	Arthabaska	371	152
St. Alexandre, P. O. & R'y Sta.	G. T. Ry.		St. Alexandre	Kamouraska	250	174
St. Alexandre, P. O., Tel. & R'y Sta.	Cent. Vt. Ry. (Nor. Div.)		Sabrevois	Iberville	800	152
St. Alexis, P. O.	St. L. & I. Ry.		St. Alexis	1360	152	
St. Alexis (Avignon P. O.)	River Bistigouche	Matapédia, 4 m.	Matapédia	Bonaventure	300	152
St. Alphons, P. O.	St. L. & I. Ry.	Hawdon, 12 m.	St. Alphonse	Joliette	400	148
St. Anaclet, P. O.	River St. Lawrence	Berthier, 8 m.	St. Anaclet	Rimouski	1173	168
St. André (Rang)	Lake St. Peter		St. Barthelemy	Berthier		148
St. André, P. O. & R'y Sta.	G. T. Ry.	Papineauville, 9 m.	St. André	Kamouraska	250	174
St. André Avelin, P. O.	River Ottawa		Petite Nation	Ottawa	250	163
St. André d'Acton (Acton Vale P. O., Tel. & R'y Sta.)	G. T. Ry.		Acton	Bagot	500	152
St. André, P. O. and Tel. Sta.	River Ottawa	Carillon, 2 1/2 m.	Carillon	Gaspé	150	148
St. Anselme, P. O.	River St. Lawrence	St. Henri, 9 m.	St. Anselme	Huntingdon	550	148
St. Antoine, P. O.	River Richelieu	Hemingford, 15 m.	St. Antoine	Dorchester	700	160
St. Antoine Abbé (Starnesboro P. O.)	G. T. Ry. (M. L. & P. L.)	Black River, 12 m.		Verchères	1663	148
St. Antoine de Tilly, P. O.	G. T. Ry.	Rivière du Loup, 7 1/2 m.	Tilly	Chateauguay	29	148
St. Antonin, P. O.	G. T. Ry.	Black River, 5 m.	Witworth	Lotbinière	600	160
St. Apollinaire, P. O.	Cent. Vt. Ry. (Nor. Div.)	St. Armand, 7 m.	Gaspé	Témiscouata	440	160
St. Armand Gauthier	Cent. Vt. Ry. (Nor. Div.)	Rivière du Loup, 8 m.	St. Armand	Lotbinière	100	160
St. Armand Station, P. O., Tel. & R'y Sta.	Cent. Vt. Ry. (Nor. Div.)	St. Jean Port Joli, 2 m.	St. Armand	Missisquoi	300	152
St. Arsène, P. O.	I. Ry.		St. Arsène	Témiscouata	800	160
St. Aubert, P. O.	G. T. Ry.	Quebec, 15 m.	St. Aubert	L'Islet	250	160
St. Augustin	Gulf St. Lawrence	St. Basile, 7 m.	Cap Breton	Gaspé		172
St. Augustin de Québec, P. O.	River St. Lawrence	St. Basile, 7 m.	St. Augustin	Portneuf	200	160
St. Augustin (Deux Montagnes P. O.)	River Ottawa	Yamachiche, 12 m.	St. Augustin	Two Mountains	200	148
St. Barnabé (St. Maurice P. O.)	River St. Lawrence	St. Hyacinthe, 9 m.	St. Barnabé	St. Maurice	600	152
St. Barnabé (River Yamaska P. O.)	G. T. Ry.	Berthier, 10 m.	St. Barnabé	St. Hyacinthe	1639	152
St. Barthélémy, P. O.	River St. Lawrence	Portneuf, 7 m.	York	Berthier	800	148
St. Basile, P. O.	River St. Lawrence	St. Bruno, 4 m.	Auteuil	Portneuf	300	160
St. Basile le Grand, P. O.	G. T. Ry.	Joliette, 16 m.	Chambly	Chambly		148
St. Beatrice, P. O.	St. L. & I. Ry.	Pointe aux Anglais, 7 m.	Duilebout	Joliette	927	148
St. Benoit, P. O.	G. T. Ry.	St. Henri, 18 m.	Two Mountains	Two Mountains	250	148
St. Bernard, P. O.	St. L. & I. Ry.	St. Cécile de Bio, 12 m.	St. Etienne	Dorchester	600	160
St. Blainville	S. E. Ry. (Sorel B.)	Drummondville, 7 m.	Mayer	Rimouski	400	168
St. Bonaventure d'Upton, P. O.	River St. Lawrence	St. Vallier, 24 m.	Upton	Drummond	1144	152
St. Boniface (Shawaneagan P. O.)	River St. Lawrence	Danville, 17 m.	Shawaneagan	St. Maurice	250	152
St. Bruno Station, P. O., Tel. and R'y Sta.	G. T. Ry.	Pointe aux Anglais, 19 m.	Montarville	Chambly	309	148
St. Cajetan (Armagh P. O.)	G. T. Ry.	St. Anne de la Pénale, 6 m.	Armagh	Bellechasse	300	160
St. Camille, P. O.	G. T. Ry.	Pointe aux Trembles, 10 m.	St. Camille	Wolfe	606	166
St. Canut, P. O.	River Ottawa	Pointe aux Trembles, 10 m.	St. Canut	Two Mountains	645	148
St. Casimir, P. O.	River St. Anne	Pointe aux Trembles, 10 m.	St. Casimir	Portneuf	350	160
St. Catherine, P. O.	River St. Lawrence	Pointe aux Trembles, 10 m.	Fossambault	Portneuf	150	160
St. Cécile du Bio (See Bio)	Int. R'y.	Granby, 9 m.	Bic	Rimouski	400	160
St. Cécile de Valleyfield (See Valleyfield)	Beauharnois Canal		Beauharnois	Beauharnois		149
St. Cécile de Milton (See Milton)	Cent. Vt. Ry. (Nor. Div.)		Milton	Shofford	100	152
St. Célestin, P. O. & Tel. Sta.	G. T. Ry.	St. Marie, 9 m.	St. Célestin	Nicole	600	152
St. César, P. O.	M. & Chamb. Ry.		St. César	Rouville	937	152
St. Charles, River Boyer, P. O., Tel. & R'y Sta.	G. T. Ry.	Des Rivières Sta., 3 1/2 m.	Beaumont	Bellechasse	400	160
St. Charles de Stanbridge	Cent. Vt. Ry. (Nor. Div.)		Stanbridge	Missisquoi	200	152
St. Charles, P. O. and Tel. Sta.	River Richelieu	St. Henri, 15 m.	St. Charles	St. Hyacinthe	800	152
St. Claire, P. O.	G. T. Ry.	River Rouge, 5 m.	St. Claire	Dorchester	600	160
St. Clot, P. O.	G. T. Ry.	Arthabaska, 18 m.	Soulanges	Soulanges	1057	148
