

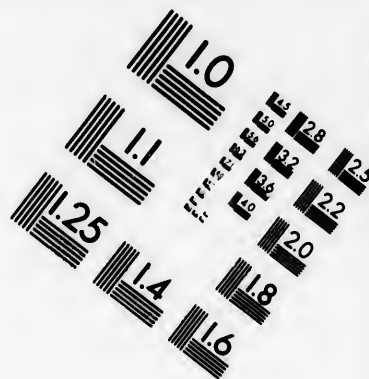
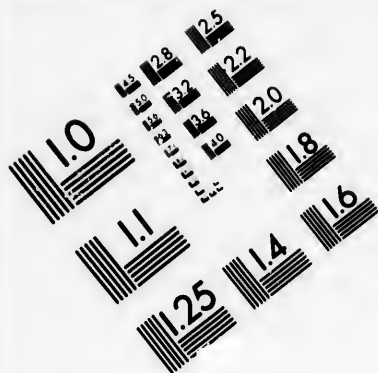
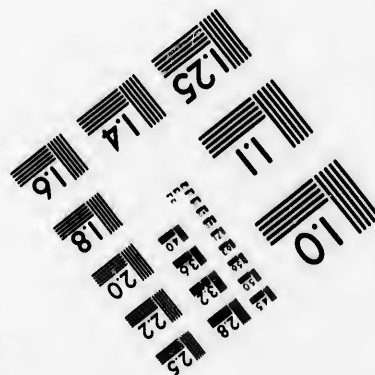
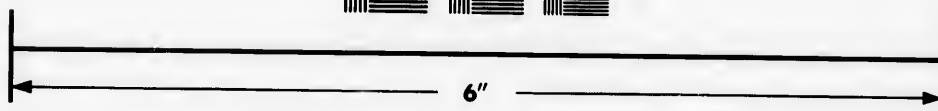
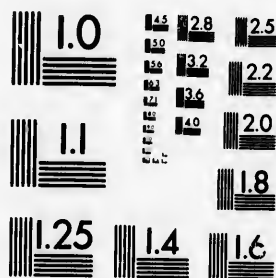


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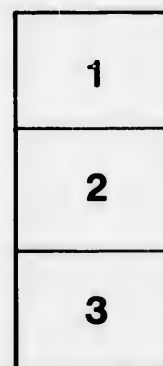
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DOMINION OF CANADA,

COMPILED, BY SPECIAL PERMISSION OF THE GENERAL AND PROVINCIAL GOVERNMENTS,

FROM

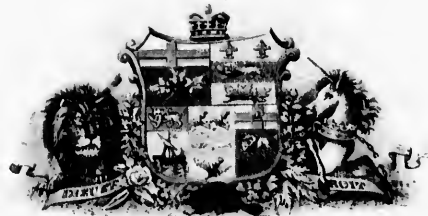
THE LATEST OFFICIAL MAPS AND SURVEYS,

AND COMPRISING A CORRECT AND COMPLETE SERIES OF

THE TOPOGRAPHICAL, GEOLOGICAL, POSTAL, RAILWAY, AND TIMBER-LAND MAPS OF CANADA:

WITH

LETTER-PRESS DESCRIPTIONS OF THE PROVINCES, CITIES, AND CHIEF TOWNS, THE RAILWAYS, AND THE GEOLOGY OF THE
DOMINION, AND LISTS OF THE TOWNS, POST-OFFICES, ETC. ALSO A COMPLETE LIST OF THE BANKS
OF THE DOMINION, THEIR CAPITAL, BRANCHES, AND FOREIGN AGENTS,
ARRANGED FROM SPECIAL REPORTS



1875.

PUBLISHED BY
WALKER AND MILES,
MONTREAL AND TORONTO.

T

TO
HIS EXCELLENCY
THE EARL OF DUFFERIN. K.P. K.C.B.
GOVERNOR-GENERAL
OF THE
DOMINION OF CANADA.

THIS ATLAS

IS, WITH HIS EXCELLENCY'S SPECIAL PERMISSION, RESPECTFULLY

DEDICATED

BY HIS EXCELLENCY'S MOST OBEDIENT HUMBLE SERVANTS,

THE PUBLISHERS.

DOMINION OF CANADA.

SEAT OF GOVERNMENT: OTTAWA.

1875.

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LIEUT.-COL. P. DUCHESNAY,
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1875.

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1875.

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1875.

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SEAT OF GOVERNMENT: FREDERICTON.

1875.

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Minister of the Interior, The Hon. WILLIAM J. ARMSTRONG.

PROVINCE OF NEWFOUNDLAND.*

SEAT OF GOVERNMENT: ST. JOHN'S.

1875.

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Minister of Marine and Fisheries, The Hon. CHARLES D. D. D.
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Minister of the Interior, The Hon. JOHN H. WATKINS.

Speaker of the Legislative Assembly, The Hon. PETER L. L. L.
Chief Justice, The Hon. S. H. H. H. H.

* The Province of Newfoundland and yet in the celebration, but is added in this list as being likely to be so in each date.

P R E F A C E .

THE production of strictly accurate maps of a country like Canada, partially unsurveyed, spreading over magnificent distances, with a widely scattered population, and with railway extensions and immigration constantly building up new towns, is a work of such difficulties as to be well-nigh impossible. To merely private enterprise, its magnitude makes it utterly impracticable; and to depend upon miscellaneous local surveys of old data, as has heretofore been done, is merely reproducing, in amended form, the obsolete and imperfect maps of past years.

To avoid these errors, and to produce maps as nearly correct as possible, the publishers of this Atlas asked for, and obtained from the Dominion Government at Ottawa, and also from the various Provincial Governments, where necessary, permission to use and copy the latest official surveys and maps in the different departments, which have been so extensively and vigorously prosecuted since the era of confederation.

The United States Coast Survey at Washington, the acknowledged highest authority in such matters on *this* continent, furnished the projections of latitude and longitude upon which the maps were filled in, and then they were compiled from the most reliable authorities, depending for all *recent* matter upon the maps and surveys above alluded to.

The geological and other *special* maps of the Government were taken from transfers or copies furnished by the various departments controlling them, and the provincial maps were, after leaving Ottawa, again in many cases *locally* corrected. The timber-land maps were drawn under the direct superintendence of the different Crown land offices, and the post-offices and distances on the topographical maps were from the special private maps of the Post-Office Department, just completed. By these means the publishers hope to have succeeded in laying before the people of Canada an Atlas of maps from *new and reliable data*, which shall be worthy of their support; and before the people of Great Britain, who may be interested in the "brightest jewel of the British Crown," such a record of maps and facts as shall give them a better knowledge of it than they now possess.

The publishers desire also to acknowledge, most gratefully, the many obligations they are under to the chiefs and executive heads of the different departments of the Government at Ottawa, and of the local Governments of Ontario, Quebec, and the Maritime Provinces.

Special thanks are due to the Hon. A. J. Smith, Minister of Marine; the Hon. Isaac Burpee, Minister of Customs; W. H. Griffin, Esq., Deputy Postmaster-General; William Smith, Esq., Deputy Minister of Marine; J. C. Taché, Esq., Deputy Minister of Agriculture; and E. A. Meredith, Esq., LL.D., Deputy Minister of the Interior, for the kind interest and frequent personal assistance rendered by them in furtherance of this work.

To Col. J. S. Dennis, Surveyor-General, we are indebted for the original draft of the map of Manitoba, and for many kindnesses, and to John Dewe, Esq., Chief Post-Office Inspector, for great assistance with the special maps of his department.

To Alfred R. C. Selwyn, Esq., F.R.S., F.G.S., Director of the Geological Survey, we are indebted for very great assistance and innumerable courtesies; among others, for a special transfer from the original plate of the geological map of Canada prepared under the superintendence of Sir William Logan, F.R.S., in 1869, and for the drafts of the splendid new map of the Eastern Townships, made by Mr. Robert Barlow, Chief Draughtsman, and also for copies of all the geological reports from which we prepare our article on the Geology of Canada.

For the unexceptionably valuable maps of the chief timber limits of the Dominion, we are indebted to the courtesy of the Hon. T. B. Pardee, Commissioner of Crown Lands, Ontario; the Hon. P. Fortin, late Commissioner of Crown Lands, Quebec; E. E. Taché, Esq., Assistant Commissioner of the Crown Land Department, Quebec; the Hon. B. R. Stevenson, Surveyor-General of New Brunswick; and Alexander J. Russell, Esq., Chief of the Joint Crown Lands Office, at Ottawa; and to the valuable assistance of their deputies in furnishing the material for compilation.

To A. Murray, Esq., F.G.S., Director of the Geological Survey of Newfoundland, we are indebted for corrections of his map of Newfoundland, and for copies of his reports sent to us through Mr. Selwyn.

We mention with appreciation the services of the draughtsmen engaged in the compilation of the different maps: Robert Barlow, Esq., of the Geological Survey at Montreal; John Johnston, Esq., Dominion Land Office, Ottawa; Messrs. Mara & Maingy, of Ottawa; Alexander J. H. Russell, Esq., of the Crown Timber Office, Ottawa; Jules Taché, Esq., of Quebec; and Mr. Thomas G. Loggie, of Fredericton, N.B., who compiled the whole of the maps of the Maritime Provinces, and the timber map of New Brunswick.

In the compilation of the maps and the letter-press articles, credit is also due, and gratefully given, for information obtained from the map of British Columbia, by J. W. Trutch, Esq.; Taché's map of Quebec; the valuable Gazetteer of Canada, published by John Lovell, Montreal; Appleton's New Encyclopedia; Trout's Railways of Canada; Dawson's Acadian Geology; The Year-Book of Canada—1872, 1873, and 1874; The Dominion at the West, by Alexander Caulfield Anderson, Esq., J.P., Victoria, B.C.; Eighty Years' Progress of British North America, comprising the improvements in agriculture, commerce, trade, travel, and transport, with full statistical information, by H. Y. Hind, M.A., F.R.G.S., and others; The Dominion of Canada, as published by the Bureau of Immigration; the Reports for 1872-1873, and 1873-1874, of the Departments of Public Works, of Marine and Fisheries, of Agriculture, and the Bureau of Geological Surveys. Also the Pacific Railway Survey Reports, by Sandford Fleming, Chief Engineer, to whom we are indebted for an early copy with maps.

Our thanks are due to William Elder, Esq., of the St. John *Daily Telegraph*, for valuable items from that journal relating to the Maritime Provinces. Also to Hon. William Annand, of Halifax; George Peake, Esq., of Charlottetown; John Boyd, Esq., of St. John; Robert Wallace, Esq., of Victoria; F. J. S. Dore, Esq., of Ottawa; C. J. Brydges, Esq., of Montreal; and to the leading railway companies, for favours and information.

The engraving of most of the maps in this Atlas was entrusted to Messrs. H. H. Lloyd & Co., of New York, who have executed the work in a manner highly creditable to themselves, and never surpassed, on this continent, by any engraving of similar character.

The publishers have included in this Atlas many maps of a character not usually given, such as the timber-land maps and the military defence map; but they desire to call special attention to the plan, adapted from the maps of the Post-Office Department, of showing the *distances* over all railways, and between each town on highroads. This is done, in the latter instance, by straight lines showing the air-line *direction* of the post road, and the figures against them show the *actual measured* distance by such road, including its windings. These maps are also marked for all ports of entry, light-houses, telegraph stations, post-offices, money-order offices, etc., making them the most useful references for business purposes, as well as valuable for general use.

The descriptions of the country, its agricultural resources, its railways and minerals, have been written with a view only to clear and practical information, useful alike to the student, the merchant, or the immigrant.

There has been an acknowledged demand for a work like this in Canada, which has not yet been supplied; and, with thanks once more to the very many in all parts of the Dominion who have aided our enterprise, the publishers offer this Atlas, trusting that it may be found capable of meeting the requirements of the public.

JULY 1, 1875.

CONTENTS.

GENERAL DESCRIPTION.

THE DOMINION OF CANADA.		THE PROVINCES OF THE DOMINION		MISCELLANEOUS.	
Its Geographical Position and Extent	150	Ontario	XXV	Railways	XXVII
Climate	XXI	Quebec	XXVI	Geology	XXVIII
Inland Waters	XXII	New Brunswick	XXVII	Chronological Table of the History of Canada	XXIX
Population	XXIII	New Scotland	XXVIII	Canadian Land Customs	XXXI
Political Organization	XXIV	Prince Edward Island	XXIX	History of Canada	XXXII
Militia	XXV	Manitoba	XXX	List of Post-offices	I
Revenue	XXVI	North West Territories	XXXI	Money and Weights	IV
Imports and Exports	XXVII			Sealing and Fur-trading	V
Marine	XXVIII				
Fisheries	XXIX				
Banking	XXX				
Canals	XXXI				
Post-offices	XXXII				

MAPS.

GENERAL MAPS.		MAPS FROM THE GEOLOGICAL SURVEY.	
THE WORLD	1	Geological Map of the Dominion and New Brunswick	112, 113, 115, 116, 122, 123
THE WORLD on Mercator's Projection	4, 5	Physical Map of the Dominion	125
PACIFIC OCEAN	6	Seismic Map of the Dominion	127
INDIAN OCEAN	7	Gravel Map of the Dominion	129
AFRICA	8		
AMERICA	9		
EUROPE	10		
ASIA	11		
AUSTRALIA	12		
THE ATLANTIC OCEAN	13		
THE NORTH ATLANTIC OCEAN	14		
THE NORTH ATLANTIC OCEAN	15		
THE NORTH ATLANTIC OCEAN	16		
THE NORTH ATLANTIC OCEAN	17		
THE NORTH ATLANTIC OCEAN	18		
THE NORTH ATLANTIC OCEAN	19		
THE NORTH ATLANTIC OCEAN	20		
THE NORTH ATLANTIC OCEAN	21		
THE NORTH ATLANTIC OCEAN	22		
THE NORTH ATLANTIC OCEAN	23		
THE NORTH ATLANTIC OCEAN	24		
THE NORTH ATLANTIC OCEAN	25		
THE NORTH ATLANTIC OCEAN	26		
THE NORTH ATLANTIC OCEAN	27		
THE NORTH ATLANTIC OCEAN	28		
THE NORTH ATLANTIC OCEAN	29		
THE NORTH ATLANTIC OCEAN	30		
THE NORTH ATLANTIC OCEAN	31		
THE NORTH ATLANTIC OCEAN	32		
THE NORTH ATLANTIC OCEAN	33		
THE NORTH ATLANTIC OCEAN	34		
THE NORTH ATLANTIC OCEAN	35		
THE NORTH ATLANTIC OCEAN	36		
THE NORTH ATLANTIC OCEAN	37		
THE NORTH ATLANTIC OCEAN	38		
THE NORTH ATLANTIC OCEAN	39		
THE NORTH ATLANTIC OCEAN	40		
THE NORTH ATLANTIC OCEAN	41		
THE NORTH ATLANTIC OCEAN	42		
THE NORTH ATLANTIC OCEAN	43		
THE NORTH ATLANTIC OCEAN	44		
THE NORTH ATLANTIC OCEAN	45		
THE NORTH ATLANTIC OCEAN	46		
THE NORTH ATLANTIC OCEAN	47		
THE NORTH ATLANTIC OCEAN	48		
THE NORTH ATLANTIC OCEAN	49		
THE NORTH ATLANTIC OCEAN	50		
THE NORTH ATLANTIC OCEAN	51		
THE NORTH ATLANTIC OCEAN	52		
THE NORTH ATLANTIC OCEAN	53		
THE NORTH ATLANTIC OCEAN	54		
THE NORTH ATLANTIC OCEAN	55		
THE NORTH ATLANTIC OCEAN	56		
THE NORTH ATLANTIC OCEAN	57		
THE NORTH ATLANTIC OCEAN	58		
THE NORTH ATLANTIC OCEAN	59		
THE NORTH ATLANTIC OCEAN	60		
THE NORTH ATLANTIC OCEAN	61		
THE NORTH ATLANTIC OCEAN	62		
THE NORTH ATLANTIC OCEAN	63		
THE NORTH ATLANTIC OCEAN	64		
THE NORTH ATLANTIC OCEAN	65		
THE NORTH ATLANTIC OCEAN	66		
THE NORTH ATLANTIC OCEAN	67		
THE NORTH ATLANTIC OCEAN	68		
THE NORTH ATLANTIC OCEAN	69		
THE NORTH ATLANTIC OCEAN	70		
THE NORTH ATLANTIC OCEAN	71		
THE NORTH ATLANTIC OCEAN	72		
THE NORTH ATLANTIC OCEAN	73		
THE NORTH ATLANTIC OCEAN	74		
THE NORTH ATLANTIC OCEAN	75		
THE NORTH ATLANTIC OCEAN	76		
THE NORTH ATLANTIC OCEAN	77		
THE NORTH ATLANTIC OCEAN	78		
THE NORTH ATLANTIC OCEAN	79		
THE NORTH ATLANTIC OCEAN	80		
THE NORTH ATLANTIC OCEAN	81		
THE NORTH ATLANTIC OCEAN	82		
THE NORTH ATLANTIC OCEAN	83		
THE NORTH ATLANTIC OCEAN	84		
THE NORTH ATLANTIC OCEAN	85		
THE NORTH ATLANTIC OCEAN	86		
THE NORTH ATLANTIC OCEAN	87		
THE NORTH ATLANTIC OCEAN	88		
THE NORTH ATLANTIC OCEAN	89		
THE NORTH ATLANTIC OCEAN	90		
THE NORTH ATLANTIC OCEAN	91		
THE NORTH ATLANTIC OCEAN	92		
THE NORTH ATLANTIC OCEAN	93		
THE NORTH ATLANTIC OCEAN	94		
THE NORTH ATLANTIC OCEAN	95		
THE NORTH ATLANTIC OCEAN	96		
THE NORTH ATLANTIC OCEAN	97		
THE NORTH ATLANTIC OCEAN	98		
THE NORTH ATLANTIC OCEAN	99		
THE NORTH ATLANTIC OCEAN	100		

MAPS OF CITIES.

HALIFAX	34
ST. JOHN	35
QUEBEC	36
OTTAWA	37
MONTRÉAL	38
WINDSOR	39
TORONTO	40

MAPS OF TIMBER LANDS.

Map of the Province of New Brunswick	112, 113, 115, 116, 122, 123
Map of the Province of Nova Scotia	125
Map of the Province of New Brunswick	127
Map of the Province of Nova Scotia	129

MAPS OF PROVINCES.

NOVA SCOTIA	32, 33, 35, 36, 43
PRINCE EDWARD ISLAND	45

MILITARY AND POLITICAL MAPS.

Militia Districts and Divisions of the Dominion	104, 105
Electoral Divisions of the Dominion (two sheets)	107, 111, 112

MISCELLANEOUS MAPS.

Map of the Province of New Brunswick	25, 26, 27, 28, 29, 30
Map of the Province of Nova Scotia	31

LIST OF COUNTIES

SHOWN IN THE NEW RAILWAY AND POSTAL MAP OF THE DOMINION

NOVA SCOTIA.		QUEBEC.		ONTARIO.	
Antigonish	32	Argenteuil	62	Algoma (District)	81
Antigonish	33	Arthabaska	63	Brant	82
Cape Breton	34	Bagotville	64	Bruce	83
Colebrook	35	Beauce	65	Carleton	84
Cumberland	36	Beaufort	66	Dundas	85
Dalhousie	37	Beauport	67	Durham	86
Gloucester	38	Beauport	68		
Halifax	39	Beauport	69		
Hants	40	Beauport	70		
Inverness	41	Beauport	71		
Kings	42	Beauport	72		
Lancaster	43	Beauport	73		
Marion	44	Beauport	74		
Northumberland	45	Beauport	75		
Queens	46	Beauport	76		
Richmond	47	Beauport	77		
Shelburne	48	Beauport	78		
St. John's	49	Beauport	79		
Victoria	50	Beauport	80		
Yarmouth	51	Beauport	81		
		Beauport	82		
		Beauport	83		
		Beauport	84		
		Beauport	85		
		Beauport	86		
		Beauport	87		
		Beauport	88		
		Beauport	89		
		Beauport	90		
		Beauport	91		
		Beauport	92		
		Beauport	93		
		Beauport	94		
		Beauport	95		
		Beauport	96		
		Beauport	97		
		Beauport	98		
		Beauport	99		
		Beauport	100		

DOMINION OF CANADA.

THE GEOGRAPHICAL POSITION AND EXTENT of the Dominion of Canada are more exactly shown in the maps of this atlas,—the *projections* for which were laid down by the United States Coast Survey at Washington, and the details furnished by the *latest surveys* of the Dominion and Provincial Governments,—and a clearer idea given of the value and extent of its vast territory than it has heretofore been possible to obtain through *private* and *less comprehensive* surveys.

From the southern frontier-line which separates them from the United States, to their ice-bound extension towards the Arctic Pole, then stretching from ocean to ocean, and measuring an air-line of 3,000 miles from the outer limit of the Island of Newfoundland, washed by the Atlantic, to the outer limit of Vancouver's Island in the Pacific, the magnitude of the North American possessions of Great Britain, embracing more than half of the continent within their limits, is hardly realized by its own residents, and still less by even the most interested of our brethren in the mother country.

The line of demarcation between the territory of the United States and the territory of the Dominion of Canada starts on the east from the mouth of the River Ste. Croix, in the Province of New Brunswick, at a point where a land-mark, called the "Monument," is erected; following the waters of that river, it crosses a portion of the valley of the St. John, till it reaches that noble stream, the middle course of which it then follows to the mouth of the St. François River; thence it is continued by a broken line till, in the Province of Quebec, it reaches the 45th parallel of N. latitude, which it follows to St. Regis on the St. Lawrence. From St. Regis the boundary-line between the two countries is the middle course of the St. Lawrence, and of Lake Ontario, Niagara River, Lake Erie, River Detroit, Lake Ste. Claire, River Ste. Claire, and Lakes Huron and Superior. From the head of Lake Superior, the frontier-line follows the water-courses to Lac des Bois, and then the 49th parallel to the Pacific Ocean. North of the frontier-line thus traced, the whole of the continent of America is Canadian soil, with the exception of the territory of Alaska, formerly Russian America.

At the eastern frontier above briefly described, lie, surrounded by the waters of the Atlantic, the Island of Cape Breton, and Prince Edward Island, which are in the Dominion, together with the Province of Newfoundland, which, although at present a distinct government, will no doubt soon follow the example of its neighbours and come under the banner of confederation; and as a counterpart, at the west lie, surrounded by the waters of the Pacific, Vancouver's and other islands included in the Dominion Province of British Columbia.

It is true, a considerable portion of this enormous extent of country is not capable of sustaining a large population, but the portion that is available for agricultural and industrial purposes is of immense extent, and sufficient to afford to the emigrating population of Europe ample room and abundant inducement for generations to come.

All the British North American countries, with the exception of the Province of Newfoundland, are now integral parts of the confederation called the Dominion of Canada.

The superficial area is greater than that of the United States, and is nearly equal to the whole of Europe. It comprises the following Provinces and Territories: Ontario, 121,200 sq. m.; Quebec, 210,020; Nova Scotia, 18,070; New Brunswick, 27,037; Prince Edward Island, 2,131; British Columbia, 233,000; Manitoba, 16,000; Hudson Bay and North-west Territories, 2,067,725, exclusive of Labrador and the islands in the Arctic Ocean.

These being added, the total area is nearly 3,500,000 square miles. Of this amount more than half is the property of the General Government, acquired by purchase from the Hudson Bay Company.

The prairie and timbered lands adapted for agriculture, and suitable for the growth of wheat and other grains, cover 586,225 square miles; and a further belt of land, comprising 928,000 square miles, is sufficiently timbered, and is applicable for the growth of grasses and hardy grains. In short, there are about 375,184,000 acres of agricultural land fit for cultivation, outside the limits of the organized Provinces, the greater part of which is well adapted to the growth of wheat.

The northern extremity of the chief wheat zone, commencing in the east at the parallel of 50°, on the N. side of the St. Lawrence, near its mouth, is deflected a little to the south, when it reaches as far W. as James's Bay; it then takes a general N. W. course till it strikes the parallel of 60° at its intersection with the meridian of 101°; from which point to the Pacific it has the form of a low slightly bent northward, both ends of which rest on the parallel of 60°. The northern limit of grains and grasses, crossing James's Bay in lat. 52°, takes a N. W. course till it attains to nearly 70° at the meridian of 132°. The wheat zone covers 1,300,000 sq. miles, that of the grasses and coarser grains 2,300,000 sq. miles, and of maize, 500,000 sq. miles.

Besides its agricultural lands, Canada possesses the wealth of immense forests, of the best fishing grounds of the world, and mineral deposits where gold, silver, copper, iron, and other metals abound, together with coal, in bountiful production.

Canada produces far more wheat, barley, peas, and oats to the acre than any part of the United States (we found this statement upon the results as given in the census of the two countries for the last twenty-five to thirty years). The most northern States approach nearest to Canada in the production of these staples. But even to a greater extent for pastures and meadows, and as a grazing country, does Canada excel the Republic.

Orchards everywhere thrive, and the Canadian apple is the standard of excellence; vast quantities are exported to England and sold as American, their nationality being lost. Melons and tomatoes grow equally with the potato, pea, turnip, and the rest of the vegetables known in England, and all thrive to a remarkable degree; and perhaps the best stock on the American continent is bred and raised in the eastern townships of the Province of Quebec.

CLIMATE.

Canada has not the same varieties of climate that some countries of much smaller extent enjoy; but the distribution of large bodies of fresh water saves it from the evils of aridity and sterility, and it is among the most invigorating and healthful belonging to the regions where grains and grasses grow, particularly favourable for the emigrant from Great Britain, or the north and north-west of Europe, and pre-eminently adapted to the production and continuance of a vigorous and healthy race of people.

It may be remarked that the climate of Canada has been more misunderstood than any other fact pertaining to the country. Very exaggerated impressions prevail respecting the rigour of Canadian winters. It is true that these are very decided in their character; and the snow, in many parts, covers the ground to a depth of two or three feet; but there are advantages in this. The snow is dry and packs under foot, making the best roads, and forming a warm covering for the earth; producing, moreover, an effect upon the soil which greatly facilitates the

operations of the farmer in the spring. The dry winter atmosphere is bracing and pleasant.

The sensation of cold is far more unpleasant during the damp days, such as mark, for instance, the winters of the United Kingdom, than when the winter regularly sets in. The summers, like the winters, are also of a decided character, being in the main warm and bright; and fruits and vegetables which cannot be raised in the open air in England will ripen here to perfection. It is believed that, taken as a whole, the climate of Canada is more favourable for both the agriculturist and the horticulturist than that of England, with the single exception of length of season in which labour can be done in the field. On this point, however, it may be remarked, as has been stated by Professor Johnston in his work on New Brunswick, that the number of days in which labour cannot be performed in the field, owing to rain, is much less in this country than in England.

INLAND WATERS.

The St. Lawrence and the connecting lakes above are estimated to contain 12,000 cubic miles of water. Besides these, there are thousands of lakes in Canada further north, some very large, and others of which the size is only very imperfectly known.

The River St. Lawrence, which brings down the waters of six lakes (for to the five on the frontier Nipigon in the north must be added), is the greatest natural entrance and outlet of the country. This river is navigable for sea-going vessels as far as Montreal, a distance of nearly 600 miles. Above Montreal several extensive rapids occur. They can be descended by the largest steamers which navigate Lake Ontario; but as no force of steam is sufficient for their ascent, it has been necessary to construct canals, near the sides of the river, to overcome them. These canals, with that intended to overcome the falls of Niagara—the Welland—have been constructed at a cost to the Province of \$15,000,000, the whole of them having been directly built as government works. By the aid of these canals, and that constructed at the Sault Ste. Marie, between Lakes Huron and Superior, vessels may descend from the head of the latter lake into the ocean; and as a matter of fact, several vessels have gone from Chicago, on Lake Michigan, to Liverpool. The Saskatchewan, which takes its rise in the Rocky Mountains and empties into Hudson Bay, through Lake Winnipeg and the Nelson River, is about 1800 m. long; but from the interruptions to navigation near its mouth, and the high latitude in which it lies, it is only the upper section, or Saskatchewan proper, that is valuable for navigation. The Mackenzie, which has a course over 10° of latitude, connects with the Arctic Ocean. The St. John in New Brunswick, the Fraser in British Columbia, the Ottawa and the Saguenay, are great highways and feeders to the commerce of the country; and the numberless tributaries to the larger streams, and the innumerable lakes, testify to the abundant manner in which the lands of the Dominion of Canada are watered.

POPULATION.

In 1861, the population of the Provinces now forming the Dominion was 3,207,630; and by the census of 1871 it was 3,672,325, exclusive of Indians in the North-west and Hudson Bay Territories, distributed as follows: Ontario, 1,020,851; Quebec, 1,091,570; New Brunswick, 285,777; Nova Scotia, 387,800; British Columbia, 50,000; Manitoba, 13,000; and Prince Edward Island, 94,021, and North-west Territory, not included in organized Provinces, 28,700. At the same ratio of increase, which, however, has been exceeded by reason of increased immigration, the present population of the Dominion (1875) would be 3,867,743. In Manitoba the increase by immi-

ulation has been over fifty per cent., and there is no doubt that the Dominion now contains over 4,000,000 of people. The percentage of increase in the principal cities of the British Provinces, between 1861 and 1871, has been:

	Per cent.
Charlottetown, P. E. I.	31.3
Frederickton, N. B.	24.1
Halifax, N. S.	28.1
Hamilton, Ont.	30.1
St. John, N. B.	30.0
* Kingston, Ont. (decreased)	9.7
London, Ont.	30.0
Montreal, Que.	18.7
Ottawa, Ont.	40.0
* Quebec, Que. (decreased)	5
Toronto, Ont.	25.1
Three Rivers, Que.	24.0

The nationalities comprised were 1,082,940 French, 846,471 Irish, 700,369 English, 540,946 Scotch, 202,091 German, 20,622 Dutch, 23,035 Indian, 21,496 African, 7,771 Welsh, and the rest of various origin.

There were in 1871, in the four Provinces of Ontario, Quebec, New Brunswick, and Nova Scotia, 1,492,029 Roman Catholics, 441,049 Episcopalians, 490,003 Methodists, 417,348 Canada Presbyterians, 107,250 Church of Scotland Presbyterians, 225,745 Baptists, and numerous other denominations in smaller numbers.

There are 436 newspapers and periodicals published in Canada, of which 43 are daily, 22 tri-weekly, 10 semi-weekly, 103 weekly, 9 semi-monthly, 45 monthly, 2 quarterly, and 2 yearly.

POLITICAL ORGANIZATION.

The Constitution for the government of the Dominion is embodied in an imperial act, known as "The British North-American Act, 1867;" it received the royal assent on March 29 in that year. The passage of this act took place at the express desire of the Provinces interested.

The immediate reason for a change was that the old union between Upper and Lower Canada had become unsatisfactory. Based as this union was upon an equality of suffrages without regard to relative population, the increasing preponderance of Upper Canada, carrying with it no corresponding increase of political power, made itself felt in discontent with the existing political conditions. When it became manifest that Lower Canada would not consent to an increase of the representatives of Upper Canada, under the then existing legislative union, the upper Province sought a remedy in a change of the relations of the Provinces to one another, and to those adjoining, but not united to them. The initiative was taken in 1864, by the parliament of Canada, a secret committee of the legislative assembly being appointed to inquire into the political condition of the Provinces, and devise a remedy for the evils complained of. The proceedings of that committee have never been divulged.

Scarcely had it concluded its labours when the two political parties, hitherto separated by an antagonism which every year tended to make more acrimonious, united with the avowed object of bringing about a federal union of the whole of British America, from the Atlantic to the Pacific, with Prince Edward Island and Newfoundland, the latter of which, in the colonial system, is not considered part of British America. Delegates were appointed by the governments of Canada, Nova Scotia, and New Brunswick, to arrange a basis of federal union. Prince Edward Island and Newfoundland refused to co-operate; and the majority of the people of Nova Scotia, not sanctioning the action of their government, displayed a strong opposition.

When the basis of union had been agreed upon at the Quebec conference of delegates, it was submitted to the several legislatures for ratification. In Upper Canada there was no opposition; in Lower Canada opposition was confined to the usual political minority, relatively very small; in New Brunswick confederation, after a struggle, commanded a large majority; in Nova Scotia the consent of the legislature was not obtained. Delegates were now appointed by the governments of the several Provinces, to carry this basis of union to England and get it embodied in an act of the imperial

parliament. That parliament would probably have refused to do violence to the wishes of any Province; but it was induced to believe that the question of confederation had not been an issue at the previous general election in Nova Scotia. To the united Provinces the name of the "Dominion of Canada" was given. At the start the confederation included four Provinces: Ontario, Quebec, Nova Scotia, and New Brunswick. British Columbia and Prince Edward Island have since been brought in, and the whole of the Hudson Bay territory purchased and annexed. The executive authority is nominally vested in the Queen of England; and the Governor-General, the only officer in the Dominion who receives his appointment from the British government, carries on the government in her name. With the sole exception of the pardoning power, the authority of the governor is exercised under the advice of a privy council, appointed and removable by himself, with the approval and assent of the House of Commons. The command of the land and naval militia, and of all naval and military forces, is vested in the Queen. Ottawa is the seat of the federal government. The legislative power is exercised by two houses of parliament, styled the Senate and the House of Commons, in connection with the Governor-General, whose assent to all acts of parliament is given in the name of the Queen. The Senate is not a representative body, in the sense of being periodically elected. Its members are nominally appointed by the Crown; in fact, by the Governor-General, on the recommendation of the privy council. Under the legislative union of the Canadas, the legislative council, which then formed the second chamber, had for some years been elected by the people. This practice had not prevailed in New Brunswick; and the Quebec conference decided upon going back to the principle of Crown nomination. Ontario has 24 senators, Quebec 24, Nova Scotia 12, New Brunswick 10, Prince Edward Island 4, British Columbia 3, and Manitoba 2. The whole number cannot exceed 78. A senator must be 30 years of age, a natural-born or naturalized subject of the Queen, possessed of freehold property to the value of \$4,000, and an equal amount in personal property, and a resident of the Province for which he is appointed. In the case of Quebec, senators are appointed to represent particular districts; and they must either be residents of those districts or have a property qualification therein. The appointments are for life, but a seat would be vacated by bankruptcy or loss of the required property qualification, transfer of allegiance to another country, treason, felony, or any infamous crime. The House of Commons now consists of 205 members, of whom 88 are for Ontario, 65 for Quebec, 10 for Nova Scotia, 16 for New Brunswick, 6 for Prince Edward Island, 6 for British Columbia, and 4 for Manitoba. There is no fixed date for the annual meeting of parliament; that body is summoned, as in England, by the executive, at convenient times for the dispatch of business. The electoral divisions of Quebec (late Lower Canada), Nova Scotia, and New Brunswick, remained the same as before the confederation was formed; those of Ontario (late Upper Canada) were somewhat altered. Except for Quebec, which is always to continue to have the fixed number of 65 representatives, there is to be a re-adjustment of the representation after every decennial census, according to the changed proportions of the population; but no Province is to have the number of its representatives reduced unless the decrease of population, as compared with the population of the whole of Canada, reaches 20 per cent.

All appropriation and tax bills must originate in the House of Commons; and no money vote can be proposed unless it be recommended to the house by message from the Governor-General. There are certain measures of an unusual or extraordinary kind to which the Governor-General may refuse the royal assent, and which he may reserve for the signification of the Queen's pleasure; and the royal veto may be exercised at any time within two years. Besides the federal government, there is a local government in each Province. The lieutenant-governors of the Provinces are appointed by the Governor-General, and hold office during pleasure, but are removable only for cause within five years, which is practically the term of their incumbency. They are advised by executive officers,

most of whom act as heads of departments, who are responsible to the people's representatives. These governments are not uniform in structure, one of them, that of Ontario, having but one chamber. In the distribution of the powers between the general and the local legislatures, the Crown lands remained under the control of the governments of the Provinces in which they are respectively situated. To the charge of the general parliament were assigned public debt and property; the regulation of trade and commerce; the raising of money by any mode of taxation; borrowing on the public credit; postal service; census and statistics; militia, military and naval, and defence; beacons, buoys, light-houses, Sable Island; navigation and shipping; quarantine and the establishment and maintenance of marine hospitals; sea-coast and inland fisheries; ferries between a Province and any British or foreign country, or between two Provinces; currency, coinage, and legal tender; savings banks; weights and measures; bills of exchange and promissory notes; interest; bankruptcy and insolvency; patents of invention and discovery; copyrights; Indians, and lands reserved for Indians; naturalization and aliens; marriage and divorce; the criminal law (from which the constitution of the courts is strangely excepted, and the anomaly is seen of local legislatures constituting or altering the constitution of courts to which the general government appoints the judges); the establishment, maintenance, and management of penitentiaries; and all subjects not expressly assigned to the local legislatures. The residuum of power therefore rests with the general legislature, not the provincial. The parliament of Canada has to enact uniform laws relative to property and civil rights in the several Provinces, and the procedure of any courts therein; but such laws can not go into effect until sanctioned by the provincial legislatures. The powers conferred to the local legislatures are uniform. They include the right to amend the local constitutions, except as regards the office of lieutenant-governor; direct taxation to raise a revenue for provincial purposes; to borrow money on the credit of the Province; the establishment of the tenure of provincial offices, and the appointment and payment of provincial officers; the management and sale of the public lands and timber; public and reformatory prisons; local hospitals, asylums, and charities, other than marine hospitals; municipal institutions, shops, saloon, auction, and other licenses; local works, exclusive of lines of ocean and other ships, railways, canals, and telegraphs which extend beyond the limits of the Province, or, being situated wholly within one Province, have been legally declared to be for the general advantage of Canada, or of more than one Province; the incorporation of companies for provincial purposes; the solemnization of marriage; property and civil rights; the administration of justice; the enforcing of laws, by punishment, fine, or penalty, having relation to any of the subjects of which the provincial legislature has cognizance; and, generally, all matters of a local or private nature. Previous to the establishment of confederation, separate Roman Catholic schools had been established in Ontario, and dissentient or Protestant schools in Lower Canada, as part of the public-school system; and the continued existence of both is guaranteed by a constitutional prohibition to legislate on the subject. With regard to agriculture and immigration, the general and local legislatures have concurrent jurisdiction. The only judges appointed by the local governments are those of the probate courts in Nova Scotia and New Brunswick. The judges of the courts of Quebec, where there is a million of French-speaking people, must be selected from the bar of that Province. The judges of the superior courts hold office during good behaviour, but are removable by the Governor-General on address of both houses of parliament. The salaries, allowances, and pensions of the judges of the courts, except the probate courts of Nova Scotia and New Brunswick, are fixed by the parliament of Canada. Parliament has authority to establish a general court of appeal, of which the powers will be similar to the supreme court of the United States. At present the Dominion government has to pronounce on the constitutionality of acts of the provincial legislatures, before exercising the authority to disallow them. The Dominion assumed the debts of the several Provinces

* The apparent decrease in Kingston and Quebec arises from the fact that the troops stationed in these cities were included in the census of 1861, but omitted in the enumeration of 1871.

to the amount of \$92,500,000; and the residue of the debt of Canada above that amount, not less than \$10,500,000, was assumed by the Provinces of Ontario and Quebec, in proportions to be determined by arbitration. Nova Scotia became liable for whatever amount its debt was in excess of \$4,000,000, and New Brunswick for whatever sum its debt might exceed \$7,000,000. The Dominion government undertook the purchase and completion of the P. E. I. Railway, and in British Columbia the construction of the Pacific Railway to connect it with the Eastern Provinces. The Dominion obtained the customs and excise revenues, and agreed to pay each Province an annual subsidy of 80 cents per head of the population, besides a fixed yearly sum for the support of its government; Ontario, \$80,000; Quebec, \$70,000; Nova Scotia, \$60,000; New Brunswick, \$50,000. Prince Edward Island, British Columbia, and Manitoba have since had similar grants upon admission to the confederation.