St. Clothilde, P. O.	G. T. Ry.	Quebec, 3 m.	Horton	Arthabaska	371	152
St. Colombe (Sillery Cove P. O.)	River St. Lawrence	Carillon, 20 m.	Sillery	Quebec	3500	160
St. Columbin, P. O.	River Ottawa	Joliette, 30 m.	Two Mountains	Two Mountains	676	148
St. Côme, P. O.	St. L. & Ind. Ry.	Laprairie, 6 m.	Cathart	Joliette	300	148
St. Constant, P. O.	River St. Lawrence	Methos, 15 m.	St. Constant	Laprairie	1898	148
St. Croix, P. O.	River St. Lawrence	Berthier, 7 m.	St. Croix	Lotbinière	750	160
St. Culbert, P. O.	River Saguenay	L'Islet, 7 m.	Berthier	Berthier	3122	148
St. Cyrac, P. O.	G. T. Ry.	L'Islet, 7 m.	Kenogami	Chicoutimi		164
St. Cyrille, P. O.	G. T. Ry.	St. Hyacinthe, 7 1/2 m.	Lessard	L'Islet	150	160
St. Damase, P. O.	G. T. Ry.	Berthier en haut, 2 1/2 m.	St. Hyacinthe	St. Hyacinthe	2345	152
St. Damien de Brandon, P. O.	River Richelieu	Berthier, 17 m.	Baudon	Berthier	100	148
St. Denis, P. O.	G. T. Ry.	St. Hyacinthe, 7 m.	Labontellier	St. Hyacinthe	2463	152
St. Denis de la Boutillerie, P. O. & R'y Sta.	River St. Lawrence	St. Dominique Sta., 2 m.	Lanaudiver	Kamouraska	980	154
St. Didace, P. O.	G. T. Ry.	Montreal, 15 m.	Dessaulles	Maskinongé	2000	152
St. Dominique (Viger P. O.)	G. T. Ry.	Quebec, 15 m.	Soulanges	Bagot	200	152
St. Dominique des Cadres, P. O.	G. T. Ry.	St. Jean Chrysostome, 23 m.	Soulanges	Soulanges	150	148
St. Dominique de Newport	Bale des Chaleurs	St. Pierre, 11 m.	Newport	Bonaventure		173
St. Douat (St. Luc P. O.)	River St. Lawrence	St. Pierre, 11 m.	Thivierge	Rimouski	819	168
St. Dorothée, P. O.	G. T. Ry.	Quebec, 15 m.	Isle Jeus	Quebec	70	168
St. Dunstan (Lako Beauport P. O.)	River St. Lawrence	Lotbinière, 2 1/2 m.	Beauport	Lotbinière	300	160
St. Edouard (River Bois Claire P. O.)	G. T. Ry.	St. Jean Chrysostome, 23 m.	Frampton	Dorchester	1044	160
St. Edouard (Frampton P. O.)	G. T. Ry. (M. L. & P. L.)	Compton, 8 m.	La Salle	Napierville	600	148
St. Edouard, P. O.	G. T. Ry.	R. du Loup en haut, 24 1/2 m.	Clifton	Compton	50	166
St. Edwige, P. O.	River St. Lawrence	Berthier, 9 m.	Caxton	St. Maurice	530	152
St. Elie, P. O.	River St. Lawrence	Isle Verte, 8 m.	St. Elizabeth	Be thier	460	160
St. Elizabeth, P. O.	River St. Lawrence	Black River, 29 m.	St. Elie	Témiscouata	1134	160
St. Eloi, P. O.	G. T. Ry.	Somerset, 42 m.	St. Eloi	Beauce	500	167
St. Elzéar, P. O.	G. T. Ry.	Green River, 11 m.	Tring	Beauce	200	167
St. Ephrem de Tring, P. O.	G. T. Ry.	L'Assomption, 19 m.	L'Islet	Bagot	350	152
St. Ephrem d'Upton	I. Ry.	Three Rivers, 15 m.	Viger	Témiscouata		160
St. Epiphane (Viger P. O.)	River St. Lawrence	Beauharnois, 5 m.	St. Esprit	Montenlin	1537	148
St. Esprit, P. O. & Tel. Sta.	River St. Lawrence	Montreal, 21 m.	St. Maurice	St. Maurice	300	152
St. Etienne des Grés, P. O.	Lake St. Louis	Somerset, 45 m.	Beauharnois	Beauharnois	1007	148
St. Etienne de Beauharnois, P. O.	G. T. Ry.	Joliette, 12 m.	Beauharnois	Two Mountains	850	148
St. Eustache, P. O. & Tel. Sta.	G. T. Ry.		St. Eustache	Beauce	150	167
St. Evariste de Forsyth, P. O.	G. T. Ry.		Forsyth	Rimouski	250	160
St. Fabien, P. O.	River St. Lawrence		Rieux	Rimouski	150	160
St. Félix de Valois, P. O.	St. L. & Ind. Ry.		St. Félix	Joliette	500	118

NAME OF PLACE, ETC.	NAME OF RAILWAY OR RIVER.	NEAREST STATION OR PORT.	TOWNSHIP, PARISH OR SEMINARY.	COUNTY.	POPULATION.	SER. PAGE
St. Féréal, P. O.	River St. Lawrence.	Quebec, 30 m.	Beaupré.	Montmorency	993	164
St. Fidèle, P. O.	G. T. Ry.	St. Pascal, 20 m.	Mt. Murray.	Charlevoix	813	174
St. Flavie, P. O. and Tel. Sta.	Int. Ry.		Lepouté.	Ritoussy	450	169
St. Florian, P. O.	G. T. Ry.	Method's Mills, 4 m.	Les Dames Ursulines.	Lotbinière	300	160
St. Flore, P. O.	River St. Maurice.	Shawenegan, 12 m.	Cap de la Magdeleine.	Champlain	200	152
St. Foye, P. O.	River St. Lawrence.	Quebec, 5 m.	Quebec.	Quebec	1025	160
St. François d'Orléans, P. O.	River St. Lawrence.		Island of Orleans.	Montmorency	900	160
St. François de la Beauce, P. O.	River Chaudière.	Quebec, 54 m.	St. François.	Beauce	500	167
St. François du Lac, P. O. & Tel. Sta.	River St. Francis.		St. François.	Montmagny	800	153
St. François du Sud, P. O. & Tel. Sta.	G. T. Ry.		St. Yver.	Montmagny	1613	160
St. François de Sales, P. O. & Tel. Sta.	River Ottawa.	Montreal, 16 m.	Iso Jésus.	Laval	864	148
St. François Xavier.	River St. Lawrence.		St. Paul's Bay.	Charlevoix.	175	174
St. Frédéric, P. O.	G. T. Ry.	Black River, 30 m.	Flcury.	Beauce	500	167
St. Fulgence (L'Anse au Foin P. O.)	River Saguenay.	Chicoutimi, 10 m.	Tremblay.	Chicoutimi	60	164
St. Gabriel.	Int. Ry.	Rimouski, 18 m.	Flouriant.	Rimouski	168	168
St. Gabriel de Brun Ion, P. O.	River St. Lawrence.	Berthier en haut, 21 m.	Launadière.	Berthier.	600	148
St. George, Beauce, P. O.	G. T. Ry.	Quebec, 60 m.	Andover.	Beauce	400	167
St. George de Windsor, P. O.	G. T. Ry.	Danville, 10 m.	St. Guilhaume.	Richmond	1094	152
St. Germain de Grantham, P. O.	G. E. Ry. (Nor. Br.).	Drummondville, 41 m.	Grantham.	Drummond	150	152
St. Gervais, P. O.	G. T. Ry.	St. Charles, 5 m.	Baumont.	Belchasse	850	160
St. Gertrude, P. O.	G. T. Ry.	Three Rivers, 15 m.	Bellefeuille.	Nicolet	350	152
St. Gilles, P. O.	G. T. Ry.	Craig's Road, 9 m.	Beaurivage.	Lotbinière.	300	160
St. Grégoire, P. O. & Tel. Sta.	G. T. Ry. (Ar. & T.R. Div.)	11 m. from Sta.	St. Grégoire.	Nicolet	600	152
St. Grégoire le Grand, (Mount Johnson P. O.)	Cent. Vt. Ry. (Nor. Div.)	St. Johns, 6 m.	Monnoir.	Beauce	450	152
St. Guillaume d'Upton, P. O. & Tel. Sta.	G. T. Ry.	Upton, 7 m.	St. Guillaume.	Yamaska	400	152
St. Hélène, Beauce, P. O.	G. T. Ry.	Upton, 7 m.	St. Hélène.	Bagot	100	160
St. Henri de Lauzon, P. O. & Tel. Sta.	G. T. Ry.	St. Henri Sta., 31 m.	St. Henri Sta.	Levis	500	160
St. Henri Station, P. O. & Ry Sta.	G. T. Ry.		Lauzon.	Levis	50	160
St. Hermas, P. O.	Lake Two Mountains.		St. Hermas.	Two Mountains	1307	148
St. Hilaire Village, P. O.	G. T. Ry.	St. Hilaire Sta., 1 m.	Rouville.	Rouville	300	152
St. Hilaire Mountain (Mont St. Hilaire P. O.)	G. T. Ry.	St. Hilaire Sta., 3 m.	Roaville.	Rouville	290	152
St. Hilaire Station, P. O., Tel. & Ry Sta.	G. T. Ry.		Rouville.	Rouville	20	152
St. Hyppolite de Kilkenny, P. O.	River Ottawa.	St. Jérôme, 16 m.	Kilkenny.	Montcalm	280	148
St. Honoré, P. O.	G. E. Ry.	Beauceville, 50 m.	Shelburne.	Beauce	400	167
St. Honoré (Armanac, P. O.)	River St. Lawrence.	Rivière du Loup, 29 m.	Armanac.	Témiscouata	100	169
St. Hubert, P. O., Tel. & Ry Sta.	G. T. Ry.		Longueuil.	Chambly	250	148
St. Hyacinthe, P. O., Tel. and Ry Sta.	G. T. Ry.	St. Hyacinthe, 14 m.	Ramsay.	Bagot.	500	152
St. Ignace (Lorette P. O.)	River St. Lawrence.	Quebec, 10 m.	St. Hyacinthe.	St. Hyacinthe	3746	152
St. Isidore, Dorchester, P. O.	G. T. Ry.	St. Henri, 12 m.	St. Ignace.	Quebec	160	160
St. Isidore, Laprairie, P. O. & Ry Sta.	G. E. Ry. (M. L. & Prov. L.)		Lauzon.	Dorchester.	650	160
St. Jacques F. J. (Beauport, P. O.)	River St. Lawrence.	St. Jérôme, 13 m.	Grey Nuns.	Laprairie.	800	148
St. Jacques le Mineur, P. O.	G. T. Ry. (M. L. & R. P.)	Lacadie, 5 m.	St. Jacques.	Montcalm	800	148
St. Janvier, P. O. & Tel. Sta.	G. T. Ry.	Montreal, 26 m.	De Léry.	Laprairie.	500	148
St. Jean d'Orléans.	River St. Lawrence.	Quebec, 22 m.	St. Thérèse de Blainy.	Terrebonne	1300	148
St. Jean Baptiste de Montreal, P. O. & Tel. Sta.	G. T. Ry.	Montreal, 1 m.	Island of Orleans.	Montmorency	1436	160
St. Jean Baptiste de Rouville, P. O.	G. T. Ry.	St. Hilaire, 6 m.	St. Louis.	Hochelaga.	4408	148
St. Jean Chrysostome, Chateauguay, P. O.	G. T. Ry. (M. L. & Prov. L.)	St. Romé, 1 m.	Rouville.	Hochelaga.	1953	152
St. Jean Chrysostome, Lévis, P. O. & Ry Sta.	G. T. Ry.	St. Romé, 1 m.	Peanbarnois.	Chateauguay	1000	148
St. Jean de Bien, (Beauport, P. O.)	River St. Lawrence.	Près Pistoles, 12 m.	Lauzon.	Levis	300	160
St. Jean Deschamps, P. O.	River St. Lawrence.	Batiscan, 10 m.	Ryons.	Témiscouata	100	169
St. Jean de Matha, P. O.	River L'Assomption.	Joliette, 21 m.	Deschamps.	Lotbinière	400	160
St. Jean Port Joli, P. O., Tel. & Ry Sta.	G. T. Ry.		De Rimsy.	Joliette.	400	148
St. Jérôme.	River St. Lawrence.	Montreal, 33 m.	Port Joli.	L'Islet	400	160
St. Jérôme, P. O. and Tel. Sta.	G. T. Ry.	Chicoutimi, 55 m.	Matane.	Rimouski	168	168
St. Jérôme du Lac St. Jean.	River Saguenay.	Montreal, 55 m.	St. Jérôme.	Terrebonne	1159	148
St. Joachim.	River St. Lawrence.	Waterloo, 9 m.	Caron.	Chicoutimi	120	164
St. Jean-Baptiste de St-Hubert, P. O.	G. T. Ry. (Nor. Div.)		Beaupré.	Montmorency	923	160
St. Johns, P. O., Tel. and Ry Sta.	G. T. & C. Vt. & S.E.C.R. Ry.		St. Hubert.	St. Johns	3022	148
St. Joseph.	River St. Lawrence.	Somerset, 45 m.	Barony of Longueuil.	Gaspé	172	160
St. Joseph de Beauce, P. O.	G. T. Ry.	Pointe Lévis, 21 m.	Gaspé Bay North.	Gaspé	450	167
St. Joseph de Lévis (Lauzon P. O.)	G. T. Ry.	St. Enastache, 8 m.	Flcury.	Beauce	1847	160
St. Joseph du Lac, P. O.	River Ottawa.	St. Hyacinthe, 13 m.	Lauzon.	Levis	1847	160