This subsidy, and the lands, minerals, and forests, constitute the actual sources of the provincial revenues; but to them they can, if necessary, add the resort to direct taxation. To Nova Scotia an additional amount has since been granted.

New Brunswick is entitled to receive, in addition to the above amount, \$24,000 a year for ten years. To the existing Dominion debt is to be added the further cost for the Intercolonial Railway to connect Halifax and Quebec, sections of which were built many years ago, and the remainder is now in course of construction; and the Pacific Railway, the construction of which was one of the conditions of the accession of British Columbia to the union.

In the division of assets, the Dominion took the canals, harbours, lighthouses, public vessels, river and lake improvements, debts due by railway companies (few of them of any value), military roads, custom-houses and public buildings, except those required for the provincial government, armories, drill-sheds, munitions of war, and lands set apart for general public uses.

MILITIA.

The militia of the Dominion is in a state of efficiency very creditable to its organizers.

The number of active volunteer militia enrolled in the Dominion is about 50,000.

Of this number upwards of 34,000 performed the annual drill, the greater part for 16 days' continuous drill. The reserve militia, in 1873, numbered 7,389 men between the ages of 18 and 60. Scientific instruction in artillery exercises is provided for, and the batteries are being armed as fast as circumstances will permit, with the same description of field-guns as those lately issued to the horse artillery of the regular army. The cavalry are armed with Snider carbines in addition to their swords. The infantry are all armed with Snider breech-loading rifles, and use the same ammunition as the regular army. The active force is organized by corps, companies, battalions, and batteries into brigades of the three arms, and these rest upon a reserve organization of the whole manhood of the Dominion, as above stated. The Adjutant-General reports that in some of the rural battalions of the active militia were whole companies equal in height and physical appearance to the English guards, and that no finer material for soldiers could be found anywhere than amongst the backwoodsmen of Canada.

The command of the Canadian militia must, according to the statute, be filled by a person having attained a field officer's rank in the imperial forces, and has recently been conferred on Major-General E. Selby Smyth, in succession to Colonel Robertson Ross, who resigned and returned to Great Britain in August, 1873.

REVENUE.

The revenue for the year ending June 30th, 1873, was \$20,813,409.45, of which more than half, \$12,951,004.05, was derived from customs; excise, the next largest item, producing \$4,402,681.81.

The income from public works, including canals and railways, was \$3,316,635.90, and the remainder is made up of numerous smaller items. At the same date the outstanding public debt was \$105,282,556.05, including Dominion notes and savings-bank deposits. It consists of 5 and 6 per cent. securities, and others covered by the

imperial guarantee, and bearing a much lower rate. Portions of this debt fall due at various times up to the year 1903.

The revenue just announced for the year ending June 30th, 1874, is \$23,501,245.31, with a still larger proportion derivable from customs, and showing a gratifying condition of the industries and commerce of Canada.

The debt of Canada was incurred for the construction of public works which are of the greatest service to the country, and will continue to be so in increasing ratio with the increase in population, whilst the cost *per cap.* will be thereby correspondingly diminished. The present amount of net debt *per capita* is very light, compared with those of the United Kingdom, the United States, and many other countries.

IMPORTS AND EXPORTS.

The value of the imports for the year ending June 30th, 1872, was \$107,701,895; an increase of over \$20,000,000 on the previous year. The duties collected on them amounted to \$13,016,218. The value of the exports was \$82,639,663.

The imports for the year ending June 30th, 1873, were \$126,586,523; and the exports \$99,610,573, an increase over the previous years' totals of \$26,818,117.

The exports for the year ending June 30th, 1873, comprised the following articles:

Produce of mines	\$5,107,070
" fisheries	4,740,213
" forests	287,056,02
Animals and their produce	11,288,147
Agricultural produce	11,053,385
Manufactures	2,969,017
Other articles	1,781,324
Ships	752,000
Goods not produce of Canada	9,341,433
Corn and bullion	18,624,71
Short returns	3,000,000
Manitoba	29,088
British Columbia	1,792,347

The imports for the year ending June 30th, 1874, were \$127,368,972, and the exports \$89,886,800, divided among the different Provinces as follows:

	Exports.	Imports.
Ontario	\$25,070,109	\$12,757,229
Quebec	46,723,071	51,092,705
Nova Scotia	7,809,081	10,874,752
New Brunswick	6,245,807	10,320,191
Manitoba	707,762	1,422,220
British Columbia	4,120,604	2,017,885
Prince Edward Island	722,136	1,014,019
Totals.	\$89,886,800	\$127,368,972

Considering the stagnation of the lumber trade during 1874, the returns go to show that other sources of production continue in an active and healthy condition, and that the substantial progression of trade through the country yearly continues.

The great increase of Canadian trade will appear more striking if we take two decennial periods and note the steady augmentation.

From \$29,703,497 in 1850, the total trade of Canada, then comprising only Ontario and Quebec, had increased in 1859 to \$58,299,142; and from \$68,955,093 in 1860, to \$94,791,800 in 1866-7.

Since the confederation of the Provinces, the total trade of the Dominion is set down as follows:

1867-68	\$126,553,194
1868-69	120,884,000
1869-70	118,387,820
1870-71	170,206,589
1871-72	190,348,779
1872-73	217,107,096
1873-74	217,255,772

Nothing can more clearly show than these figures the very rapid expansion of the trade of Canada for the past twenty-four years. The increase of the trade within the last two years was about the same volume as the total trade in 1850. It is, however, since the era of confederation that the most rapid increase of trade has taken place. Confederation has given a more rapid stimulus to industry of all kinds than its most sanguine advocates predicted. An increase of 70 per cent., or nearly eighty-eight millions of dollars in seven years, is an unusually gratifying exhibit.

MARINE AND FISHERIES.

Ship-building is one of the most important industries of Canada, many vessels being built in favourable seasons for sale abroad, as well as those for home use.

The steady, progressive growth of this interest under confederation may be seen at a glance in the following table:

The number of vessels built and registered from 1868 to 1873, inclusive, was:

YEARS.	BUILT.		REGISTERED.	
	No.	Tons.	No.	Tons.
1868	134	87,230	439	113,002
1869	330	96,119	520	124,408
1870	330	93,376	404	110,552
1871	389	106,101	540	121,721
1872	414	111,096	591	127,371
1873	481	135,168	571	150,024
Totals	2314	655,209	3213	765,071

And for the year ending December 31st, 1874, the very large increase shown below has been built:

	No. of Vessels.	Register Tonnage.
New Brunswick	199	42,027
Nova Scotia	175	81,480
Quebec	73	20,706
Ontario	50	19,707
Prince Edward Island	88	24,611
British Columbia	5	270
	499	181,074

In addition to these, there were also six new vessels—measuring 7746 tons—which proceeded to the United Kingdom under Governor's pass without being registered, making altogether 499 new vessels, measuring 192,750 tons register, and valued at \$8,584,020.

Much interest and pride is naturally felt by all Canadians in the important position which Canada is now assuming, with reference to the rapid growth of her mercantile marine, and her relative position among the other ship-owning states of the world. If her merchant shipping increases as fast in the future as it has done in the past—and there is every reasonable ground for believing that it will do so—there can be very little doubt but that before many years elapse she will stand third or fourth on the list of the ship-owning countries of the world—Great Britain and Ireland holding the first position, and the United States of America the second.

According to the latest reports given by Wm. Smith, Esq., Deputy Minister of Marine, the tonnage registered in each of the Provinces respectively on the 31st days of December, 1873 and 1874, was as follows:

	1873.		1874.	
	Vessels.	Tons.	Vessels.	Tons.
New Brunswick	1147	277,850	1141	294,731
Nova Scotia	2803	440,701	2787	470,660
Quebec	1842	211,013	1837	218,946
Ontario	684	83,111	815	113,000
Prince Edward Island	250	35,018	312	45,358
British Columbia	30	4,095	35	3,611
Totals	6753	1,073,718	6410	1,438,303

Being an increase in 1874 of 442 vessels and 364,685 tons.

This makes Canada's position the fifth among the mercantile navies of the world.

According to the usually received authorities, on the 31st December, 1874, the seven principal ship-owning countries of the world ranked as follows, exclusive of inland vessels and steamers under 100 tons.

1. Great Britain and Ireland	5,718,097
2. United States	2,085,300
3. Norway	1,385,843
4. Italy	1,288,627
5. Canada (including inland tonnage)	1,188,303
6. Germany	1,040,785
7. France	941,817

In the Canadian registry, inland tonnage is included, but, being mainly large lake craft, ranking properly with seagoing vessels, no fair comparison could be made by excluding them as equivalent to the small river craft of the European countries cited above, and it is not likely that the deduction would alter the relative positions of Canada and Germany.

Certainly enough has been stated to show that before many years have elapsed, Canada may reasonably expect

to take her position as the third or fourth greatest ship-owning country of the world.

Very few persons know much about the tonnage of the vessels comprising the lake marine of Canada, one reason being that, none of their names are to be found in the British Mercantile Navy List, owing to the fact that they are all registered under a local act. Still, Canada has on the lakes and the St. Lawrence, engaged wholly in inland navigation, a very respectable number of vessels.

The last report gives their number thus:

	No.	Tons.
Steamers	308	72,830
Sail vessels	349	72,000
River barges	210	40,000
	1018	184,830

Valued at over \$10,000,000.

The Lighthouse system upon the sea coast and inland waters of the Dominion is very extensive, and constantly extending under the energetic administration of the Department of Marine. By their report for the year ending June 30th, 1873, the lighthouses are classed in four general divisions. The first, known as the Ontario Division, embraces the lights and lightships extending between Montreal and the boundary-line of the Provinces of Ontario and Quebec, as well as those of the Upper Lakes, the Ottawa River, and the St. Lawrence, from Montreal westward. At the close of navigation, there were in this division ninety lighthouses in operation, as well as four light-vessels maintained wholly, and one partly, by the government.

The next division comprises the St. Lawrence below Montreal, the Gulf, the Straits of Belle Isle, the coast of Labrador, and three lights maintained by the Dominion on the coast of Newfoundland—a very extensive district, and requiring a considerable staff as well as steam vessels for its inspection and management. At the close of the season of 1872-73, there were in this division 38 lighthouses, 5 lightships—two having steam whistles on board—65 buoys, 55 beacons, and 7 provision depots. There is also a steam fog-whistle at the south point of Anticosti, and one at Cape Ray, both attended by an engineer.

The New Brunswick division comes next, with 53 lighthouses, one lightship, and three steam fog-whistles. Of the 53 lighthouses, 26 are sea-lights.

The Nova Scotia division is one of very great importance. At the end of the year there were in this division 32 lighthouses, besides a very large number of buoys, beacons, and steam fog-whistles, costing for maintenance in the year, \$100,053. During 1873, there were put in operation no less than eight new lighthouses and three steam fog-whistles.

The lighthouse service of Prince Edward Island is very limited as compared with its sister Provinces, but it has been subjected to many improvements since the island entered the Dominion.

Four lighthouses, a lightship, and a number of buoys constitute the strength of the service at present in British Columbia.

Within six years, on the coast of Canada, ninety-eight new lighthouses have been built, four new lightships established, and ten new steam fog-whistles and forty-eight new light-vessels, eight fog-buoys, and one lightship are in process of construction. The Canadian petroleum oil these are maintained at a cheaper rate than in any other country in the world. Ninety thousand gallons of oil were required for the service last year, which was obtained by contracts at 21 cents per gallon, or about 10½¢.

FISHERIES.

The fisheries of British America are of vast value, and are in a most flourishing condition under the fostering care of an exclusive department of the government, that of the Minister of Marine and Fisheries.

The latest official statistics show steady increase in the number of vessels and men employed, and in 1872 over 1000 decked vessels and 17,000 open boats were engaged in fishing within these Provinces, employing some 42,000 men. The estimated number of persons supported almost entirely by this industry in the various fishing communities exceeds 200,000 souls.

The condition of the fisheries yearly improves, and

their produce annually increases in quantity and value. The whole value of fish products for the past season amounts to \$11,794,975. This sum exhibits the value of fish products in the Provinces of Nova Scotia, New Brunswick, Quebec, Ontario and Prince Edward Island; but does not include the catch of British Columbia, Manitoba, and the North-west Territories. The proportion of this amount which represents production for foreign export and domestic commerce, exclusive of local consumption, is \$10,722,703. In addition to the above-mentioned value, it is computed that American fishermen have also caught on the coasts of Canada between six and eight millions of dollars' worth of merchantable fish. The whole value of the yield from these fisheries last year, therefore, exceeds eighteen millions of dollars.

These figures show that the fisheries of Canada, as a resource of trade and a source of food, are of very great value to the Canadian people, and also to the citizens of the United States.

The value of the annual consumption of oysters in Canada is \$110,000. Of this only \$15,000 worth are produced in Nova Scotia and New Brunswick, mostly from the latter Province. There is no reason why this industry should not be very much extended. The Canadian oyster-grounds are very extensive, and the localities admirably adapted for the cultivation of oysters. For delicacy of flavour and nutritive properties, the Canadian oyster is not excelled by the choicest United States oyster. They might be raised in enormous quantities, if the natural facilities were enhanced by artificial aids.

In Quebec, Nova Scotia, and New Brunswick the fish which employ the bulk of the trade are salmon, codfish, herring, mackerel, and lobsters. In Ontario the white-fish is the principal source of supply.

The estuary, river, and inland fisheries continue to improve under the protective system. In both the salt and fresh-water fishings, a point of productiveness is being gained, when the stock of fish will be sufficient to afford remunerative employment to double the men and craft now employed.

Better and more economical modes of catching are also used, and profitable means of disposing of the fish have been secured. Instead of being salted and cured as formerly, salmon and white-fish are frozen or canned and sent fresh to our own markets and those of the neighbouring States. 400,000 fresh salmon are now caught annually in these Provinces, equal to 8,000,000 lbs. of wholesome and delicious food, the bulk of which is now used as fresh food, instead of salted as formerly.

Two steamers and six schooners are employed by the department to protect the fisheries from encroachment of United States and other fishing vessels not authorized by law to fish in Canadian waters.

The fisheries of Prince Edward Island are also of rapidly-growing importance. At the present time over 2500 men are engaged constantly, and the value of the product was upwards of \$350,000.

The fisheries of Newfoundland are noted in the article on that Province.

BANKING.

The following statement shows the paid-up capital and deposits of the chartered banks for the ten years from 1863 to 1873:

Year.	Paid-up Capital.	Deposits.
1863—June 30	\$27,307,503	\$21,296,304
1864	30,363,918	26,780,276
1865	29,034,707	25,750,161
1866	26,475,773	25,704,327
1867	28,269,048	30,195,336
1868	29,531,674	30,571,432
1869	31,406,597	30,229,788
1870	36,115,210	33,763,066
1871	45,134,669	64,720,484
1872	55,040,959	68,677,417

The increase of banking capital in the decennial is thus over 100 per cent.; while the amount of deposits in the chartered banks, which may be held to represent the realized ready money of the people, has increased during the same period from \$24,209,464 to \$68,677,417, or nearly 190 per cent.

But the deposits in the chartered banks do not by any

means represent the whole of the deposits of the people. The deposits in government and post-office, and other savings banks, and building societies, amount to considerably over fourteen millions of dollars, and there are two or three chartered banks in the Maritime Provinces whose figures are not included in the foregoing—they not being by their charters obliged to render returns, have not done so.

CANALS OF THE DOMINION.

The canals of the Dominion overcome the difficulties of St. Lawrence navigation from the Straits of Belle Isle to the head of Lake Superior, a distance of 2384 miles, of which 714 are artificial or canal navigation.

Another canal system overcomes the difficulties of the Ottawa, between Montreal and the city of Ottawa; and a further system opens navigation between Ottawa and Kingston.

A still further system connects Lake Champlain with the navigation of the St. Lawrence.

In Nova Scotia the St. Peter's Canal crosses an isthmus of half a mile, connecting St. Peter's Bay on the southern coast of the Island of Cape Breton with the Great and Little Bras d'Or Lakes, possessing a natural outlet into the Atlantic.

The Chambawanga Canal is proposed to be constructed to connect the waters of the St. Lawrence with Lake Champlain, and its completion is expected to be of great benefit to the inland transportation trade of Canada and the trade of Montreal.

BAY VERTE CANAL.

A supplementary report of the Minister of Public Works gives the reports of the engineers on the route and construction of the proposed Bay Verte Canal, between Bay Verte and Cumberland Basin, connecting the waters of the Gulf of St. Lawrence with those of the Bay of Fundy. The total length of the canal will be 26½ miles; 4 locks will be required. The general depth of cutting through the marshes will be 22 feet; but on the watershed, a mile and a half across, below the deep spongy moss, from 10 to 20 feet deep, filling the bed of a lake, there lies a barrier of soft red sandstone which will have to be cut to the depth of 15 feet. The canal is to be 100 feet at bottom, with 16 feet of water. The mean level of the sea was found to be the same in Bay Verte and the Bay of Fundy. The water supply will be furnished by the high water of the Bay of Fundy and the fresh-water lakes at the sources of the Laplaine. The estimate of the cost is \$5,000,000.

POST-OFFICE.

The wonderful strides which the Post-Office of Canada has made towards perfection in the past few years must be regarded as an indication of the energy displayed by the heads of this Department.

In 1873 the money order system was extended to Manitoba and to British India, and the interchange of postal cards with the United States took place at the same period, while in the past year the free delivery of letters in large cities and towns has been inaugurated with success, and the Canadian postal system is fast approaching an equality with that of the most advanced in other countries. At the beginning of this year (1873) extra postage to and from the United States has been abolished, and a letter or postal card now goes between any part of Canada and the United States at the home rates of three cents and one cent, an immense concession on both sides to the public when the enormous correspondence between the two countries is considered.

A steady advance in the revenue is noticeable, but, on the other hand, the acceleration of mail to be by the opening of new routes of railway, the increased mileage caused by serving the new Provinces, and the more frequent service of the older portions of the Dominion, have made the expenditure more than keep pace with the receipts, so that there is still an excess of outlay over income.

Closed mails, passing through the United States are regularly exchanged with the distant Provinces of Manitoba and British Columbia, a fortnightly mail contract having been entered into between San Francisco and

Victoria, B. C., the time now occupied between these two points being four days.

The most perfect arrangements exist for paper, book, parcel, and sample posts within the Dominion, and with the United States and other countries, and the money order system is being rapidly extended to meet the growing wants of the country. A comparison of the number of post-offices in the Dominion at fixed dates is interesting as showing the growth of towns as well as population. In 1868 there were 3638; in 1870, 3820; in 1872, 3943; and in October, 1874, 4662—a very remarkable increase.

THE LAND SYSTEM OF THE DOMINION OF CANADA.

As regards the land system of the Dominion, it may be stated that in the Provinces of Ontario, Quebec, New Brunswick, Nova Scotia, Prince Edward Island, and British Columbia, with the exception of a tract in the last-named Province, ceded to the Dominion for the purpose of the Pacific Railway, the lands are held by the several provincial governments. In several of the Provinces free grants are given to immigrants, and in almost all cases in which government land is for sale, it is offered at prices which are merely nominal, and which really only amount to settlement duties.

The lands in the Province of Manitoba and the North-west Territory are held by the Dominion Government, and are surveyed according to the following system:

The lands are first laid out into blocks of 12 miles square by north and south and east and west lines, the outlines of each block being marked off in the survey monuments every mile and half mile.

These square blocks, which are defined at each of the four corners by an iron bar boundary, are subdivided as the necessities of settlement may require into 4 townships of 6 miles square each; these into 36 sections of one mile square or 640 acres each, and each of such sections into quarters of half a mile square or 160 acres each.

The lands in such block are then ready for settlement.

LAND REGULATIONS.

The Dominion lands in the North-west may be obtained either free by actual settlers, on certain conditions of residence, or simply purchased at the rate of \$1 (1s. 2d. stg.) per acre. Persons who have settled on land have also the right of pre-emption.

Free Grants.—Any person of 21 years of age, being a British subject either by birth or naturalization, may make an application to the Land Officer to be entered for a free grant of one quarter section of 160 acres, or for any less quantity, for a homestead, and then by a continuous residence thereon for three years, and not having alienated the same, or any part thereof, he will be entitled to a Crown deed; upon receiving which the land becomes his absolute property in fee simple.

Purchase of Lands.—Any person can buy vacant lands open for settlement from the Dominion Government in Manitoba or the North-west Territory, by paying therefor in cash, \$1 per acre. But no sale of more than a single section of 640 acres will be made to one person.

Pre-emption Rights.—Any person of 21 years of age, being a British subject, either by birth or naturalization, who may build a dwelling upon, and inhabit and improve any quarter section (160 acres) of land, or any smaller quantity, will have the right of pre-emption thereto; he may have his application entered with the Land Officer, and may at any time obtain a patent by paying \$1 (4s. 2d. stg.) an acre, being the price fixed by government for the sale of such land.

But the claimant, before entering his application, must make an affidavit before the Land Officer that he has not previously exercised his right of pre-emption; and he must further furnish, by his own affidavit, together with the testimony of two credible witnesses, proof to the Land Officer of the settlement and improvement of the land.

No assignment of pre-emption right prior to the issuing of the patent will be recognized by the government.

A settler on land which he may have entered for pre-emption, may subsequently, on application to the Land Officer, have a homestead right substituted therefor.

Reservations.—The following lands are reserved from the operation of the regulations above stated:

1. The lands allotted to the Hudson's Bay Company.
2. Lands reserved for schools.
3. Woodlands set apart for supplying settlers with timber.

The lands and land regulations of the separate Provinces are noted in their respective articles, but there are none which are now attracting more attention than these Dominion lands in the far West.

The Mennonites of Russia have flocked by hundreds of families into Manitoba the past year; and if our own people desire to leave the older Provinces, they have a great North-west of their own to move to—not a parched desert region like Arizona, Colorado, and many others comprised in the great American Desert, where for hundreds of miles no vegetation for the sustenance of man can exist (see Bell's New Tracks in America), but millions of square miles of the most fertile lands, abundantly watered by streams, rivers, and lakes—and whose mineral resources are literally inexhaustible, immense beds of coal being found on the wide plains, and gold, silver, iron, etc., among the Rocky Mountains. The climate also is found not to be surpassed in salubrity anywhere in America. Already access to these Provinces and Territories is easily attained, and before many years a continuous track of railway will stretch across the whole continent, from the Atlantic seaport of Halifax to the Pacific port of Victoria—through the entire breadth of the Dominion—a line of railway which will be unrivalled; of which 1000 miles already bear the iron-horse, 600 are under construction, and the remainder under survey.

IMMIGRATION.

The history of Canada previous to 1867 is a history of separate Provinces, often told heretofore, and not applicable to a work like this. The history of the Dominion begins in 1867, with the Act of Confederation which we have briefly sketched, and beyond that we have space only for useful and necessary statistics; but we cannot close this chapter without some brief remarks to those who may look it over in other countries than Canada, perhaps seeking information as emigrants.

There is no country in the world that presents to the European emigrant finer prospects than the Dominion of Canada, with her millions of acres of the most fertile and cheap lands, a healthy climate, an unprecedented demand for labour of all kinds, and high wages, together with institutions and laws that are just, respected, and obeyed.

Immigration has attracted much attention during the last few years, and in 1873 the vote of the Dominion Parliament for this service was nearly \$300,000, and very large grants were voted by the separate Provinces. The rapid progress of the country caused great demands for labour. The Hon. Mr. Pope, the Canadian Minister charged with immigration, says in his report of 1872:

"The immigrant arrivals during 1871, as well as for some years previously, were quite insufficient to satisfy one-third of the labour demands of the country. These are at this moment more importunate than ever."

"The numbers of immigrants which might be absorbed by the immense agricultural and other requirements of the Dominion are practically unlimited. It is a fact that more than treble the number of the ordinary yearly arrivals of immigrants could be absorbed without making any glut in the labour market."

These statements of the Minister refer only to the ordinary labour demands of the Dominion, and are still more applicable to the present time; but, beyond the ordinary increasing labour demands of Canada, there is at present springing up an extraordinary demand of very considerable magnitude, for the construction of the Pacific Railway, the enlargement of the Canadian canals, and other public works in progress.

The uncultivated lands of Canada can, too, absorb millions of agricultural settlers. In fact, the rapid growth and increase of wealth in Canada is quite apparent to any person who resides there even for a limited time, and during the last few years there has been an unprecedented demand for all kinds of labour, more especially agriculturists.

Small farmers, with some capital, can readily find land to clear in any part of Canada; or farms to purchase, in part or entirely cleared. But persons of that class who come here will act wisely if they put their money in the bank immediately after landing, and go to work and learn the nature of the land and the ways of the country before locating or making a purchase.

Passing over the very large number of immigrants who availed themselves of the nearer route through Canada to the Western States, than *via* New York, the numbers of those reported by the Dominion agents at the several ports to have settled in Canada during the period of eight years, were as follows:

1866	10,091
1867	14,566
1868	12,705
1869	15,630
1870	24,749
1871	27,773
1872	39,557
1873	37,051

Besides these, an unusually large number of Canadians have returned from the United States—a movement which, as these lines are written, is rapidly going forward. The number of these arrivals for 1873 was upwards of 12,000. The statistics for 1874 are not yet compiled, but they no doubt largely exceed those for 1873, both for immigrants from Europe and for returned Canadians—mainly French Canadians—from the United States, where the state of the manufacturing interests in which they were employed has caused them to seek again the more stable inducements offered in Canada.

It may be remarked, with reference to these figures, that the settlement of the great North-west of the Dominion is only just beginning, while that of the United States is being checked by having reached the borders of the American Desert, which begins at about the 100th degree of west longitude, and stretches across the continent to the Rocky Mountains.

Great acceleration of the ratio of the increase of population in Canada may therefore be looked for, while that of the United States has already been checked.

The classes recommended to emigrate to Canada are—

Persons with capital, seeking investment.
Tenant farmers with limited capital who can buy and stock a freehold estate with the money needed to carry on a small farm in England.

Agricultural labourers, skilled and unskilled, for whom there is a large and increasing demand. But there is also a very large demand for the classes of common able-bodied labourers, arising from the numerous and extensive public works and buildings everywhere in progress in the Dominion, and this demand will be largely increased by other large public works projected, notably the Canadian Pacific Railway and the Canadian canal system.

The handicrafts and trades generally, which are, so to speak, of universal application, can also always absorb a large number of artisans and journeymen, and female domestic servants of good character.

Children of either sex, respectably vouched for, and watched over upon their arrival by parties who bring them out, may be absorbed in very considerable numbers.

The various manufactures incident to a comparatively new country constitute an important and rapidly increasing branch of industry, and they cause a large demand for immigrant labour.

The getting out of timber from the forests, and its manufacture, form a leading industry of the Dominion, but not one to be much relied on for newly arrived immigrants, the various descriptions of labour which it requires being best performed by persons who have had special training in this country. The various industries, however, which have immediate sympathy with it, make a large demand for immigrant labour.

Skilled farm-hands get from £30 to £40 a year, with board and lodging; labourers, from 5s. to 6s. a day; mechanics and skilled artisans, from 6s. to 16s. a day; female servants, from 16s. to £2 a month.

It may be stated in connection with the rates of wages, that food is plentiful and cheap in Canada; and the Dominion is, therefore, a cheap country to live in.

The following are average prices: 4lb. loaf of white bread, 5d. to 6d.; salt butter, 9d. to 13d. per lb.; meat, 34d. to 6d. per lb.; cheese, 44d. to 74d. per lb.; potatoes, 1s. to 2s. per bushel; sugar (brown) but dry and superior quality, 44d. to 5d. per lb.; tea, 2s. to 2s. 6d. per lb.; eggs, 6d. to 9d. per dozen; milk, per quart, 24d. to 3d.; beer, 2d. to 5d. per quart; tobacco, 1s. to 2s. per lb.; and other articles in proportion.

The purchasing power of the dollar in Canada is much greater than in other parts of America, especially in those things which go to make the cost of living, and this fact should always be kept in mind in making comparisons between the rates of wages paid in Canada and the United States. It has happened that considerable numbers of persons who had left Canada, attracted by the higher apparent rate of wages paid in the United States, returned during the past year.

Families with fixed incomes will find in Canada, with much less difficulty than amidst the crowded population of the mother country, a suitable and pleasant home, with every facility for educating and starting their children in life. Persons living on the interest of their money can easily get from 7 to 8 per cent. on first-class security.

Money deposited in the post-office savings banks (government security) draws 4 per cent. interest.

The rate allowed for the deposit of money on call in other savings banks and banks is from 4 to 5 per cent., with undoubted security.

It may be remarked that the classes which should not be induced to emigrate to Canada, unless upon recommendation of private friends, and with a view to places specially available, are professional or literary men, and clerks and shopmen. As a rule there is a tendency towards an over-supply of applicants for these callings from within the Dominion itself, and unknown or untried emigrants seeking employment in them might encounter painful disappointments.

The fisheries of the Dominion, both on the Atlantic and Pacific coast, are of almost unlimited extent, and afford a field for the particular kind of labour adapted to them.

The Dominion possesses very extensive mining resources of almost every kind. These offer a wide field for explorations, and hold out much promise for the future. Their present state of development calls for a considerable amount of labour, which, it is expected, will be increased to a very large extent in the immediate future.

Contrast the recent surveys and reports of our great North-west with those relating to the unsettled lands of our republican neighbours, and we must inevitably conclude that the time has come for Canada to offer to the emigrants from the Old World those prairie homes which the United States no longer can supply.

Very thorough explorations by General Hazen, of the United States Army, whose report is just issued, leave no doubt that the interior of the Continent, not only in the vicinity of the proposed Northern Pacific Railway, but along all the proposed trans-continental lines in United States territory, is, to all intents and purposes, one vast desert, of no value for any use or purpose under the sun.

"The great middle region" has been opened up with a definiteness and with results that are a surprise and a disappointment to the American nation. According to General Hazen, whose opportunities for informing himself could not be surpassed, Arizona is so desolate that a large portion of it is destitute even of game. The eastern half of Kansas and Nebraska is valuable, the western half worthless. Not more than a fifteenth or a thirtieth of Colorado is arable. The Mormons, having settled on all the available land in Utah, are now obliged to find new land in adjoining territories for new arrivals of immigrants. On the northern line of California there are 200,000 square miles of lava-bed, not yet covered with mould and vegetation. Nearly all the agricultural portion of Nevada is in use, yet it has only 10,000 people; and in the territory of New Mexico, the land fit for cultivation is found only in the narrow valleys along the margin of streams. Water is wanted everywhere; and the winter storms, say along the lines of the Northern Pacific Railway, are described as terrific, and calculated to destroy all animal life not protected.

General Hazen estimates that, from the 100th meridian to the Sierra Nevada mountains, 1200 miles, not one acre in one hundred is of use for agricultural purposes; that the limits of settlement in the West have almost been reached, and that the phenomenon of the sudden upspringing of new and populous States will no more be seen in the neighbouring republic.

While we in Canada have every reason to wish our republican neighbours well, we have, at the same time, the satisfaction of knowing that the dreary wastes of their interior regions, as described by General Hazen, do not extend into Dominion territory.

In our great North-west there are the soil, the climate, the combination of wood and prairie, the rivers and valleys, which are so attractive to a European population, particularly from northern latitudes. The Canada Pacific Railway and Canadian ocean steamers will, ere many years, place our North-west within three weeks' travel from Germany, Scandinavia, or Britain, and here the millions of Europeans who are yet to leave their country will find such homes as they might look for in vain in any other part of the world; and the unweiling of the Great American Desert will doubtless aid in attracting fresh attention to a country the very opposite of that so graphically described in the report above referred to.

The agent-general of the Dominion, resident in London, has general supervision over all emigration agents, who are established by the general or local governments in most foreign ports, to assist interring emigrants; and the system of giving assisted passages, by means of passenger warrants, has, doubtless, important influence in increasing the number of settlers to Canada. Under these warrants approved immigrants could obtain passages in 1872 for £4 5s. sterling per steamship, instead of £6 6s., the conference rate; and in 1873 for £4 15s. In 1873, moreover, special warrants were granted by the government of Canada, under which the families of agricultural labourers and domestic female servants could obtain passages per steamship for £2 5s. sterling per adult. The usual reductions were made for children in both these classes of warrants.

Of late years the majority of the immigrants have been of English or Scandinavian birth, and to these classes especially no country offers such inducements of congenial climate and society, and such familiar elements of industry and wealth as Canada. Although there have lately been signs of general unwillingness to promote any emigration from the United Kingdom, yet we think Englishmen are promoting the true interests of the mother country by encouraging and assisting emigration to Canada, for, as it appears from the returns published by the Registrar-General that the increase of population in Great Britain is very nearly a quarter of a million a year over both the deaths and the outflow from emigration, it may be concluded that emigration is necessary to prevent the overstocking of the labour market. It is certainly also building up a great and prosperous nation in Canada, which, in its turn, promotes prosperity in Great Britain by becoming a customer.

No more loyal or warmly attached colony exists to Great Britain than Canada, and no more certain way exists of perpetuating such feelings than for England heartily to assist in peopling it with Englishmen.

ONTARIO.

The Province of Ontario is bounded on the east by the Province of Quebec; on the south by the middle course of the St. Lawrence, and the great lakes which form the source of that great river; and on the west and north by an undetermined line which is to separate it from the Province of Manitoba and the vast North-west. It covers an area of about 80,000,000 acres of land, the greatest part of which is fertile soil, and the worst of which abounds in forests and mineral products. On its southern and western boundaries it has the five great lakes of Ontario, Erie, St. Clair, Superior, and Huron, and Georgian Bay, of which the total length is 1085 miles, and area 80,000 square miles. A main water-shed separates the waters of the St. Lawrence from those of the Ottawa.

The system of inland navigation is the most extensive and perfect in the world.

The population, by the census of 1870, was 1,620,850, and at this date (1873) is estimated at fully 1,900,000, which is the largest of all the Provinces. It has doubled its population within the last 20 years.

The soil varies in different localities, but a large proportion is of the very best description for agricultural purposes; water communication, by means of the great lakes, is unsurpassed, and the Province is everywhere intersected by railways. In mineral wealth (excluding the one article, coal) Ontario probably equals any part of the world, abounding as it does in iron, copper, lead, silver, marble, petroleum, salt, etc., etc. Its immense forests of pine timber are too well known to need any description. The great lakes abound with fish, and the forests with game.

A reference to the display of cereals and other agricultural productions made by Canada, at the exhibitions of London and Paris, might be considered sufficient to illustrate the remarkable adaptation of the soil to their growth and cultivation; but so limited a notice would leave the question of permanent fertility still unanswered. When, however, it is known that the area in which the astonishing crops of wheat are raised, for which the Province of Ontario is so justly distinguished, extends over three fourths of the present inhabited parts of the country, and that the prevailing soil consists of rich clays of great depth, the question of permanent fertility resolves itself into one of husbandry.

The average yield of wheat in some townships exceeds twenty-two bushels to the acre, and, where an approach to good farming prevails, the yield rises to thirty and often forty bushels to the acre. On new land, fifty bushels is not a very uncommon yield; and it must not be forgotten that Canadian wheat, grown near the city of Toronto, won a first prize at the Paris Exhibition. It may truly be said that the soil of what may be termed the agricultural portion of Canada, which comprises four-fifths of the inhabited portion, and a vast area still in the hands of the government and now open to settlement, is unexceptionable; and when deterioration takes place, it is the fault of the farmer and not of the soil.

Barley is now extensively cultivated, and is a very remunerative crop; but the same remark will apply to peas, which are generally, like the two former, of excellent quality. Oats, in moist seasons, yield abundantly, and Indian corn succeeds in all the warmer districts. The south-western portion of the Province contains soils of a similar character to those of the celebrated German Valley in the opposite State of New York, and are remarkable for producing the finest varieties of winter wheat. The midge, which in some sections has of late years been very mischievous, seems now to be generally subsiding. Potatoes, turnips, mangels, carrots, etc., are extensively cultivated as field crops in the older settled sections, and in ordinary seasons, after good cultivation, they yield abundantly. Of late years more attention has been given to the dairy, whereby both cheese and butter have been greatly increased in quantity and improved in quality. Cheese-making, on what is termed the "Factory System" — that is, a number of farmers co-operating in one neighbourhood in supporting a common dairy — has been extensively carried out in several parts of the Province with very satisfactory results.

Flax culture has recently been added to the other numerous branches of Canadian industry, and is found to be a remunerative crop. At present there are some sixty scutch mills in the country, many of them at work and doing a profitable business. Prices of fibre prepared and ready for market will command from \$290 to \$325 per ton of 2000 lbs. net, and seed from \$2 to \$2.50 per bushel of 56 lbs. The produce of the latter will average from 8 to 12 bushels per acre. White, clean, scutched flax of good quality will produce from 200 to 300 lbs. weight per acre. The demand for fibre in the American market far exceeds the supply at the above prices, and this season the quantity sown will be largely increased.

Hemp, tobacco, and sugar-beet can also be profitably raised.

The high position which the Province of Ontario occupies, both in the Dominion of Canada and the North

American continent, in relation to agricultural and industrial progress generally, is largely to be ascribed to the very liberal manner in which public aid has been brought to second individual and voluntary effort.