St. Jude, P. O.	Lake St. Peter.	Maskinongé, 2 m.	Two Mountains.	Two Mountains	1292	148
St. Justin, P. O.	G. T. Ry.	St. Hyacinthe, 13 m.	St. Jude.	St. Hyacinthe	600	152
St. Lambert, P. O., Tel. & Ry Sta.	G. T. Ry.	St. Jean Chrysostome, 12 m.	Carufel.	Maskinongé	225	152
St. Lambert de Lauzon, P. O.	G. T. Ry.	Montreal, 7 m.	Carufel.	Chambly	400	148
St. Laurent de Montreal, P. O.	River St. Lawrence.	Quebec, 14 m.	Lauzon.	Levis	400	160
St. Laurent d'Orléans.	G. T. Ry.	St. Charles, 11 m.	Montreal.	Jacques-Curtier	500	148
St. Lazare P. O.	G. T. Ry.	St. Jean Chrysostome, 33 m.	Island of Orleans.	Montmorency	500	160
St. Léon (Standore P. O.)	River St. Lawrence.	Rivière du Loup en haut, 5 m.	Taschereau.	Beauce	300	160
St. Léon, P. O.	G. T. Ry.	Bulstrode, 10 m.	Stanton.	Dorchester.	250	160
St. Léonard, P. O.	G. T. Ry.	St. Léonard, 10 m.	Grandpré.	Maskinongé	400	152
St. Liboire, P. O. & Ry Sta.	G. T. Ry.	St. Léonard, 10 m.	St. Léonard.	Nicolet	747	152
St. Liguori, P. O.	G. T. Ry.	Joliette, 9 m.	St. Liboire.	Bagot	150	160
St. Lin, P. O. & Tel. Sta.	St. L. & I. Ry.	Joliette, 9 m.	Ravdon.	Montcalm	1498	148
St. Louis de Blandford, P. O.	River Ottawa.	Terrebonne, 12 m.	Lachenaie.	L'Assomption	800	148
St. Louis de Gonzague, P. O.	G. T. Ry.	Stanford, 8 m.	Blandford.	Arthabaska	150	152
St. Louis de Ha! Ha!	River St. Lawrence.	Beauharnois, 10 m.	Godmanchester.	Beauharnois	700	148
St. Louis de Mantawa (St. Zénon P. O.)	G. T. Ry.	Rivière du Loup, 35 m.	Lac Témiscouata.	Témiscouata	169	169
St. Luc (Vincennes P. O.)	St. L. & Ind. Ry.	Joliette, 5 m.	St. Louis de Mantawa.	Joliette	160	14
St. Luc, P. O.	G. T. Ry.	Three Rivers, 15 m.	Champlain.	Champlain	100	152
St. Pechonan.	G. T. Ry.	St. Johns, 6 m.	Longueuil.	St. Johns	800	148
St. Magloire, P. O.	Lake St. John.	Chicoutimi, 60 m.	Roberval.	Chicoutimi	70	161
St. Malachie (East Frampton P. O.)	G. T. Ry.	Quebec, 75 m.	Rioux.	Bellechasse.	60	160
St. Malo, P. O.	G. T. Ry.	St. Henri, 20 m.	Frampton.	Dorchester.	1106	160
St. Marc, P. O.	G. T. Ry.	Conteocok, 30 m.	Auckland.	Compton.	250	160
St. Marcel, P. O.	River Richelien.	St. Hyacinthe, 18 m.	Verchères.	Verchères	500	148
St. Margaret's River (Beausim P. O.)	River St. Lawrence.		St. Marcel.	Richelieu	1222	152
St. Marie de Beauce (Beauce P. O.)	Levis & Ken. Ry.		Saguenay.	Saguenay	1000	167
St. Marie de Monnoir, P. O. & Ry Sta.	M. Chau. & S.R. Ry.	Montreal, 12 m.	Beauce.	Rouville	1000	167
St. Martin, P. O.	G. T. Ry.		Monnoir.	Rouville	152	148
St. Mathias, P. O.	River Richelien.		Iso Jésus.	Laval	2747	148
St. Mathieu, P. O.	Int. Ry.	St. Simon, 3 m.	East Chambly.	Rouville	260	152
St. Maurice, P. O.	River St. Lawrence.	Three Rivers, 11 m.	St. Mathieu.	Rimouski	896	169
St. Maurice Forges, P. O.	River St. Lawrence.	Three Rivers, 8 m.	Cap de la Magdeleine.	Champlain	250	152
St. Michel Archange, L. & R.S. (LaPigeonnière P. O.)	G. T. Ry. (M. L. & P. L.)		St. Etienne.	St. Maurice	300	152
St. Michel, R. O.	G. T. Ry.	Levis, 15 m.	Lacelle.	Napleville	600	148
St. Modeste, P. O.	G. T. Ry.	Rivière du Loup en bas, 9 m.	Laurano.	Bellechasse	700	160
St. Moise, P. O.	Int. Ry.	St. Flavie, 18 m.	Wentworth.	Témiscouata	1129	169
St. Narcisse, P. O.	River St. Lawrence.	Batiscan Bridge, 9 m.	Cahot.	Rimouski	168	168
St. Nicholas, P. O. & Tel. Sta.	G. T. Ry.	Craig's Road, 6 m.	Champlain.	Champlain	1469	152
St. Norbert (East Arthabaska P. O.)	G. T. Ry.	Stanford, 5 m.	Lauzon.	Levis	600	160
St. Norbert, P. O.	River St. Lawrence.	Berthier en haut, 13 m.	Arthabaska.	Arthabaska	450	152
St. Octave, P. O.	Int. Ry.	St. Anne, 41 m.	St. Norbert.	Berthier	200	148
St. Onésime, P. O.	G. T. Ry.	Rivière Duelle, 11 m.	Méville.	Rimouski	166	166
St. Ours, P. O.	River Richelien.	Cap St. Ignace, 36 m.	Leworth.	Kamouraska	700	174
St. Pacôme, P. O.	G. T. Ry.		St. Ours.	Kamouraska	300	160
St. Pamphile (Vaillancourt P. O.)	G. T. Ry.		La Bouteillerie.	L'Islet	70	160
St. Paschal, P. O., Tel. & Ry Sta.	G. T. Ry.		Diome.	L'Islet	300	160
St. Patrick's Hill, P. O.	G. T. Ry.	Warwick, 6 m.	Kamouraska.	Kamouraska	700	174
St. Paul de Chester.	G. T. Ry.	Warwick, 12 m.	Tingwick.	Arthabaska	250	152
St. Paul de Montmiri (St. Paul du Buton P. O.)	G. T. Ry.	St. Pierre, 15 m.	West Chester.	Arthabaska	150	152
St. Paul d'Industrie, P. O.	G. P. & I. Ry.	Joliette, 3 m.	Montmiri.	Montmiri	200	160
			Launioie.	Joliette	1943	148

For explanations, names of Railroads abbreviated, etc., see page 133.