There are in Ontario upwards of three hundred societies, organized according to law, for the promotion of agriculture, horticulture, and the mechanical arts, principally by holding annual exhibitions for public competition in their several localities. In addition to the large sums raised by members' subscriptions, the government encourage their efforts by an annual grant amounting, on the whole, to nearly \$70,000. This large sum is given to the different societies in proportion to the amount which each raise, respectively. The stimulus thus given to agricultural improvement generally has induced, of late years, several enterprising farmers to import from Britain pure-bred animals of the Short-horn, Hereford, Devon, and other breeds, at an immense expense; and this may be said also of horses, sheep, and swine, so that the Province now contains a large amount of breeding stock of the highest character and value.

Taking as a basis of calculation the official returns of each country, it can be demonstrated that Canada, and Ontario especially, instead of lagging behind the United States in every element of progress, can put the tabular statements of her products and her progress side by side with those of the Great Republic on her borders, and not suffer from the comparison; on the contrary, she is shown to be considerably ahead of the United States in many important indications of a skilled and productive agriculture, and a rapid general advancement. The comparison as regards the Province of Ontario is very favourable. It showed that the cash value of her farms, per head of the population, was greater in Ontario than in the United States. That the capital invested in agricultural implements was greater in Ontario than in the United States, in proportion to the breadth of land cultivated, being \$186 for every hundred acres of cultivated land in Ontario, and \$150 for every hundred acres of cultivated land in the United States. That the value of agricultural implements manufactured in Ontario did not fall very much behind the value of agricultural implements manufactured in the United States, in proportion to population, being \$8.41 per head of the population in Ontario, and \$0.55 per head of the population in the United States. That, in proportion to population, she produces more than three times as much wheat as the United States, raising 17.64 bushels for each inhabitant, while the United States raised only 5.50 bushels for each inhabitant. That she was greatly ahead even of the Western States as a wheat-producing country, the average production of wheat in the whole of the Western States being only 10 bushels for each inhabitant. That, of the eight leading staples of agriculture, common to both countries—wheat, corn, rye, barley, oats, buckwheat, peas and beans, and potatoes—she produced 55.95 bushels for each inhabitant, while of the same articles the United States produced only 43.42 bushels for each inhabitant. That, excluding Indian corn from the list, she produced of the remaining articles 51.34 bushels for each inhabitant, against 16.74 bushels for each inhabitant produced in the United States. That, in proportion to population, she had more capital invested in live stock than the United States, the value of live stock owned in Ontario being \$38.13 per head of the population, while in the United States it was \$34.64 per head of the population. That for every hundred of the population Ontario owned 27 horses, and the United States only 20. That for every hundred inhabitants Ontario owned 32 milk-cows, and the United States only 27. That for every hundred inhabitants Ontario owned 84 sheep, and the United States only 71; and that of live stock, in the number of pigs only was she exceeded by the United States in proportion to population. That she produced 19.22 pounds of butter for every inhabitant, while the United States produced only 14.62 pounds. That she produced 2.62 pounds of wool for each inhabitant, while the United States produced only 1.92 pounds. That in ten years she increased her annual production of butter by 67 per cent., while in the United States the increase was only 46½ per cent. And that she increased her production of wool 40 per cent., while the United States increased their production only 15 per cent.

These facts need no comment. They speak for themselves.

MINES AND MINERALS.

The mineral wealth of Ontario is not surpassed in variety and richness, but may be said to be almost entirely undeveloped.

Iron in large quantities is found a short distance back from Lake Ontario, in the country between the Georgian Bay and the Ottawa; also, in the same region, copper, lead, plumbago, antimony, arsenic, manganese, heavy spar, calc-spar, gypsum or plaster of Paris, marble (pronounced by good judges as fully equal to Carrara, or that obtained in Vermont), and building stone, all of them in large quantities near the surface. Gold has also been found in the same region, but not as yet in quantities sufficient to pay well. Mica is also found in considerable quantities, and is very profitably worked.

On the north shore of Lake Huron are the celebrated Bruce mines of copper, from which ore and metal to the value of about £50,000 are exported annually. Silver is found on the shores of Lake Superior, particularly in the neighbourhood of Thunder Bay. Silver Islet, a small island in this bay, contains one of the richest veins of this metal ever discovered. There are other veins on the mainland, almost, if not quite, as rich.

Petroleum is got in the westerly part of the Province in immense and apparently inexhaustible quantities.

The first wells were struck at Oil Springs, county of Lambton, in 1862, and by March, 1863, over four millions of gallons had been obtained. Other regions have yielded this valuable mineral in large quantities—Bothwell, in the county of Kent, and Petrolia, in Lambton, being the principal. The last-mentioned place is now the largest producing district.

The production at present is about 220,000 barrels yearly. Large refineries have been erected at London and elsewhere, and the trade is assuming proportions of magnitude both for home and export use.

Salt is obtained at Goderich and the neighbourhood, in the shape of brine, from wells sunk to a great depth below the surface.

Large peat-beds exist in many parts of the Province, and the manufacture of peat for fuel is now being carried on by several companies.

MANUFACTURES.

The almost unlimited supply of water-power throughout Ontario affords unusual facilities for manufactures to which that power is adapted, and in consequence various descriptions of industry are springing up in all directions. Steam-power is also used to a large extent. The principal articles manufactured are cloth, linen, furniture, sawn timber, flax, iron and hardware, paper, soap, cotton and woollen goods, steam-engines and locomotives, wooden ware of all descriptions, agricultural implements, etc.

RAILWAYS.

The railway system has made rapid strides in Ontario during the last fifteen years. In the year 1852 there was not a single mile open in the whole Province. At the present moment (1875) there are about 2800 miles in operation, and as may be seen by reference to the maps where their proposed routes are laid down, many new roads are projected or being already constructed or extended.

As to ordinary roads—in the settled parts of the Province these are excellent, being generally gravelled or macadamized, and kept in good order. In the unsettled parts, with a view of opening them up, the government constructs out of the public money what are called colonization roads.

EDUCATION.

The school system of Ontario is admirable. It affords the children of the rich and poor alike the means of free education. It is under the control of a chief superintendent, and extends over the whole Province. The schools are supported by a tax on property, with some assistance from the legislature, and are free to all. Each township is divided into school sections, with a board of school trustees, consisting of three persons, to each section. This board employs the teacher and controls the

school. There are 53 inspectors of schools for the entire Province, but no inspector has the supervision of more than 120 or less than 50 schools. They are paid partly by the council and partly by the government. These gentlemen visit their respective schools twice a year, examine into the state of educational matters, and send an elaborate report to the chief superintendent of the result of their inspection, and the exact standing of the schools. Roman Catholics may, if they think proper, establish separate schools, and are in such cases exempted from supporting public schools, and receive a separate grant from the government. In 1872 there were 4598 public schools (of which 190 were Roman Catholic separate schools), with 446,326 pupils attending them. The amount of money expended in their support was \$1,814,821.

The school act of 1871 has given an immense impetus to public school education, and each year shows a greater increase in educational statistics.

The high (formerly grammar) schools of Ontario are principally confined to cities, towns, and villages. Pupils enter them from the public schools, and thence to college and the university.

The Normal School at Toronto is designed to perfect teachers in their profession, and to show them the best method of teaching. Upwards of 300 young men and women attend it annually. There are seventeen Protestant universities and colleges, and three Roman Catholic colleges in Ontario. Private schools are few, and generally in cities and towns. The total number of educational institutions in Ontario in 1872 was 5004, with 463,057 pupils, and a total amount available for educational purposes of \$2,629,570.

GOVERNMENT.

The public affairs of the Province are administered by a Lieutenant-Governor, an Executive Council of five members, and a Legislative Assembly of eighty-eight members, elected every four years.

The laws and the mode of administering them are mainly the same as in England; the practice, however, is simpler, and far less expensive. The courts are the Queen's Bench, Common Pleas, and Chancery, each presided over by a chief-justice and two assistants, and a Court of Error and Appeal, composed of a president and the judges of Superior Courts of Law and Equity. In each county there is a County Court, presided over by a county judge. The judges of the Superior Courts (who are all appointed by the Dominion Government) go circuit to each county throughout the Province twice a year, to hold assizes for the trial of civil and criminal cases. The judges of the Court of Chancery also hold their courts in various counties as well as at Osgoode Hall.

TAXATION.

In Ontario there is no taxation answering to the State taxation in the United States, the provincial expenditure being far more than covered by the share of the Dominion taxes which the Dominion hands over to each Province.

THE PUBLIC LANDS.

Vast tracts of uncleared land are still in the hands of the government of Ontario awaiting the advent of the settler. The best locations in a new country are usually taken up first; but there are large quantities of wild land inviting the labour of the backwoodsman, which, when cleared and improved, will be equal to not a few of the older and improved settlements. There are in the Province of Ontario the following number of acres:

In total area, 77,006,400.

Total surveyed, 25,297,480.

Total granted and sold, 21,879,038.

Thus there are some three millions and a half acres of surveyed government lands not yet taken up, and more than fifty millions of acres not yet surveyed. The greater part of these lands lie in the region bounded at the east by the Ottawa River, at the west by the Georgian Bay, and at the south by the more northerly of what are called the front townships, and which are more or less improved and settled up.

There is, in the basin of Lake Nipissing and the water-

shed of the Ottawa, both in Ontario and Quebec, a most extensive tract of excellent land, nearly as large as the peninsula of Ontario, much of it deep-soiled as the basin of the St. Lawrence, timbered with a heavy growth of mixed white pine and hardwood, much of it as level as the St. Lawrence valley, and some as even as a prairie. It lies, moreover, near waters which either are or can be easily made navigable.

The price of such government lands as are for sale varies with the situation. In the Algoma district it is ten pence per acre, but that is a somewhat remote region. The usual price for the more accessible tracts is from 2s. to 15s. per acre.

FREE GRANT LANDS.

The free grant lands in the Province of Ontario are especially worthy the attention alike of the immigrant and of parties already resident in the country who are desirous of possessing freehold farms, but whose means are limited. Anxious to promote the improvement of the yet uncleared districts, the provincial government have thrown open, upon the most liberal terms, a number of townships, containing over 3,000,000 acres, into any of which parties may go and select for themselves the site of a future home. Every head of a family can obtain, gratis, two hundred acres of land, and any person arrived at the age of eighteen may obtain one hundred acres in the free grant district. This offer is made by the government to all persons, without distinction of sex, so that a large family, having several children in it at or past eighteen years of age, may take up a large tract, and become, in a few years, when the land is cleared and improved, joint possessors of a valuable and beautiful estate.

The settlement duties are: to have fifteen acres on each grant of one hundred acres cleared and under crop, of which at least two acres are to be cleared and cultivated annually for five years; to build a habitable house, at least sixteen by twenty feet in size, and to reside on the land at least six months in each year.

In the older settled townships, farmers possessing moderate means can readily purchase or lease suitable farms of from one to two hundred acres, more or less cleared and improved.

Cleared and improved farms, including the farm-buildings, can be bought at prices ranging from £4 to £10 to an acre. The money can nearly always be paid in instalments, covering several years. The leasing of farms is an exception to the general rule, as most men desire to own the land they cultivate.

There are several large and influential land and building companies in Ontario.

THE CANADA COMPANY

Originally acquired from the government, about the year 1828, about 2,000,000 acres—one million being "en bloc," and forming what was known as the Huron tract; the other called "Crown Reserves," in scattered lots and blocks in various parts of the Province, extending from the Ottawa to the St. Clair.

The company had the great support which £280,737 sterling (\$1,410,000) of paid-up capital gives.

Settlement first began, rapidly, in the township of Blanchard, the greater part of which was settled within two years. Blanchard is now one of the richest townships in the county of Perth, with 3774 people, according to the last census, with 45,723 acres assessed, 644 rate-payers, \$735,750 of real estate assessed clear of debts, and spending two thousand dollars a year on its roads and bridges. In other places it progressed more slowly. The company did not lay out tier after tier of farms, but allowed settlers to purchase where they chose. The greater portion of the sales varied from \$1 25 to \$2 25 per acre.

They also originally laid out the towns of Goderich, Guelph, and Stratford, and the village of Mitchell.

The records of the company show that many of the early settlers were men who came out from Europe without any capital, who had, however, paid for their land in full, and acquired a considerable amount of property in farm stock, as long as twenty-five years ago. Whether emigrants or not, some 25,000 families have actually settled on the company's lands.

The last annual dividend was £1 10s. 8d. per share—the share being £10 13s. 8d. The average rate of dividend cannot well be ascertained in this country. The capital stock is now reduced by repayment of capital to shareholders to £27,110,000.

Only about 400,000 acres remain in the company's hands.

The office of the Canada Company is at Toronto.

THE CANADIAN LAND AND IMMIGRATION COMPANY

Bought so recently as 1861 the ten townships of Dysart, Dudley, Harcourt, Guilford, Harburn, Bruton, Havelock, Eyre, and Clay (in Peterborough County), and Longford (in Victoria County). These townships, all in one block—were unsurveyed, and after a survey, which cost the company \$31,810, it appeared that they covered 403,425 acres, from which, after deducting 41,000 acres for the area covered by swamps, etc., there remained 362,425 acres, to be paid for at the rate of 50 cents per acre. The amount paid by the company to government was \$195,043. The ordinary settlement duties upon these lands are to be performed within eighteen years from January, 1865, and ten per cent. of the purchase-money is to be refunded to the company for the construction of leading lines of road, subject to government inspection. Besides these expenses, the company has paid nearly \$100,000 more for additional surveying, road-making, etc., besides considerable sums in preparation of their estate for settlement, the furtherance of emigration, etc. In all, besides payments to government, over \$300,000 have been expended to date.

Some twenty-five miles of new road have been constructed, and twenty-five miles of the old government Peterson road have been brushed out and repaired. The company has shared the expense of many of these improvements with municipalities interested.

Flourishing towns are already within their borders.

Free grants are offered along the Peterson road to facilitate settlement, and to open means of communication through the entire block. The price at which the company now sells is—in Dysart, \$1 50, and in other townships, \$1 00 per acre, cash; or \$2 00 in Dysart, and \$1 25 in other townships, in five annual instalments, with interest at five per cent. Or the company will rent for seventeen years, for 15 cents per acre in Dysart, and 10 cents in other townships, and the right of pre-emption at the end of the term, at \$2 00 and \$1 35 respectively.

There are unmistakable signs that a prolonged period of unexampled prosperity is dawning on Ontario, and it may fairly be assumed that her growth and population must for several decennial stages equal, if not exceed, those recorded in the past. Amongst other reasons for arriving at these conclusions the following are suggestive: The migration of the native-born from Ontario has almost ceased, while numbers of American citizens, farmers, manufacturers, miners, or lumber merchants, are making that Province their home. Emigration from the European continent and Great Britain is encouraged by reduced rates of passage-money and free grants of 100 acres to actual settlers. The legislature, moreover, votes large funds for the construction of national colonization roads, extending into the unoccupied public domain. Railways liberally subsidized, either under construction or projected, and intersecting every district, connect every section of the Province with that great railway artery of the Dominion, the Grand Trunk, thus affording facilities for the conveyance of emigrants to public lands, enhancing the value of farm produce and real estate, and calling into activity long dormant manufacturing and mining industries.

The financial statement of the Ontario Treasurer on the 18th February, 1873, revealed a condition of prosperity rarely reached, and is a testimony of the prudence and economy of the people and their aptitude for public affairs. The revenue for 1873 amounts to \$3,298,401; the expenditure, conducted on a liberal scale, \$2,690,943. The surplus savings accumulated since 1867, and invested in interest-bearing securities, exceed four millions and a quarter, with a further sum of \$352,991 cash in bank, besides enormous assets in real estate, pine forests, and mineral lands. From the 1st July, 1867, to the 1st January, 1873, 1484 miles of railway have been constructed, or were in course of construction, at an es-

timated cost of thirty-five millions, all *bona fide* enterprises, built mainly with local funds. Thirty-four thousand emigrants from Great Britain and the continent made Ontario their home in 1872, in addition to 2000 American citizens who reported themselves to the emigrant agents as having permanently removed to that Province. 115,075 acres were given away to actual settlers, besides a bonus of \$6 by the government to each adult emigrant who entered and resided three months in that Province, and arrangements have been made to turn the tide of Scandinavian migration towards the vast unoccupied forest lands round Nipissing, Georgian Bay, and the shores of Lakes Huron and Superior, where a brighter sun and more grateful soil will banish the regrets of the emigrants, and reward their industry.

No language can convey so vivid a picture of the prodigious strides in population and civilization of counties a few years since wild and untenanted, like the present Nipissing region, as the passionless figures of the census. In 1827 the Huron county was an unbroken wilderness; in 1841 the counties of Huron, Perth, and Bruce counted only 5000 inhabitants; in 1851 the number had risen to 37,582; while in 1871 the enumeration was 161,216—being nearly thirty-fold within thirty years; a rate of progress rarely paralleled amongst a population exclusively devoted to agriculture, and without the attractions of manufacturing centres.

TORONTO

Toronto, the seat of the provincial government, with a population in 1871 of 50,092, is now estimated at upwards of 70,000. Its port, opening on Lake Ontario, is the principal inland port of the Dominion.

The bay is entered by a narrow opening, and is separated from the lake by a low peninsula about 6 miles long, inclosing a beautiful basin 1½ miles in diameter, forming a safe and well-sheltered harbour, affording great facilities for an extensive traffic. Lines of steamers run daily during navigation to all the lake ports and ports on the river St. Lawrence.

Five lines of railways run through the city—the Grand Trunk, Great Western, Northern, Toronto and Nipissing, and Toronto, Grey and Bruce.

The city generally is built of a light-coloured brick, of a soft, pleasing tint.

The public buildings of the city are substantial in workmanship, and some of them beautiful in architectural design. Many of the stores, especially the wholesale stores, and private dwellings, are quite palatial in their outward aspect and interior structure. It is the seat of Law and the headquarters of the Educational Department of Ontario. The principal buildings are Osbourne Hall, a fine classic structure, containing all the Superior Law Courts of the Province; the Parliament buildings, of plain exterior, but with handsomely decorated and furnished legislative chamber, and well equipped government offices; the Lieutenant-Governor's residence, a princely mansion; the Normal School buildings, of Italian design, containing offices and depositaries of the Council of Public Instruction; two model schools; one model grammar school and educational museum. There are several handsome common and grammar schools. In connection with higher education there is the University of Toronto, one of the finest buildings on the continent of America, and reckoned second to none on this side the Atlantic as a seat of learning. It is of Norman architecture in its principal features, with massive tower and richly sculptured doorway for its main entrance. It is beautifully situated at the western side of the Queen's Park, a noble public park for the recreation of the citizens, whose spacious avenues are ornamented with rows of stately trees. In the centre of the Park is a finely modelled and well executed bronze statue of Her Majesty Queen Victoria, by Marshall Wood, England, and a short distance from this there is a monument erected in honour of those Toronto Volunteers who sacrificed their lives in defence of their country during the first attempted invasion of Canada by the Fenian miscreants (1866). Trinity College is another educational institution in connection with the Episcopalian Church; and there is also Knox College, for the

theological training of students in connection with the Canada Presbyterian Church. The Upper Canada College is an extensive range of buildings, and has a high repute as a grammar school and boarding school for boys. There are two schools of medicine in Toronto, each having an efficient staff of professors. There is also an ably conducted veterinary college.

Toronto is noted for its fine hotels. The Queen's is famous among all travellers as one of the finest and best hotels on the continent, and pre-eminently the best in Canada. It is the head-quarters of the Governor-General when in Toronto, and in all respects worthy of its "royal" name.

Toronto has also recently completed the two finest theatres in the Dominion.

The public institutions are numerous, and many of the buildings appropriated for their purposes have striking features of architectural beauty. Amongst these may be enumerated the Lunatic Asylum; the Crystal Palace, for holding the provincial agricultural exhibitions; the Boys' Home; the Girls' Home; the House of Providence; the Protestant Orphans' Home; the custom-house; the Government School of Technology; the new post-office, a fine specimen of the Italian order of architecture.

The manufacturing interests of Toronto are varied. There are several extensive iron foundries and engineering establishments, railway car-building shops, rolling mills, several breweries and a mammoth distillery, carriage factories, tanneries, soap-works, cabinet factories, one of which is the largest in the Dominion, car-wheel works, machine-shops of all kinds, pork-packing houses, sewing-machine, sash and door, and boot and shoe factories on a large scale. Its wholesale trade is very extensive and rapidly increasing.

Banking is represented by thirteen institutions, six of which have sprung out of the enterprise of Toronto merchants and are doing a profitable business.

There are forty-seven churches, among which St. James' Cathedral (Church of England) possesses great architectural merits, and the tallest spire on the American continent. The assessed value of real and personal estate in 1874 is over \$38,000,000.

OTTAWA

OTTAWA, the capital of the Dominion of Canada, is beautifully situated on the right bank of the Ottawa River, at the outlet of the Rideau, and on the Canada Central, Brockville and Ottawa, and St. Lawrence and Ottawa railways. It is one of the most flourishing cities in Ontario, being the *entrepôt* of the great lumber trade of the Ottawa River and its tributaries. It is divided into Upper and Lower Town by the Rideau Canal, which connects it with Kingston. The locks here are eight in number, and are very massive.

The town was founded in 1827 by Colonel By, R.E. It was incorporated a city, and its name changed to Ottawa in 1854, and selected by Queen Victoria as the capital of Canada in 1858. Its population in 1871 was 21,515, and is now over 25,000.

The chief attraction in Ottawa is the government buildings, which occupy an elevated piece of ground, about twenty-five acres in extent and 150 feet above the river, known by the name of "Barrack Hill." The view from this natural terrace is superb. The great river with its moving rafts, steamers, barges, and canoes rolls swiftly on through splendid hill-ranges towards the south. In the distance the fine suspension-bridge which spans the majestic river just above the Chaudière Falls attracts the eye, even though it be tempted to rest upon the wild beauty of the cascade sweeping by craggy rocks between abrupt islands, and plunging into the basin below, where part of its waters disappear in a mysterious way. Far beyond the cascade glitters the broad river swiftly rushing down the rapids Des Chênes; and in the remote background rise towering hills and mountains, often brilliant with purple and gold when the sun dips from view and gilds their lovely summits with his parting beams.

The government buildings, the corner-stone of which was laid by H. R. H. the Prince of Wales in September,

1860, are constructed of a light-coloured sandstone found in the township of Nepean, in the valley of the Ottawa. The walls and arches are relieved with cut-stone dressings of Devonian sandstone from Ohio, and with red sandstone from Potsdam, N. Y. The roofs are covered with purple and green slates, and the pinnacles ornamented with wrought-iron castings. The style of architecture is the Italian Gothic, and the south front of the quadrangle is formed by the Parliament building, 500 feet in length. The two departmental buildings are 375 feet long. The rear is open, and will be filled off with a suitable ornamental screen. The committee-rooms occupy the front of the building. The library, a beautiful detached circular building, with a dome 90 feet high, is in the rear of the central tower, 250 feet high. The two legislative halls are on each side of the library, but in the main building. The dimensions of these halls are the same as those of the House of Lords, namely, 80 feet by 45; they are situated on the ground-floor and lighted from above. The library is constructed after the plan of the new library of the British Museum, and will hold 300,000 volumes. The two departmental buildings contain over 300 rooms, and are intended to accommodate all the departments of the government of the Dominion, and are so constructed as to be capable of extension at any future time without injuring the general architectural effect. The buildings cover nearly four acres, and cost about \$4,000,000.

Ottawa contains seventeen churches and many charitable and educational institutions, large mills and manufactories, and seven banks. The Governor-General's residence is "Rideau Hall," a handsome stone structure, with thirty-five acres of well laid-out grounds, and beautiful avenues of shade-trees. It is situated in the suburb of New Edinburgh, connected with Ottawa by a street railway. Hull, also connected with Ottawa by bridges, but situated on the other side of the river, in the Province of Quebec, is a thriving town full of mills and manufactories.

HAMILTON

HAMILTON, one of the most rapidly growing and enterprising cities of the Dominion, is beautifully situated on the south-western curve of Burlington Bay, at the western extremity of Lake Ontario. It occupies a delightful position on a plateau of slightly elevated ground, winding around the base of a mountain, and has superior facilities for becoming a large manufacturing city, being accessible from all points by railway and lake navigation, and being situated in the very centre of the finest grain-producing country in the Dominion. The Great Western Railway and its branches, passing through the most fertile and populous portions of Ontario, has done much to advance the prosperity of Hamilton. Here are located the chief offices, workshops, rolling-mills, grain elevators, etc., connected with the company, in which hundreds of men find employment. The Great Western forms part of the great central route running from the Atlantic to the Pacific, comprising the Hudson River, Boston and Albany, New York Central, Great Western of Canada, and Michigan Central railroads, passing daily through Hamilton, and connecting at every important point with all other railway and steam navigation. The Hamilton, Grey and Bruce Railway to Lake Huron and Georgian Bay, the Hamilton and Lake Erie Railway, and the proposed Hamilton and North-western Railway (projected to connect with the Northern Pacific), further tend to increase the mercantile and manufacturing establishments in the city, and add still more to its general prosperity. In addition to the extensive works of the Great Western Railway, Hamilton boasts of other large manufactories which will bear favourable comparison with any in the Dominion.

There are several large sewing-machine manufactories here, the largest of which, the "Wanzer," has a world-wide reputation, and does an enormous business. Its wholesale houses rank with those of Montreal and Toronto, and its merchants are noted for their enterprise and liberality. It is the head-office of the Bank of Hamilton, and several banks have branches here, and these buildings, as well as the public buildings, churches, and many of the stores, are handsome and costly structures. The

city is well lighted with gas, has an excellent system of drainage, and possesses magnificent water-works, the supply to the reservoir of which is brought from Lake Ontario, a distance of nine miles.

The population in 1871 was 26,716, and is now estimated at 32,000.

Five miles from Hamilton, connected by rail, and by the Desjardins Canal, is Dundas, a thriving manufacturing place, having the advantage of a stream which rushes with great impetuosity through its centre, working on its way numerous mills. The well-known machinery and agricultural works of McKecknie & Bertram and Forsyth & Co. are situated here.

KINGSTON, at one time capital of Upper Canada, is pleasantly situated at the head of the Thousand Islands, River St. Lawrence, where Lake Ontario, the last link of the chain of the inland seas of the West, together with the Bay of Quinte and the great Cataraqui Creek, are united with the mighty channel which conveys and empties their waters into the Gulf of St. Lawrence.

It is, after Quebec and Halifax, the strongest fort in the Dominion of Canada. There is a fort on Messessaga Point, and all other accessible points are secured by batteries. There are extensive military works on Navy Point, and on Point Henry is a fortress which completely commands the harbour and town.

It has recently been selected for the site of the new military college of the Dominion.

Kingston possesses good wharves, and is in every respect well adapted for the large grain shipping trade carried on here. It has also the best facilities for building ships and steamboats. Locomotives, cars, steam-engines, agricultural implements, stoves of every description, pianos and melodions are manufactured in Kingston. There are several large foundries, tanneries, breweries, etc.

Adjacent to the city is Portsmouth, a flourishing village, where the Penitentiary and Lunatic Asylum are located. Kingston possesses two colleges—Queen's and Regiopolis—and has several handsome public buildings, such as the court-house, custom-house, city hall, banks, post-office, hospital, and churches. The Grand Trunk Railway has an important station in rear of the town; freight trains run to the harbour. A railway is in course of construction from Kingston to Penbrooke, distant 120 miles. The Rideau Canal, connecting this port with the Ottawa River, has made it a place of considerable commercial importance.

Population, about 15,000.

LOXBO, the westernmost city in the Dominion of Canada, is beautifully situated on the River Thames, county of Middlesex. It is the chief seat of the county, and honestly boasts a more rapid and prosperous growth than any city in British North America. Forty years ago its present site was a wilderness; now it is a fine city, regularly laid out, having wide streets, well built upon with handsome buildings, and has the best of railway communication with all parts of Canada and the United States. By bestowing on its streets, bridges, and surroundings, familiar names to former residents of the metropolis of the world—such as, among others, Pall Mall, Bond, Piccadilly, Oxford, Waterloo, and Clarence streets, Westminster and Blackfriars' bridges, etc.—it endeavours to cluster round it fond recollections of its great namesake. Its situation has justly earned for it the title of the "Forest City." It is surrounded by a rich agricultural district, which furnishes it with a large trade in wheat and other produce. In the city are a number of manufactories, mills, machine-shops, foundries, and breweries, while immediately outside its limits are very extensive petroleum refineries. These all give employment to a large body of men, and add greatly to the wealth and importance of the city.

London contains seven branch banks, a number of fine hotels, a host of stores, an exhibition building, a lunatic asylum, orphan asylum, hospital, nine schools, a convent, four colleges, and nineteen churches (including Church of England and Roman Catholic cathedrals). St. Paul's Church (Church of England) is one of the few in Canada possessing a peal of bells.

On an eminence in the northern part of the city, sur-

rounded by extensive grounds, is Huron College, established in 1893, Hellmuth College, established 1895, and Hellmuth Ladies' College, established 1896. These are all fine brick structures, and have at their head the Lord Bishop of Huron. The best professors are attached to each, and the highest branches of education are taught. To the energy and zeal of the Bishop, Dr. Hellmuth, is this section of the Dominion due for the successful establishment of the two excellent institutions bearing his name. Three railway companies run their trains through the city, the Grand Trunk, Great Western, and London and Port Stanley, and a fourth, the London, Huron and Bruce, is in process of construction. The depot of the Great Western is a large, fine brick building. This company have also extensive workshops here.

During the summer months large numbers of invalids and health-seekers visit London to enjoy the benefit of its white sulphur springs (famed for their medicinal qualities).

Population in 1852, 9934; 1861, 11,555; 1871, 15,826; 1874, over 20,000, including suburbs.

St. Catharines is celebrated for its mineral springs, and for its excellent hotels. For this reason it is called the Saratoga of British America. The value of the waters, as a remedial agent, was first brought to the notice of the public by Colonel Stephenson, who likewise erected the Stephenson House, a delightful hotel, large enough to accommodate 400 visitors. The spring first discovered, the water of which is used both externally and internally, supplies, on an average, 130,000 gallons per day. Of this amount a large quantity, partially evaporated, is sent throughout the country in its concentrated form, and although saline in its nature is, nevertheless, unfit for the manufacture of salt. A second boring in this vicinity has resulted in the discovery of another well, the properties of which are similar to those of the one first discovered, and the invalid or health-seeker is much indebted to Dr. Theodore Mack, a leading physician of St. Catharines, who has here erected the "Springbank Sanatorium," an institution which is at once the most perfect mineral bathing establishment, sanatorium, and private hotel, and is filled to overflowing by those who appreciate its benefits.

The Welland House and these two others are equal to any in the Province, and are fitted up with a chaste elegance adapted to the taste of the most fastidious. The Great Western and the Welland railways have stations here. Manufacturing of machinery and agricultural implements is carried on to a large extent, and it contains seven churches, four banks, several assurance and insurance companies, a commercial college, grammar school, convent, general hospital, and five or six large flouring mills.

Population, about 10,000.

GUELPH is the capital of the county of Wellington on the River Speed, and on the G. T. and W. G. & B. railways, 48 miles W. of Toronto. The town is built on a number of hills, which give it a picturesque appearance. It contains, besides the county buildings, churches of seven denominations, four branch banks, several assurance and insurance agencies, a library and reading room, several newspaper offices, two telegraph offices, several hotels, and about a hundred stores. The Speed here falls about thirty feet, furnishing abundant water-power to about three or four large flouring mills, two saw mills, two planing mills, and two woollen factories. The town has also manufactories of iron castings, machinery of every description, several large breweries, three sewing-machine and two melodeon establishments. One of the latter, owned by M. M. Bell & Co., is noted for its productions, which find great favour in the West. A watch factory has also been recently established on a prosperous basis.

This town is the centre of a rich agricultural district. It has a large retail country trade, and exports considerable quantities of wheat and flour. No place in Canada presents more excellent manufacturing facilities. Here are several beds of whitish, sub-crystalline, dark brown and black dolomite, which is an excellent building stone. Valuable quarries are worked near the town. Some of the beds are burned for lime. Here is the

northern terminus of the Galt and Guelph branch of the Great Western Railway, and the southern terminus of the Wellington, Grey, and Bruce. This is also one of the chief stations of the Grand Trunk Railway.

Guelph may be taken as a shining example of a prosperous and rapidly-growing Canadian town. Its population in 1851 was only 1800; in 1861, 5070; in 1871, 6878, and now nearly 8000.

BRANTFORD.—An incorporated town in the township of Brantford, county of Brant, admirably situated on a high ridge, skirting the north bank of Grand River. It is the chief town of the county, and derives its name from Brant, the celebrated Indian chief. It is an important station on the Buffalo and Goderich branch of the G. T. R. A branch of the G. W. R. connects the town with the main line at Harrisburg, and a railway 45 miles long is projected, which will connect it with Port Burwell, on Lake Erie. Brantford has agencies of the Bank of Montreal, Bank of British North America, Canadian Bank of Commerce, and several assurance and insurance companies, and contains churches of ten denominations, about eighty stores, a handsome stone court-house, a widows' and orphans' home, and other public buildings. The buildings erected by the Grand Trunk are on a very extensive scale, occupying eleven acres. They consist of a repair-shop, engine-house, and round-house, built of white brick. Among the manufactures of the town may be mentioned brass and iron castings, tin and japanned ware, fishes and blinds, engines and mill machinery, agricultural implements, and stoneware produced nowhere else in the Province. In the Brantford engine-works about 125 men are employed in the manufacturing of engines and mill machinery. The Victoria foundry employs over 100 men. The stores, farming implements, etc., turned out of this establishment are in great favour in Ontario.

Population, about 9000.

There are many other growing and important towns of 5000 to 8000 inhabitants, as Colborne, Chatham, Brockville, Peterboro', Goderich, and Woodstock, but of course we have space only to specially note the few *largest* towns at length.

QUEBEC.

The Province of Quebec covers that vast extent of territory which extends from the Gulf of St. Lawrence to the point where the 45th parallel of N. latitude strikes the course of the gigantic river of the same name, occupying both sides of its valley for a distance of 950 miles; is bounded on the south by the Baie des Chaleurs, the Province of New Brunswick, and the United States, and on the north by an undetermined line, embracing within its limits the extensive watersheds of a number of rivers, amongst which the most remarkable are the Saguenay, the St. Maurice, and the Ottawa—the latter being the dividing line between this Province and the Province of Ontario along the greater part of its course. The area of the Province of Quebec may be set down at about 200,000,000 acres of land of all descriptions, the most part of which has a fertile soil.

The Province of Quebec had in 1871 a population of 1,091,576 inhabitants; now (1875) estimated at about 1,320,000, the great majority of whom cultivate the soil. The magnificent fishing grounds of the Gulf and River St. Lawrence engage the labour of a great portion of the inhabitants of the lower part of the Province; while the immense forests of the interior, and the mines distributed from one end of the country to the other, afford a constantly enlarging field for human skill, labour, and capital.

The historical city of Quebec, containing over 60,000 inhabitants, is the seat of the Provincial Government, and the most important port of export of the Dominion; while Montreal, with a population now estimated at 130,000, is the commercial metropolis, and the principal port of entry of British North America.

The Province of Quebec is chiefly peopled by the descendants of the early French colonists, who are for

the most part settled in the fertile valley of the St. Lawrence, but in the Eastern Townships, and in the towns and cities, there is a large English-speaking population. The French still preserve with rare fidelity the language, customs, laws, and religion of their former mother country; thrifty, clean and frugal, light-hearted and cheerful, there is not a more happy or contented population on the face of the earth.

The people of the Eastern Townships are industrious and enterprising. Many of them are descendants of the United Empire loyalists, and numbers are from New England, who have crossed over the line. Some of the neatest homesteads and finest farms in Canada are to be found in these townships, and perhaps the best stock on the American continent is bred and raised there.

The soil of the Province of Quebec is exceedingly fertile, and capable of high cultivation; the cereals, hay, root crops, and fruits grow in abundance and perfection. It may be mentioned as a climatic fact that the Indian corn is a large crop, and always fully ripens.

The winters are cold, and the summers somewhat similar to those of France. But very exaggerated ideas prevail abroad as to the severity of the winters in this Province. The atmosphere is generally dry and exhilarating, and the cold, therefore, is not felt to be unpleasant. The snow serves a double purpose of a warm covering for the ground and making winter roads over which heavy loads can be drawn in sleighs with the greatest facility. In the newer parts of the country, before the regular summer roads are made, the winter is almost the only time when heavy teaming can be done.

Ploughing generally commences in April. The only disadvantage the farmer has, is in the shortening of his season in which to do his work; he has none in respect to the ripening of his crops.

The climate of this Province is altogether one of the healthiest under the sun, as well as one of the most pleasant to live in. Fever and ague, those scourges of the South-western States, are unknown here, every climatic influence being healthy and pure.

The great river St. Lawrence flows through the Province. Just above Montreal it receives from the north-west the Ottawa, a river 800 miles long, and in no degree inferior to it in interest. Below Montreal it receives, on the right, the Richelieu River, having its source in Lake Champlain; the St. Francis, rising in Lake Memphremagog; and the Chaudière, the outlet of Lake Megantic; and, on the left, the St. Maurice, the Batiscan, and the Saguenay Rivers, from 250 to 400 miles in length. The latter is the outlet of the large and beautiful Lake St. John.

The Province of Quebec is richly endowed with mines of gold, copper, iron, and other ores. Gold is found chiefly on the banks of the Chaudière. Copper is found in large quantities in the Eastern Townships. Iron is found almost everywhere, and is of superior quality. Lead, silver, zinc, platinum, etc., also occur in various sections. On the 30th of June, 1874, there were 5,894,018 acres of Crown lands surveyed and ready to be disposed of, and over 100,000,000 acres yet unsurveyed.

LANDS.

Lands purchased from the government are required to be paid for in the following manner: One-fifth of the purchase-money is required to be paid the day of the sale, and the remainder in four equal yearly instalments bearing interest at six per cent. But the price at which the lands are sold is so low, that is, from 30 cts. to 60 cts. per acre (15d. to 2s. 5½d. sterling), that these conditions are very little burdensome. In fact, it is equivalent to the same thing as giving them away in the wilderness form, for the price at which they are sold barely covers the cost of making the survey and making roads.

The purchaser is required to take possession of the land sold within six months of the date of the sale, and to occupy it within two years. He must clear, in the course of ten years, ten acres for every hundred held by him, and erect a habitable house of the dimensions of at least sixteen feet by twenty feet. The letters patent are issued free of charge.

On eight of the great colonization roads 84,050 acres are set apart for free grants, and in lots of 100 acres each. Any person over eighteen years may demand a permit of occupation from any Crown lands agent, and if at the

The quays are unsurpassed by those of any city in America; built of limestone, and uniting with the locks

The lumber regions of Canada must, under judicious management, long remain a fruitful source of revenue to the Provinces of Quebec and Ontario. The augment-

Public instruction is under the control and direction of the Provincial Secretary, who is also called the Minister of Public Instruction, and who is assisted by a council of twenty-one members, appointed by the Lieutenant-Governor, fourteen of whom are Roman Catholics and seven Protestants. Primary education is so far compulsory that every citizen is bound to contribute a moderate tax assessed on his property. In municipalities where there are different religious denominations the school commissioners of the majority govern. The schools of the minority are called dissentient schools, whose trustees are invested with the same authority as the commissioners of schools of the majority. In the cities of Montreal and Quebec there are separate boards of commissioners for the Protestant and Roman Catholic schools. Teachers are trained in normal schools, supported at the expense of the Province. In 1872 there were in the Province 36,39 elementary schools, 227 model schools, 147 agricultural, commercial, and special schools, and fifteen classical colleges and seminaries. The Protestant Universities are McGill College, at Montreal, founded in 1827, and Bishop's College, Lennoxville,

and cut-stone wharves of the Lachine Canal, they present, for several miles, a display of continuous masonry which has few parallels. A broad terrace, faced with grey limestone, the parapets of which are surmounted with a substantial iron railing, divides the city from the river throughout its whole extent.

From whichever side approached, Montreal and its vicinity (the wood-clad "Mont Royal" forming a magnificent background), with its numerous beautiful villas, orchards, and delightful drives, its grand and stately edifices, and many elegant public and other buildings of cut stone, adorned with glittering roofs and domes, tall spires and lofty towers, present to the view of the beholder a vast, picturesque, and grand panorama. The city is the chief seat of manufacturing operations in the Dominion, and it has many extensive and costly establishments, the productions of which will compare favourably with those of other countries.

The many handsome public and private buildings of which Montreal can boast are too numerous to be described in an article like this, but the Church of the Gesù, Christ Church Cathedral, and the magnificent bank buildings, can scarcely pass without mention.

In 1874 there were in Montreal fifty-eight churches and two synagogues, nine fire stations, twenty-two banks, four savings banks, about fifty assurance and insurance agencies, three medical schools, two general hospitals, an asylum for aged and infirm women, three orphan asylums, a lying-in hospital, two madalene asylums, a dispensary, a ladies' benevolent society, two houses of refuge, an infants' home, a newsboys' home, and a number of institutions under charge of Sisters of Charity.

The educational means of the city comprise a university with faculties of law, art, science, and medicine, open to persons of all religions denominations; a Roman Catholic theological college, a Jesuit college, a high school, two normal schools, several classical and scientific academies, and a number of private and public schools; also two affiliated medical colleges—one to Bishop's College, Lennoxville, the other to Victoria College, Cobourg.

Montreal is the seat of the Grand Trunk Railway. The head offices and chief works are at Point St. Charles, a suburb in the western part of the city. The Victoria Bridge here spans the River St. Lawrence. The first stone of this great masterpiece of Stephenson was laid July 26th, 1854, and the first train crossed over it December 10th, 1859. It is 9184 lined feet in length—twenty-four spans of 242 feet each, and one (the centre, sixty feet above the river) of 330 feet. The bridge cost nearly \$7,000,000. Its construction gave the Grand Trunk Railway a continuous and unbroken line of communication from Rivière du Loup and Portland to Lake Huron and Detroit, and Montreal unrivalled facilities and advantages for commerce, whether foreign or domestic, making it the great central depot for the traffic of Canada and the Western States. The cars of the Grand Trunk Railway—the longest line owned by one company and under one management in the world, and the building of which has placed Canada in the proud and prosperous position she occupies to-day—run daily east and west, making close connections in Ontario with the Great Western, Brockville and Ottawa, St. Lawrence and Ottawa, Cobourg, Peterborough and Marmora, Midland, Northern, Toronto, Grey and Bruce, Toronto and Nipissing, Wellington, Grey and Bruce, and Whitby and Port Perry railroads, also with the Canada Air-Line and Southern; and in the Province of Quebec with the Vermont Central, Stanstead, Sheffield and Chambly, South-eastern Counties, Junction, and Massawippi Valley railways; and with the following lines, some of which are already nearly completed and in partial operation: Kennebec, North Shore, Canada Central, Richelieu, Drummond and Athabaska Counties, Gostford, St. Francis and Megantic International, and the great Intercolonial. The two latter roads give Montreal direct rail communication with St. John and Halifax, and largely increase its trade with the Maritime Provinces. The New Brunswick and Canada Railway when extended from Woodstock, N. B., will also connect with the Grand Trunk at Rivière du Loup. In the Eastern States the Grand Trunk connects with several lines branching off from its principal stations, and at Portland with the Allan line of steamers in winter, and with steamers for St. John and Halifax the year round. The Vermont

Central and Montreal and Province Line railways, and their connections, also afford direct communication with New York, Boston, and the principal cities in the United States. The Canada Central and North Shore railways, the construction of which is rapidly proceeding with, will prove of incalculable benefit to the city of Montreal, by largely increasing its trade with the most prosperous sections of the country through which they will pass, and causing the rapid extension of its limits eastward as well as westward.

There are several lines of European steamers running to Montreal during the season of navigation, the principal of which, the Allan line of splendid, powerful, fast screw steamers, performing regular mail service, ply weekly between Liverpool and Montreal in summer, and between Liverpool and Portland in winter. During season of navigation daily lines of steamers, propellers and other vessels, run between Montreal and Quebec, Ottawa, Prescott, Brockville, Kingston, Belleville, Rochester, Cobourg, Port Hope, Toronto, Hamilton, and many other lake and river ports eastward as well as westward.

The city is well governed by a corporation composed of a mayor, nine aldermen, and eighteen councillors, has a fine police force, an efficient fire brigade, and the best fire-alarm telegraph system in the world. It is the principal port of entry in the Dominion and is rapidly increasing in population and extending its city limits.

The commercial progress of Montreal is best shown by comparison. In 1863, 304 vessels arrived of 299,224 tons; in 1872, 872 vessels of 669,795 tons. In 1874 the imports were \$18,720,012, and in 1875, \$24,322,046.

The population in 1851 was 37,715; 1861, 92,325; 1871, 127,225; and in 1875 is estimated at 135,000, with suburbs containing 25,000 more.

QUEBEC

QUEBEC, the stronghold of military power in British North America, and capital of the Province, is situated on a rock-bound promontory formed by the confluence of the rivers St. Charles and St. Lawrence, 180 miles below the city of Montreal. It is very strongly fortified, completely commanding the navigation, and by military authorities is declared impregnable.

Quebec is divided into two parts, called Upper and Lower Towns. The Upper Town occupies the highest part of the promontory; it is surrounded with walls, and otherwise fortified. The ancient citadel, which crowns the summit of Cape Diamond, covers, with its numerous works, an area of forty acres, and from its position is probably the strongest fortress in America.

The chief ascents to the Upper Town are by a steep and narrow winding street and by a flight of steps.

The Lower Town, which is the seat of commerce, is built around the base of Cape Diamond, where, in many places, the rock has been cut away to make room for the houses. On the side of the St. Charles the water at flood tide formerly washed the very foot of the rock, but from time to time wharf after wharf has been projected towards low water mark, and foundations made sufficiently solid on which to build whole streets, where boats and even vessels of considerable burden once rode at anchor. The banks of both rivers are now lined with warehouses and wharves, the latter jutting about 200 feet into the stream, and along which the water is of sufficient depth to admit vessels of the largest size. The streets are generally irregular and narrow; in few instances are they well paved and lighted. The houses are principally of stone and brick, two or three stories high, the older ones with steep and quaint-looking roofs.

The city has several times suffered from disastrous fires, but the result has been the erection of more attractive buildings, and a consequent great improvement in the general appearance of the city.

In the Upper Town are several squares and public walks commanding views unrivalled for their varied and picturesque beauty. In one stands a substantial monument, erected to the joint memory of Generals Wolfe and Montcalm, the English and French commanders who fell at the taking of Quebec in 1759. It consists of an obelisk resting on a granite pedestal, the whole 65 feet high. A monument 40 feet in height marks the

spot where General Wolfe fell on the Plains of Abraham; while on the St. Fox road stands an iron pillar surmounted by a bronze statue, presented by Prince Napoleon Bonaparte in 1855, intended to commemorate a fierce struggle which took place here in 1796 between the British and French troops. There are also other interesting objects throughout the city: the Roman Catholic Cathedral, with its many fine old paintings; the Episcopal, Presbyterian, and other churches; the Esplanade, Houses of Parliament, hospital, new gaol, "Spencer Wood," the residence of the Governor; Maria College; the La University, erected at a cost of nearly half a million dollars; the beautiful new custom-house at Point à Carv, etc., etc. The Montmorency Falls, a magnificent sight at almost all seasons of the year, are situated about nine miles from the city. Between them and Quebec is the Beauport Lunatic Asylum, the largest and finest building of the kind in the Dominion.

The educational institutions comprise three Roman Catholic colleges, viz. Laval University, with faculties of law, medicine, and arts; the Grand Seminary, and the Minor Seminary, the Ursuline convent, an extensive establishment founded in 1674; several nunneries; Morrin College, with ten professors; Laval Normal and Model School; the Quebec High School; and a number of academies and private and public schools.

Quebec ranks third as a seaport town, or first after Halifax, N. S., and St. John, N. B. She carries on a considerable trade with the surrounding country and with the ports and fisheries below, but her principal business is ship-building and the lumber trade. She annually launches a large number of vessels, rigged and equipped, and of varying tonnage (from 1000 to 2000 tons and more), and exports millions of feet of timber, besides other produce of the country. The building of the Gostford Railway (recently opened), and the construction of the North Shore and Levis and Kennebec railways, will prove of incalculable benefit to Quebec, and add much to her commercial prosperity. The North Shore Railway will give her direct communication with the places lying westward between her and Montreal on the north shore of the St. Lawrence, as she now has with the south by the Grand Trunk Railway and the Levis and Kennebec Railway, with the State of Maine, and, perhaps, New Brunswick. Quebec is well lighted with gas, and most abundantly supplied with excellent water from Lake St. Charles, at an elevation of several hundred feet above the highest level of the town. A continuous stream of water can be thrown, by its own pressure, over the highest buildings in the city, rendering next to impossible, with the assistance of a good fire brigade and an excellent fire-alarm telegraph system, recently introduced, the recurrence of any of those serious conflagrations which have acted so injuriously on Quebec's prosperity. Opposite the city are two very important and flourishing towns—Levis and South Quebec. With these there is constant communication by steam ferries. The depot of the Grand Trunk Railway is situated in the latter town. From thence trains proceed to all points westward and eastward to Rivière du Loup.

There are two weekly lines of steamers for the Gulf ports and Maritime Provinces. From April to November, the Richelieu Company's palace steamers ply daily between Quebec and Montreal, and during the hot months the Canadian Navigation Company's steamers make four trips a week to the Saguenay and fashionable watering places.

The population of Quebec is now about 65,000.

THREE RIVERS, the third city in the Province, and capital of the district of Three Rivers, is most pleasantly situated on the north shore of the River St. Lawrence, at the mouth of the River St. Maurice, which is included within its limits, together with the several islands there lying. It is equidistant (90 miles) from the cities of Montreal and Quebec. Three Rivers is the seat of a Roman Catholic Bishop, and the cathedral is one of the finest edifices in British North America. The improvement of the River St. Maurice by the government, in 1853, gave additional impetus and life to Three Rivers; about \$200,000 having been expended in erecting booms and slides on the river, which has already attracted the investment of more than \$1,000,000 in lumber operations,

The source of supply of lumber furnished by the St. Maurice and its tributaries extends over a territory of about 200,000 miles. The St. Maurice Lumber Island Company, and Messrs. George Baptist & Sons, have their extensive steam saw-mills and machineries at the mouth of the St. Maurice, in which they manufacture a large amount of lumber, chiefly for the American market. The "Gies Mills," the property of G. Baptist & Sons, situated nineteen miles up the St. Maurice, also turn out large quantities of lumber yearly. There are numerous other saw-mills of minor note, this place being the chief depot whence lumber is shipped to Quebec, England, the West Indies, and the United States.

Extensive iron-works are in constant operation in the vicinity of the city. The chief work are those known as the Radnor, St. Maurice Islet, and "St. Joseph or St. Tite."

The causes that have hitherto militated against the development of the numerous resources of the district, namely, the lack of railway communication, and the extent of impracticable navigation of the St. Maurice in rear of the city, have been greatly removed by the building of a first-class branch of the Grand Trunk Railway connecting Three Rivers with Arthabaska; thus opening a direct communication with five New England States, all requiring lumber, and Three Rivers being the nearest and cheapest market whence they could obtain it.

SHERBROOK, the principal town in the Eastern Townships, is situated on the River St. Francis, on both banks of the River Magog, and on the Grand Trunk and Massachusetts Valley railways, and at the western terminus of the St. Francis and Lake Megantic International Railway. It is chiefly famous for its water-power, which for extent and availability is scarcely equalled in any other town in Canada. It contains the head-offices of the Eastern Townships Bank, one branch bank, the chief office in Canada of the British America Land Company, several assurance and insurance agencies, churches of five or six denominations, and manufactories of woollen and cotton cloths, flannels, iron castings, machinery, axes, pails, etc.; also saw-mills, breweries, etc.

Population, about 6,000.

ST. HYACINTHE.—A city on the Yamaska River, seigniory and county of St. Hyacinthe, *chef-lieu* of the district of St. Hyacinthe, which comprises the county of St. Hyacinthe and the counties of Bagot and Rouville. St. Hyacinthe is one of the most flourishing places in the Province of Quebec. The local business is considerable, and the markets are second only to those of Montreal as regards the variety, quality, and value of the articles brought in. It possesses many public establishments of great importance. The college is a fine cut-stone building, over 700 feet long, and is surmounted by a cupola, from the top of which there is an extensive view. This institution possesses an excellent library, physical and astronomical apparatus, chemical laboratory, etc. The grounds around the college are very fine. The head-office of the St. Hyacinthe Bank is here, and extensive manufactories of various kinds. The Grand Trunk Railway passes through the city, and places it at two hours' distance from Montreal, seven hours from Quebec, four hours from Portland.

Population, 5,000.

NEW BRUNSWICK.

NEW BRUNSWICK is bounded on the north-west by the Province of Quebec, from which it is separated by the River Restigouche; north by the Baie Chaleurs; east by the Gulf of St. Lawrence and Northumberland Straits, the latter separating it from Prince Edward Island; south by the Bay of Fundy and part of Nova Scotia; and on the west by the State of Maine, from which it is separated by the St. Croix and St. John rivers; extending from latitude 45° 5' to 48° 40' north, longitude 63° 50' to 68° west; greatest length, from north to south, 240 miles; breadth, 190 miles; area, 27,322 square miles, equal to 17,486,280 acres. Its coast-line is about 500 miles in length, interrupted only at the point

of junction with Nova Scotia, where an isthmus of not more than eleven miles in breadth connects the two territories and separates the waters of the Northumberland Strait from those of the Bay of Fundy, and which it is proposed to unite by means of a canal, called the Bay Verte Canal.

The surface of the country is generally flat or undulating. There are some hills skirting the Bay of Fundy and the rivers St. John and Restigouche, but they nowhere assume mountain summits. The shores of the Gulf of St. Lawrence and Northumberland Strait abound in fine ship-harbours (each at the mouth of a considerable river) from which is exported much fine timber. For about twelve miles inland the country is low and skirted with marshes.

The face of the Province is traversed in all directions by navigable rivers, chief of which is the St. John, 500 miles in length. It is navigable for steamers of 1000 tons to Fredericton, ninety miles from the sea. Above this point smaller steamers ascend sixty-five miles, to Woodstock, and occasionally make trips as far as the Tobique, seventy-five miles further up, and even to the Grand Falls, a magnificent cataract seventy or eighty feet perpendicular, 225 miles from the sea. Above the falls the St. John has been navigated by a steamer to the mouth of the Madawaska, forty miles; from this point boats and canoes may ascend almost to its sources. The Madawaska River is also navigable for small steamers to Lake Temiscouata, a sheet of water twenty-seven miles long, from two to six miles broad, and of great depth throughout. From the upper part of this lake to the River St. Lawrence, at Trois Pistoles, the distance is only about eighteen miles. The country drained by the St. John and its tributaries comprises about 9,000,000 acres in New Brunswick, 2,000,000 in Quebec, and 6,000,000 in Maine. The valley is remarkable for its fertility and picturesque beauty. After the St. John, the largest river of New Brunswick is the Miramichi, flowing north-east into an extensive bay of its own name. It is 225 miles in length, and seven miles wide at its mouth. It is navigable for large vessels twenty-five miles from the Gulf, and for schooners twenty miles further, to the head of the tide, above which, for sixty miles, it is navigable for tow-boats. The river has many large tributaries, spreading over a great extent of country.

The Petitcodiac, the Richibucto, and the Restigouche are all noble rivers, navigable for from fifteen to twenty-five miles above their mouths for large vessels, and draining over 8000 square miles of fertile and finely timbered country.

Among the numerous bays with which the coast is indented, the most important is the Baie des Chaleurs, an immense haven ninety miles in length and twelve to fifteen in breadth, with many excellent harbours. Throughout its whole extent there is neither reef, rock, nor shoal, nor any impediment to navigation.

The climate of this Province is exceedingly healthy. Disease, peculiar to the country, is unknown. Its beautiful scenery, sometimes wild and picturesque, with its hills and mountains; its beautiful rivers, brooks, and lakes abounding in fish; its sunny dales and wooded valleys, have their attractions.

The autumn is a season of exceeding beauty, the air being dry and clear, and the woods glowing with innumerable tints of the richest and most brilliant hues.

The prevailing summer winds are from the W.S.W. and S.; when from the S.W. dense fogs are often produced on the Bay of Fundy, and extend from fifteen to twenty miles inland.

Of the soil and capabilities of New Brunswick it is impossible to speak too highly. There is not a country in the world so beautifully wooded and watered. A large portion of the surface is covered with dense forests of pine, hackmatack, spruce, cedar, etc., etc., which provide immense quantities of timber both for export and ship-building. All kinds of cereals and fruits (except peaches) ripen perfectly and are of excellent quality. The potatoes raised in this Province are the best in the world. Turnips, peas, beans, and other leguminous plants thrive admirably. A most profitable crop is grass, which occupies about four-fifths of the land on every large farm. Agriculture, however, has made but slow progress, and the demand for food is far beyond the

supply raised on the soil. The inhabitants generally find it more profitable to follow the lumbering business. The rivers, lakes, and sea-coast of New Brunswick abound with fish of almost every variety. In Baie des Chaleurs immense shoals are seen, darkening the surface of the water. The Bay of Fundy has long been celebrated for its fisheries.

The salmon fisheries of New Brunswick are among the finest in the world. The Bonaventure, Caraquette, and Cocagne oyster-beds are as prolific as they are famous, and the finest lobsters are found in profusion.

Ship-building is extensively prosecuted in the Province, more especially at St. John and on the Miramichi. Vessels are also built at St. Andrew's, at various coves and harbours on the Bay of Fundy, along the banks of the St. John and Petitcodiac, and at Cocagne, Richibucto, Bathurst, Dalhousie, Campbellton, and other ports on the north shore. The statistics of these two industries are given among the "Dominion statistics."

Coal is plentiful and iron ore abundant; the former is said to extend over 10,000 square miles. The Albert coal mine is the most valuable deposit of bituminous matter on this continent. It produces 100 gallons of crude oil per ton, and the coal is worth for gas-making \$4 to \$17 per ton at the shipping port.

Copper and manganese also abound. A large deposit of the former has been discovered on the banks of the Nepisiquit River, which falls into Bathurst Bay, and another of plumbago within half a mile of St. John. The supply of the latter is said to be inexhaustible. Gypsum, limestone, freestone, and grindstone abound.

The principal articles manufactured in New Brunswick are sawn lumber, leather, cotton and woollen goods, wooden ware of all descriptions, paper, iron-castings, nails, mill machinery, locomotives, steam-engines, etc. The number of saw-mills in the Province is very large.

The great extent of sea-coast, with its numerous bays and navigable rivers flowing into them, furnish admirable facilities for commerce. The principal exports are fish, timber and lumber, iron, coal, gypsum, shooks, hay, etc. The chief imports are wheat, flour, and cornmeal, corn and other grain, salted meats, coffee, sugar, tea, molasses, tobacco, woollen, cotton and silk manufactures, fruits, etc. The total value of the imports for 1873 amounted to \$10,567,397, of which \$6,877,243 were from Great Britain, and \$2,970,054 from the United States. The exports for the same period amounted to \$6,487,315. The imports for St. John alone amounted to \$3,118,758, and exports \$4,107,550.

There are six railways in the Province, three of which—the Albert, the Intercolonial, and the New Brunswick roads—are only partially constructed, but will be completed in 1875-76. The Intercolonial, so far as completed in this Province, runs from St. John to Halifax, with branch to Shediac. The head-offices are at Moncton, from which westward to Trois Pistoles the building is being rapidly pushed forward. The European and North American Railway (consolidated) runs from St. John westward to the State of Maine, connecting at Fredericton junction with the Fredericton Branch Railway, at McAdam with the New Brunswick and Canada Railway, and at Bangor with the railway system of the United States. It is intended that this road shall form a connection with the St. Francis and Lake Megantic International Railway, now in course of construction from Sherbrooke eastward. When this road is built, the distance by rail between Montreal and St. John will be reduced to 430 miles. (By the Intercolonial the distance is 761 miles.) The New Brunswick and Canada Railway proceeds from St. Andrew's to Woodstock, with branches to St. Stephen, and Houlton, Maine. At Woodstock it connects with a branch of the Rivière du Loup Railway. This last line is running between Fredericton and Woodstock and Munia. From the latter place it is being built to Rivière du Loup.

The growth of the Province has been steady and large. In 1851, the population was 193,800; in 1871, 285,777; an increase of nearly fifty per cent.; and in 1874 it is fairly estimated at 310,000.

The school system of New Brunswick is non-sectarian and free to all. The Province annually grants about \$120,000, and with a rate on property supports free non-

mat, superior, and common schools in abundance. There is also a University of New Brunswick and several colleges.

CROWN LANDS.

No Province in the Dominion has made more generous provision for the immigrant than New Brunswick. Under the land system of this Province, as established by the act of 1872, Crown lands suitable for settlement and cultivation are set apart, and public roads made through the same.

These lands are granted to actual settlers in lots of one hundred acres for single men, and two hundred acres for married men with two or more children.

A money-grant of \$30 is also given as soon as a house is built on the lot. The terms of settlement are that a settler build a house not less in dimensions than sixteen by twenty feet, and shall clear and cultivate not less than three acres within one year, and further clear and cultivate not less than ten acres in all within three years, and reside actually and continuously on such land for three years, necessary absences excepted.

By the act of 1868, a grant of one hundred acres of land could be purchased for \$20 cash, or \$30 in three annual instalments, all to be expended in making roads through the settlement; but the new act is still better terms. Several hundred thousand acres were, however, applied for and settled under the old act, and under the new one about 95,000 were settled by immigrants, chiefly English and Scotch, last year.

The affairs of the Province are administered by a Lieutenant-Governor aided by an Executive Council of nine members, a Legislative Council of eighteen members appointed for life, and a House of Assembly of forty-one representatives, elected every four years. The judicial department comprises a Supreme Court, with a chief and four puisne judges having law and equity jurisdiction; one of Marriage and Divorce, a Vice-admiralty Court, and a County Court for each county in the Province.

New Brunswick was first settled by the French in 1784. It continued to form part of Nova Scotia until 1784, the present limits of New Brunswick were divided from Nova Scotia and erected into a separate Province by a special constitutional charter. When the United States had gained their independence, a considerable number of the exiled loyalists, about five thousand persons, emigrated in 1783 to New Brunswick, where they were supplied with land, provisions, tools, and clothing by the British government. These loyalists may be looked upon as the founders of New Brunswick, and their descendants now form a considerable part of the population.

It is urged and believed that this Province is peculiarly congenial to English, Scotch, and Scandinavian immigrants; the climate is no more severe in winter than theirs, and the soil is better. But more, the love of order and good government inherent in them makes, in consequence, the laws and political institutions of this country suit them better than those of a republic.

The Maritime Provinces afford a fine field to anglers. In no part of the world, excepting, perhaps, the Seigniory of Mingan, in the Province of Quebec, are there finer rivers for trout or salmon than those of New Brunswick.

A homestead law is in force, which, in case of misfortune overtaking the head of the family, protects the property of the settler from execution, to the extent of \$600.

On the whole, to the labouring man, who loves a life of industry, of liberty, independence, and rough plenty; where the tax-gatherer's visits are, like angels', few and far between; where he can worship God as he pleases, and where the means are not wanting; where there is no established Church, but all things side by side on equal terms, and all respectably supported by willing contributions; where the schools are free alike to all; where to him the words "starvation and want" convey no dread,—this Province offers it to him.

The chief cities and towns of New Brunswick are St. John, with Portland and Carleton as its suburbs, Fredericton, St. Stephen, St. Andrew's, Chatham, Woodstock, Sackville, and Newcastle.

ST. JOHN.

St. John, the commercial metropolis of the Province, and fourth largest city in the Dominion, is situated at the mouth of the noble River St. John, 500 miles from its source, parish and county of St. John. It occupies a very commanding position, and when approached from the Bay of Fundy presents an imposing appearance. The whole of the elevated portion of the city consists of solid rock, which for the purpose of forming tolerable streets has had to be cut down at an incredible expense.

St. John is the *entrepôt* of a wide extent of country, abounding in agricultural resources, minerals, and valuable timber. Its admirable situation at the mouth of one of the largest rivers in North America, with a harbour open all the year round, with regular steam communication with all the main ports of Nova Scotia and the northern portion of the United States, with first-class railways running from it in every direction, with extensive maritime and manufacturing interests, insures the certainty of its becoming a city of the greatest commercial importance.

Its progress has been steady and prosperous, and it now stands the leading city in the Maritime Provinces.

In 1873 (the latest date yet officially published) the imports were \$8,118,758, and the exports \$4,107,550; but 1874 will show a large increase, evidenced by the fact that the customs duties for that year, which are ascertained, are over 25 per cent. greater—an increase unparalleled in the Dominion.

The position of its harbour, and its entire freedom from obstruction by ice—the only harbour in America, north of Cape Hatteras, which *always* preserves this immunity—owing to the tide falls of the Bay of Fundy, which vary between twenty-one and twenty-five feet, gives it great advantages over all other ports in the Dominion, and tends largely to its commercial importance. Its facilities for ship-building are very extensive. A large trade is carried on in this important branch; also in its principal article of export—lumber. The latter includes the shipment of deals to England, pine timber to the United States, and shooks to the West Indies. Numerous mills and manufactories surround the harbour, which is almost at all times covered with shipping.

The entrance of the River St. John into the harbour, about 1½ miles above the city, is through a rocky gorge, ninety yards wide and 400 yards long, occasioning very remarkable falls. At low water, the waters of the river are about twelve feet higher than those of the harbour; at high water the waters of the harbour are five feet higher than those of the river; hence the phenomena of a fall outwards and inwards at every tide. Above the falls the tide seldom rises more than four feet. When the waters of the harbour and river are on a level vessels can pass the falls, and this can be effected only during a period of fifteen or twenty minutes at each ebb and flow of the tide. At times of great freshets, occasioned by the sudden melting of the snow, the tides do not rise to the level of the river, and consequently it is not possible for vessels to ascend the fall. The depth of the fall is about seventeen feet. Spanning the rocky gorge, about 100 feet above low water, is a magnificent suspension bridge 640 feet in length, 182 feet shorter than the bridge at Niagara. A fine view of portions of the city and surrounding district is to be had from the bridge, as also of the rushing waters immediately beneath it, which at times present a splendid scene.

St. John has the largest and finest rolling and iron-mills—the Coldbrook Iron-works and Rolling-mills—in the Dominion, and manufactories of iron castings, steam-engines, machinery, edge-tools, nails, cotton and woollen goods, boots and shoes, leather, wooden ware, soap and candles, carriages, locomotives, agricultural implements, lumber, paper, sugar-boxes, &c. Its most important branch of industry, however, is ship-building.

The streets of St. John are wide and chiefly laid out at right angles. King and Prince William streets are the principal thoroughfares. On the western side of the harbour is Carleton, a thickly settled district and part of the city; and joined to the city, but not incorporated thereto, is the populous suburb of Portland. The city is

lighted with gas, and has an excellent fire brigade and unsurpassed water-supply.

There are six banks in the city—Bank of Montreal, Bank of New Brunswick, Bank of British North America, Maritime Bank, Bank of Nova Scotia, and a savings bank.

St. John boasts of numerous handsome public buildings, stores, and private residences. Among the former may be noticed the churches, especially the Cathedral of the Immaculate Conception, banks, Dominion building, court-house, gaol, city hospital, marine hospital, lunatic asylum, and post-office.

The "Victoria" hotel is one of the finest buildings in the city, and next to the "Queens," in Toronto, ranks as the best in Canada.

St. John, a registered shipping, stands first in rank of all ports in the Dominion of Canada, and fourth in rank of all in the British Empire, a fact worth boasting of, and which elicited much discussion when, about a year since, the figures were first computed and published by John Boyd, Esq., of St. John, in his since celebrated lecture, "They that go down to the Sea."

On December 31st, 1873, the tonnage of St. John was 836 vessels, measuring 247,228 tons, and on December 31st, 1874, 808 vessels, measuring 263,410 tons. In the whole British Empire, the list stands thus:

Liverpool	1,411,232 tons.
London	1,066,917
Glasgow	444,581
St. John	263,410

Ranking her *fourth* port of the Empire, Sunderland being the only other place registering over 200,000 tons.

This tonnage represents a capital of more than \$12,000,000, or about \$200 for every inhabitant, great and small, in the city and county of St. John.

As an evidence of its lumber export trade, we may mention that one man alone (Alexander Gibson, of Nashwaak), the past season, shipped to Great Britain and continental and African ports 150,000,000 feet of lumber, employing 212 vessels, of a capacity of 170,000 tons, while for the four seasons last past the totals foot up to more than 430,000,000 of feet. His operations in the woods, during the winter season, employ over 1200 horses and 3000 men.

With respect to the *size* of the vessels composing this grand fleet, we may mention that St. John has eight times as many full-rigged ships as the port of Halifax, and more full-rigged ships, both in tonnage and number, than the whole Province of Nova Scotia. St. John has five times as many full-rigged ships as the port of Quebec, and four times as many as the whole Province of Quebec. St. John has three times as many barques as the port of Quebec, and nearly three times as many as the whole Province of Quebec. While St. John, therefore, stands far ahead of all other Canadian ports in point of tonnage, its superiority over them all becomes greater the more it is examined, for the bulk of the tonnage of St. John is of the large and expensive class of vessels engaged in foreign voyages: 60 ships, 127 barques and barquentines, 73 brigs and brigantines, and over 100 schooners, belong to this class, and there are no finer vessels afloat on the sea, built of wood, copper, and iron, than the larger craft that hail from the port of St. John.

In this respect, St. John is the first port in America, as it is the fourth in the whole British Empire. We have yet to learn the name of any other port on this continent that has as large a fleet of clipper ships and barques on the sea as St. John. This is certainly something for Canada to be proud of.

The railway system of New Brunswick centres here, and, looking at the many natural advantages which St. John possesses, especially its free open harbour at all seasons of the year, and its unsurpassed facilities for manufacturing purposes, it bids fair to become, on the completion of the great Intercolonial Railway, which connects it with Nova Scotia and the Gulf of St. Lawrence, the chief seaport city in the Dominion.

The population of St. John, including Carleton and Portland, in 1871 was 11,325; at this time it is over 45,000.

PORTLAND.

PORTLAND is a fine town, under separate parish government. Main street, as busy in appearance as any street in

the city, is the principal thoroughfare. Along the east shore, facing the harbour, and the west shore, facing the River St. John, are a number of large steam saw-mills which give employment to a numerous body of men. Ship-building is also carried on to some extent. On the road leading to Fairville, and on the range of hills in the eastern part of the parish, the wealthy men of St. John have erected most handsome residences. For all commercial purposes Portland may be considered as part of St. John.

FREDERICTON.

FREDERICTON, a small but beautiful city in the county of York, is the capital of the Province, and is pleasantly situated on a level plain, on the left bank of the River St. John, eighty-four miles from the Bay of Fundy. The city is well and regularly laid out; its streets are wide and airy, crossing each other at right angles. Queen is the chief business street, and on it are situated most of the public departments, law offices, banks, hotels, etc. At the east end is the Province building, a large structure, in which the Provincial Legislature holds its sittings; the Supreme Court also meets there. There is a fine library in the building, and in close proximity are the various public offices. At the west end is the Government house, a fine stone structure, with no pretensions to architectural beauty, yet possessing ample accommodation as the residence of the Lieutenant-Governor. On the north side of Queen street are the courthouse and city hall, two large brick buildings, and the barracks, a stone structure capable of accommodating a regiment of infantry. On York street is situated the depot of the Fredericton Railway, and the skating rink, and on Westmoreland street is the Exhibition building, a handsome wooden structure, covering nearly an acre of ground. In rear of the city, on a hill, stands the University, a large, substantial, stone building. It is well endowed, has a good staff of professors, and as a seat of learning is in high standing in the Province. There are eight churches in the city—Episcopal, Roman Catholic, Church of Scotland, Presbyterian, Methodist, Baptist, and Free-Will Baptist. Christ Church Cathedral is a fine stone edifice, and a good specimen of church architecture. It was built after designs by the late Mr. Wills, and is an exact model of his last work, Christ Church Cathedral at Montreal. The see house of the Lord Bishop of Fredericton is situated almost opposite. The scenery around Fredericton is very pleasing; a fine view may be obtained from the University building of the river and adjacent country. The St. John River is navigable from St. John to this city for large steamers and other vessels, and during high water steamers can proceed to Woodstock, Tobique, and Grand Falls.

Fredericton is becoming a considerable port, about 10,000 tons of shipping having entered and cleared there for foreign ports last year. It is almost certain that its shipping trade with foreign countries must continue to increase, as it is favourably situated for certain classes of vessels; but it needs better wharf accommodation, and some improvements in the bed of the St. John River above Oromocto, where the shoals are troublesome in summer.

Opposite the city is the pretty town of Gibson (formerly called St. Mary's), and the terminus of the Rivière du Loup Railway, now open for a good portion of its length. Lower down is the River Nashwaak, a few miles up which is the extensive lumbering establishment of Alexander Gibson, one of the wealthiest and most enterprising merchants in the Dominion, and the "lumber king" of New Brunswick. Fredericton is the chief terminus of the Fredericton and the New Brunswick railways. The former connects with the European and North American Railway at Fredericton Junction, and the latter is in course of construction to Rivière du Loup.

Population in 1871, 6006; now about 6800.

ST. STEPHEN.—A thriving town in the parish of the same name, county of Charlotte, pleasantly situated on the banks of the River St. Croix. It is a port of entry, and the south-western terminus of the St. Stephen branch of the New Brunswick and Canada Railway. A covered bridge connects St. Stephen with Calais, a beautiful town in the State of Maine, from whence it is supplied with

gas. The prospects of the town are highly encouraging. Merchants here have stores also in Calais, where they do an extensive business. Heavy lumbering operations are carried on in both towns. There are five churches in St. Stephen, several schools, and a number of handsome residences.

Population in 1874, 3500.

CHATHAM.—A beautiful town on the right bank of the Miramichi River, county of Northumberland. It is the largest and one of the most thriving towns on the north shore. Millions of feet of lumber and large quantities of fish, especially salmon, are annually exported from here. Chatham is a port of entry, is lit with gas, has a number of steam mills and foundries, and possesses several handsome buildings, a Roman Catholic cathedral, hospital and college, four churches, etc. Six miles above the town is Newcastle, the shire town of the county, and a proposed station of the Intercolonial Railway. A branch railway is to be built between the two towns. During the season of navigation the steamers of the North Shore line and the Quebec and Gulf Ports Steamship Co. call here weekly.

Population, 3200.

ST. ANDREW'S.—A pretty situated town at the mouth of the St. Croix River. It is the shire town of the county, is a port of entry, has a good harbour, and from the healthfulness of its situation and the beauty of its scenery offers many attractions to the tourist and pleasure-seeker. The prospects of the town were at one time highly encouraging, the harbour being almost always covered with shipping, and a very large trade done; but of late years it has lost considerably by the withdrawal of the Reciprocity treaty and the energy of its rival St. Stephen. The continuation of the New Brunswick and Canada Railway, the first line built in the Province, and the head-offices of which are located here, to Rivière du Loup, would be of great benefit to this town, and make it one of the principal ports in the Maritime Provinces.

Population, 2000.

WOODSTOCK.—An incorporated town in the parish of Woodstock, county of Carleton, pleasantly situated on the banks of the beautiful River St. John, in the centre of a fertile and thriving agricultural district. It is the shire town of the county, and the northern terminus of the Woodstock branch of the New Brunswick and Canada Railway.

The completion of the European and North American Railway has given it daily communication with Fredericton and St. John. Considerable lumbering operations are yearly carried on in Woodstock, and an iron mine discovered a few years ago has been worked most successfully.

Population, 2000.

NEWCASTLE.—A pretty situated town on the left bank of the Miramichi River, thirty miles from the Gulf of St. Lawrence. It is the shire town of the county, and one of the most important places on the north shore. A large amount of ship-building, facilities for which are unsurpassed, is carried on here, and a very extensive trade done in lumber and fish. The Miramichi, which is navigable to this point for vessels of the largest class, and for miles further up for smaller craft, is noted for its rich fisheries. Large quantities of salmon, herring, bass, and mackerel are annually taken from its waters, and exported from here and Chatham. A good business is also done in oysters, and in preserved salmon and lobsters. Newcastle will be one of the principal stations of the Intercolonial Railway, now being constructed through the town. It is a port of entry, and is well lighted with gas. During navigation the North Shore and Gulf Ports steamers call here regularly.

Population, 2000.