NAME OF PLACE ETC.	NAME OF RAILWAY OR RIVER.	NEAREST STATION OR PORT.	TOWNSHIP, PARISH OR SEIGNORY.	COUNTY.	POPULATION.	SER. PAGE
St. Paulin, P. O.	River St. Lawrence	Rivière du Loup en haut, 15m	Hunterstown	Maskmoug	200	152
St. Paul Hermite, P. O.	River L'Assomption		Repentigny	L'Assomption	450	148
St. Paul's Bay, P. O.	River St. Lawrence		Beaupré	Charlevoix	3623	174
St. Perpetue, P. O.	G. T. R'y.	St. Célestin, 9 m.	St. Perpetue	Nicolet		152
St. Perpetue (Vaillancourt P. O.)	G. T. R'y.	Trois Saumons, 18 m.	LaFontaine	L'Islet		160
St. Philippe, P. O.	River St. Lawrence	Laprairie, 6 m.	Laprairie	Laprairie		148
St. Philippe de Nery, P. O.	G. T. R'y.	St. Denis, 31 m.	Kamouraska	Kamouraska	991	174
St. Philippe d'Argenteuil, P. O.	River Ottawa	Carillon, 6 m.	Châtillon	Argenteuil	300	148
St. Pie, P. O.	G. T. R'y.	St. Hyacinthe, 11 m.	St. Pie	Bagot	600	152
St. Pie Debutre (R. aux Vaches P. O.)	S. E. R'y (Sorel Br.)	River David, 7 m.	Debutre	Yamaska	225	152
St. Pierre	River St. Lawrence		Côte Beaupré	Charlevoix		174
St. Pierre Baptiste, P. O.	G. T. R'y.	Somerset, 7 m.	Inverness	Megantic		167
St. Pierre de Broughton (Broughton P. O.)	G. T. R'y.	Somerset, 36 m.	Broughton	Beauce		167
St. Pierre d'Orléans, P. O.	River St. Lawrence	Quebec, 9 m.	Isle d'Orléans	Bellevue	1199	160
St. Pierre Montigny, P. O., Tel. and R'y Sta.	G. T. R'y.		Rivière du Sud	Montmagny	350	160
St. Pierre les Bœufs, P. O.	River St. Lawrence	Batiscan, 4 m.	St. Pierre les Bœufs	Nicolet	500	152
St. Placide, P. O.	River Ottawa		Two Mountains	Two Mountains	250	148
St. Placide (Chirvaux P. O.)	River St. Lawrence	St. Paul's Bay, 9 m.	Ch. Vevoix	Ch. Vevoix	400	174
St. Polycarpe, P. O.	G. T. R'y.	Coteau Landing, 5 m.	New Langueuil	Soulages	500	148
St. Prime, P. O.	Lake St. John		Ashmunpouehouan	Chicoutimi		164
St. Prosper, P. O.	River St. Lawrence	Batiscan, 10 m.	St. Prosper	Champlain		164
St. Raphael East, P. O.	G. T. R'y.		St. Michel	Bellevue	300	160
St. Raymond, P. O.	River St. Lawrence	Pointe aux Trembles, 14 m.	Bourg Louis	Portneuf	430	160
St. Régis, P. O.	River St. Lawrence		St. Régis	Huntingdon	800	148
St. Remi, P. O., Tel. and R'y Sta.	G. T. R'y.		La Sille	Napierville	831	148
St. Robert, P. O.	River St. Lawrence	Sorel, 9 m.	Sorel	Richelieu	250	152
St. Roch l'Adigian, P. O.	River Adigian	L'Assomption, 11 m.	Bayoul	L'Assomption	400	148
St. Roch de Richelieu, P. O.	River Richelieu		St. Roch	Richelieu	800	152
St. Roch des Aulnaies, P. O. and R'y Sta.	G. T. R'y.		Grande Anse	L'Islet	100	160
St. Romains, P. O.	G. T. R'y.	Louiseville, 46 m.	Wrayou	Compton	150	166
St. Roumhil, Tel. Sta. (New Liverpool P. O.)	River St. Lawrence	Quebec, 5 m.	Laizon	Lévis	300	160
St. Sauveur des Montagnes	River du Nord	St. Jérôme, 12 m.	St. Sauveur	Terrebonne	700	148
St. Sébastien, P. O.	Cent. Vt. R'y (Nor. Div.)	Des Rivières Sta., 3 m.	St. Sébastien	Therville	300	152
St. Sébastien d'Aylmer (Valleyfort P. O.)	River St. Lawrence	Lambton on L. St. France, 4 m.	Aylmer	Beauce	175	167
St. Séverin, P. O.	River St. Lawrence	Three Rivers, 6 m.	Duguay	St. Maurice	175	152
St. Simon (Port au Persil P. O.)	River St. Lawrence	Murray Bay, 18 m.	Mt. Murray	Chicouctim	250	169
St. Simon et Rimouski, P. O.	River St. Law. & Int. R'y.		Blois	Rimouski	250	152
St. Simon de Yamaska, P. O.	G. T. R'y.	St. Hyacinthe, 9 m.	St. Hyacinthe	Bagot	300	152
St. Stanislas de Bateau, P. O.	River St. Lawrence	Ste. Anne de la Pérade, 8 m.	Batiscan	Champlain	300	148
St. Stanislas de Kotska, P. O.	River St. Lawrence	Valleyfield, 7 m.	Ormstown	Beauharnois	250	148
St. Sulpice, P. O.	River St. Lawrence		St. Sulpice	L'Assomption	300	148
St. Sylvestre, P. O.	G. T. R'y.	Method Mills, 18 m.	St. Gilles de Beauvillage	Lotbinière	400	160
St. Sylvestre East, P. O.	G. T. R'y.	Method Mills, 21 m.	St. Gilles de Beauvillage	Lotbinière	1236	152
St. Théodore d'Acton, P. O.	G. T. R'y.	Acton Vale, 4 m.	Acton	Bagot		148
St. Théodore de Chertsey, P. O.	St. L. & Int. R'y.	Joliette, 23 m.	Chertsey	Montcalm	200	148
St. Thomas East, P. O. and R'y Sta.	St. L. & Int. R'y.		Lanoraie	Joliette	1572	160
St. Thomas, P. O., Tel. & R'y Sta. (Montmagny P. O.)	G. T. R'y.		Rivière du Sud	Montmagny	1200	152
St. Thomas, Tel. Sta. (Pierreville P. O.)	River St. Francis		Pierreville	Yamaska	400	148
St. Timothée, P. O.	River St. Lawrence	Beauharnois, 9 m.	St. Timothée	Beauharnois	150	152
St. Tite, P. O.	River St. Lawrence	Ste. Anne de la Pérade, 20 m.	Batiscan	Champlain	663	160
St. Tito des Caps, P. O.	River St. Lawrence	Cap Rouge, 3 m.	Beaupré	Montmorency	80	160
St. Ulbaldo (St. Casmir P. O.)	River St. Lawrence	Deschambault, 4 m.	Burnet	Portneuf	150	168
St. Ulfre (Tosserville P. O.)	River St. Lawrence		Matane	Charlevoix	885	174
St. Ursin, P. O.	River St. Lawrence	St. Paul's Bay, 9 m.	Beaupré	Charlevoix	1666	148
St. Urbain, P. O.	G. T. R'y (St. L. & P. L.)	St. Flore, 6 m.	Beauharnois	Chateauguay	2148	148
St. Valentin, P. O.	G. T. R'y (M. S. St. J. & R. P.)	Stotsville, 3 m.	Lery	St. Johns	120	152