SACKVILLE.—A rising village in the parish of the same name, county of Westmoreland. It is pleasantly situated at the head of the Bay of Fundy, possesses a good harbour and excellent facilities for ship-building, a number of pretty buildings, eight churches, two hotels, a steam tannery, several mills, and a laundry turning out

3000 stoves per annum. The Mount Allison Wesleyan college and academies are situated here. These are under the control of a board of trustees and governors appointed by the Wesleyan Conference of eastern British America, but are conducted on entirely non-sectarian principles. The male academy was founded by Mr. Charles F. Allison, of Sackville, who has also aided in the subsequently erected institutions by generous gifts and devises. Sackville will be the outlet of the proposed Baie Verte Canal.

Population, 1600.

NOVA SCOTIA.

NOVA SCOTIA (originally Acadia) lies between 43° 25' and 47° N. latitude, and between 59° 40' and 66° 25' W. longitude. It consists of a long, narrow peninsula called Nova Scotia proper, and the Island of Cape Breton, which is separated from the mainland by the Strait of Canso. It is bounded N. by Northumberland Strait (which separates it from Prince Edward Island) and by the Gulf of St. Lawrence, N. E. S., and S. E., by the Atlantic Ocean; W. by the Bay of Fundy; and N. by New Brunswick, with which it is connected by an isthmus only eleven miles wide, separating the Bay of Fundy from Northumberland Strait. Greatest length from S. W. to N. E., 350 miles; greatest breadth, about 120 miles; area, 21,731 square miles; equal to 13,382,000 acres.

The country is beautifully variegated by ranges of lofty hills and broad valleys, both of which run longitudinally through the Province. Its Atlantic frontier, for five to ten miles inland, is composed chiefly of a poor soil, though rich in gold and other minerals. The Colequid range of mountains, as they are called, run through the interior of the Province. The summits of a few of the conical mounts of this range ascend 1100 feet and are cultivable nearly to their tops. On each side of these mountains are two extensive ranges of rich arable lands, where agricultural operations are carried on extensively and with profit. The traveller through these will see thriving villages, well-stocked farms, and all the evidences of plenty, as well as some charming instances of refined taste and culture.

The streams, too, with which the Province is beautifully watered, abound with brook trout, which is found in every lake and stream, and in some instances salmon too, of excellent quality.

The whole sea-coast abounds with fish of various descriptions, as well within the Bay of Fundy as the Gulf of St. Lawrence and Gut of Canso; the principal fisheries being those for cod, haddock, hake, pollock, mackerel, and herrings, and are extensively prosecuted by the inhabitants as well for home use as for exportation.

The climate of Nova Scotia is both healthful and agreeable, as the robust looks, stalwart frames, and large families of its inhabitants abundantly testify. Its fitness for agriculture may be judged of by its staple products, which are precisely those of the British Isles, with the addition of Indian corn.

No country in the world produces better crops of potatoes, turnips, and mangel wurzel, and large quantities of the former as well as beef and other products are annually exported to the United States.

Apples, pears, plums, cherries, and other garden fruits attain the utmost perfection. In some sections of the country peaches and grapes ripen in the open air. The apple orchards of Annapolis and King's counties are very productive, and extend along the roadsides in an unbroken line for fifty miles.

The climate varies considerably in the different counties. The western counties average from six to eight degrees warmer than the eastern. In Annapolis county, for instance, the mercury in the coldest winters rarely falls below zero. The coldest season is from the last week in December until the first week of March. The springs are tedious, the summer heats being for a brief season excessive; vegetation is singularly rapid, and the autumn is delightful.

Fogs are frequent in summer on the shores of the

Bay of Fundy, but extend a short distance only into the interior, and where the air in summer is much warmer than on the coast.

Fever and ague, those curses of some of the South-western States, are unknown, and there is no peculiar disease, epidemic or otherwise, that can claim Nova Scotia as its home.

The south-eastern coast of Nova Scotia is remarkable for the number of its capacious harbours, there being no fewer than twelve ports capable of receiving ships of the line, and fourteen of sufficient depth for merchantmen between Halifax and Cape Canso, a distance of not more than 110 miles. There are also some excellent harbours on the south-west coast, and on the north side of the Province. The island of Cape Breton is second only to Nova Scotia proper in the number and capacity of its harbours. The Bay of Brunsdrick is one grand harbour, while around the coast and in the Strait of Canso there are many fine harbours.

Nova Scotia is beautifully diversified with rivers and lakes, covering an area estimated at 3500 square miles.

The lakes of Cape Breton are much larger and more important. The principal of these, however, are inland seas, rather than lakes. The Great Bras d'Or Lake is a magnificent expanse of water, of great depth, about fifty miles in length, and abounding with the best quality of fish. Of the rivers of Nova Scotia, fifteen flow into Northumberland Strait, four into St. George's Bay, seventeen into the Atlantic, and twenty-four into the Bay of Fundy. The most important are the Shubenacadie, the Avon, and the Annapolis, flowing into the Bay of Fundy; the St. Mary's, Musquodoboit, La Have, and Liverpool, flowing into the Atlantic. All the rivers are, with few exceptions, navigable for coasting vessels for distances varying from two to twenty miles.

The Province of Nova Scotia is rich in geological resources, all the rocks from the crystalline granites up to the new sandstone series being here met with. In the isthmus connecting the peninsula with New Brunswick, the underlying rocks consist of grey, red, and buff-colored sandstones of the coal-measures, containing innumerable seams of good bituminous coal, many of which are of sufficient magnitude to be profitably worked. Lofty cliffs abutting on the seacoast at the South J. regins, present the most beautiful sectional profiles of the coal-bearing strata, with curious fossils, both of vegetable and animal origin. Coal is elsewhere found more abundantly in Pictou County and on the island of Cape Breton. New and valuable mines have also been recently opened at Spring Hill, and a railway built to connect the mines with the Intercolonial Railway, and with Parrishboro.

The gold yield of Nova Scotia, from the first working of the mines in 1862 to the close of 1872, is estimated at 257,000 oz., valued at £945,000 stig.

The manufactures of Nova Scotia are yet but very limited; although, with her immense advantages of coal and position, she must in time become the leading manufacturing Province of North America.

Coarse flannels, bed-linen, blankets, carpets, and tweeds are manufactured. Tanning is carried on to some extent; and in the towns and villages, boots, shoes, saddlery, harness, household furniture, and agricultural implements are made in large quantities. In the neighbourhood of Halifax, tobacco, printing and wrapping paper, machinery, nails, pails, fuse, gunpowder, carriages, and some other articles are manufactured.

The geographical position of Nova Scotia is highly favourable to commercial pursuits, and as the natural resources become more fully developed there is no doubt her commerce will very largely increase. The imports of the Province for 1873 amounted to \$11,578,252, of which \$6,158,952 were from England, and \$2,950,779 from the United States. The exports during the same period amounted to \$7,372,086. The largest portion of the exports were drawn from the fishing and mining interests. If we except Newfoundland, Nova Scotia may be said to possess the finest fisheries in the world. There is no part of its coast of 1000 miles, where a profitable fishery may not be pursued. Its bays and harbours, and inland lakes and rivers, teem with salmon, cod, halibut, haddock, mackerel, herring, shad, lobsters, etc. The value of fish

caught in 1873 amounted to \$6,577,080, number of men employed in the fisheries, 15,996.

Ship-building is very extensively engaged in in Nova Scotia. On the 1st of January, 1874, there were registered in the ports of Nova Scotia 2803 vessels, of 149,731 tons, being over two-thirds in number and tonnage of the total registry of the Dominion, and placing Nova Scotia at the head of all the Provinces in this respect.

There are 44 miles of railway in operation in the Province. The Intercolonial proceeds from Halifax to Amherst, 142 miles, and thence to St. John, N. B., and from Truro to Pictou, 52 miles, and Springhill branch, 4 miles. The Windsor and Annapolis proceeds from Windsor Junction to Annapolis, 110 miles. The extension of the latter road to Yarmouth is projected. Another line, to run from New Glasgow to Louisburg, is building. The Parrishboro road is also being constructed. Louisburg is one of the finest harbours in the island of Cape Breton. It is open all the year round, and admirably adapted as a winter port.

The public affairs of the Province are administered by a Lieutenant-Governor, an Executive Council of nine members, a Legislative Council of twenty-one members, appointed for life, and a Legislative Assembly of thirty-eight members elected every four years. The laws are dispensed by a Supreme Court, composed of a Chief and nine assistant justices, a Court of Error, of Vice-Admiralty, and of Marriage and Divorce. In each county there is a Court of Probate, which has control of the property of deceased persons.

Education is free to the children of all classes in Nova Scotia. There are numerous public schools, and academies, besides a normal and model school, several convents, and six colleges, namely: Dalhousie College and University, St. Mary's College (R. C.), Antigonish, and King's College and University, Windsor. The latter, belonging to the Church of England, was founded in 1787.

There are two Roman Catholic dioceses in the Province: the Archdiocese of Halifax, and the Diocese of Antigonish; and one Church of England—Nova Scotia and Prince Edward Island.

Nova Scotia contains all the elements of wealth and future greatness, and is the nearest Province of the Dominion to the mother-land; in other respects she also comes nearer than any of the other Provinces—in soil, in climate, and mineral productions; in her situation, nearly surrounded by water; in her laws and institutions; and in the character, energy, and impulses of the people. She is also one of the oldest of the colonies; her population is dense. As such she offers excellent opportunities to immigrants of a class that have a limited capital to employ in agriculture, and who would prefer farming lands of their own in preference to those of other people, and paying as much in rent in a single year as would buy the fee simple of an estate there. For this class of people Nova Scotia offers better opportunities than any of the western countries.

The chief cities and towns are Halifax, Yarmouth, Sydney, C. B.; Pictou, Windsor, New Glasgow, and Truro.

HALIFAX.

HALIFAX, the chief city and capital of Nova Scotia, is situated near the head of Chebucto Bay. It has a noble harbour and extensive fortifications. The harbour of Halifax has been pronounced by the highest authorities as "one of the best in the world." It is easy of access for ships of every class, is capacious enough to afford anchorage for the navies of all Europe, and is so situated as to afford protection from every wind. It runs over fifteen miles inland, and after passing the city, and narrowing considerably about three-quarters of a mile above the city, suddenly expands into Bedford Basin, a beautiful sheet of water covering an area of nine square miles, completely shut in from the sea and affording good anchorage throughout, with from four to thirty fathoms of water.

The city and harbour of Halifax are protected by eleven different fortifications, armed with powerful batteries of three and six hundred pounder Armstrong rifled guns,

and in every way the port is considered one of the safest and best on the globe.

Halifax is the chief naval station of British North America, and the only station now occupied by troops. There are two regiments of the line, besides artillery and engineers, stationed in the city. They have large, and some, and comfortable barracks at the north end overlooking the harbour.

STATE OF THE ARMY IN NOVA SCOTIA, 1873.

Commander-in-Chief—His Excellency Lieutenant-General W. O'Grady, H. B. C., Colonel of the 10th Bombay Fusiliers.
 1st Major-General—Col. R. G. A. Ennis, h. p., late 62d F.
 2nd Major-General—Capt. R. H. O'G. Daly, 5th F., Capt. R. T. Ward, 9th F.
 1st Lieut. and Quar. Master—Lieut. Col. W. H. Kerr, h. p., late Depot Bn.
 2nd Lieut. Major—Major A. S. Quill, h. p., late Royal Canadian Rifles.
 3rd Lieut. Major—Capt. R. Nagle, h. p., late Royal Canadian Rifles.
 4th Lieut. Major—Col. J. L. Elgee.
 5th Lieut. Major—Col. D. M. Montagu, C. B.
 6th Lieut. Major—S. W. Hall.
 Garrison Physician—Capt. F. N. Peters, Royal Engineers.
 1st Surgeon, H. B. C.—Lieut. Col. J. L. Elgee.
 2nd Surgeon, H. B. C.—Col. N. S. M.
 3rd Surgeon, H. B. C.—Rev. F. B. B. Knison, M. A., Rev. A. J. Townsend, B. A., and Rev. T. Moore, R. C.

At the north end of the city is a large dockyard for the accommodation of Her Majesty's ships of war. It covers fourteen acres, and is one of the finest dockyards in the British colonies.

There are twenty-four churches (including a Church of England cathedral and a Roman Catholic cathedral), a large number of school-houses, some of which are elegantly built structures, six banks, two branch banks, and a savings bank, two or three public halls, two large and handsome provincial buildings for public offices, three club-houses, three colleges, two barracks, three hospitals (one civil, one military, and one naval), one poor's asylum, one asylum for the blind, about twenty hotels, a large number of stores (some of them fine specimens of architecture), and manufactories of iron castings, machinery of every description, agricultural implements, nails, pails, fuse, gunpowder, cordage, boots and shoes, soap and candles, leather, tobacco, paper, cotton and woollen goods, wooden ware, etc.; also a sugar refinery, distilleries of rum, gin, and whisky, and breweries of porter and ale.

The city has extensive steam communication with various parts of the Dominion of Canada, Prince Edward Island, Newfoundland, the United States, the West Indies, and Great Britain. Railway lines connect it on the east with Pictou and on the west with Annapolis, and with St. John, N. B., the United States, and the Provinces of Quebec and Ontario. Halifax is the south-eastern terminus of the Intercolonial Railway. There are owned here over 100 square-rigged vessels, also many schooners, and a host of small craft, making a total in 1874 of 948 vessels, of 113,156 tons.

It is the nearest city of the Dominion to the coast of Great Britain, and, on the completion of the Intercolonial Railway, must be the winter port of the Dominion for passenger and mail traffic as well as for exports.

The imports in 1873 were \$2,283,821, and the exports \$4,114,513, and, although we cannot yet get the figures for 1874, enough is known to show an increase of over 18 per cent. in the duties paid, which would show a prosperous increase in the year's trade.

The population in 1871 was 29,582, and now is, with the suburbs, probably 35,000.

Windsor—A large and flourishing town situated on the river Avon, at the head of Minas basin. Ship-building is extensively carried on. Immense quantities of gypsum or plaster of Paris, existing in beds and in veins, are quarried in the vicinity. It is chiefly used in the United States for agricultural purposes. Windsor possesses one of the best educational institutions in the Province, King's College, founded in 1787, and chartered by His Majesty

George III, in 1802. It is the western terminus of the Nova Scotia Railway, and the north-eastern terminus of the Windsor and Annapolis Railway. Trains run daily in connection with the steamers from Annapolis to St. John, New Brunswick.

Population, 3000.

YARBOURTH.—A wealthy and flourishing town on the Atlantic and south-western coast. It is the second town in importance in Nova Scotia, not exactly in population, but in the wealth and enterprise of its inhabitants. A large ship-building and fishing trade is carried on, and it is the second port in the whole Dominion in its registered tonnage, ranking between St. John and Halifax, with 422 vessels, of 124,741 tons, showing an *average* tonnage per vessel more than twice as great as Halifax, owing to the greater number of ships and large sea-going vessels.

It is increasing in ship-building importance yearly, and its general commercial importance will be largely increased on the completion of the railway to Annapolis, giving it direct land communication with Halifax, St. John, Montreal, and the United States. The town possesses several handsome buildings, churches, educational institutions, three banks, etc.

Population, 4000.

PICTON.—A wealthy and flourishing town, the third in importance in the Province, on the north side of Pictou harbour. It stands upon a steep hill-side, making a good appearance from the water, and is surrounded by fine scenery. The principal trade is in coal, the produce of the Albion mines being conveyed and largely exported from here. The harbour is safe and commodious. Ship-building is carried on. There are several steam saw and grist mills, two steam carding mills, two tobacco factories, an iron foundry, and several tanneries. Logan's tannery, distant three miles, is one of the largest in the Dominion. Splendid freestone quarries are worked near the town. Picton has many fine public buildings, churches, schools, court-houses, a county academy, masonic and other halls. Prince Edward Island Steam Navigation Co.'s mail steamers ply between here and Charlottetown. Gulf steamers run weekly from Picton to Quebec, calling at intermediate ports. The Georgia steamship runs direct hence to Montreal fortnightly. A steam ferry plies constantly between Picton and Fisher's Grant, the terminus of the Nova Scotia Railway.

Population, 3500.

SYDNEY, C. B.—A flourishing and important town, pleasantly situated on the south-west arm of the harbour. This was the seat of government when Cape Breton was a separate colony. The principal trade is in coal. The important mines at Cow Bay, Bridgeport, Lingam, Glace Bay, and Port Caledonia are within a few hours' drive by stage. A railway, twelve miles long, to the International Co.'s mines at Bridgeport has just been completed at a cost of \$800,000. The terminus is on the eastern side of the harbour, within two and three-quarter miles by land from the town. It is proposed by an English company to construct another line to connect with the other mining localities on the coast. Cattle and butter are largely exported to Halifax, Newfoundland, Miquelon, and St. Pierre. There are six churches here of different denominations, besides several fine buildings. The court-house is considered one of the best in the Province.

Population, 3200.

TRURO.—A wealthy and flourishing town, two miles above the head of Cobequid Bay, on a handsome and picturesque site. Its first inhabitants were Acadians; after them it was settled by Irish and Scotch. The country contains rich iron mines. A large market is held here regularly. The chief pursuit of the inhabitants is farming. Fishing and ship-building are also carried on. The provincial normal school is located here. An extensive boot and shoe factory employs a large number of men. The Intercolonial Railway forms a junction here with the Nova Scotia Railway.

Population, 3000.

NEW GLENSHAW.—A flourishing and picturesque town on the East River, township of Egerton, county of Pictou. It contains two foundries, several tanneries, a pottery, and steam bakery. The Albion, Acadia, International, and

Nova Scotia coal mines are in the immediate vicinity. Ship-building is carried on. Several of the largest ships hailing from Nova Scotia were constructed here. It is a station of the Nova Scotia Railway.

Population, 3000.

PRINCE EDWARD ISLAND.

PRINCE EDWARD ISLAND is situated in the Gulf of St. Lawrence, between 46° and 47° 7' N. latitude, and 62° and 64° 27' W. longitude. It is washed by the Gulf on the north, and separated by Northumberland Strait from New Brunswick on the east, and Nova Scotia on the south. Greatest length, 135 miles; breadth, thirty-four miles—in its narrowest part, near the centre, it is only four miles wide. Area, 2144 miles, or 1,365,760 acres. The coast-line presents a remarkable succession of large bays and projecting headlands. The largest bays are those of Richmond on the north-west, Egmont on the south-west, Hillsborough on the south, and Cardigan on the east. These bays, by penetrating into the land from opposite directions, form narrow isthmuses which make a natural division of the island into three distinct peninsulas. This natural division has been adopted as the basis of a nearly corresponding civil division into Prince's County in the west, Queen's County in the centre, and King's County in the east.

The surface of Prince Edward Island undulates gently, nowhere rising so high as to become mountainous, or sinking so low as to form a monotonous flat. At one time the whole island was covered with a dense forest of beech, birch, maple, poplar, spruce, fir, hemlock, larch, and cedar; and though destructive fires, lumbering, and cultivation have made large gaps in it, a considerable part of the original forest still remains. The whole island is eminently agricultural and pastoral. The soil consists generally of a light reddish loam, sometimes approaching to a strong clay, but more frequently of a light and sandy texture. The prevailing rock is a reddish sandstone, but a large part of the surface is alluvial and entirely free from stone. No minerals of the least consequence have yet been discovered, and even limestone and gypsum appear to be wanting. The climate is much milder than that of the adjoining continent, and the air, generally free from the fogs which spread along the shores of Nova Scotia, is remarkably salubrious.

The scenery is charming, small game, wild fowl, and fish abundant, and the island should become popular as a Canadian summer resort.

The principal crops are wheat, barley, and oats, all of these abundant and of excellent quality; peas and beans are equally good, and potatoes and turnips are nowhere surpassed. The land not cultivable consists of soft, spongy turf, or a deep layer of wet, black mould, which may prove valuable for fuel. The fisheries are very valuable, especially on the north coast, which is much frequented by mackerel and cod. The manufactures are chiefly for domestic use. Ship-building is prosecuted with considerable enterprise, and is yearly increasing in magnitude and importance.

On the 31st December, 1873, there were registered in the island 280 vessels, of 38,918 tons; and during 1874 the number and tonnage for the year registered as follows:

New vessels	117	26,187 tons.
Transferred from other ports	21	1,105 "
Registered anew	8	418 "
Total vessels	146	27,710 tons.

There were transferred to other ports and sold abroad, 70 vessels, of 15,272 tons.

Most of the last-mentioned vessels were sold in England and Newfoundland, and might very properly be included in the exports of Prince Edward Island, at from £8 to £10 sterling a ton.

The imports and exports for 1874 (taken from an estimate in advance of official publication) are:

Imports	\$2,614,798
Exports	2,149,682

The value of the fisheries for 1873 was \$207,595.

The following table shows the counties, with the capital of each:

Counties	Capital
Queen's	Charlottetown.
King's	Georgetown.
Prince	Summerside.

These counties are divided into sixty-seven townships and three royalties. The inhabitants consist of descendants of Scottish, Irish, Acadian, French, English, and other settlers.

The free school system was introduced in 1853. There are about 400 district schools, 17 grammar schools, various private schools, a normal and model school, and 3 colleges—Prince of Wales (Protestant), St. Dunstan's (Roman Catholic), and the Wesleyan college. It is the law of the island that the Bible be read in the public schools.

The Lord Bishop of Nova Scotia exercises episcopal authority over the island. The Roman Catholics have one diocese, Charlottetown.

Prince Edward Island has telegraphic communication with the continent of America and Europe by means of a submarine cable, eleven miles in length, connecting the island with New Brunswick.

In 1872 the building of a railway to connect Charlottetown with the principal places on the island was commenced. This railway was opened in 1874, and is 204 miles in length, viz.: Trunk line, from Casumpeque to Georgetown, 143 miles; western extension, from Casumpeque to Tignish, 18 miles; eastern branch, from Mount Stewart to Souris, 40 miles.

The Prince Edward Island Railway will traverse nearly the whole length of the island from Tignish on the north to Georgetown and Souris on the east, connecting also with Summerside (Bedesque Harbour) and Charlottetown on the south. Summerside is about three and a half hours' run by steamer from Point du Chene, the northern terminus of the New Brunswick railways. Charlottetown is about sixty miles or five hours' run, a steamer from Picton, the northern terminus of the Nova Scotia railways. Tignish and Casumpeque are depots of the Gulf fisheries. Georgetown and Souris harbours are open in the fall generally for two or three weeks after the other ports are closed by ice. The construction of this railway will enable shippers in all parts of the island to take advantage of this important addition to the open season.

During the season of navigation there is tri-weekly communication with Picton, N. S., and Shediac, N. B., in addition to which there are steamers connecting with Quebec and the Gulf ports to the north, and Halifax and Boston to the south. The Baie Verte Canal, now projected, will greatly facilitate communication with the Bay of Fundy and the New England ports. Navigation generally closes about the middle of December, and is resumed about the end of April or beginning of May. During this time mails and passengers are conveyed across the Strait in ice-boats, which ply between Cape Traverse, a Prince Edward Island and Cape Tormentine in New Brunswick. The passage is not at all times safe, and it is believed that powerful steamers might keep the navigation open nearly all, if not all, the year round—an undertaking which the Dominion Government have, by the terms of union, bound themselves to inaugurate the coming season.

The public affairs of Prince Edward Island are administered by a Lieutenant-Governor, an Executive Council of nine members, a Legislative Council of thirteen members, and a Legislative Assembly of thirty representatives. Justice is administered according to the laws of England.

The total population of the island in 1871 was 94,021, an increase of 13,160 since 1861, and of 89,921 since it first became a British possession (1758). In 1874 it is estimated at upwards of 100,000.

CHARLOTTETOWNS, the capital of Prince Edward Island, is prettily situated on gently rising ground, looking toward the south, parish of Charlotte, county of Queen's. It is on the north side of the East River, near its junction with the North and West rivers. The town is lighted by gas, and is well laid out; the streets cross each other at right angles, and several of them are 100

feet wide. The harbour is safe and commodious. The Colonial building is the most handsome edifice in the place. It is built of Nova Scotia freestone, and cost over \$85,000. The other principal buildings are the new post-office, court-shed; Prince of Wales, St. Dunstan's, and Methodist colleges; normal school, convent, lunatic asylum, gaol, government house.

There are also four banks, a savings bank, a woollen factory, iron foundry, ship-building yards, etc.

The merchants are enterprising and wealthy, and a very large export trade is done here with Great Britain and the United States.

An immense impetus would be given to the trade of Charlottetown by the renewal of the Reciprocity treaty with the United States.

Population, about 10,000.

SUMMERBIDE, the second town of importance on the island, is situated on Bedeque Bay, and on the Prince Edward Island Railway, forty miles north-west of Charlottetown, forty-five miles north-east of St. John's. It has an excellent harbour with good anchorage for the largest vessels, and contains churches of seven denominations, three banks, a public hall, market, convent, schools, and several mills and factories.

Ship-building is carried on to a large extent, and eggs, potatoes, oysters, sheep, horses, and oats are extensively exported. Summerside has daily communication, in summer, by steamer with Nova Scotia and New Brunswick. In Bedeque Bay, opposite the town, is a beautiful island of about 200 acres, on which has been erected a fine hotel capable of accommodating 600 guests, and which is a favourite summer resort. A steam ferry runs between the island and the town. The Prince Edward Island Railway has a first-class station, engine-house, and car-sheds in the town.

Population, 3000.

Georgetown and Alberton are also rapidly rising towns.

MANITOBA.

The whole of the vast territory hitherto held by the Hudson Bay Company, under Royal Charter issued in the twenty-second year of the reign of Charles II., and transferred to the Imperial Government on the 1st day of December, 1869 (the company receiving an indemnity from the Canadian Government of £350,000 sterling), was by order of H. M. the Queen in Council, dated 23rd day of June, 1870, admitted into the union or Dominion of Canada.

The portion of the territory hitherto known as the Selkirk or Red River Settlement has been erected into a Province, to be called the Province of Manitoba.

It is bounded on the south by the United States, and on the north-east and west by the North-west Territories of the Dominion. It extends from 49° to 50° 30' north latitude, and from 96° to 99° west longitude, and comprises an area of 14,310 square miles, or 9,177,600 acres.

The name *Manitoba* taken from a large lake, a part of which lies in the Province, is a contraction, made by the old French Canadian voyageurs, of the Cree word *Manito-ahwan* (*Manito* signifies *supernatural*, *divine spirit*; and *ahwan* means a *strait*). As the waters of a strait in that lake are agitated in an unusual way, the Indians believed there was therein something supernatural, a spirit, that moved them, and so they called the lake *Manito-ahwan*.

The agricultural capabilities of its soil cannot be exaggerated for many things. The most part of the Province is prairie land, diversified by groups of elm, ash, oak, poplar, basswood, and ash-leaf maple. It is a rich, black mould, resting partly on a limestone formation and partly on a thick coat of hard clay. Manure, not indispensable at first, is as useful here as elsewhere. It has not been used much so far, on account of the large amount of land possessed by each of the inhabitants, which circumstance enables them not to sow the same grain several years running. Wheat ripens

in 110 days, and gives an average return of twenty-five to thirty bushels to the acre. All kinds of garden vegetables, as well as oats, barley, Indian corn, hops, flax, hemp, potatoes, and other root-crops are easily raised. The grassy savannas of Red River afford unlimited pasturage ranges, as long as unimproved. The authority of the scientific gentlemen connected with the Pacific Railway surveys exists for the statement that a large part of this Province is excelled by no part of America as a cereal-producing country, and for the generally exceeding beauty of the newly-surveyed districts.

Though the winter is cold, it is mitigated by a clear, dry atmosphere. A population more healthy than the Manitobans cannot be met anywhere.

The principal rivers are the Assiniboine, 480 miles long, and Red River, 605 miles long, 525 of which are in the United States. The largest lakes (only a part of which, however, are in Manitoba) are Winnipeg, 280 miles long and five to fifty-seven miles wide, and Manitoba, 110 miles long and twenty-five wide.

Winnipeg is the capital of the Province. Fort Garry (the mercantile establishment of the Hon. Hudson's Bay Company) is the temporary residence of the Governor, while the government departments are in Winnipeg, a small but rapidly growing town which includes Fort Garry in its limits. There are two bishops in the Province: the Archbishop of St. Boniface (Roman Catholic), residing at St. Boniface, east side of the Red River, facing Winnipeg and Fort Garry; and the Lord Bishop of Rupert's Land (Church of England), residing at St. John, below Winnipeg, west side of the Red River.

The public affairs are administered by a Lieutenant-Governor, an Executive Council of five members, a Legislative Council of seven members, appointed for life, and a Legislative Assembly of twenty-four members, elected every four years. Justice is dispensed by a chief-justice and two puisné judges.

Of religious denominations in Manitoba, the Roman Catholics are the most numerous. They have a cathedral and ten churches. The Episcopalians have a cathedral, fourteen churches, and about fourteen clergy. The Presbyterians have four churches and four preaching stations. The Wesleyan Methodists are as yet numerically small, but making steady progress. The Mennonites from Russia, who are so largely emigrating to this Province, bid fair to become one of the largest of the religious bodies.

The Province is well provided with educational institutions. It has three colleges—St. John's (Church of England), St. Boniface (Roman Catholic), and Kildonan (Presbyterian), a convent, three Protestant ladies' schools, and forty common schools, twenty amongst the Protestants and twenty amongst the Roman Catholics. The Sisters of Charity from Montreal have a large convent at St. Boniface, an academy for young ladies, an orphanage, and four missions in the Province.

In 1870, owing to dissatisfaction on the part of the settlers at their transfer from the Hudson's Bay Company to the Dominion without, as they claimed, being consulted properly, the feeling broke into open resistance to the entrance of the first Dominion authorities. The rebellion, however, was of short duration, and being of a political nature need not be further referred to in this article.

The white population of Manitoba, on its admission in 1870, was 11,953. It is scattered along the water-courses of that interesting Province. There are, besides, tribes of Indians residing in and others at times visiting that Province in their nomadic perambulations over the vast western prairies. The occupations of the white population are at present restricted to the cultivation of the soil and the carrying on of the fur trade.

In the last two years the population has largely increased by immigration. The Mennonites of Russia, who have been leaving that country owing to the new military conscription laws, have emigrated largely to Manitoba, and including those now *en route*, will probably swell the immigration of 1874 to this Province into 8000 or 9000 people. At the present time, the population must be at least 22,000.

The land grants are fully referred to in the previous article on Dominion lands.

The Canadian Pacific Railway, to be built through the

Province, will largely increase its growth and importance, and shorten by several hundred miles the present route of travel. A branch road is also building from Winnipeg to Pembina, giving connection with the railways of the United States. At present the routes of travel are *via* St. Paul and Pembina, or by the Dawson route, some 1500 miles to Montreal, whereas by rail it will be about 1200.

From the western extremity of Lake Superior less than 400 miles need to be covered by rail to Lake Winnipeg, to connect Manitoba with Upper Canada and the great routes of travel.

WINNIPEG, or Fort Garry, the seat of government of the Province of Manitoba, situated at the junction of the Assiniboine and Red rivers, 10 miles south of Lake Winnipeg, 95 miles from Pembina, U. S., 1288 miles from Montreal *via* proposed Canada Pacific Railway, or 1025 miles *via* Chicago and St. Paul. The city contains about 40 stores, several saw-mills, 5 printing offices, a telegraph office, a theatre, a Church of England cathedral, Presbyterian and Wesleyan churches, two colleges, several schools, a bank and branch bank, government house, legislative buildings, many good dwellings, and a strong and regular fortification. Winnipeg is the seat of the See of the Metropolitan of the North-west. Opposite the town is St. Boniface, the seat of the See of Archbishop Tache.

Population, about 5000.

NORTH-WEST TERRITORIES.

This large possession of the Dominion of Canada includes all that portion of British North America outside the Provinces of Ontario, Quebec, Nova Scotia, New Brunswick, Manitoba, British Columbia, and Prince Edward Island, and the island of Newfoundland. It is bounded on the north by the Arctic Ocean, on the east by the Atlantic, on the west by the Pacific, and on the south by parts of the Dominion of Canada and the United States. Area estimated at 2,750,000 square miles.

This immense district was, until 1870, known as the Hudson's Bay Territory, so named after Henry Hudson, who discovered the bay in 1609, and perished on its shores. It was governed by the Hudson's Bay Company, by whom it was divided into four large departments or regions, subdivided into thirty-three districts, including 155 posts. The government was administered by a Chief Governor and Council, and the various departments by Chief Factors and Chief Traders. The Northern department, which included all the establishments in the far north and frozen region, comprised the valley of the Mackenzie River, and the country between that sterile region and the Rocky Mountains, north of Lake Athabasca. The Southern department extended on both sides of James's Bay, and along the south shores of Hudson's Bay, as far north as Cape Churchill, and inland to the ridge which forms the northern boundary of Quebec and Ontario, and to the Lakes Winnipeg, Deer, and Wollaston. The Montreal department included the country in the neighbourhood of Montreal, up the Ottawa River, and along the north shore of the St. Lawrence to Esquimaux Bay; and the Columbia department comprehended all that immense extent of country to the west of the Rocky Mountains, now the Province of British Columbia.

In 1870 the North-west Territories came into the possession of the Dominion of Canada. Out of the Southern department the Province of Manitoba was created.

The territories now outside Manitoba and British Columbia are governed by the Lieutenant-Governor of Manitoba, who is styled "Lieutenant-Governor of Manitoba and North-west Territories," and by a Council of eleven members. Fort Garry is the seat of government.

The North-west Territories are watered by numerous lakes and rivers. The principal rivers are the Churchill, Nelson, Severn, Albany, Athabasca, East Main, and Great Whale rivers, flowing into Hudson's Bay; the Mackenzie, Coppermine, and Great Fish rivers, flowing into the

Arctic Ocean; the Saskatchewan, Assiniboine, and Red rivers, falling into Lake Winnipeg; and the Caniapusaw (or Koksoak) and Natwamake rivers, falling into Hudson's Straits. The Mackenzie is one of the greatest rivers in the world. It is 2500 miles long, and flows through a fertile and finely wooded country skirted by metalliferous hills, and with coal-measures cropping out near the surface throughout three-fourths of the area drained by it. According to the best computation, it drains an area of 443,000 square miles. The Coppermine River is very rich in copper ore and galena. The Saskatchewan, 1300 miles long, and its tributaries, drain an area of 363,000 square miles. The principal lakes are the Great Bear, Great Slave, Athabasca, Winnipeg, Manitoba, Lake of the Woods, Winnipegosis, Clear Water, Nelson, Deer, Wollaston, North Lined, Mistassini, and Albitibi. Great Bear Lake is 250 miles long and about as wide. Great Slave Lake is 300 miles long and fifty wide. Lake Athabasca is 200 miles long and twenty to forty wide. Lake Winnipeg is 280 miles long and five to fifty-seven miles wide. Lake of the Woods seventy-five miles long by sixty miles wide, and Lake Mistassini about the size of Lake Ontario.

The numerous and recent surveys for the Pacific Railway have confirmed all that has ever been written of the vast extent of the agricultural capabilities of the North-west Territories, or at least 600,000 to 700,000 square miles of them. The fertile belt of the Saskatchewan alone contains an area of 64,400 square miles, in one continuous strip 800 miles long, and, on an average, eighty miles broad. But the best and largest wheat area is beyond the Saskatchewan, namely, the valleys of the Athabasca and Peace rivers to the very west (on the Pacific) slope of the Rocky Mountains, along the Peace River Pass to latitude 60° N. Near the foot of the Rocky Mountains there is an area of 300,000,000 acres beyond the supposed limit of the fertile belt of the North-west. The Saskatchewan is partially wooded, and abounds with the most beautiful herbage, and generally possesses a deep and rich soil of vegetable mould. This extraordinary belt, more than one-third of which is at once available for the purposes of the agriculturist, is capable of sustaining a population of 90,000,000. This region in winter is not more severe than in Ontario; and in the western districts, which are removed from the influence of the great lakes, the spring commences about a month earlier than on the shores of Lake Superior, which is 5° of latitude farther to the south.

Snow is never excessive in depth; while in the richest tracts the natural pasturage is so abundant that horses and cattle may be left to obtain their food during the winter.

Travellers describe this region as magnificent, with the surface of the ground covered with flowers, such as roses, hyacinths, tiger-lilies, and bluebells, half hidden in the luxuriant grass.

The rivers and lakes west of Lake Superior are bordered by rich prairies and splendid woods. A splendid stream (Rainy River, 100 miles long) empties Lac la Pluie into the Lake of the Woods, and must one day be the highway of a great settlement, with towns on its borders and steamboats on its bosom.

On Peace River groves of poplars and pines vary the scene, and their intervals are enlivened with vast herds of elk and buffaloes.

About 150 miles east of the Rocky Mountains the great coal-bed commences. So far as has been ascertained it is over 300 miles in width, and extends continuously over 16° of latitude, to the Arctic Ocean. The lignite (or tertiary coal) formation is still more extensively developed. At the junction of the Mackenzie and Bear Lake rivers, the formation is best exposed; it there consists of a series of beds, the thickest of which exceed three yards, separated by layers of gravel and sand, alternating with a fine-grained, friable sandstone, and sometimes with thick beds of clay, the interposing layer being often dark from the dissemination of bituminous matter. The coal, when recently extracted from the bed, is massive, and most generally shows the woody structure distinctly. Beds of coal also crop up to the surface on various parts of the Arctic coast.

The Hudson's Bay Company was chartered by King Charles II., in 1670. Since that period they have used this country as hunting grounds from which to ob-

tain supplies of furs for all markets in the world; there are probably upwards of twenty different kinds, the most valuable of which is that of the black fox. The other articles of commerce are oils, dried and salt fish, feathers, quills, and walrus ivory. About 18,000 seals are annually taken on the Labrador Peninsula.

The Canada Pacific Railroad will run through the great Saskatchewan country, crossing the Rocky Mountains through (probably) the Yellow Head Pass, and opening up one of the richest countries on the globe.

This railway will be the great highway between Oriental countries and Western Europe. It will be 633 miles shorter than the American Pacific Railroad, the distance from New Westminster to Montreal being 2730 miles, as against 3363 miles from San Francisco to New York. On its construction depends the rapid growth and prosperity of this rich inheritance of the Dominion, destined to become, before many years, the happy home of millions of people.

The present population of the North-west is estimated at about 20,000.

BRITISH COLUMBIA.

BRITISH COLUMBIA is bounded on the north by the sixtieth parallel of latitude; east by the main chain of the Rocky Mountains; south by the United States; and west by Alaska, the Pacific Ocean, and Queen Charlotte's Sound. Length, 764½ miles; breadth, about 400 miles; area, including Vancouver and other islands, 330,000 square miles.