St. Valérie de Bulstrode, P. O.	G. T. R'y.	Arthabaska, 6 m.	Bulstrode	Arthabaska	75	152
St. Valérie, P. O.	G. T. R'y.	Upton, 5 m.	Milton	Shefford	330	160
St. Vallier, P. O.	G. T. R'y.	St. Vallier, 3 m.	Ladurnantia	Bellevue		160
St. Vallier Station, P. O., Tel. & R'y Sta.	G. T. R'y.	Somerset, 48 m.	Ladurnantia	Bellevue	300	167
St. Victor de Ting, P. O.	G. T. R'y.	Monval, 11 m.	Ting	Laval	1000	148
St. Vincent de Paul, P. O. and Tel. Sta.	Rivière des Prairies	Aston, 4 m.	Aston	Nicolet	150	152
St. Vincent, P. O.	G. T. R'y.	Berthier, 46 m.	Berthier	Joliette	150	148
St. Zenon, P. O.	River St. Lawrence	St. Célestin, 15 m.	St. Zéphirin	Yamaska	400	152
St. Zéphirin, P. O.	G. T. R'y.	Coteau Landing, 3 m.	New Langueuil	Soulages	40	148
St. Zolique, P. O.	River St. Lawrence	Rond Lake	Mille Isles	Terrebonne	325	160
St. Adalthe, P. O.	G. T. R'y.	Method Mills, 8 m.	St. Croix	Terrebonne	2000	148
St. Agathe des Monts (Beresford P. O.)	Ottawa River	Carillon, 31 m.	St. Agathe	Charlevoix	1615	174
St. Agathe, P. O.	River St. Lawrence	Murray Bay, 10 m.	St. Agathe	Huntingdon	123	148
St. Agathe de Baudouin, P. O., Tel. and R'y Sta.	Salmon River	Dundee, 31 m.	Dundee	Nicolet	150	152
St. Agathe de Laval, P. O., Tel. & R'y Sta.	G. T. R'y.	Doncets	St. Angele	Nicolet	715	148
St. Agathe de Merici, Tel. Sta.	Int. R'y.	St. Flavie, 10 m.	C. bot.	Rimouski	600	152
St. Agathe de Monnoir, P. O.	S. E. R'y.	Papineauville, 5 m.	Papineauville	Rouville	1738	163
St. Angélique	River Ottawa		Petite Nation	Ottawa	300	160
St. Anne	River St. Lawrence		Beaupré	Montmorency	1296	148
St. Anne Bout de File, P. O., Tel. and R'y Sta.	G. T. R'y & River Ottawa		St. Anne	Jacques Cartier	1000	152
St. Anne de la Pérade, P. O. & Tel. Sta.	River Ste. Anne		St. Anne	Champlain	3134	174
St. Anne de la Pérade, P. O., Tel. and R'y Sta.	G. T. R'y.		Lapocatière	Kamouraska	230	152
St. Anne de Histigouche (Cross Point P. O.)	River Restigouche		Mann	Beauvillage	1015	172
St. Anne des Monts, P. O.	River St. Lawrence		St. Anne des Monts	Gaspé	400	148
St. Anne des Plaines, P. O.	River Ottawa	Terrebonne, 10 m.	Belle Plaine	Terrebonne	200	161
St. Anne du Saguenay	River Saguenay		Trenton	Therville	400	152
St. Brigitte, P. O. and R'y Sta.	Cent. Vt. R'y (Nor. Div.)	P. O. 4 m from Sta	Mennon	Montmorency	763	160
St. Brigitte de Laval (Laval P. O.)	River St. Lawrence	Château Richer, 8 m.	Beaupré	Nicolet	348	152
St. Brigitte des Saules, P. O.	River St. Lawrence	Ormannoville, 10 m.	Courval	Joliette	280	148
St. Eusèbe de l'Énergie, P. O.	St. L. & P. L. R'y.	Joliette, 22 m.	Joliette	Joliette	203	160
St. Eudie (Laclercville P. O.)	River St. Lawrence		Lotbinière	Lotbinière	203	160
St. Famille, P. O.	River St. Lawrence	Quebec, 18 m.	Island d'Orléans	Montmorency	088	172
St. Félicité, P. O.	River St. Lawrence	Matane, 9 m.	St. Denis	Champlain	274	152
St. Geneviève (Batiscan P. O.)	River Batiscan	Pointe aux Trembles, 6 m.	St. Geneviève	Jacques Cartier	612	148
St. Geneviève	G. T. R'y.	St. Henri de Lauzon, 36 m.	Waro	Dorchester	250	100
St. Germaine (Lake Etchemin P. O.)	Lake Etchemin		Kamouraska	Kamouraska	250	174
St. Hélène, P. O. and R'y Sta.	G. T. R'y.	St. Ephrem d'Upton, 7 m.	Ramsay	Bagot	100	150
St. Hélène de Bagot, P. O.	G. T. R'y.	St. Henri, 16 m.	St. Henedine	Dorchester	450	160
St. Hédénine, P. O.	G. T. R'y.	Coteau, 6 m.	Coteau	Stansfeld	600	160
St. Herménegilde, P. O.	River Jacques Cartier	Pointe aux Trembles, 71 m.	Neuville	Portneuf	1133	148
St. Jeanne de Neuville	G. T. R'y.	St. Bruno Sta., 6 m.	Neuville	Varechères	300	167
St. Julie, P. O.	G. T. R'y.	Beaconsfield, 13 m.	North Somerset	Megantic	400	148
St. Julie de Somerset, P. O.	G. T. R'y.	L'Assomption, 23 m.	Rawdon	Montcalm	300	148
St. Justine (Languevin P. O.)	River L'Assomption	St. Henri, 61 m.	Languevin	Dorchester	150	160
St. Justine, P. O.	G. T. R'y.	Coteau Landing, 14 m.	Newton	Vaudreuil	1227	160
St. Louise, P. O.	G. T. R'y.	St. Roch, 1 m.	St. Louise	L'Islet	150	160
St. Luc, P. O.	River St. Lawrence		Lepage	Rimouski	1774	172
St. Marguerite, P. O.	G. T. R'y.	St. Henri, 19 m.	Joliette	Rimouski	400	160
St. Marguerite (Lac Masson P. O.)	River Ottawa	Terrebonne, 39 m.	Joliette	Dorchester	650	148
St. Marie (La Beauce P. O.)	G. T. R'y.	St. Henri, 39 m.	Weyford	Terrebonne	1000	167
St. Marthe, P. O.	G. T. R'y.	Coteau Landing, 11 m.	Rigaud	Vaudreuil	300	148
St. Martine, P. O.	River Chateauguay	Coteau Landing, 131 m.	Beauharnois	Chateauguay	700	148
St. Montpele, P. O.	G. T. R'y.	St. Célestin, 6 m.	Nicolet	Nicolet	599	152
St. Philomène, P. O.	G. T. R'y.	Candunawaga, 8 m.	Chateauguay	Chateauguay	1548	148
St. Rosalie, P. O.	G. T. R'y.	St. Hyacinthe, 4 m.	Dessulles	Bagot	100	152
St. Rose, P. O.	River Ottawa	Montreal, 16 m.	Isle Jésus	Laval	736	148

For explanations, names of Railroads abbreviated, etc., see page 183.

NAME OF PLACE, ETC.	NAME OF RAILWAY OR RIVER.	NAREST STATION OR PORT.	TOWNSHIP, PARISH OR SEMINARY.	COUNTY.	POPULATION.	SEE PAGE.