Vancouver Island extends from lat. 48° 19' to 50° 53' N., a distance of 278 miles, along the southern portion of the mainland, from which it is separated by the Gulf of Georgia, 90 miles in width. The north entrance to the gulf is Johnston's Strait, and the south entrance is the Strait of San Juan de Fuca, which separates the south shore of the island from the territory of the United States. Queen Charlotte Islands, lying between lat. 52° and 54° N., and lon. 131° 25' and 134° W., are separated from the north portion of the coast by Queen Charlotte Sound.

The seaboard of British Columbia extends from the Straits of San Juan de Fuca to Alaska. These points are distant, on an air-line, some five hundred and fifty miles, but the coast is deeply indented by great arms of the sea at many intermediate places, so that the actual coast-line is very irregular, and will probably measure several thousand miles.

The northern part of the colony is diversified with mountain, lake, and river; is of extraordinary fertility, producing all Canadian cereals and vegetables, and fruits in larger measure than any part of even Ontario, and with a mining region at the head-waters of the Peace, Skeena, and Fraser rivers, which, though very imperfectly explored (owing to their inaccessibility to general travel), gives indications of being very rich in gold and silver. The southern and middle part includes the rich gold valley of Fraser River, and is well adapted for pasturage, and also, with irrigation, for agriculture; some parts, however, such as the Chilcotin plains, and the great and beautiful valley of the Okanagan, require no artificial irrigation, nor does any part of the seaboard. Throughout the whole extent of the Province there is an abundance of forest land, the timber on which is of the most valuable description; one kind especially, the Douglas pine, yields spars from ninety to one hundred feet in length, and from twenty to twenty-four inches in diameter. The tree is very often from 150 to 300 feet in length, without knots or branches, and the diameter varies from six to ten feet, and in quality is about twice as strong as Canadian red pine, and being more gummy, is more durable and takes a better hold. At Burrard Inlet, nine miles from New Westminster, there are pine trees twenty-seven to thirty feet in diameter. The yearly exports of timber amount to about \$500,000, but the vast forests have hardly been touched.

The mineral resources of British Columbia are very great. Gold is found all along the Fraser and Thompson rivers, and in great abundance in the Cariboo district, the yield in that one locality exceeding, in 1870, one million dollars, while the yield of the entire Province for

the past ten years has exceeded twenty-two million dollars. Silver and copper are also to be had in abundance, but the mines have not as yet been very largely worked. The true wealth of the Province, however, is its coal-fields, which are inexhaustible, easy of access, and easily worked. Bituminous coal is found on the mainland and on Vancouver Island, and anthracite coal on Queen Charlotte Island. The latter has been sold in San Francisco for \$20 per ton. The present annual exportations of coal exceed \$200,000.

The fisheries, which will some day prove a source of national wealth, are amongst the most valuable known.

The climate of British Columbia is mild and favourable enough to allow animals to live in the open air throughout the winter, and in many parts the plains and hills are covered with a herb called bunch-grass, which possesses highly nutritious qualities, and keeps cattle in excellent condition during the whole winter. On the coast the winter is more humid than cold. The lakes are never wholly frozen, and travel is never impeded by the snow, except in the mountain passes. From the middle of October till March there is much rain, with high winds. Winds from the south and south-east bring rain, and from the north and north-west fair weather. The central and eastern districts have, from their elevation, a severer climate.

The area of the land fit for agricultural settlement is estimated at 200,000 square miles, diversified by hill and dale, and watered by numerous streams and lakes. The soil varies from a deep-black vegetable loam to a light brown loamy earth, the hills supplying slate and building-stone. Wheat, barley, potatoes, turnips, apples, pears, etc., grow luxuriantly. There is abundant grass for cattle, and sheep-raising has been introduced with success.

The country is rich in fur-bearing animals, bears, lynx, marten, and beaver. The annual product of the fur trade exceeds \$250,000. Ship-building also promises to assume large proportions.

The chief river is the great Fraser River, which pursues a rapid course between steep and rocky banks, until, approaching the sea, it presents a fertile and finely wooded valley of from fifty to sixty miles in length. The total length of the Fraser River is about 700 miles. The Thompson River surpasses the Fraser in the richness of its scenery, and flows through one of the most beautiful countries in the world. The Columbia, another noble stream, enters the United States at Fort Shepard, after a course of nearly 800 miles in British territory. Its total length is about 1200 miles. Means of communication are very good.

Steamers ascend the Fraser River over 100 miles, to the head of navigation, and for over 450 miles beyond this there is an excellent gravelled road, constructed by the government.

British Columbia consists of two perfectly distinct parts, the mainland above described and Vancouver Island. This island is the largest in the Pacific, being 278 miles long and forty to fifty wide. It is separated from the mainland by the Straits of Fuca, which are about sixteen miles in width, and by the Gulf of Georgia, which varies from thirty miles in width to a narrowness that is bridgeable, viz., at Valde's Island.

The island is noted for its coal mines. Gold has also been found. The harbours are numerous and excellent, and Esquimaux Harbour, which is the naval station, is referred to as not unlikely to be a terminus of the Canada Pacific Railway.

Burrard Inlet is the largest and finest harbour on the mainland, and is also spoken of as the probable terminus of the Pacific Railway.

The public affairs of British Columbia are administered by a Lieutenant-Governor, an Executive Council of five members, and a Legislative Assembly composed of twenty-five representatives elected every four years. Justice is dispensed by a chief-justice and two assistants. Education is free to all; the schools are non-sectarian.

Steam communication is fortnightly for mail service via San Francisco. Telegraph lines extend from Swinomish, in Washington Territory (United States), to Barkerville, at the extremity of the Cariboo road. There is, besides, a branch line from Matsqui to Burrard Inlet

via New Westminster, in addition to a right of way over the line belonging to the Western Union Telegraph Company, from Swinomish to Victoria, which comprises five submarine cables. This line of telegraph, which by the act completing the union of Columbia with Canada became the property of the Dominion, is 642 miles long, and is being extended across the entire continent.

The imports for 1873 were \$2,076,476, and the exports \$1,992,347.

British Columbia occupies a commanding position, not only with regard to the trade of the western part of America and the Pacific islands, but also with respect to China, Japan, and other Asiatic countries, and the Australian colonies. Along the whole coast-line a perfect labyrinth of islands exists, giving innumerable harbours, inlets, and channels, teeming, as well as the rivers that empty into them, with salmon, sturgeon, mackerel, cod, herring, halibut, oolachans, and whales. Except the whale fishery, these vast fisheries are almost undeveloped, although recently a commencement has been made in catching and curing salmon, and the exports of fish for the past year reach to over \$50,000.

The construction of the Canada Pacific Railway cannot fail to develop the untold resources of this Province, and add greatly to the wealth and general prosperity of the Dominion.

Though British Columbia possesses considerable tracts of fine agricultural and pastoral land, amply sufficient to produce all the food her own population is ever likely to require, yet it is not probable that she will ever hold a prominent position as an exporting agricultural country. Her chief resources are her forests, her fisheries, and her mines, and these are capable of almost unlimited development. Her gold-fields, her silver-veins, and her coal-mines are yet in their infancy; her timber trade is in a similar condition, and her fisheries, which may fairly be expected to rival those of the Atlantic Provinces, have scarcely yet extended beyond the supply of local requirements.

There cannot be a doubt in the mind of any one who has visited the country, that a bright and prosperous future is in store for the Alpine Province of the great Dominion, only to be realized, however, when the iron road shall have brought her into closer communion with her elder sisters in the East.

The distance from Montreal to Victoria is over 3000 miles, which can now be accomplished in eleven or twelve days by the San Francisco route; but by the future Canada Pacific Railway the distance will be reduced to less than 2800 miles.

The most direct route to British Columbia from England is by way of Quebec and San Francisco, the Allan line of steamers furnishing passage-tickets through from Liverpool. On arriving in Quebec, passengers proceed through to Chicago by rail, and thence by the Pacific Railway to San Francisco, whence steamers ply regularly to Victoria and New Westminster.

This colony was first established in 1858, and has since made remarkable progress. The total population is about 60,000, of whom 15,000 are whites.

VICTORIA, the capital of British Columbia, is situated near the south-east extremity of Vancouver Island, where the adjoining Strait of Fuca is seventeen miles in breadth, 143 miles from Olympia (Puget's Sound), 320 miles from Portland (Oregon), 3000 miles from Montreal.

The surroundings of Victoria are singularly beautiful. To the south is a wide stretch of sea, closed in by the magnificent range of the Olympian Mountains. These mountains, the lower portion of which is shaded with a soft velvety mist, and the tops covered with snow strongly reflecting the rays of the sun, form the most prominent feature in the landscape. To the eastward is Mount Baker, which, at a distance of nearly 100 miles, rears its snowy peak far away into the clouds. To the westward is a long, wide stretch of sea, bounded on one side by the Olympian range, and on the other by the rocks and mountains of Vancouver, jutting out here and there into the Strait; while to the northward are ranges of hills and mountains, prominent amongst which, and within five or six miles of the town, are the peaks of Mount Toluine and Cedar Mountain. From these heights the most

beautiful panoramic views of the southern end of the island, the surrounding ocean, the Olympian range, and the coast range on the mainland far away to the westward may be obtained.

The country in the neighbourhood of Victoria is remarkably picturesque. Natural parks—in which there are numbers of fine old oaks, and a profusion of ferns and wild roses—little inlets, bays, and beaches, jutting rocks, and the fine scenery of the background combine to render it one of the most lovely spots on the earth. This, together with its magnificent climate, which is beautifully clear, cool, and fresh during the whole summer season, and very mild in winter, must in the future render it a place of great resort.

Three miles from Victoria is the harbour of Esquimaux, one of the finest on the Pacific coast. There is here a naval station, at which there are generally two or three ships of war. A graving dock is in contemplation, capable of admitting ships of the largest size, tenders for the construction of which have been invited by the Provincial Government. An excellent macadamized road connects the two harbours.

The city boasts of some good streets, with fine drives, over excellent roads, in various directions. Adjoining the town a large extent of ground has been reserved for a public park. This picturesque locality, known as Beacon Hill, borders on the Strait. Here is the public race-course and cricket-ground. On the outskirts of the town are many attractive residences; and every cottage displays its pretty garden.

Though Victoria can boast of no architectural pretensions, there are many neat and substantially constructed buildings; among them may be mentioned the Provincial offices on James's Bay; the Presbyterian, Wesleyan, and Roman Catholic churches; a Jewish synagogue; Christ Church Cathedral; the iron church of St. John, a donation to the Episcopal congregation of the Province, from the Baroness Countess; the Angela College for young ladies, from the same excellent lady; the St. Anne's Convent and Orphan School; the Masonic building; the Mechanics' Institute; Bank of British North America; hotels, hospital, and theatre. A post-office and a custom-house are being erected by the Dominion Government.

The city is supplied with gas and water-works. There are several breweries, distilleries, foundries and factories, one ship-yard, etc. Wages are high for all labourers and mechanics, who are always in demand. The population is about 6000. The amount of business transacted in Victoria is far beyond what would be expected from a town of such a limited number of inhabitants.

NEW WESTMINSTER, the former capital of British Columbia, is beautifully situated on the north bank of the Fraser River, eighty-five miles from Victoria. The town boasts of a very handsome Episcopal church of stone and the only peal of bells on the coast, presented some years ago by Miss Burdett Countess, now Baroness, in her own right. There are also very neat churches in connection with the Roman Catholic, Presbyterian, and Methodist denominations.

At present the principal industry is salmon fishing, of which immense numbers run up the River Fraser. Sturgeon also of fabulous size, besides other kinds of fish, are caught in great abundance. Magnificent trout are taken in various small streams in the neighbourhood. New Westminster was a prosperous and busy place when it was the capital, but since the removal of the government to Victoria it has materially decreased in business and population; but nothing can deprive it of its magnificent site and of its unequalled climate and scenery. The steamers from Vancouver Island make it their forwarding station for all passengers and freight from abroad; and the river steamers make it their headquarters, whence they convey passengers and freight to Yale, 100 miles distant, the head of navigation on the Fraser River, and supply the demands of the whole of the interior. Steamers run twice a week between New Westminster and Victoria. Burrard Inlet, one of the finest harbours on the Pacific coast, and spoken of as the probable terminus of the Canada Pacific Railway, is only a few miles from New Westminster.

Population, about 2500.

NEWFOUNDLAND.

NEWFOUNDLAND is a large island in the Atlantic Ocean at the mouth of the Gulf of St. Lawrence, between lat. 46° 38' and 51° 40' north, and lon. 52° 35' and 59° 35' west. It is separated on the north-west from Canada by the Gulf; its south-west point approaches Cape Breton; north and north-east are the shores of Labrador, from which it is divided by the Straits of Bellefleur; and on its eastern side expands the open ocean. It lies nearer to Europe than any part of America. It is about 1200 miles in circumference; its width, at the very widest part, between Capes Ray and Bonavista, is about 300 miles; and its extreme length, from Cape Race to Grignat Bay, about 400 miles, measured on a curve. Its form is somewhat triangular, but exceedingly irregular, owing to its being indented with deep bays, the most remarkable of which are Harre, White, and Notre Dame Bays, Bay of Exploits, Bonavista, Trinity, and Conception Bays on the east coast; St. Mary's Bay, Fortune and Placentia Bay, on the south coast; and St. George's Bay and Bay of Islands on the west. There are besides these smaller bays and harbours. Many of these are extensive, commodious, and well-sheltered, with numerous rivulets running into them, while most of the harbours have complete anchorages, with clear and good channels.

The interior of the island has never been thoroughly explored, but from the reports of Mr. Murray, the eminent geologist, who has been for many years past and is still engaged in its exploration, there is reason to believe that its resources, both agricultural and mineral, are of very considerable importance. During the past season he has surveyed a hitherto altogether unknown portion of the interior, comprising a magnificent country, drained by the Gander River, and having an area of 2500 square miles, and capable of supporting an agricultural population of at least 100,000 people.

Mr. Murray estimated the area of the timber region to be not less than 500 square miles, all of which might be laid out as timber limits, "where an immense lumber trade might be carried on successfully."

It would be difficult to find any region more favourably situated for lumbering operations. By clearing out a channel in the shallower parts of the river, which could be done at a trifling cost, logs could be floated down to Gander Bay on the Atlantic. Were three or four small locks constructed, properly-built steamers and craft of considerable size could ascend the river to the lake. Then the eastern extremity of the lake is but nine miles distant from Bonavista Bay, and the country between is so level that a tramway could be constructed without more difficulty than would be occasioned by clearing up the surface where it would pass through. The eastern termination of the lake is well suited as a harbour, and the coves at its head are admirably adapted for booming in timber. Water-power can be obtained at numerous places on both sides of the lake for driving machinery, where saw or grist mills might be erected, and hardwood fuel can be obtained in ample abundance at many parts for steam-power, when required. Large saw-mills at Freshwater, in Bonavista Bay, on the one hand, and at the head of Gander Bay on the other, might be in constant operation for years to come, and thousands of people might be usefully employed.

Hills and valleys continually succeed each other, the former never rising into mountains (the highest not exceeding 1800 feet), and the latter rarely expanding into plains.

The rivers of Newfoundland are numerous, and though the majority are small, yet some attain to respectable size. The largest are the Humber, River of Exploits, Gander, and Great Cod Bay rivers. The Humber, in its main branch, is about 80 miles long; in its second, or Grand Pond branch, it is about 48 miles long. The Exploits is about 150 miles long, and drains about 3000 square miles of country. The Gander is somewhat over 100 miles long. Nearly all the rivers issue from lakes or ponds in the interior. Many of them abound with excellent salmon. Fresh-water lakes and ponds are also numerous. They are found over the face of the entire country—on the very tops of hills. The surface covered with fresh water has been estimated at one-third of the whole island. Sixty-seven ponds have been counted

from one spot on the north-east mountains of Avalon, some two and three miles in extent, none less than 100 yards, and not at a farther distance than 100 miles from the base of the hill. The principal lakes in the island are the Gander Pond, Deer Pond, Grand Pond, and Red Indian Pond. The Grand Pond contains an area of about 185 square miles; this includes an island at its south-west end, which contains an area of about fifty square miles. Deer Pond has an area of about thirty square miles. The Red Indian Pond has an area of sixty-four square miles. The Gander Pond is from seventy to eighty square miles.

The prevalent formation of Newfoundland is granite, and in some parts porphyry, quartz, gneiss, mica, and clay slate, with secondary and, over a considerable area, carboniferous formations. The minerals of the island comprise silver, copper, lead, chromic iron, magnetic iron, specular iron, manganese, nickel, plumbago, gypsum, serpentine, jaspers, white and black marble, limestone, and coal. Traces of gold have also been found by analysis, as well as traces of cadmium and bismuth.

The principal mines are the Tilt Cove Mine (copper), the Notre Dame Mine (copper), both on the eastern side of the island; and the La Manche Mine (lead), on the southern coast. The first named has been very productive. The other two have not been so successful, though there is no doubt they are rich in minerals; the cause of their comparative failure is to be found in the lack of means.

The climate, being insular, is not liable to so great changes in temperature as that of the neighbouring continental Provinces, the winter being much milder and the summer not nearly so warm. In May and beginning of June, dense fogs prevail on the banks and neighbouring shores, but they do not appear to be in the least prejudicial to health.

The principal trees of Newfoundland are spruce, birch, pine, larch, willow, ash, and fir. Recumbent and standing evergreens are to be met with in great variety; berry-growing bushes abound in every swamp. European and American grasses, also red and white clover, are abundant.

In several sections of the island, agriculture can be carried on with profit. In the neighbourhood of many of the lakes and rivers there are valuable alluvia. Potatoes yield well and are of excellent quality; green crops thrive well in many districts. Wheat has been known to yield 30 bushels per acre. Apples, plums, and cherries have been raised with success; gooseberries, strawberries, and raspberries, of very good quality, are grown.

The timber lands, amounting to nearly one million of acres, and situated principally on the western side of the island, and by the chief lakes and rivers, are wholly unsettled and ungranted, though they are of high importance with a view to settlement. No lands are let for

timbering purposes—the laws provide that they shall be disposed of for settlement alone; but the probability is that this will at once be changed, so as to open up the country for timbering enterprises.

The only animal peculiar to the island is the Newfoundland dog, famous the world over. Among the wild animals may be enumerated the deer, the wolf, the bear, the beaver, the marten, and wild-cat. Land and aquatic birds are numerous. Seals are numerous on the coasts, as are also whales, grampuses, and porpoises; while for fish, there is no place in the world comparable to Newfoundland, especially for cod. The famous Grand Banks swarm with cod and every other variety of fish.

The cod fishery opens in June and lasts till the middle of November, and may be said to form the chief occupation of the inhabitants of the island.

The seal fishery is next in importance. In 1872, 193 vessels, with an aggregate burthen of 29,793 tons, and manned by 9,496 men, were engaged in this fishery.

The imports of Newfoundland consist of all articles used for food and clothing, as well as for domestic and fishing purposes. The principal exports are fish and fish-oil, seal-oil and skins.

Total value of imports and exports of the colony of Newfoundland in the year 1873, were, imports, \$6,861,297, and exports, \$5,867,994.

The government of Newfoundland pays \$120,000 annually for the steam service of the colony. The steamers subsidized are the Allan line, to and from Liverpool and Halifax, or some port in the Dominion or United States, once a fortnight, and several for coast and local service.

The public affairs of Newfoundland are administered by a Governor, appointed by the Queen; an Executive Council of six members, a Legislative Council of thirteen members, and a Legislative Assembly of thirty-one representatives. The judicial department comprises a Supreme Court, with a chief and two assistant judges; a Vice-Admiralty Court, and a District Court.

The public school system is based on the denominational principle as regards Roman Catholics, and the non-denominational as far as Protestants generally are concerned.

There are four public academies, based on the denominational principle, and all situated in the capital of the island; one for Roman Catholics, which is in connection with their college; one for Church of England Protestants, in connection with their collegiate establishment; one for Wesleyans; and one for Protestants of all other denominations.

There are no railways on the island, and the means of communication are not the best. Two steamers make fortnightly trips to the principal places north and south

of St. John's, and another runs daily between ports on Conception Bay. It is, however, proposed to build a railway through the island, and the surveys, which have been authorized by the government and legislature, will be carried out during 1875, under the supervision of Mr. Fleming, the Engineer-in-Chief of the Dominion railways. The population in 1874 was about 170,000.

St. John's, the commercial emporium and seat of government of Newfoundland, is situated about three miles from Cape Spear, the most easterly point on the American side of the Atlantic. The harbour, though rather small, is thoroughly safe in all weather; vessels may ride out any gale when once inside the heads. On the south point of the narrows is erected the harbour light, burning at an elevation of 114 feet. The rocks on which this beacon is erected are the termination of a high range of hills running east and west, which constitute the south side of the harbour. At the foot of these hills are situated most of the vats used in the manufacture of the seal oil, and most of the mercantile houses have wharves and premises on that side, for the transhipment of articles of export. There is also situated the dry dock, capable of raising vessels of about 600 tons burthen. A causeway and bridge connects the south and north sides. On the north side the hills, which are so abrupt at the narrows, fall away in a series of gentle undulations sloping towards the harbour. On this slope the town is built, the site being everything that could be wished. The principal thoroughfare is called Water street, running nearly parallel with the harbour, but rather irregular. This street is about one and a half miles long, well built up on both sides with stone or brick, but not showing much appreciation of street architecture. In the busy seasons it is crowded till late in the night by thousands who come from the out-ports to buy and sell. The amount of business done in these short periods is almost incredible for the size of the town, amounting to perhaps four or five millions of dollars in three or four weeks.

The manufactures are few but important, there being very large biscuit manufactories, foundries, breweries, rope factories, and oil refineries.

St. John's boasts of several handsome public buildings. The Church of England Cathedral (early English), by Gilbert Scott, is a very beautiful edifice; it cost about \$120,000. The Roman Catholic Cathedral and adjacent buildings form a very conspicuous and imposing group, built on high ground, erected at a cost of about \$800,000. There are also the Government house (costing \$240,000), Colonial building, courthouse, penitentiary, lunatic asylum, hospital, poor-house, and banks. The lunatic asylum is beautifully situated in wooded grounds, about three miles out of the town.

The population is about 30,000.

RAILWAYS OF CANADA.

The length of railways in operation at the close of 1874, in the whole Dominion, was 4885 miles, to which must be added 600 or 700 miles to be completed during the present year, and the estimated length of the Canadian Pacific Railway is over 2500 westward from Lake Nipissing, or over 2700 from Ottawa or Toronto. The telegraph lines in operation exceed 31,000 miles, and a contract has just been entered into by the government for a line to be constructed through to the Pacific coast.

The growth of railway enterprise in Canada is marvellous, and, in proportion to the extent of territory and population, it is unprecedented. In 1850 there were only fifty miles of railway in use in all the Provinces, and the entire system is a growth of about twenty years. To a country of large extent like Canada, railways were of vital importance to extend her commerce, gather her resources, and increase her population; and that they have fulfilled their work with a yearly increasing volume and importance, a glance at the tables of population and of exports will show. The railway system of the Dominion is twofold; first, the railways built and managed by the government; and secondly, those built by private means,

aided in some instances by government or local subsidies.

THE GOVERNMENT RAILWAYS.

have been projected from both political and commercial necessity. While they serve to develop the growing commercial demands of those parts of the country through which they pass, they serve also to bring into more rapid communication with each other the wide-spreading Provinces of the Dominion, binding them into a more homogeneous whole, bringing the people into more frequent personal intercourse, facilitating the better distribution of immigrants, increasing the distribution of letters and newspapers, those great messengers of social intercourse and political power, and binding in a sense of one common interest the miner and trader of the Pacific slope, the agriculturist and manufacturer of the central Provinces, and the lumbermen and fishermen of New Brunswick and Nova Scotia.

The CANADIAN PACIFIC RAILWAY is projected in compliance with the arrangement made with British Columbia for the admission of that Province into the Dominion,

which requires that the government of the Dominion shall connect by a railway the seaboard of British Columbia with the railway system of Canada. The operations for the survey were commenced in June, 1871. These examinations have since been continued with much vigour, and the extent of territory explored has been immense.

The Engineer-in-Chief under whom these surveys have been conducted is Mr. Sandford Fleming, C.E., who has pursued his labours in a most thorough manner at an expense to government of about a million and a half of dollars. The routes surveyed are indicated on the railway and special maps herewith, taken from the official maps accompanying Mr. Fleming's reports.

In order to obtain as much knowledge as possible of the country, the Engineer-in-Chief, in the season of 1872, made a reconnaissance of the whole distance to the Pacific, including Vancouver's Island, detaching a small party from the main expedition to Peace River, to reach the Pacific at some point on the northern coast of British Columbia. The reconnaissance was satisfactorily accomplished.

In January, 1874, Mr. Fleming gave to Parliament a "report of progress" of the total surveys, and the bill presented by the present government was passed by the Dominion Parliament in May, 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 hereafter 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.

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 four per cent. interest per annum for twenty-five years to be given to the contractors on a sum to be stated in the contract for 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, etc., 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 regulation 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.

It will be seen by the above synopsis of the Act, that the government may either relegate the construction of the road to private parties, or build it as a public work of the Dominion, and it is to the latter policy that they seem inclined.

A contract has been entered into (1875) for the construction of the branch from Fort Garry to Pembina, which will be of great immediate advantage to Manitoba;

and from Fort Garry to Fort Edmonton it is proposed to utilize for a time the long stretches of lake and river communication lying between those points. The result of this policy will be to promote early settlement; to bring a large area of country under cultivation; to enable emigrants with their effects to reach, at small cost, points distant from the present settled districts, and thus prepare the way for the easier and cheaper construction of the railway itself at a future period.

Over the larger portion of the route to be traversed between the Red River and the Rocky Mountains, the Saskatchewan forms the natural water highway. The Saskatchewan can be reached from Fort Garry, either by way of Lake Winnipeg, lying due north, or Lakes Manitoba and Winnipegosis, lying north-west of the fort. The former route will be the easiest, and, in an engineering sense, the most practicable, whilst the latter opens up a larger tract of country to settlement and cultivation. Lake Winnipeg, as large a sheet of water as Lake Ontario, is reached from Fort Garry by the Red River. No difficulty, therefore, exists in arriving at the mouth of the Saskatchewan, which falls into Lake Winnipeg near the northern extremity of the latter. During the whole of his journey so far, the voyager will have been pursuing a course nearly due north. From this point he begins to ascend the Saskatchewan in an almost directly westerly course. And here he meets with the most serious impediment, according to Mr. Fleming's opinion, on the whole line of route between Lake Winnipeg and Fort Edmonton. The distance from Winnipeg to Cedar Lake, into which the Saskatchewan there expands itself, is twelve miles, with a total fall of sixty feet. The Grand Rapid has a fall of 43½ feet in 2½ miles, according to Professor Hind's measurement. It could either be surmounted by a canal and locks, or, probably, more readily as well as more cheaply—as Mr. Fleming points out—by a portage railway three miles in length.

Mr. Selwyn, the director of the Geological Survey, in the months of September and October, 1873, passed down the whole length of the Saskatchewan from Rocky Mountain House to Lake Winnipeg. The season was the least favourable, the water being then at its lowest, and he had therefore a full opportunity of estimating the difficulties that would be experienced in travelling over this line of route. After referring to the Grand Rapid, and the lesser rapids near where the northern and southern branches of the Saskatchewan unite to flow in one stream to Winnipeg, Mr. Selwyn goes on to point out that whatever improvements were made, the current at this part of the river must always be heavy, and proper arrangements for warping boats up the rapids would have to be at hand if necessary. With steamers of moderate length and light draught, supplied with powerful engines, and with as much strength as possible below the water line, the navigation of the Saskatchewan presents no more serious impediments than those we have mentioned. For four months in the year, it is probable, steamboats of suitable construction could pass from the Grand Rapid almost to the foot of the Rocky Mountains. That such a mode of communication could be substituted permanently for a railroad no one would pretend to assert, but, as a pioneer and preparation for the more expeditious and convenient mode of travel, the water communications of the Northwest cannot too soon be rendered tributary.

The line of route we have hitherto described—so far as the lake navigation is concerned—has a rival in the one by way of Lakes Manitoba and Winnipegosis. These two lakes lie at no great distance from, to the westward of, and nearly parallel to, Lake Winnipeg. The southern extremity of Lake Manitoba is directly north of Portage La Prairie on the Assiniboine River; the north-eastern angle of Lake Winnipegosis is due south of Cedar Lake—an expansion, as we have already pointed out, of the Saskatchewan. From this lake, Lake Manitoba is only separated by a portage four miles in length. There is a water connection between Lakes Manitoba and Winnipeg by means of Partridge Creek River, St. Martin's Lake, and Dauphin River, but this does not bear on the question of a north-western route.

The course to be followed, then, from Fort Garry by way of Lakes Manitoba and Winnipegosis to the Saskatchewan would be to take the Assiniboine River to

Portage La Prairie; then to cross the portage—a distance of some ten miles—until water of a navigable depth on Portage Creek, an inlet of Lake Manitoba, was reached; thence nearly the length of Lake Manitoba to Meadow Portage, one and three-quarters miles in width, to Lake Winnipegosis; and—after traversing the last-named lake—to Mossy Portage, four miles in width, which is the last barrier intervening before reaching Cedar Lake or the Saskatchewan. The waters of the Assiniboine were, at the time at which the exploratory notes were taken, 14.82 feet above those of Lake Manitoba. This would have to be borne in mind if it were sought to overcome Prairie Portage by a canal.

Although divided from each other by a narrow strip of land, already alluded to as Meadow Portage, the two lakes are connected by a stream known as Water-Hen River, which, following an extremely circuitous route, converts the distance of one and three-quarters miles by the portage into one of thirty miles by water, and that of very unpromising navigation. If it were determined to cut a canal through Meadow Portage, a fall of 18.73 feet from Lake Manitoba to Lake Winnipegosis has to be provided for. At Mossy Portage, dividing Lake Winnipegosis from Cedar Lake, no material difference of levels has to be overcome, the greatest height of land between the two lakes being only some ninety-three feet.

Both Lakes Manitoba and Winnipegosis appear to be wanting in harbours or natural means of protection against storms at the points to which navigation would tend.

Artificial means, it is true, could be provided; but the cost for such improvements must be taken into account when the question arises as to which route is to be preferred. The advantages of the Manitoba and Winnipegosis route appear to be, first, that it is somewhat shorter; next, that it avoids the Grand Rapid; and lastly, that it affords inducements to the settlement of a very large and fertile region of country. These are considerations to be well weighed when the attention of the government is directed to maintaining regular and efficient communications during the summer months between Fort Garry and the Rocky Mountains.

We have sketched at length the temporary policy to be pursued in assisting the final development of the entire line of railway by a present utilization of the water-routes through the central prairie region, because everything connected with this railway is of interest to all those concerned for the future prosperity of the Dominion.

Several points in British Columbia are mentioned as the proposed Pacific terminus; but that portion of the surveys is yet incomplete, and no positive determination has been arrived at.

Across the Rocky Mountain zone several surveys have been made to the coast, which are classed in the reports as seven different routes, and on the eastern end three different routes are found practicable between Lakes Manitoba and Nipissing. We can only refer to them here as shown on the maps of the survey.

With reference to a general comparison of distances with existing railways, Mr. Fleming says:

"Viewing the Canadian Pacific Railway as a 'through' route between ports on the Atlantic and Pacific Oceans, the comparative profile of altitudes illustrates the remarkable engineering advantages which it possesses over the Union Pacific Railway. The lower altitudes to be reached, and the more favourable gradients, are not, however, the only advantages.

"A careful examination into the question of distances shows, beyond dispute, that the continent can be spanned by a much shorter line on Canadian soil than by the existing railway through the United States.

"The distance from San Francisco to New York, by the Union Pacific Railway, is 3,393 miles, while from New Westminster to Montreal it is only 2,730, or 663 miles in favour of the Canadian route.

"By the construction of the Canadian Pacific Railway, even New York, Boston, and Portland will be brought from 300 to 500 miles nearer the Pacific coast than they are at present.

"Compared with the Union Pacific Railway, the Canadian line will shorten the passage from Liverpool to China, in direct distance, more than 1,000 miles.

"When the remarkable engineering advantages which appear to be obtainable on the Canadian line, and the very great reduction in mileage above referred to, are taken into consideration, it is evident that the Canadian Pacific Railway, in entering into competition for the through traffic between the two oceans, will possess in a very high degree the essential elements for success."

It will thus be seen that the Canadian Pacific Railway has not only Canadian, but Imperial, interest.

As regards the Pacific Ocean connections of the Canadian Pacific Railway, it is worthy of note that the distance from Japan, China, or the Atlantic coast generally to Liverpool is from 1000 to 1200 miles less by the Canadian Pacific than by the Union Pacific Railway. In reference to this point, Professor Maury, U. S., writes: "The trade-winds place Vancouver's Island on the way-side of the road from China and Japan to San Francisco so completely that a trading-vessel under canvas to the latter place would take the same route as if she was bound for Vancouver's Island—so that all return cargoes would naturally come there in order to save two or three weeks, besides risks and expenses." It must, however, be clearly understood that this advantage, equivalent to the distance between Vancouver's Island and San Francisco, namely, about 100 miles, is independent of, and in addition to, the saving of direct distance by the Canadian route given above.

We wish it were possible within the scope of this article to give more extended extracts from the elaborate and valuable reports of the Engineer-in-Chief, but we must be content with annexing the table of distances within the Dominion, accompanying the report, and its concluding sentence as follows:

"The practicability of establishing railway communication across the continent, wholly within the limits of the Dominion, is no longer a matter of doubt. It may, indeed, be now accepted as a certainty that a route has been found, generally possessing favourable engineering features, with the exception of a short section approaching the Pacific coast; which route, taking its entire length, including the exceptional section referred to, will on the average show lighter work and will require less costly structures than have been necessary on many of the railways now in operation in the Dominion."

With advantages of distance, of altitudes, of fertility of country through which the railway will pass, of position in relation to the commerce of the world at the termini on both oceans, and with the expressed and evident determination of the government to practically open the whole route at the earliest possible moment, it cannot be doubted that the proposed work must before very long be completed, and that it will become an important medium of intercommunication between two hemispheres.

TABLE No. 1.—ESTIMATED THROUGH DISTANCES.*

FROM POINTS ON THE PACIFIC COAST.	Intermediate Stations to Lake Superior.	TOTAL MILES.		
		To Edmonton.	To Winnipeg.	To Montreal.
Burrard Inlet, by Route No. 1, to Edmonton,	714	714	714	714
Edmonton to Fort Garry,	784	784	784	784
Fort Garry to Lake Superior,	974	974	974	974
Total distance from Burrard Inlet,	2472	2472	2472	2472
Burrard Inlet, by Route No. 2, to Edmonton,	720	720	720	720
Edmonton to Nipissing, as above,	954	954	954	954
Total distance from Burrard Inlet,	2143	2143	2143	2143
Howe Sound, by Route No. 3, to Edmonton,	751	751	751	751
Edmonton to Nipissing, as above,	954	954	954	954
Total distance from Howe Sound,	2105	2105	2105	2105
Butte Inlet, by Route No. 4, to Edmonton,	846	846	846	846
Edmonton to Nipissing, as above,	954	954	954	954
Total distance from Butte Inlet,	2100	2100	2100	2100
Butte Inlet, by Route No. 5, to Edmonton,	866	866	866	866
Edmonton to Nipissing, as above,	954	954	954	954
Total distance from Butte Inlet,	2100	2100	2100	2100
Butte Inlet, by Route No. 6, to Edmonton,	872	872	872	872
Edmonton to Nipissing, as above,	954	954	954	954
Total distance from Butte Inlet,	2100	2100	2100	2100
North Bentinck Arm, by Route No. 7, to Edmonton,	950	950	950	950
Edmonton to Nipissing, as above,	954	954	954	954
Total distance from North Bentinck Arm,	2100	2100	2100	2100

* Continuous measurements have in no case yet been made; distances must, therefore, still be considered approximate.

TABLE No. 2.—ALL RAIL ROUTES.—FROM FORT GARRY EASTWARD.

FROM FORT GARRY.	The Stone Fort in each case.	To Toronto.	To Montreal.
Via the Canadian Pacific Railway to Lake Superior, thence to Toronto and Montreal,	1171	1288	1288
Via most direct United States railways, made up, proposed, to Chicago, thence by shortest existing railways to Toronto and Montreal,	1364	1424	1424
Differences in favour of Canadian Pacific Railway,	416	617	617
Via the Canadian Pacific Railway, as above,	1171	1288	1288
Via the railways built and proposed, to Duluth, thence by the shortest line along the south shore of Lake Superior and the north shore of Lake Huron,	1496	1546	1546
Differences in favour of the Canadian Pacific Railway,	121	158	158

TABLE No. 3.—MIXED RAIL AND WATER ROUTES.—FROM FORT GARRY EASTWARD.

FROM FORT GARRY TO SALT STE. MARIE.	Rail.	Water.	Total.
Via United States railways, built and proposed, to Duluth, thence by Lake Superior to Salt Ste. Marie,	427	494	921
Via Canadian Pacific Railway, to Nipissing, thence by Lake Superior to Salt Ste. Marie,	416	254	670
Differences in favour of the Canadian Pacific Railway,	61	140	201

The INTERCOLONIAL RAILWAY was also made obligatory upon the Dominion Government to construct, by the Act of Union with the Maritime Provinces in 1867. It is the connecting link between the seaports of Halifax and St. John, and the Provinces of Quebec and Ontario. It runs from Rivière du Loup, in the Province of Quebec (where it connects westward with the Grand Trunk Railway), by the banks of the St. Lawrence and the Bay of Chaleurs to Bathurst, thence by the valley of the Miramichi and the Richibucto to Moncton and Amherst, thence to Truro, at the head of the Bay of Fundy, and thence to Halifax. The St. John branch, originally constructed as the eastern portion of the European and North American Railway, by A. L. Light, Esq., C.E., as Government Engineer of the Province of New Brunswick, is a remarkably well constructed road in all its details, running to a Point du Chêne, in the Gulf of St. Lawrence, to St. John, 108 miles, connecting with the main line at Painssee Junction, 8 miles above Moncton.

The total length of the line and branches is 766 miles, of which all but about 200 miles west of Moncton is in running order, and the rest will be completed in 1875.

MAIN LINE.	
Rivière du Loup to Painssee Junction,	382 miles.
Painssee Junction to Truro,	118 "
Truro to Halifax,	61 "

BRANCHES.	
Painssee Junction to St. John,	107 miles.
" " to Point du Chêne,	11 "
Truro to Pictou,	52 "
Windsor Junction to Windsor,	32 "
Chatham Branch,	9 "
Springhill Coal Mine Branch,	4 "

The PRINCE EDWARD ISLAND RAILWAY, the last of the government railways, was taken over and completed on the admission of this Province in 1873. It was opened for traffic late in 1874. It traverses the island from Charlottetown westward to Casemiquippe, with a branch of eighteen miles thence to Tignish, and from Charlottetown eastward to Georgetown, with a branch of forty miles from Mount Stewart to Souris. Its length is 201 miles.

RAILWAY CORPORATIONS.

Among these stands first in rank, the GRAND TRUNK RAILWAY OF CANADA.

From the passage of an act in 1851 by the Legislature of Canada, entitled, "An Act to make provision for the construction of a main trunk line of railway throughout the whole length of this Province," down through much intermediate legislation to the passage of an act in 1862, entitled, "An Act for the reorganisation of the Grand Trunk Railway Company," the history of the construction and consolidation of this great road is one to make a book by itself,—a history of the merging of many charters of small roads into one grand whole, and of the construction and equipment of the greatest single road on this continent under circumstances of unusual financial difficulty, overcome only by the persevering abilities of its managers. Originally assisted largely by the Province of Canada, the lien has long since been practically abandoned, and still, in our opinion, the country is a debtor to the Grand Trunk rather than the Grand Trunk a debtor to Canada. It is not our province here to tell how it was built, but simply what it is; and it is, and has been, the great artery of the commerce of Canada. Giving all

Canada direct communication with the Eastern and Western States, giving Ontario and Quebec their winter outlet to the sea, making with the Pacific Railway on one side, and the Intercolonial on the other, the connecting link in a continuous line of railway from the Pacific to the Atlantic of over 3000 miles;—the Grand Trunk has been built for Canada to grow up to, a thing she is now rapidly doing, but never would have done with half the speed, but for the early and unprofitable years through which this road has advanced her travel and commerce.

The completion of the Intercolonial line ought to have a favourable effect on the fortunes of the Grand Trunk. Besides turning the present unprofitable eastern division between Quebec and Rivière du Loup into a paying road, the Grand Trunk will then be the medium of direct and uninterrupted travel from Halifax to San Francisco, giving the shortest route to the Maritime Provinces and to Europe. The improved condition and prospects of the Grand Trunk Railway have been mainly owing to the ability and energy of the late able manager, Mr. C. J. Bridges, who has in twelve years brought it from a "slucky" position, in every sense, into a first-class, well-equipped road, with extensive shops and (mainly) steel rails, and the last year of his administration was signalled by two gigantic achievements, of crowning importance to the future interests of the road, namely, the change of gauge to four feet eight and a half inches, and the completion of the International Bridge across the Niagara River between Fort Erie and Buffalo.

The Victoria Bridge across the St. Lawrence River at Montreal, the greatest tubular bridge in the world, was constructed by this company at an expense of \$7,000,000.

The total length of the road and branches is 1391 miles, as follows:

MAIN LINE.	
Montreal to Detroit—westward,	564 miles.
Montreal to Portland—eastward,	207 "
EASTERN DIVISION.	
Montreal to Quebec,	172 "
Less Mon. to Richmond, counted above,	76—96 miles.
Quebec to Rivière du Loup,	120 "
BRANCHES.	
Three Rivers to Athabaska,	35 miles.
Montreal to Bousse's Point,	50 "
Montreal to Province Line,	40 "
St. Mary's to London,	23 "
BUFFALO DIVISION.	
Fort Erie to Stratford,	115 miles.
Stratford to Goderich,	45 "

The GREAT WESTERN RAILWAY, the next largest railway in Canada, was begun in 1846, and finished about ten years later. It is in many respects a competing line with the western division of the Grand Trunk for travel to and from the United States, but has generally been conducted on the basis of equal fares and rates from all competitive points, with mutual running connections and interchange of freight. It runs through the finest portions of the Province of Ontario, from the Suspension Bridge at Niagara Falls to Windsor, opposite Detroit, and is of immense benefit to that Province as well as to Canada generally.

It also received at an early day assistance from the government to the extent of \$3,850,000, but a large portion has been repaid, and the rest will be without doubt.

It practically controls, as the result of overdue advances, the Detroit and Milwaukee Railway through Michigan from Detroit to Grand Haven, and several large branches in Canada have been built by or leased to the Great Western, the most important and recent of which are the Wellington, Grey and Bruce, running northward to Lake Huron and Georgian Bay, and the "Canada Air-Line," the latter being a loop-line of 146 miles in length from Glencoe to the city of Buffalo, via Fort Erie and the International Bridge. The largely increasing traffic was too great for the main line, and this has been constructed as preferable to laying an additional line of rails on the main line, being a shorter through route by a new district of country where the local traffic should pay a fair interest on the cost of construction.

The route along the table-land, level with Lake Erie, affords easy gradients as compared with the main line, so that the haulage of heavy freight trains and fast pas-

senget trains will be much facilitated. Great economy will thus be effected in the maintenance of way and in carrying greater loads with the same engine-power; these two items alone will effect a saving 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.

The total length of the Great Western Railway and branches is 734 miles, namely:

MAIN LINE	
Niagara Falls to Windsor	230 miles.
AIR LINE	
Glencoe to Fort Erie	140 miles.
BRANCHES	
Hamilton to Toronto	30 miles
Komoka to Sarnia	52 "
Harroburg to Brantford	5 "
Harroburg to Galt	12 "
Windsor to Petrolia	6 "
Allansburg to Suspension Bridge	8 "
LEASED BRANCHES	
London and Port Stanley	25 miles
Welland Railway	25 "
Galt and Guelph Railway	15 "
Wellington, Grey and Bruce Main Line (Guelph to Southampton)	102 "
South Extension (Palmerston to Kincardine)	60 "

The London, Huron and Bruce Railway has also been leased by the Great Western Company, and will be constructed during the present year (1875). This line is to be built from the city of London northerly, passing through and affording facilities to one of the finest agricultural districts of Ontario, 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 Branch. Length of this branch is 105 miles.

The Great Western is laid with steel rails, and is now the narrow four feet eight and a half inch gauge.

The NORTHERN RAILWAY OF CANADA, opened in 1854, and changed to its present name in 1858, has been of immense benefit to Toronto and the whole northern country, and the facilities it has afforded have opened up a new and large lumber trade on the Georgian Bay.

Up to 1859, the road had a hard struggle and no profits. At that time the present able manager, Colonel Cumberland, became Managing Director, and infused a system and policy into the administration of the road which worked wonders. The working expenses were gradually reduced from 82 per cent. to 58 per cent. of the total receipts, the balance appeared on the right side of the books, encouragement was given to develop local as well as through traffic, and the road is now in a very prosperous condition. At Collingwood the road connects, by established lines of propellers, with all Green Bay and Lake Michigan ports. Large grain elevators and lumber wharfs are owned by the company at Toronto and Collingwood, and steamers on Lake Simcoe connect with the road at several stations. The length of the road is 154 miles, namely:

MAIN LINE	
Toronto to Collingwood	94 miles
Collingwood to Meaford	21 "
MUSKOKA BRANCH	
Allendale to Orillia	23 miles
Orillia to Severn	16 "

The ST. LAWRENCE AND OTTAWA RAILWAY connects Ottawa at Prescott Junction with the Grand Trunk Railway system. The line runs from Prescott to Ottawa and the Chaudière.

Lumber is carried over the line to a considerable extent, without transshipment, to the New England States, both by the Grand Trunk Railway 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. The length of the road is sixty-five miles.

MAIN LINE	
Prescott to Ottawa	54 miles
BRANCH	
Chaudière Branch and sidings	11 "

The BROCKVILLE AND OTTAWA RAILWAY was chartered 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 to the town of Perth. The distance from Brockville to Pembroke is 130 miles, and from Smith's Falls to Perth, twelve miles. The line has only been opened to Sand Point, on the Ottawa River, and that portion of it from Carleton Place Junction to Sand Point was, in 1872, leased to the Canada Central Railway for 999 years, so that the road operated by the company is only fifty-seven miles in length, namely:

MAIN LINE	
Brockville to Carleton Place Junction	45 miles.
BRANCH	
Smith's Falls to Perth	12 miles

The BRANTFORD AND PORT BURNELL RAILWAY is in course of construction in Ontario to connect these two towns, a distance of forty-five miles.

The CANADA CENTRAL RAILWAY was opened in September, 1870, to Carleton Place, twenty-eight miles from Ottawa, and in 1872 it leased, for 999 years, that portion of the Brockville and Ottawa road from Carleton Place Junction to Sand Point. Under a subsidy from the government it is to extend this road to Pembroke in 1875. The company was chartered to construct a line of road from Lake Huron to the city of Ottawa, via Pembroke and Arnprior, and from Ottawa to Montreal; and under an act "To encourage the construction of a railway from Lake Huron to Quebec," the North Shore, the Carillon and Grenville, and Canada Central railway companies were empowered to amalgamate, and also to share in the grant of land given for the above object in the manner prescribed by the act. The intention of the company is to construct a road to connect with the Canada Pacific Railway at its proposed termination near Lake Nipissing.

The length of the road is at present from Ottawa to Renfrew—seventy miles.

The TORONTO, GREY AND BRUCE RAILWAY was begun in 1869, the first sod being turned by Prince Arthur on the 3d of October.

The road was warmly encouraged, and largely subscribed to by the city and the merchants of Toronto, and it has been of great benefit in advancing the trade of the city. Passing through one of the most important districts of Ontario, it has many important towns as feeders, and connects at Owen Sound with steamers for ports on Georgian Bay and Lake Superior.

The total length is 105 miles, namely:

MAIN LINE	
Toronto to Owen Sound	122 miles
BRANCH	
Orangeville to Teeswater	73 miles

The TORONTO AND NIPISSING RAILWAY runs from Toronto, through a fine agricultural and lumbering region, to the east of Lake Simcoe and Georgian Bay.

It has been a successful road in developing commerce along its route, and of great benefit in increasing the trade of Toronto.

It is a road on a three feet six inch gauge, and the first narrow gauge open for traffic in America. Aid to a considerable extent was given to it by city and town bonuses, and it was besides very cheaply constructed, owing to the extremely favourable country through which it runs, and the absence of heavy engineering works.

The road connects with the Grand Trunk and the Midland railways. It is intended to build it through to Lake Nipissing, 240 miles, to connect with the Canada Pacific Railway; but at present it is open only from Toronto to Cobourg, eighty-eight miles.

The CRUEL VALLEY RAILWAY is an undertaking of the greatest importance to the city of Toronto and the western portion of the Province of Ontario.

It is being built from the city of Toronto westward to Streetsville, thence to Milton, Galt, Ayr, Woodstock, and Ingersoll to St. Thomas, accommodating the extensive local business along its route, and securing a connection with the Canada Southern at St. Thomas. It will

be thus a third great through line of railway from Toronto to Chicago and the West.

A branch is being built from Streetsville to Orangeville, through one of the most productive and most beautiful valleys in Ontario, which will place a large number of villages and water-powers in a position to be manufacturing suburbs of Toronto. A branch also is to be built from the Forks of the Credit to connect with the Wellington, Grey and Bruce Railway at Fergus.

The MIDLAND RAILWAY OF CANADA runs from Port Hope on Lake Ontario to Orillia on Lake Simcoe, with a branch road to Lakefield. It connects with the Toronto and Nipissing and the Northern railways. It is a main route to the Muskoka territory, and to the Parry Sound free grant lands. The length is 109 miles, namely:

MAIN LINE	
Port Hope to Orillia	87 miles
BRANCH	
Millbrook to Lakefield	22 miles.

The WHITBY AND PORT PERRY RAILWAY runs from Port Whitby, one of the best harbours on Lake Ontario, to Port Perry on Lake Simcoe. It is mainly a road for lumber and grain traffic, of which the country through which it runs is largely productive. It is a prosperous road, and it is intended to continue it through to Georgian Bay, as making by twenty-five miles the shortest route between Lakes Huron and Ontario. The distance is from Whitby to Port Perry—nineteen miles.

The CANADA SOUTHERN RAILWAY runs through a very prosperous farming district of a dozen counties in the southern part of Ontario, bordering the lake. It goes from the International Bridge at Fort Erie to Amherstburg on the Detroit River, and Courtwright on the River St. Clair, the through distances from Fort Erie being respectively 229 and 184 miles. An American road, called the Toledo, Canada Southern and Detroit Railway, and another, called the Canada Southern and Chicago Railway, are identical in interest with the Canadian road, and furnish it with running connections from Detroit and Toledo to all parts of the West and the South. By the latter road, when entirely finished, the distance from Buffalo to Chicago via this Canada route will be only 179 miles, or fifty-five miles shorter than by any route now existing.

This road has been built with a view to the vastly increasing Western trade, and as a carrier of through freight by a short line in conjunction with the New York Central and Erie railroads between Chicago and the Atlantic seaboard.

The road has been of easy construction, being mainly light grades and straight lines. The transfers over the Detroit River to Grosse Isle are made by an immense transfer-boat holding a train of twenty-one cars at a time. From Grosse Isle to the Michigan shore there is a splendid iron bridge.

The road was opened to passenger traffic in December, 1873, between Buffalo, Detroit, and Toledo.

The entire mileage of the road in Canada is 325 miles, as follows:

MAIN LINE	
Fort Erie to Amherstburg	229 miles
ST. CLAIR DIVISION	
St. Thomas to Courtwright	66 miles
NIAGARA DIVISION	
Fort Erie to Niagara	30 miles

It has connections at various points with the Great Western, the Grand Trunk, and Hamilton and Erie roads.

The HAMILTON AND LAKE ERIE RAILWAY is designed to run from Hamilton to Port Dover on Lake Erie, but at present (1875) goes only to Jarvis, a few miles short of the contemplated length. It is an important road to the trade and prosperity of Hamilton. Its length to Jarvis is thirty-two miles, making connections there with the Great Western Air-Line, and at Caledonia with the Grand Trunk, and at Hagersville with the Canada Southern.

The HAMILTON AND NORTH-WESTERN RAILWAY is projected to run due north through a fine country to Georgian Bay, with a view to proceeding further north-

ward and connecting with the Northern Pacific. It is not yet fully surveyed, but will prove of great benefit to Hamilton when completed.

The KINGSTON AND PEMBROKE RAILWAY runs from Kingston on Lake Ontario to Pembroke on the Ottawa River, passing through a great mineral and lumber region.

The company has been aided by about one million of dollars bonuses from the Province of Ontario and the towns and counties on its line, and is to be completed by the coming year. The road is about 145 miles in length.

The NORTH SHORE RAILWAY, now under construction, is a very important addition to the railway system of Canada, passing through the old and densely populated country lying along the north shore of the St. Lawrence River; it is to extend from the city of Quebec to the city of Montreal, with a branch 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 thirty-two miles. It is to connect at Montreal with the Northern Colonization Railway, which is building up the valley of the Ottawa to Ottawa City, and thence to a connection with the Canadian Pacific Railway.

The North Shore Railway is, therefore, the eastern terminus at Quebec of the great through lines on Canadian soil to the North-west Territories and the Pacific Ocean.

The Provincial Government of Quebec has granted a subsidy to this road—and the Northern Colonization Railway—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, and the work is to be completed by 1876. The distances are—from Quebec to Montreal, 100 miles; branch from Three Rivers to Grand Piles, thirty-two miles.

The LEVIS AND KENNEBEC RAILWAY will extend from Levis, P. Q., to the frontier of Maine, about ninety miles, then to join a projected road to meet the E. & N. A. Railway at Lincoln, and connect with the railways of the United States by that means.

It will open up a large region of fine country and unoccupied Crown lands, and give railway communication to a large population claimed to be already settled.

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 COBURG, PETERBOROUGH AND MARMORA RAILWAY is an amalgamation of the Coburg and Peterborough Railway Company and the Marmora Iron Company. Its main business is connected with the iron mines and lumbering establishments, and, after many vicissitudes, the company is now prosperous. The total mileage, including mill branches, is about forty-eight miles.

The SOUTHEASTERS RAILWAY is one of much importance to the Province of Quebec and the Eastern United States, passing through a beautiful line of country thronged by summer tourists, and it is also a short through route to the East and South. By the Portland and Ogdensburg Railroad, between Portland and St. Johnsbury, Vermont, now nearly constructed, it will open up a line of railway between Montreal and Portland over forty miles shorter than by any existing line, and via the Boston, Concord and Montreal, from Wells River, Vermont, it is the shortest and easiest graded line between Montreal and Boston.

The branch road from Sorel to Sutton Junction, via Drummondville and Waterloo, about 100 miles in length, is nearly completed, and will be opened this year (1875).

The main road, including those portions of other roads leased in perpetuity to the South-eastern, runs now from St. John's to Stanstead, P. Q., making its through connections eastward at Newport, Vermont.

The successful completion and consolidation of this road—passing through and opening up one of the best agricultural, mineral, and lumber sections of country in the Province of Quebec—is almost entirely due to the energy and personal means of the Hon. Asa Belknap Foster, Senator of the Dominion, who has been the main contractor, and the able manager of the road.

Its mileage is about 188 miles, as follows:

MAIN LINE.	
St. John's to Newport.....	50 miles.
STANSTEAD DIVISION.	
Newport to Stanstead.....	8 miles
SOREL BRANCH.	
Sutton Junction to Sorel.....	100 miles.

The MONTREAL AND VERMONT JUNCTION RAILWAY extends from St. John's to St. Albans, a distance of forty-three miles, and forms a connecting link between St. Albans and Montreal. The road is operated by the Central Vermont Railroad Company.

The STANSTEAD, SHEFFORD AND CHAMBERLAIN RAILWAY extends from St. John's to Waterloo, a distance of forty-three miles. From St. John's to West Farham a right of way exists for the South-eastern Railway Company, and the whole road is leased in perpetuity to the Central Vermont Railroad Company, who operate it in connection with the Montreal and Vermont Junction Railway as their northern division.

The MASSWUPPI VALLEY RAILWAY, leased in perpetuity to the Connecticut and Passumpsic River Railroad, connects with the Grand Trunk at Lennoxville, and the South-eastern at Stanstead, and is practically a portion of the South-eastern system. Its length is thirty-four miles.

The MONTREAL, PORTLAND AND BOSTON RAILWAY—formerly the Montreal, Chamblay and Sorel—runs from Montreal to the Province line near East Franklin, Vermont. The line passes very directly through Chamblay, Ste. Marie, West Farham, Stanbridge and Fredrichsburg, a distance of about fifty miles.

A branch goes from Ste. Marie to Sorel, forty-one miles. The country traversed by this road is important, and its connections are particularly numerous—at St. Lambert's with the Grand Trunk for all points; at West Farham, with the South-eastern for the East and South, and with the Stanstead, Shefford and Chamblay, and the Philipsburg and Vanarsdale railways; at Province line, with the Vermont division of the Portland and Ogdensburg Trunk line, and at Sorel with the North Shore Railway and steamers on the St. Lawrence.

The main line to East Franklin is about finished and trains running, and the Sorel branch is to be completed this year (1875). As the Canadian division of Portland and Ogdensburg Trunk line, this railway has great prospects of success.

The EUROPEAN AND NORTH AMERICAN RAILWAY (consolidated) consists of the western section of the original E. & N. A. Railway (the eastern section being absorbed into the Intercolonial, chartered by the Legislature of New Brunswick, from St. John to the River St. Croix, and of the railway chartered by the State of Maine, to the boundary line at the St. Croix to Bangor. It forms a direct through line of travel between the railways of the United States and those of the Dominion in the Maritime Provinces, and has greatly increased the business and population of St. John.

At present it forms the only through rail route to the upper Provinces via Bangor and Danville Junction on the Grand Trunk Railway.

The entire length of the line is 200 miles from St. John to Bangor, not including the branch to Fredericton, which is a separate organization.

The FREDERICTON BRANCH RAILWAY connects the capital of New Brunswick with the consolidated E. & N. A. Railway. It is twenty-two miles in length.

The New Brunswick Railway, sometimes called the Rivière du Loup Railway, is an undertaking of great importance. Connecting the lower Provinces with Quebec by a shorter route to Rivière du Loup than by the International, it penetrates a fine country throughout on a line farther back from the coast. It is aided by large grants of valuable timber-lands from the Province of New Brunswick, and is being pushed forward to completion by energetic managers. It is expected to be finished to the boundary-line in 1876. The line is open now (1875) from Gilson, opposite Fredericton, to Miramichi, about 100 miles, with a branch to Woodstock of nine miles, and another to the Aroostook River, in Maine, a distance of ten miles, which will be extended seventeen over the border, to Caribou.

The NEW BRUNSWICK AND CANADA RAILWAY runs from St. Andrew's to Woodstock, New Brunswick, with branches to St. Stephen's, New Brunswick, and Houlton, Maine. It intersects the E. & N. A. Railway at McAdam Junction. Total length, 121 miles.

MAIN LINE.	
St. Andrew's to Woodstock.....	94 miles
BRANCHES.	
Went Junction to St. Stephen.....	19 miles
Debec Junction to Houlton.....	8

The WINDSOR AND ANNAPOLIS RAILWAY passes through the Annapolis Valley, the oldest settled and richest part of the Province of Nova Scotia, and is in a substantial condition. The line from Windsor to Halifax, forty-five miles, is worked by agreement with the government as part of the Intercolonial system.

The length of road is, from Halifax to Annapolis, 129 miles. It is proposed to extend the road from Annapolis to Yarmouth.

There are also building at the present time in New Brunswick, the Albert Railway, twenty-eight miles; and in Nova Scotia, the Western Counties Railway, ninety miles; the Louisburg Railway, twenty-two miles, and the Parrsborough Railway, twenty-six miles.

The ST. LAWRENCE AND INDUSTRY RAILWAY runs from Lamoira, district of Montreal, to Industry Village and Joliette, twelve miles.

The QUEBEC AND GOSFORD RAILWAY runs from Quebec to Gosford, twenty-six miles, and is to be built to Lake St. John.

The CARLTON AND GREENVILLE RAILWAY runs between the two towns after which it is named in the Province of Quebec, and is a strictly local road. Length, twelve miles.

The ST. FRANCIS AND LAKE MEGANTIC RAILWAY, like the Levis and Kennebec, is projected to strike the European and North American Railway at some point east of Bangor. The distance to Lake Megantic is eighty-five miles. The proposed distance to St. John, New Brunswick, will be only 430 miles.

The MONTREAL NORTHERN COLONIZATION RAILROAD is one of the system of roads projected to join the Canadian Pacific northward. It is built through a fine country, and is to be finished in 1875.

It is projected to run from Montreal up the Ottawa Valley to Ottawa City, and thence to Deep River, 105 miles.

NORTH-WESTERN COMMUNICATION.

Pending the construction of the Canadian Pacific Railway, the line of communication between Fort Garry and Prince Arthur Landing is generally recognized as the summer route to the Province of Manitoba. Although its capabilities have been developed to a limited degree, it has, nevertheless, extended considerable facilities for the transmission of freight, and to immigrants proceeding to the Red River country.

Until these navigable waters were improved and made accessible, there was no connection between British America and the valley of the Assiniboine through British territory, except at an expense which made its use practically impossible; and the whole travel to Red River—from the south to Fort Garry—passed, as a necessity, through the State of Minnesota.

There are two routes in the United States open to the choice of the traveller—the one from Detroit entirely by railway, via St. Paul to Duluth; the second by steamboat from Detroit, ascending Lake Huron and entering by the St. Mary Canal, follows the longest distance on Lake Superior to Duluth above named, situated on the westernmost bay of that lake. From Duluth the route is over the Northern Pacific road to Morehead.

The distances on the two United States routes may thus be detailed:

By railway from Toronto to Detroit.....	225 miles.
" " " Detroit to Chicago.....	254 "
" " " Chicago to St. Paul.....	408 "
" " " St. Paul to Duluth.....	120 "
" " " Duluth to Morehead.....	252 "
By railway.....	1310 "
By stage from Morehead to Fort Garry.....	250 "
Total.....	1560 "

The distance by the water route is—

By railway from Toronto to Detroit	223 miles
By steamer from Detroit through Lakes Huron and Superior to Duluth	773
By railway from Duluth to Morehead	1250
By stage from Morehead to Fort Garry	1250
Total	3496

The Dominion route, commonly called the Dawson Route, is as follows:

By railway from Toronto to Collingwood	91 Miles
By steamer from Collingwood to Prince Arthur	532
Landing through Lake Superior	532
From Prince Arthur Landing to Lake Shebandowan	45
From Lake Shebandowan to Northwest Angle navigable water and Portage	312
Fort Garry Road from Northwest Angle to Fort Garry	95
Total	1075 miles

Stopping-places for emigrants have been constructed at various points on the line; a duty which has devolved upon the government, in the absence heretofore of sufficient inducement for private enterprise to undertake it. Leaving Prince Arthur's Landing, the traveller for Manitoba sets out on the

THUNDER BAY ROAD.

This road leads from Prince Arthur's Landing to Shebandowan Lake, a distance of forty-five miles. It is mostly gravelled, and in very good order throughout. On this road a large number of wagons are maintained for the conveyance of freight and passengers. There are stations at intervals of fifteen miles, with accommodation for the teamsters and travellers. The land on some points of this road is remarkably good, and, to judge from the crops in the little clearing already made, would prove very productive on cultivation.

From Shebandowan Lake, by successive portages and the chain of beautiful lakes which they connect, the traveller passes over about 190 miles to Fort Francis, which, once a grand emporium of the fur-trade, and still the chief rendezvous of a powerful tribe of Indians, is, from its natural advantages, likely soon to become a place of great importance. The falls immediately in front of the Hudson Bay Company's fort present unlimited water-power, and the ground is naturally well adapted for mill-sites. Perhaps the day is not distant when these falls may rival the Chaudière on the Ottawa in the number of mills they set in motion.

From Fort Francis to the Lake of the Woods the navigation is unbroken for 120 miles, and on either side of this magnificent stream the land is of a quality not to be surpassed, covered in general with heavy forests, but presenting in some places openings and cleared lands which had evidently been cultivated at some remote period. In these openings are occasional mounds, which, here as elsewhere, show the wide range of country which must have been occupied by the mound-builders. The lands on Rainy River are, without doubt, well adapted for cultivation, and settlements established here would form an excellent stepping-stone to the prairie lands farther to the west.

From the north-west angle of the Lake of the Woods to Fort Garry by the road is ninety-five miles, the first seventy miles being through a wooded country, and the balance through prairie.

Such is the "Dawson Route" in its general features. First, a road of forty-five miles leading from Thunder Bay to Shebandowan Lake; then a series of navigable sections with short portages between them, covering a distance of some three hundred and twenty miles; and lastly, a road of ninety-five miles over a level country, from the Lake of the Woods to Fort Garry.

CONNECTING LINES BETWEEN CANADA AND THE UNITED STATES (WESTWARD).

From Montreal or Quebec the GRAND TRUNK RAILWAY connects at Portland during the winter months with the Allan line of steamers for *Ice-land*, and during the entire year, with steamers to Lower Province, United States, and West Indian ports; also,

At Portland, with Boston and Maine Railroad for Boston, and all cities south and west of it.

At *Danville Junction*, with the Maine Central Railroad to Bangor, and the European and North American Railway for St. John, New Brunswick, and Halifax, Nova Scotia.

At *Shebrooke*, with the Connecticut and Passumpsic River and South-eastern railways to Wells River Junction for all New England, and at White River Junction for New York.

The shortest and most direct route from Montreal to New York, Boston, Albany, the lake and mountain region of New Hampshire, all New England towns, or other places south or west of these points, is by Grand Trunk Railway to St. John's, P. Q., or the South-eastern Railway to Newport, Vermont, and thence by the Central Vermont and connecting roads to any point desired.

From OTTAWA and EASTERN ONTARIO, the connections are made to all points already described by crossing the

St. Lawrence at Prescott to Ogdensburg, there taking the *Ogdensburg and Lake Champlain Division* of the *Central Vermont road* to St. Alban's, and thence as above. Or from Ogdensburg by the *Rome, Watertown and Ogdensburg Railway*, to connect with the *New York Central Railway* at Rome, and all places reached therefrom.

From TORONTO, HAMILTON, and WESTERN CANADA the connecting lines are the *Great Western Railway* to Suspension Bridge, or, by the *Via Line* to Buffalo, and thence by the *New York Central or Erie* roads to the East and South. Westward of Toronto, from many places, the *Canada Southern* and *Grand Trunk* also are through lines to the same points via the International Bridge at Buffalo.

WESTWARD.

The GRAND TRUNK RAILWAY, from the Lower Provinces, and from all points east of Toronto, is the main line, via Sarnia and Detroit, to Chicago and the Western States or San Francisco.

From Buffalo, via the International Bridge, the *Grand Trunk*, the *Great Western for Erie*, and the *Canada Southern*, all compete to the same main points westward, the *Canada Southern* via Toledo making specially south-west connections.

From Toronto and Hamilton, the *Great Western* serves as the principal western through route, with the *Grand Trunk* and the *Central* *Sarnia* or again as competing roads over parallel but different routes west of Toronto.

These three great arteries of Canada, the *Grand Trunk*, the *Great Western*, and the *Canada Southern Railway*, while traversing all Canada between them, east and west, for local and international traffic, all derive a large portion of their business as *carriers between the States themselves*, the superiority of their position as connecting links between the great railroads of the Eastern and Western States giving them a leading part in this business.

FROM THE MARITIME PROVINCES.

The EUROPEAN AND NORTH AMERICAN RAILWAY is the connecting road to all parts of the United States, and, until the completion through to Rivière du Loup of the Intercolonial or the New Brunswick railways, it is the sole medium of traffic by rail with the Upper Provinces.

The *Intercolonial*, from Halifax, connects with it at St. John, the *Grand Trunk* connects at Danville Junction by means of the *Maine Central*, and the *Maine Central* opens up to it all the United States from Bangor via Portland and Boston, and the connecting roads, therefrom.

GEOLOGY OF THE DOMINION.

The following article makes no attempt at the dignity of a *comprehensive essay* upon so interesting and extensive a subject as the Geology of the Dominion.

The Department of the Interior has kindly furnished for this Atlas a special transfer of the great geological map of Canada, prepared under the direction of Sir William Logan, F.R.S., in 1869, and also the corrections and additional maps since that date.

To give as briefly as possible such data as shall lead to some understanding of this map, and of the general geological formations and mineral resources of Canada, is all that this article attempts.

To this end we shall confine ourselves mainly to the *economic geology* of the Dominion, describing as nearly as possible, by Provinces, the character and location of such minerals, ores, and earths as are of use in commerce, and might be sought after by business men, for whom this Atlas is chiefly intended.

For this purpose, Mr. Selwyn, the Director of the Geological Surveys of Canada, has kindly placed at the disposal of the writer the complete records and reports of progress in his department up to the present time. From them most of the information given below is derived, and to them (in published volumes) the reader is referred for more scientifically geological or particular information.

Valuable information has also been obtained from Dr. Dawson's *Atlantic Geology* and reports on Prince Edward Island, and Mr. Alexander Murray's reports of the geological surveys of Newfoundland.

With the exception of about 50,000 square miles belonging to Quebec, extending from the line of New York to Gaspé, and joining the Lower or Maritime Provinces, the whole of the Upper Provinces of the Dominion lies on the north side of the St. Lawrence and the great lakes.

The flank of the northern hills, known as the Laurentides, forms the north shore of the river and gulf, until within twenty miles 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 to the rear, and to the westward of this it stretches along the north side of the Ottawa River for about two 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 highlands, known as the Adirondack country, and lying between the Lakes Champlain and Ontario. The narrow belt of hill-country which connects the Adirondacks 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 continuation 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 south-west extremity of Georgian Bay on Lake Huron; after which it skirts this lake and Lake Superior, and runs north-westward into Manitoba and the North-west Territory. This great northern hill-region consists of the oldest known rock-formation of the globe, to which the name of the Laurentian system has been given, and occupies a very large portion of the whole of the Dominion northward of the limits just assigned. Over a large portion of this area, along Lakes Huron and Superior, and farther eastward on Lake Temiscaming, is another series of rocks, to which the name of the Huronian system is given. But as the country occupied by these rocks is geographically similar to the Laurentian, it is for convenience here included with it.

To the south of this region the whole of Canada between Montreal and the Rocky Mountains, 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, passing southward into Vermont, and in its north-eastern extension bounding the Lower St. Lawrence valley to the south. This level country to the south of the Laurentides is occupied both east and west of Montreal by the same rock formations, and constitutes the Champlain region of Canada, the surface of which is scarcely broken, except by a few isolated trap hills near Montreal, and by occasional escarpments, ravines, and gravel ridges further westward.

On the southern, as on the northern, 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 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 south-western direction than the river valley, and opposite Montreal is met with about fifty miles to the south-east, 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 north-

eastern portion the name of the Shickshock Mountains is often given.

This Notre-Dame range, on the south side of the St. Lawrence, which forms the belt whose course has just been described, has an average breadth of thirty to forty miles.

To the south and east of it the land is undulating, extending through the Maritime Provinces. This may be called the Eastern District.

The region occupied by the Laurentian series is exclusively composed of crystalline rocks, for the most part silicious or granite-like in character, consisting of quartzite, syenite, gneiss, and other related rocks, broken up into ridges and mountain-peaks.

The general level of this region is about 1500 feet above the sea, sometimes attaining an altitude of 2000 to 4000 feet, and running down to a much lower level than the average in the narrow belt crossing the country east of Kingston.

The softer rocks of this region are of crystalline limestone or marble, giving rise to numerous valleys of fertile soil. The hill-sides, covered with vegetable mould sustaining a growth of small trees, are soon laid bare if fire passes over them and destroys the growth, but in the valleys and lower parts of this region deep soil and heavy timber abound. This region also contains inexhaustible mines of rich iron ores, copper, lead, marble, and other minerals.

The Champlain region of these Provinces is divided into two parts by the narrow isthmus of Laurentian country, which runs from the Ottawa River to the Adirondack Mountains of New York. East of this division it includes all the country between the Ottawa and the St. Lawrence, and all between the Laurentides on the north and the Notre Dame hills to the south-east. Westward, it embraces the whole country south of the Laurentian region, including the south-western peninsula of Ontario, lying between the great lakes. This is a region of vast plains, on very trifling elevations, overlaid by beds of unaltered Silurian and Devonian rocks of sandstone, limestone, and shale. These again are overlaid in the greater portion of the region by beds of clay, occasionally intermixed with, or overlaid by, sand and gravel, and often covered by a considerable thickness of vegetable mould.

In the eastern portion of this region, between Ottawa and Quebec, the lands are nearly all marine clays covered by s. s. deposits, and forming a light, warm soil; or a heavy blue clay giving a strong and rich soil for cereal crops. Peat abounds throughout this region, and also mineral springs. Its mineral resources are chiefly confined to stones suitable for building, paving, lime, cement, and glass.

The south-western part of the Champlain region, commencing near Kingston, and including all the southern portion of Ontario, is the most fertile and productive part of Canada. Like the plains further eastward, its soils consist 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 broad-leaved species, but presented, however, various local peculiarities. Thus, the banks of the Grand River from Galt to Bradford 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. The soil of these plains is a light sandy loam, very uniform in character, and generally overlaid by coarse gravel. 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 (*Fraxinus latifolia*) trees of large size, together with fine groves of sugar-maple.

The mineral products of this region are chiefly building-stone, lime, cement, gypsum, and petroleum.

The hills of the Eastern Division on the south side of the St. Lawrence are crystalline rocks, but of a softer nature than on the north shore, and yielding, by their wearing down, a more abundant soil. The range of elevation is from 700 to (occasionally) 1000 feet above the sea, extending on the south-east side, through a succession of valleys, to the Bay of Chaleurs, and thence through the Lower Provinces.

The geological formations of the Lower Provinces are, so far as recent surveys establish, of the same series as of Upper Canada, the Laurentian system being ascribed here also to the older formations, and rocks corresponding to the Huronian and Silurian series being the main formations underlying the carboniferous and superficial areas.

The soil is of a sandy and loamy character. The minerals of the Eastern District are metallic ores, marble, slate, and, in the Lower Provinces, coal also.

The following are the names of the principal geological formations of Canada, in descending order:

N. Superficial.	V. Devonian.
IX. Tertiary.	IV. Upper Silurian.
VIII. Carboniferous.	III. Middle Silurian.
VII. Permian.	II. Lower Silurian.
VI. Carboniferous.	I. Eozoic.

These again are subdivided into various local series or groups, of which it is only necessary to mention here that the Laurentian and Huronian systems above referred to are the divisions into which the Eozoic rocks of Canada have been classed. To these rocks no local names have yet been applied elsewhere in America; but, as they are here more extensively exposed than anywhere else on the continent, it would be inconvenient to describe the geology of Canada without giving the names used here, and which are now recognized abroad.

The limestones and sandstones of the older formations are to be found sufficiently distributed through most parts of Canada for all useful purposes, but the great eastern coal-field of North America is confined to the Provinces of New Brunswick and Nova Scotia, a narrow margin on the north shore of the Bay of Chaleurs being its limit in a westerly direction.

No coal exists in workable veins in Central Canada, but in the Northwest Territories and in the Province of British Columbia it underlies large areas.

Passing by any enumeration of the less valuable or less abundant minerals which are to be found in the different rock formations of Canada, we will now speak in detail only of those which are susceptible of *economic* application. We follow the classification adopted in the official reports.

1. METALS AND THEIR ORES.

Iron.—Much has been written about the iron ores of Canada, but the information is to be found scattered through the geological reports of many years, and in scattered reports and papers given at various times to the public.

In 1874, Mr. B. J. Harrington, B.A., Ph.D., Chemist and Mineralogist to the Geological Survey, brought together concisely, in his report to the director, all the more important facts of previous reports, supplementing them with the results of his own recent observations, and to his report we are indebted for very much of the information we now give.

The iron ores of the Dominion have a wide range, both geographical and geological. From Vancouver Island on the west to Cape Breton on the east they occur at varied intervals; little, however, being known of their extent or importance, except in the Provinces on the eastern side of the continent.