Ste. Inse de Degelée.	G. T. Ry.	Rivière du Loup, 42 m.	Lac Temiscouata.	Temiscouata.	109	109
Ste. Scholastique, P. O. and Tel. Sta.	River Ottawa.	St. Eustache, 6 m.	Ste. Scholastique.	Two Mountains.	797	148
Ste. Sophie, P. O.	River Ottawa.	Terrebonne, 16 m.	Lacorne.	Terrebonne.	1311	148
Ste. Sophie d'Halifax, P. O.	G. T. Ry.	Somerset, 6 m.	Halifax.	Mégantic.	330	167
Ste. Thérèse de Blainville, P. O. and Tel. Sta.	River Ottawa.	St. Eustache, 6 m.	Blainville.	Terrebonne.	914	148
Ste. Ursule, P. O.	River St. Lawrence.	Rivière du Loup, 53 m.	Ste. Ursule.	Maskinongé.	400	152
Stadaco.	River St. Charles.	Sorel, 7 m.	Sorel.	Richelieu.	1620	152
Stanbridge East, P. O.	Cent. Vt. Ry (Nor. Div.)	Stanbridge Sta., 6 m.	Stanbridge.	Missisquoi.	500	152
Stanbridge Station, P. O., Tel. & Ry Sta.	Cent. Vt. Ry (Nor. Div.)	Stanbridge Sta., 6 m.	Stanbridge.	Missisquoi.	800	152
Stanbury.	S. E. Ry.	West Farnham, 6 m.	Stanbridge.	Missisquoi.	175	152
Stanford, P. O. (Princeton) Tel. & Ry Sta.	G. T. Ry.	Coaticook, 5 m.	Stanford.	Arthabaska.	2500	152
Stanhope, P. O.	G. T. Ry.	Coaticook, 5 m.	Barnston.	Arthabaska.	450	160
Stantead, P. O. and Tel. Sta.	M. V. Ry.	Rock Island, 11 m.	Stantead.	Stanstead.	60	152
Starnboro, P. O.	G. T. Ry (M. L. & P. L.)	Henningford, 16 m.	Stantead.	Stanstead.	1000	152
Stockwell, P. O.	G. T. Ry (M. L. & P. L.)	Henningford, 16 m.	Franklin.	Huntington.	300	148
Stoke Centre.	G. T. Ry.	Sherbrooke, 12 m.	St. Antoine.	Chateauguay.	50	118
Stoketon, P. O.	C. & G. Ry.	Sherbrooke, 7 m.	Stoke.	Richmond.	175	152
Stonesfeld, P. O., Tel. & Ry Sta.	C. & G. Ry.	Sherbrooke, 7 m.	Stoke.	Richmond.	100	152
Stoneham, P. O.	G. T. Ry.	Quebec, 18 m.	Chatham.	Argenteuil.	300	148
Stormway, P. O.	G. T. Ry.	Lennoxville, 47 m.	Stoneham.	Quebec.	450	160
Stoville, P. O., Tel. & Ry Sta.	G. T. Ry (M. L. & P. L.)	Waterloo, 6 m.	Winlow.	Compton.	150	166
Stukely (South Stukely) P. O.	S. E. Ry.	Waterloo, 6 m.	De Lery.	St. John.	250	148
Stukely (North Stukely) P. O.	S. E. Ry.	Waterloo, 6 m.	Stukely.	Shefford.	150	152
Sud on Plais, P. O., Tel. & Ry Sta.	S. E. Ry.	Waterloo, 6 m.	Sutton.	Brome.	350	152
Sweetburgh, P. O., Tel. & Ry Sta.	S. E. Ry.	Waterloo, 6 m.	Dunham.	Missisquoi.	300	152
Sydenham Place, P. O.	G. T. Ry.	Richmond, 12 m.	Kingsey.	Drummond.	200	152
Tadoussac, P. O.	River Saguenay.	River Saguenay.	Tadoussac.	Saguenay.	765	165
Tannery West, P. O. & Ry Sta.	G. T. Ry.	Mattawa, 90 m.	Montreal.	Quebec.	4000	148
Temiscamingue (Northern Canada District).	La. Temiscamingue.	Mattawa, 90 m.	Montreal.	Quebec.	4000	148
Templeton, P. O. & Tel. Sta.	River St. Lawrence.	Montreal, 16 m.	Templeton.	Ottawa.	200	163
Terrebonne, P. O. & Tel. Sta.	River St. Lawrence.	Montreal, 16 m.	Terrebonne.	Terrebonne.	1050	148
Tessierville, P. O.	River St. Lawrence.	Quebec, 20 m.	Matane.	Rimouki.	150	169
Tewkesbury.	G. T. Ry.	Béancour, 30 m.	Quebec.	Quebec.	200	160
Thiers, P. O.	River Ottawa.	Portage du Fort, 24 m.	Thetford.	Mégantic.	107	167
Thornby, P. O.	River Ottawa.	Portage du Fort, 16 m.	Thorne.	Pontiac.	100	162
Thorne Centre, P. O.	River St. Lawrence.	Portage du Fort, 16 m.	Thorne.	Pontiac.	100	162
Three Rivers, P. O. & Tel. Sta.	River St. Lawrence.	Portage du Fort, 16 m.	St. Maurice.	St. Maurice.	844	152
Thurso, P. O. & Tel. Sta.	G. T. Ry.	Warwick, 5 m.	Lochaber.	Ottawa.	700	163
Tingwick (St. Patrick Hill) P. O.	River St. Lawrence.	Chicoutimi, 3 m.	Tingwick.	Arthabaska.	250	152
Tourelle.	River St. Lawrence.	Chicoutimi, 3 m.	Tourelle.	Gaspé.	172	167
Tremblay, P. O.	River Saguenay.	Richmond, 41 m.	Jacquière.	Chicoutimi.	164	164
Trenholmville, P. O.	G. T. Ry.	Richmond, 41 m.	Kingsey.	Drummond.	150	152
Trinity Bay (Bersimis) P. O.	Gulf St. Lawrence.	Richmond, 41 m.	Kingsey.	Saguenay.	50	168
Trois Pistoles, P. O., Tel. & Ry Sta.	G. T. Ry.	Richmond, 41 m.	Trois Pistoles.	Temiscouata.	650	169
Trois Saumons, P. O. & Ry Sta.	G. T. Ry.	Richmond, 41 m.	St. Jean Port Joli.	L'Islet.	230	160
Tout River, P. O.	River St. Lawrence.	Richmond, 41 m.	Gednachester.	Huntington.	20	148
Ulverton, P. O.	G. T. Ry.	Richmond, 41 m.	Durham.	Drummond.	200	152
Upper Wakefield, P. O.	River Gatineau.	Ottawa, 32 m.	Wakefield.	Ottawa.	163	163
Upton, P. O., Tel. & Ry Sta. (St. Ephem d'Upton)	G. T. Ry.	St. Jean Port Joli, 33 m.	Upton.	Beauce.	350	152
Vaillancourt, P. O.	G. T. Ry.	St. Jean Port Joli, 33 m.	Casgrain.	L'Islet.	70	160
Vallcarfir, P. O.	G. T. Ry.	Quebec, 17 m.	St. Gabriel.	Quebec.	737	160
Vallcourt, P. O.	G. T. Ry.	New Durham, 13 m.	South Ely.	Shefford.	80	152
Vallgard, P. O. and Tel. Sta.	Beaulieu Canal.	Somerset, 50 m.	Ste. Cecile.	Beauharrois.	280	148
Vallfort, P. O.	G. T. Ry.	Somerset, 50 m.	Beauce.	Beauce.	170	167
Valmont, P. O.	River St. Lawrence.	Three Rivers, 15 m.	N. D. du Mont Carmel.	Champlain.	152	152
Varennes, P. O.	G. T. Ry.	Three Rivers, 15 m.	Verchères.	Verchères.	561	148
Vaudreuil, P. O., Tel. & Ry Sta.	G. T. Ry.	Des Rivières, 9 m.	Vaudreuil.	Vaudreuil.	1000	148
Venice, P. O.	Cent. Vt. Ry (Nor. Div.)	Ottawa, 45 m.	Noyau.	Missisquoi.	120	152
Venois, P. O.	River Gatineau.	Ottawa, 45 m.	Low.	Ottawa.	163	163
Vereby, P. O. & Ry Sta.	River St. Lawrence.	St. John, 7 m.	Verchères.	Verchères.	900	148
Versailles, P. O. & Ry Sta.	Cent. Vt. Ry (Nor. Div.)	St. John, 7 m.	St. Grégoire.	Beauce.	150	152
Vicars, P. O.	G. T. Ry (M. L. & P. L.)	Henningford, 8 m.	Ilveloch.	Huntington.	60	148
Victoriaville, Tel. Sta. (Arthabaska Station P. O.)	G. T. Ry.	Warwick, 14 m.	Arthabaska.	Arthabaska.	400	152
Viger Mines, P. O.	G. T. Ry.	Warwick, 14 m.	East Chester.	Arthabaska.	152	152
Viger, P. O. (Ste. Epiphane).	G. T. Ry.	St. Roch, 4 m.	Viger.	Temiscouata.	150	169
Village des Aulnaies, P. O.	G. T. Ry.	St. Roch, 4 m.	Grande Arse.	L'Islet.	200	160
Village Richelieu, P. O.	M. & Chamb. Ry.	Coaticook, 6 m.	St. Mathias.	Rouville.	100	152
Villette, P. O.	G. T. Ry.	Champlain, 3 m.	Hefford.	Compton.	300	166
Vincennes, P. O.	River St. Lawrence.	Champlain, 3 m.	St. Luc.	Champlain.	152	152
Vinoy, P. O.	River Ottawa.	Papineauville, 17 m.	Sulfolk.	Ottawa.	163	163
Vinton, P. O.	Lac des Chats.	Portage du Fort, 16 m.	Litchfield.	Pontiac.	182	162
Wakefield, P. O.	River Gatineau.	Ottawa, 23 m.	Wakefield.	Ottawa.	20	163
Waltham, P. O. & Tel. Sta.	Black River.	Fort Coulonge, 13 m.	Waltham.	Pontiac.	50	162
Warden, P. O.	Cent. Vt. Ry (Nor. Div.)	Waterloo, 3 m.	Shefford.	Shefford.	150	152
Warwick, P. O., Tel. & Ry Sta.	G. T. Ry.	Waterloo, 3 m.	Warwick.	Arthabaska.	1600	152
Waterloo, P. O., Tel. & Ry Sta.	Cent. Vt. Ry (Nor. Div.)	Waterloo, 3 m.	Shefford.	Shefford.	1700	152
Waterville, P. O., Tel. & Ry Sta.	G. T. Ry.	Ayer's Flats, 5 m.	Shefford.	Compton.	350	166
Waysmills, P. O.	M. V. Ry.	Ayer's Flats, 5 m.	St. John.	Compton.	200	152
Weedon, P. O.	S. E. & Ken. Ry.	Knowlton, 3 m.	Barnston.	Weedon.	250	166
Weedon Lake (Lake Weedon) P. O.	S. E. & Ken. Ry.	Knowlton, 3 m.	Weedon.	Wolfe.	166	166
West Bolton, P. O.	S. E. Ry.	Somerset, 29 m.	Bolton.	Brome.	150	152
West Brome, P. O. & Ry Sta.	S. E. Ry.	Somerset, 29 m.	Brome.	Brome.	125	152
West Broughton, P. O.	G. T. Ry.	Lennoxville, 31 m.	Broughton.	Brome.	150	167
Westbury, P. O.	G. T. Ry.	Mansenville, 5 m.	Westbury.	Compton.	100	166
West Ditton, P. O.	Cent. Vt. Ry (Nor. Div.)	Mansenville, 5 m.	Ditton.	St. Romuald Farnham.	300	166
West Farnham, P. O., Tel. & Ry Sta.	Cent. Vt. Ry (Nor. Div.)	Mansenville, 5 m.	Potton.	Missisquoi.	1600	152
West Potton, P. O.	Cent. Vt. Ry (Nor. Div.)	Mansenville, 5 m.	Shefford.	Brome.	200	152
West Shefford, P. O.	S. E. Ry (Sorel Br.)	Lennoxville, 55 m.	Shefford.	Shefford.	250	152
Wheatland, P. O.	G. T. Ry.	Lennoxville, 55 m.	Wickham.	Drummond.	100	152
Whitton, P. O.	G. T. Ry.	Lennoxville, 55 m.	Whitton.	Compton.	166	166
Windsor Mills, P. O., Tel. & Ry Sta.	G. T. Ry.	Somerset, 24 m.	Windsor.	Richmond.	320	152
Wolfe, P. O.	G. T. Ry.	Somerset, 14 m.	Wolfe.	Wolfe.	100	166
Woodside, P. O.	G. T. Ry.	Danville, 12 m.	Wolfe.	Richmond.	100	166
Wotton, P. O.	G. T. Ry.	Ottawa, 50 m.	Wotton.	Mégantic.	100	167
Wright, P. O. & Tel. Sta.	River Gatineau.	Ottawa, 50 m.	Wright.	Wolfe.	200	164
Yamachiche, P. O. & Tel. Sta.	River St. Lawrence.	Ottawa, 50 m.	Gros Bois.	St. Maurice.	1301	152
Yamaska, P. O. & Tel. Sta.	River Yamaska.	Bryson, 10 m.	Yamaska.	Yamaska.	800	152
Yarm, P. O.	River Ottawa.	Bryson, 10 m.	Clarendon.	Pontiac.	162	162

For explanations, names of Railroads abbreviated, etc., see page 183.

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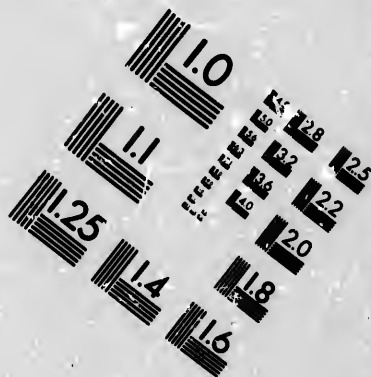
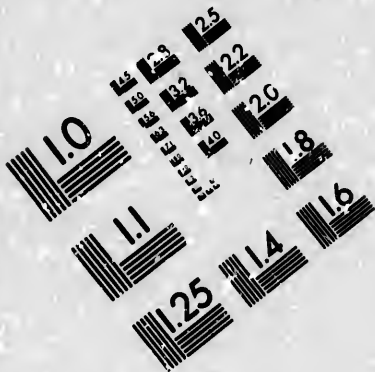
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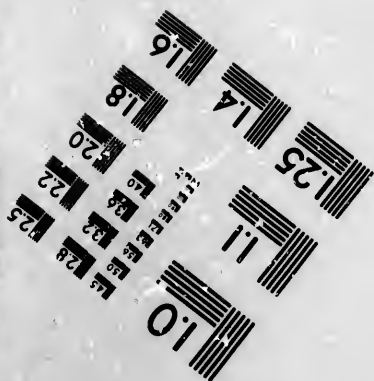
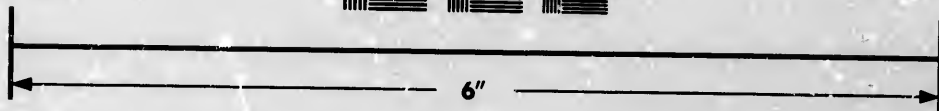
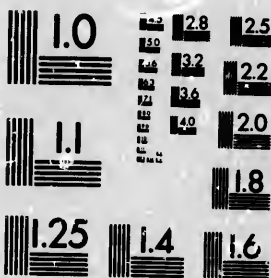
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