From the Laurentian days down to the present moment, processes of concentration, both chemical and mechanical, have been in operation, often resulting in the formation of beds and veins of ore. The processes have doubtless, to a certain extent, differed in kind, and have operated under more or less favourable conditions, and the ores, subsequently to their deposition, have frequently been subjected to agencies depriving them of their original characters, so that it is not surprising to find them differing widely in chemical composition and physical characters. They may, however, be classified as follows:

I. ANHYDROUS OXIDES.

1. Magnetic Iron Ore or Magnetite.
2. Hematite, including crystalline and earthy varieties.
3. Titanic Iron Ore.

II. HYDROUS OXIDES.

1. Limonite or Brown Hematite.
2. Bog Ore.

III. CARBONATES.

1. Spathic Ore.
2. Clay Iron-stone.

The sulphuret of iron, which is not used as an ore, but is valuable for other purposes, will be noticed in the second class.

Magnetic iron ore is probably the most abundant throughout Canada. This ore has a specific gravity of a little over five times that of water, is iron-black in color, hard, brittle, and of metallic lustre. When pure, it consists of 72.4 parts of iron and 27.6 parts of oxygen, but it often contains foreign matters, either mechanically mingled or chemically combined, which reduce more or less the percentage of the ore. It is found mostly in crystalline or metamorphic rocks.

The most important deposits of this ore occur in rocks of Laurentian and Huronian age, but it is also found in rocks which have been

referred to the Lower and Upper Silurian, as well as in the Devonian and the Trias. The iron sands of the Gulf of St. Lawrence, moreover, give us examples of deposits of more recent date, and form one of the best possible illustrations of the great concentrating processes carried on by Nature.

Magnetic ores abundantly occur throughout several counties of Ontario. An important deposit in the township of South Crosby, known as the Chaffey Mine, has been worked for many years. It forms a bed 250 feet thick in gneiss rock, and has been traced for a long distance. The Mathews Mine in the same township is a continuation of this bed, and is mined with equal success. A very fine and valuable ore, free from any trace of pyrites and with very little sulphur, exists as a large deposit at South Crosby, on the land of the Hon. George W. Allan, of Toronto. The ore is a fine crystalline magnetite, and seems worthy of most careful examination. On the fourteenth lot of South Sherbrooke a bed of twelve feet occurs, which has been used to advantage in Col. Gowenlock's iron-works at Totten. Another deposit, with a thickness of sixty feet, is said to exist at Myer's Lake in the same township, and specimens of ore from this locality assay 64 per cent. of metallic iron, equal to 87 per cent. of magnetic oxide.

The contiguous townships of Madoc, Marmora, Belmont, and Severn contain several beds of magnetic iron ore, which have yielded excellent iron. The ore is black, fine-grained, and very pure. Blast-furnaces were erected many years since at the village of Marmora, and the biggest production of iron in Canada now comes from the Barton mines, the "Big Ore Bed," as it is called, in the township of Belmont. This bed has usually been called too feet thick, but it is more properly a succession of beds, interstratified with layers of slate and crystalline limestone, occupying a breadth across the strike and back from Crow Lake, into which it runs obliquely, of about *five hundred feet*.

This section was at one time nearly abandoned, as being far removed from any shipping-point, but the building of the Coburg, Peterboro', and Marmora Railway has put renewed life into its mining enterprises.

The Severn orebed of Madoc, the Howse Mine, and other localities in Bedford, the Foley Mine in Bathurst, the Fournier and other mines in South Sherbrooke, are all important deposits, and in some other parts of the Province others are to be found, although we have enumerated above most of those which are of real economic importance.

In Quebec, through the townships of Sutton, Bolton, and Leeds (Megantic), and at Inverness, Grenville, and Wentworth, are large and valuable deposits of magnetic ore.

At Hull, on the Ottawa River, is a valuable deposit, worked for some years and yielding 69.5 per cent. of metallic iron.

At Bristol, in Pontiac County, valuable deposits were discovered over a large area, in 1873.

In the seigniory of St. Francis, Beauce, a bed of granular iron ore about two thirds magnetite, with a vein forty-five feet wide, occurs in serpentine.

In New Brunswick, magnetic ores are frequently met with, but no well-defined bed has been developed. The localities in which the indications are the most abundant are in the parish of Springfield, in the Nepesee Valley, in Petersville in King's County, near Dolin's Lake and Lepreau in St. John County, and at Deer Island in Passamaquoddy Bay.

In the Upper Silurian slates and quartzites of Nova Scotia magnetite occurs in veins associated with specular or micaceous ores at Londonderry, and also near the East River, Pictou County. Near Truro, a bed six feet thick is said to exist, and the fossiliferous hematites of the Devonian slates on the south side of Annapolis Valley have in many cases been more or less completely altered to magnetite, a metamorphism, according to Dr. Dawson, which has taken place chiefly at Moose River, to the south of the great mass of granite in Annapolis County. A short time since, a massive, fine grained magnetite, resembling some of the Laurentian ores, was discovered near the Nictaux River.

Valuable beds of magnetic ore occur on Texada Island, British Columbia, and they are said to exist at other points in that Province, though not yet opened for mining.

Many of the old crystalline rocks contain disseminated grains and crystals of magnetite and ilmenite, which, on the disintegration of the rocks, are gathered together and form deposits of what is known as "iron sand." This iron sand is always more or less mixed with siliceous sand, so that artificial processes of concentration have generally to be employed before it can be utilized for the manufacture of iron.

They exist in enormous quantities on the Lower St. Lawrence near the mouth of the Moisie River, where bloody furnaces have been erected by Mr. Molson, of Montreal, and these sands contain 52 per cent. of magnetic grains. Other deposits in the same region, and assaying from 55 to 34.3 per cent. magnetic grains, are found at Tadoussac, Mingan, Berisim, Penticost, Natashquan, Kasasika, Batisseau, and St. Margaret River, in localities favourable for shipment.

In Ontario they are also met with in workable quantities near Sarnia, and on the north shore of Lake Erie.

Hematite iron ores include several varieties of iron ore, consisting mainly of anhydrous peroxide of iron, the varieties depending upon texture rather than chemical composition. Specular and micaceous iron ore are terms applied to crystalline varieties with metallic lustre; earthy varieties are known as red ore, while intermediate between the highly crystalline and the ochreous ores comes red hematite. The latter term is sometimes used by iron smelters in the same general sense that hematite alone is, to indicate any ore consisting essentially of anhydrous peroxide of iron. As a rule, hematite

is free from impurities that impede its use, and is not so easily reduced as hydrated oxides of carbonates, and is able to produce grey rather than white iron, a fact of importance in connection with the manufacture of Bessemer pig.

Geologically our hematites have a wide range in time. They are found in the Laurentian, Huronian, Lower Silurian, Upper Silurian, Devonian, Carboniferous, and Trias formations. Hematite occurs in both beds and veins, the beds generally, though not always, being the more important deposits. True magnetite, it is not found solely in any one kind of rock, but often in rocks of most diverse characters.

An important deposit in Ontario exists in the township of Minto. The bed is thirty feet in thickness, and an analysis of an average specimen gave 88.8 per cent. of pure iron.

Large amounts of red hematite are met with at Iron Island, Lake Nipissing. In Madoc, and at Goose Bay, Lake Superior, large deposits are unworked. The Dalhousie Iron Mine in the township of that name, produces a valuable compact red hematite, and is extensively worked; this has lately been discovered at Lake Nipigon.

The ores from this Province are large exporters to the United States for smelting, it being found more profitable than exporting ores near the mines, which are instant to smelter.

In Quebec, in the township of Sutton, several veins of hematite ore assay from 42 to 52 per cent. of pure iron, and in Howse, Inverness, and other townships. But one of the most valuable deposits is the Howse mine near Hull, opposite Ottawa, which assays 64 per cent. of metallic iron, equal to 87 per cent. of magnetic oxide.

Rising in the geological scale to the Upper Silurian, we find some exceedingly important deposits of hematite. Of these so far as is known, only in the Province of Nova Scotia. As specimens of rather micaceous iron ore, it is found in veins in the Cabotville Hills of Londonderry, and near the East River at Pictou County, that of the latter region being regarded by Dr. Dawson as the equivalent of the Londonderry ore. Lately in Pictou County also occurs a large quantity near Londonderry, where beds of siliceous red hematite of enormous extent occur in Pictou County.

The red ores of Londonderry, at frequently associated with hematite, they often contain a considerable proportion of water, themselves, and may then be regarded as a mixture of hematite and hematite. The same is probably true of the red ores in many other localities.

According to Dr. Dawson, the Devonian slates of Nictaux River, Nova Scotia, contain a bed of highly fossiliferous red hematite having a thickness of from 15 to 40 feet.

In Cape Breton, beds of hematite are said to occur in rocks of Carboniferous age, but little is yet known of them. The Wicomicagh mines in Cape Breton produce a micaceous iron-slag hematite, but still classed as a hematite ore.

Near Vergonish there is a large deposit of considerable value and Dr. Hunt in his report speaks highly of it for making steel.

In New Brunswick large deposits of hematite ore are found at Jacksonville, near Woodstock, and the iron produced is remarkable for its great hardness and strength. When exported into weight iron, it is on the authority of Sir William Lambton pronounced to be specially suited for the plating of iron-clad war vessels and similar purposes. It is also admirably adapted for steel. Furnaces were erected at Woodstock, but are not now running. Similar ores are found in great abundance near the River Beauséjour, and also though probably not so abundantly, on the St. John, from Flanagan's Hill to the East Glasview settlement. In the eastern part of St. John County there are deposits of hematite ore in the Quaco Hills, and at West Beach and Black River, one of these beds is said to be twenty feet thick. A large bed of hematite is also said to exist near Coat Hill on one of the upper branches of the Nepesee.

Hematite ores are reported as found in some parts of Manitoba and the North-west Territories, but no particulars can be yet given. *Titaniferous ore* is found chiefly in rocks of Laurentian age. Some of the ores of Bloomer and Sutton in Quebec contain from twenty to thirty per cent. of titanic acid.

The largest deposit known is at Bay St. Paul, where furnaces for smelting have been erected. It occurs in rock mainly made up of trachyte, felspar, and is ninety feet thick.

At St. Julien, near St. Eloi, on the property of Joseph Barsalon, Esq., of Montreal, is a valuable deposit, and also at Bay of Seven Islands.

Limonite and Red Ore.—Limonite, which in some of its forms is often called brown hematite, consists essentially of peroxide of iron combined with water, the theoretical proportions being 87.6 of the former to 12.4 of the latter.

The term limonite is generally made to include bog-ores, which, however, is scarcely correct, as the ores to be described by limonite usually occur in veins, being the result of the alteration, generally *in situ*, of other ores of iron or of such minerals as ankierite, it then contain organic matter at all, it is, so far as known, in very small quantity. The bog-ores, on the other hand, appear generally to contain a considerable quantity of organic matter, and occur, moreover, as patches or beds in low grounds.

In Ontario, the bog ore chiefly occurs, and is found in various localities on the shore of Lake Erie, in the townships of Charlotteville, Middleton, Windham, and elsewhere.

In Quebec, they exist largely at Audouville, where the beds are from four to eight feet thick, and contain about 62 per cent. of iron. Ores of more or less purity are found also at Basset, Stanbridge, Farnham, St. Valier, St. Angele, and St. Elizabeth.

In the seigniories of Green Island, Villavie, Caouma, and Rivière du Loup many traces are met with. The ore-bearing tract measures thirty-five miles east and west by six miles north and south over this region.

The large St. Maurice forges or blast-furnaces, near Three Rivers, produce many tons daily of iron which is much esteemed for car-wheels and other purposes, and are, or have been, supplied by the bog iron ore beds of St. Maurice, Champlain, and other seigniories. Forges also exist at Batisseau River called the Radnor Forges, and are supplied with ore from this and the adjoining seigniory of Champlain. Messrs. Lam & Co. the proprietors, sent a pair of car-wheels from these forges to the International Exhibition, which were said to have run two hundred miles. Here, also, is a large rolling mill.

In Nova Scotia, iron ore of the brown hematite variety is found very pure near the East River in Pictou County, and the Fournier iron deposits in Cumberland County are among the largest and most extensively worked in the Dominion. Here are the Acadia Iron-works with large furnaces. The ore is of the best quality, and the average yield from smelting is over fifty per cent.

At Brookfield, on the line of the railway between Halifax and Pictou, large masses of hematite are said to occur scattered over the surface.

Bog iron ores are found in New Brunswick along the northern side of the Grande Pile in Miramichi and Charlotte counties. They are said to occur at some localities in British Columbia, but they have yet to be examined.

Many of the deposits of crystalline carbonate of iron, is the most important of all the iron-ores of the Dominion, only one of which being known which gives any prospect of being of economic value.

The first and largest occurs near Sutherland's River, in Pictou County, Nova Scotia. It appears to be a bed of the rocks above and below the sandstones of the middle Devonian formation. It is highly crystalline, and of a grey or brownish grey colour. Though perhaps not so rich as to be smelted as an ore, it would be an exceedingly valuable flux.

Carboniferous is a compact, earthy ore, varying in colour from light brown or grey to black. The different shades often depending on the presence of organic or coaly matter, or upon the percentage of the iron with the ore has been exposed to atmospheric action. It consists of carbonate of iron mixed with clay and other impurities, and though not rich in iron has been the chief source of that metal in England.

In Canada, it is found in rocks of various ages.

In Nova Scotia, they occur in the Carboniferous slates of the Cape Breton, Pictou, and Cumberland outcrops, though very little is really known of the thickness or quality of the deposits.

Clay iron-stones also occur in the Carboniferous Rocks of New Brunswick, but whether they are widely distributed or not is not reported. Gesner's report in 1849, says the quantity on Salmon River is very considerable.

In British Columbia, the coal-bearing rocks of Carboniferous age in Vancouver Island often contain iron-stones, though little is yet known as to the quantity. At the Bruce's Sound mines the nodules are of large size, some of them being flat or lenticular, and others round. The former vary in length from six inches to four or five feet and in thickness from six to eighteen inches, and the latter are often as much as eighteen inches in diameter. Mr. Richardson thinks that at this locality, sufficient could be obtained for the supply of a blast-furnace. East of the Rocky Mountains, carboniferous iron-stones again occur, but little can be said as to the quantity until further explorations have been made.

Those of Tertiary age occur in the lignite-bearing strata west of the Red River, in the vicinity of the forty-ninth parallel, where they have been observed by Hector, Professor Bell, Mr. G. M. Dawson, and others. The recently published report of the last-named gentleman speaks of them as abundant, and in close proximity to the coals of the same region, and says that "should these ores ever come to be worked, limestone for use as a flux could be obtained in considerable quantities from the boulders of Silurian age which strew the plains in many places."

Clay iron-ores from Edmonton were assayed by Mr. C. Hoffmann and gave an average of 34.97 per cent. of metallic iron. They seem to be rich and valuable ores, and are all carbonates, with an external coating of hematite.

We must refer the reader who may be interested, to the report of Mr. Harrington in the Geological Reports for 1873-74 for a very valuable chapter upon the cost of production of iron-ores in Canada wages, transportation, cost of mining, etc.

We have shown that Canada possesses inexhaustible supplies of rich ores of this precious metal, and it cannot be doubted that skilled labour and capital will one day make the iron mines of the Dominion a great source of national wealth.

Lead.—The only ore of lead met with in Canada is the sulphuret or galena. Galena almost always holds small portions of silver, and in some cases the amount of this metal is sufficient to render it valuable as a silver ore.

Well-defined veins of galena are met with in many localities traversing the rocks of the Laurentian series, and in some cases they pass upwards through the overlying Potsdam and Calciferous formations, showing them to be younger than the latter.

In Ontario, several veins of galena occur in the townships of Bedford, Lansdowne, Stomton, Pictouville, and Ramsay, and in several localities the mines are worked. On Lake Superior several veins occur, some of which are, as at Black River, extremely rich in silver.

At Thunder Bay, and the Nipigon region to the north-west of Lake Superior, very numerous and valuable veins of ore are found, and several mines opened and worked profitably.

On the seigniory of the Hon. L. J. Papineau, at North Petite Nation River, a lode of six or eight inches exists; and at Pictou, Arton, and other, all in the Province of Quebec, veins of some magnitude occur.

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At Little Gaspé Cove, also, mines have been opened, from which specimens of sixty per cent ore have been obtained.

In New Brunswick and Nova Scotia, galena occurs at a number of points, but nowhere in quantities of any importance so far as developed.

Copper.—This metal occurs in Canada in the forms of native or metallic copper, and of the sulphuretted ores. The former is confined principally to the rocks of the upper copper-bearing series on Lake Superior. The latter are widely diffused through the Laurentian series. In Ontario, on the north-eastern shore of Lake Huron, in the Huronian rocks, extensive veins of rich copper ores have been mined for years, often with great profit, as at the Wellington, Bruce, and Wallace mines. At Echo Lake, Root River, and the region about Lake Maskanong and the Mississagui River, many valuable indications of copper exist. On Lake Superior the native copper, which is so extensively and profitably worked on the Michigan shore, also exists in large quantities over the north or Canadian shore. Many locations have been surveyed and taken up, and it can scarcely be doubted but that in time a mining region will be developed, second only to that in Northern Michigan.

In Quebec, the rocks of the so-called Quebec group, which are an equivalent to the copper-bearing strata of Lake Superior, contain numerous deposits of copper ores.

At Upton, Wickham, and Acon, the veins are many, but for the most part in irregular and interstratified masses. At Acon, about two tons of very rich copper were extracted, when the vein became exhausted, but millions of dollars have been invested through this region in veins giving similar promise, chiefly by United States capitalists.

At Harvey's Hill, in Leeds, an extensive mine is worked by the English and Canadian Copper Company; and on the St. Francis River, and at Halifax, Sutton, St. Margaret, Ascot, Bolton, Ham, and other places through the Eastern Townships, copper exists and is in many cases mined. As this large industry becomes developed, the question will arise as to the most accessible point of transportation to cheap fuel for smelting, and although the poorer ores may be reduced near the mines, the richer will still be carried to the vicinity of coal. It may therefore be anticipated that those from Eastern Canada will eventually find their way to the coal-mines of the Lower Provinces.

In the North west, large deposits of copper are said to exist beyond Lake Nipigon, and traces are also found in British Columbia, on the mainland.

In the Lower Provinces, the veins of ore on the right bank of the St. John River, near Woodstock, New Brunswick, have attracted much attention. At Adams Island, Passamaquoddy Bay, and many points in Charlotte, St. John, Albert, King's, and Westmoreland counties, deposits more or less valuable exist, and are in some instances profitably worked. Copper is also said to exist in Nova Scotia, near Polson's Lake, and elsewhere, but is not yet developed by working.

Nickel is found sparingly diffused through the magnesian rocks of the Quebec group. At two or three points only have ores been found yielding any considerable percentage of nickel, but its high price will allow very poor ores to be wrought to advantage; and these deposits may be worth careful examination. At the Wallace Mine on Lake Huron, and at Michipicouton Island, near Lake Superior, are the two best deposits yet known. Deposits are found also at Oxford and the Eastern Townships.

Silver.—Native silver occurs in large quantities at several points on Lake Superior, and the copper ores of the Province of Quebec also contain small portions of silver. Some of the galena ores also contain silver in quantities worth extracting, as at St. Francis, Brance, Vandrenil, and Monfion Hill, in Quebec, where the assays were from thirty seven to sixty five ounces to the ton, and at Meredith's location on Lake Superior, where the assay yielded thirty ounces to the ton. With the present improved processes, so small a quantity as four ounces may probably be extracted from a ton of lead.

At Thunder Bay, on Lake Superior, silver in a native state has recently been discovered in many localities, such as Silver Islet, Prince's location, the Thunder Bay mine, Silver Lake, Pie Island, and McKellar's Island, and several mines produce large results.

Silver mines have also been opened in British Columbia, near Hope, on the Fraser River; a yellowish decomposed vein-stone, brought by Mr. Richardson from this place, was assayed, and gave at the rate of 274.45 oz. of silver to the ton 1,200 lbs. From the general geological features observed in portions of Central British Columbia, there is every reason to anticipate that a rich silver bearing region exists there, which only requires for its speedy development the introduction of the capital, enterprise, and skill which are certain to follow the opening up of direct communication with the East, but for the present want of which the silver veins, as well as many of the other great natural resources of this portion of the Dominion, remain unproductive and neglected.

Gold exists over a large extent of the Eastern Townships in Quebec, and has attracted labour and capital for its development. It was first noticed in the sands of the Chaudière Valley in 1815, by General Baddeley, R.E.; but the examinations of the last few years only have resulted in its being worked. The source of the gold seems to be the crystalline schists of the Notre-Dame range, and the drift is spread over a wide area on the south side of the St. Lawrence. From Melbourne to Sherbrooke on the St. Francis River, and on Lake St. Francis; on the Chaudière and its tributaries, from St. Mary to the frontier of Maine, and at the Rivière du Loup, gold is to be found; and mining has been carried on at Chaudière and Rivière du Loup with considerable results from the alluvial washings only. Latterly machinery has been erected at Chaudière to assist in developing the rock ores.

In Ontario, at Madoc and Marmora, several discoveries have been made of gold, partly in quartz veins and partly in decomposed rock, and several mines have been opened and worked with success in both townships. They are usually known as the Marmora Gold Mines.

The geological conditions in North-western New Brunswick being analogous to those of auriferous countries generally, and especially of Eastern Quebec and Nova Scotia, it has always been stated as a gold-bearing region, and the explorations so far undertaken, both for alluvial deposits and gold-bearing rocks, have been moderately encouraging. On the Tobique and its tributaries, mining leases have been taken up.

In Nova Scotia, gold-mining has been extensively followed, with varying results, for years. In 1870, the Nova Scotia gold fields were visited in person by Mr. Alfred R. C. Selwyn, the director of the geological survey of Canada, and as Mr. Selwyn had been, before coming to Canada in 1869, for sixteen years director of the geological surveys of the Province of Victoria in Australia, he was peculiarly fitted to investigate these fields and their workings. His report in full, in the volume of Geological Surveys for 1870-71, should be read and heeded by every one proposing to venture on gold-mining in Nova Scotia.

The comparisons drawn *colloquially* between Nova Scotia and Victoria are favourable, but he shows conclusively that, to produce analogous results, more economic and skilled labour, and more careful investigation before the expenditure of capital, must be substituted for the present wasteful customs. Mines in Victoria are worked to pay ten per cent dividends on a less yield of gold per ton than the amount wasted in the *tailings* of some of the Nova Scotia mines; and in Australia the same number of stamps do from fifty to a hundred per cent more work per day than in Nova Scotia.

The gold in Nova Scotia occurs principally in quartz veins in stratified slaty and quartzose rocks along the Atlantic coast, covering an area of probably two square miles. The mines worked are mainly in the districts of Stomont, Sherbrooke, Wine Harbour, Waverley, Montague, Langier, Oldham, Rensselaire, Carleton, Uniacke, and Gay's River. In 1871, there were fifty-three mines open, mostly in small areas, and worked upon the tribute system. Only one or two are alluvial mines.

The auriferous lands of British Columbia do not appear to be confined to any single district of that great Province. They extend all along the Fraser and Thompson rivers, and are particularly rich in the district of Carleton, and the new gold mines of the district of Okanagan, in the north of Columbia, appear to extend over a very large tract of country.

On Vancouver Island very valuable stream washings have been wrought for a long time. On the mainland the gold of the Fraser and North Thompson rivers seems to be derived from the "terrace deposits" which border these rivers, and affords a fine field for hydraulic mining.

In many localities quartz veins interperse the slaty rocks, and it seems to be established that from the United States frontier, to the fifty-third degree of north latitude, and to a width of from one to two hundred miles, gold is found nearly everywhere.

The yield is gradually increasing, that for 1874 being in the neighbourhood of a million and a half of dollars, and an increase of over four hundred thousand dollars beyond that of last season.

Gold is also distributed at some points on the east side of the Rocky Mountains, and has been met with in the branches of the Saskatchewan, from Edmonton to the forks. Mr. Selwyn says that it is, no doubt, washed out of the drift, and as there is little probability of its having come from the unaltered strata underlying the plains, it is to be inferred that it has been derived from the crystalline rocks to the north-eastward, probably somewhere between the Methy Portage and Athabasca Lake. These rocks lie at a distance of only about 150 miles from Edmonton in that direction.

Antimony is found in workable veins at Prince William, near the Woodstock road, in New Brunswick. The ore is sulphuret of antimony, occurring both in pure masses and more or less mixed with gangue. No other workable deposit is known, we believe.

III. MINERALS USED IN CERTAIN CHEMICAL MANUFACTURES.

Iron Pyrites is of three species, but only one—the common cubic pyrites, or bisulphuret of iron—is of any economic importance. This is used chiefly for making sulphuric acid and copperas. Considerable deposits occur at Elizabethville near Brockville, Ontario; also at Garthby and Ascot, in the Eastern Townships of Quebec. In New Brunswick it is abundant in the strata of the St. John group in Queen's County.

Chromite, or chromic iron ore, is chiefly used as an ingredient in the production of bichromate of potash, used in dyeing and calico-printing. It is met with in considerable quantities in Quebec, in the townships of Ham, Bolton, Melbourne, and at Gaspé, but is not yet used commercially, although it could be to advantage.

Manganese, used in the manufacture of chlorine, is to be found on Lake Superior. In Quebec at Stanstead, Bolton, and St. Mary's, and in New Brunswick at Markhamville, King's County, it is mined to a considerable extent. It is also found in Dams County and elsewhere through Nova Scotia.

Titanium, or *titanic iron ore*, is used for the production of titanic acid for the manufacture of colors. It is also susceptible of other applications in the arts.

The largest body of this ore known in Canada is at Bay St. Paul, in Quebec. It is, however, often found through the Laurentian series. This ore has been more particularly referred to in the classification of iron ores.

Molybdenum, a rare metal, exists in nature for the most part as a sulphuret, and is used for dyeing silk, cotton, and linen, and for other purposes. It is found in some quantities on the north shore of the Gulf of St. Lawrence, and at Harvey Hill, near Leeds. It is also met with on Lake Superior. It is a mineral, soft and unctuous to the touch, of a leaden-grey colour, and is often mistaken for plumbeo, from which it is, however, distinguished by its much greater weight.

Magnesia and its salts are extensively used in pharmacy. It is obtained from serpentine or hydrous silicate, from magnesian limestone or dolomite, and from the native carbonate. The latter is much better fitted for the preparation of magnesian salts than either serpentine or dolomite. It is a rare rock in most parts of the world, and it is therefore not improbable that the large quantities of it to be found in the Eastern Townships of Quebec, particularly near Bolton, may one day become an article of export.

III. MINERALS USED IN AGRICULTURE.

Phosphate of Lime, or apatite, is used in the arts for the manufacture of phosphoric acid and of phosphorus, and in the composition of certain porcelains; but its largest application is as a fertilizer, after being manufactured into the superphosphate of lime.

This substance is found in abundance among the Laurentian rocks of Canada, and in Ontario, along the Ottawa, and the line of the Rideau Canal, near Perth, it extends over an area of many square miles.

Its production has been for some years successfully attempted at the large deposits in North Burgess, South Crosby, and Elmstee, and Bedford, Stonington, and Loughborough, where there are a very great number of locations worked, and a large amount of phosphate is exported.

Latterly very valuable deposits of apatite have been discovered and opened for mining on the north side of the Ottawa, in Buckingham, Templeton, and Portland townships.

Gypsum is found in great abundance in Ontario, the outcrop extends from the Niagara River to Lake Huron for a hundred and fifty miles; but the mines now worked are comprised in about thirty-five miles along the Grand River, in Cayuga, York, Seneca, Brantford, and Paris. A very large amount is annually raised and used as a fertilizer, or ground for cement and stucco.

In Quebec, the supplies come mainly from the Magdalen Islands. Extensive and practically inexhaustible beds of gypsum are found in New Brunswick, on the Tobique River, at Hillsborough, Sussex, and other points. There are important works near Hillsborough, in Albert County, for the manufacture of plaster from the gypsum which abounds in that neighbourhood. There are extensive beds also worked in Nova Scotia, at Windsor, Cheverie, Parrishorough, Black River, and elsewhere, and a very large product is exported thence to the United States, or sent to local markets.

Mud, or carbonate of lime, is found in marshes and shallow lakes, where it is formed by the waters of springs highly charged with lime, which is held in solution as bicarbonate, and deposited when the waters come to the air.

When calcined, mud yields a nearly pure and white lime for mortar and other uses. It is often overlaid with deposits of black mould or peat, and is used as a valuable manure for sandy soils.

It is found in many localities in Canada; in Ontario, deposits of it are abundant in the counties of Bruce and Grey; also at Kingston, Loughborough Lake, Elmstee, McNab, and along the Ottawa. In Quebec, it exists at Argenteuil, St. Armand, the island of Montreal, Gaspé, and the island of Anticosti. Workable deposits of it are not found in the Lower Provinces.

Salt was discovered in 1806, near the town of Goderich, Ontario. The brine here obtained is one of the purest and most concentrated known for the manufacture of salt. The borings go down through the limestones of the Onondaga and Guelph formations, and two or three hundred feet of red and blue shales, which carry rock salt as their base. The area is extensive, extending from Clinton, through Goderich, to Kincardine, a distance of over forty miles long by seven or eight wide. The manufacture has become important in its dimensions, the position of Goderich on the lake, and at the terminus of a railway, offering great advantages.

Salt springs exist, and no doubt salt deposits, in Manitoba and the whole country north of the Saskatchewan River. They are found at Black Sturgeon River and Lake Manitoba; at a "Hot Salt River," an affluent of Slave River in the Northwest; Sir John Richardson, in 1820, reports seeing copious springs issue from the base of a long ridge some hundreds of feet high, and, spreading their water over a clayey plain, deposit much pure common salt.

In Nova Scotia, the salt springs of Cape Breton appear to issue from rocks lying towards the base of the Lower Carboniferous formation, and are situated on the north side of the Little Narrows of Bras d'Or Lake. Here several saline springs of more or less strength occur in close proximity over an area of about twelve acres of flat marshy land. Much hydrated peroxide of iron is deposited in the water-courses, the odour of sulphuretted hydrogen pervades the atmosphere in the vicinity, and the vegetation is destroyed around all the springs. The strongest spring discharges from 100 to 200 gallons per minute. It is stated that, by evaporating in two com-

iron from pits, each containing about three gallons, from two to three bushels of salt were made per day, and it had been proposed many years ago to establish works for the manufacture of salt at this place, but the enterprise has not been carried out. At Springhill, Cumberland County, a company is working the salt wells to a large extent.

IV. MINERALS USED AS PIGMENTS.

Under this head come the minerals used as pigments. The marls just alluded to are sometimes used in this way for whitewashing, or mixed with cheap colours.

Iron ochre, similar in composition to limonite or bog-ore, but being soft and pulverulent, instead of forming solid masses, are extensively used as cheap pigments. The colour of these ochres is generally a shade of yellow or reddish brown, but sometimes purplish or blackish hues are met with.

These ochres are extensively manufactured in Canada, and are found most abundantly in Quebec, at St. Anne's, Cap de la Madeleine, and Darham. In Ontario, at Owen Sound and Nagsawewa, these ochres are found in large quantities, and at one or two places in the Lower Provinces, in a smaller degree.

Sulphate of Barite is also used as a paint, or for mixing with other pigments as an adulteration, by reason of its greater weight. It is largely used in the composition of cheap white paints. It is also used as a surface gloss for paper-hangings. It is found in Ontario, in Lansdowne and Huron townships, from Pigeon River to Fort William, on Lake Superior; and at Gaspe, in Quebec. A beautiful vein of this mineral occurs in the township of Hull, in this Province, varying from two to three feet thick, on a property owned by Hon. Peter Mitchell and F. P. French, of Ottawa. It is of an opaque white colour, and nearly pure.

V. COMBUSTIBLE AND CARBONACEOUS MATERIALS.

In the Central Provinces of Canada, coal cannot be counted among the economic minerals; but in both the Atlantic and Pacific Provinces it is found in quantities to make it of the first importance.

In Nova Scotia, coal-mining assumes large proportions. The principal localities of the coal-fields are in Cape Breton, and in Pictou and Cumberland counties, though veins have been traced, and in some instances opened, in Victoria, Inverness, Richmond, Hants, and Gushborough counties.

We cannot attempt any strictly geological description of these fields, but refer the reader to the extensive reports of the Geological Surveys, or the valuable work on "Indian Geology," by Dr. J. W. Dawson, of McGill College, Montreal. From his widely extended examinations of the Carboniferous rocks of Nova Scotia, Dr. Dawson has subdivided the system into five subordinate formations in descending order:

- "1. The *Upper Coal formation*, containing coal-formation plants, but not productive coals.
- "2. The *Middle Coal formation*, or coal formation proper, containing the productive coal beds.
- "3. The *Millstone-gill Series*, represented in Nova Scotia by red and grey sandstones, shales and conglomerates, with a few fossil plants and thin coal seams, not productive.
- "4. The *Carboniferous Limestone*, with the associated sandstones, marls, gypsums, etc., and holding marine fossils recognized by all paleontologists who have examined them as Carboniferous.
- "5. The *Lower Coal measures*, holding some, but not all, of the fossils of the Middle Coal formation, and thin coals, not productive, but differing both in flora and fauna from the Upper Devonian, which they overlie unconformably."

These overlie generally a series of metamorphic rocks, consisting of quartzites, felsites, altered slates, and conglomerates, which are probably of Devonian and Silurian age.

The productive coal-measures of Pictou County consist of seams of good bituminous coal, interspersed with black carbonaceous shale, and in some parts with sandstones and fire-clay. The coal-seams vary in thickness from two or three to thirty-six feet.

The coal-fields are divided into mining areas, which are leased by the Province under the authority of a Commissioner of Mines. In the Pictou district, the principal mines are:

The Albion Mines, worked by the Talbot Company (limited), having an area of four square miles, with a number of collieries in active operation. The greatest depth reached in the borings is about 900 feet. A railway, six miles long, with numerous branches and sidings, connects the mines with the loading-ground. The loading-wharf is at Pictou Harbour, extending 400 feet into 22 feet of water. The output of these mines is about 150,000 tons per annum.

The Acadia Coal Company hold, under three leases, an area of six square miles. On one area is a peculiar oil-coal, containing from 65 to 120 gallons crude oil to the ton, and valuable for gas making and distillation. The company also possess a railway of five and a half miles to the Intercolonial junction, and a shipping-wharf, with 26 feet of water, at Pictou Harbour. Their output is from 120,000 to 140,000 tons per annum.

The Intercolonial Coal Mining Company, of Montreal, have an area of three square miles. Their principal colliery, the Drummond, was the scene of an explosion a few years since, which seriously retarded their outputs, but they have facilities for upwards of 100,000 tons per annum, with extensive wharfage on Middle River.

The Nova Scotia Coal Company have an area of four square miles, and a shipping-wharf at Middle River. Their capacity is upwards of 100,000 tons per annum.

The Vale Mine, belonging to Sir Hugh Allan, of Montreal, has an area of three square miles, and a capacity not yet fully developed, but promising results equal to its neighbours.

In this district, several more mines, covering an area of several square miles, are under lease, but not worked at present.

The Pictou coals, long known as good house coals, have, by recent experiments, been proved of sound fitness for steam coals and iron-making.

The Cape Breton coal-mines are still more important and extensive than those of Pictou. The Eastern or Sydney coal-field is the most important on the island, comprising an area of over 200 square miles. Bounded on three sides by the Atlantic Ocean, and with the whole coast deeply indented with bays or harbours, notably those of Sydney and Louisburg, this district appears to be the most important in the Dominion for the supply of fuel to the numerous steamers navigating the Atlantic.

Mr. Charles Robb, who made a critical examination of this coal area in 1873, and detailed measurements of the exposures at various points, gives it as his opinion that the whole region occupied by the productive coal-measures in the eastern coal-field of Cape Breton is probably underlain by only one set of seams, the continuity of which, however, is interrupted by bars of infels.

The aggregate thickness of coal workable seams is from forty to fifty feet, the seams varying from three to nine feet in thickness. All the seams dip at a low angle seaward, and much of the coal will be available, with due caution and care, in the submarine, as well as in the land areas.

The coal is of a nearly uniform bituminous variety, much of it applicable for the manufacture of gas, and completely fit for steam purposes, to the best English coal.

As compared with Pictou coal, it is characterized by a greater proportion of combustible matter and less ash, but, on the other hand, it contains more sulphur.

Of all the coal mines in Cape Breton, the Sydney Mines are not only the first established, but by far the most extensive and important. In 1827, these mines came under the exclusive control of the General Mining Association, a London company, who now hold under lease in the district more than 100,000 acres, which are, for the most part, underlain by large workable seams of coal. From 1827 to the present time, this company have worked their mines regularly and systematically, and in the most skillful and economical manner. Mining operations have been continued to three seams at these mines, of which the principal is the Sydney main seam, about six feet in thickness. An estimate has put the available coal of this seam alone at over 150,000,000 tons. Four miles of railway connect the mine with loading-wharves at South Sydney. The capacity of this mine with the present works is from 150,000 to 200,000 tons per annum, which may be more than doubled by additional works.

The Lingait Mine, belonging also to the General Mining Association, covers an area of fifteen square miles, and is underlain its entire length by several important seams of coal. It is a specially good coal, and largely exported for that purpose. The capable production of this mine is about 100,000 tons per annum, though not so much by half, is produced.

The Victoria Mine coal, for house and steam purposes, is among the best in the district. The area is four miles, and the annual average production from 15,000 to 20,000 tons.

The International, Cabotian, Gardiner, and Little Glace Bay mines are situated a few miles from Sydney Harbour, and are connected with it by a line of railway, and have respectively four, two, and three mile areas. Their average capacity is somewhere about 100,000 tons per annum each, but, of course, it is not fully worked up to. The coal is chiefly exported to New York and Boston.

The Gowrie and Black House mines, in Cow Bay, are of importance, the latter being regarded, from the size and quality of the coal seam and its advantageous situation for shipments, as next to the Sydney Mine, one of the most important and productive in Cape Breton. The works of the Black House Mine are equal to 100,000 tons per day, and 600,000 tons per year; been, in some seasons, delivered from the mine. The coal is extensively exported as a steam and gas coal of superior quality.

The "Glasgow and Cape Breton Coal and Railway Company," an association of English capitalists recently formed, has amalgamated under one management with the railway, the mining areas of Lorrain, Emory, Rescue, Haven, Lake Balmoral, and Schooner Pond.

The railway, eighteen miles in length, from Sydney Harbour to Schooner Pond passes through, or connects by short branches with, all these mines. The road is a three foot gauge, substantially built, and ballasted with rubble and *laid* coal, and equipped with Earle engines and a sufficient number of English four-ton coal-wagons, and is being extended to the port of Louisburg, which will add materially to the value of this coal-field, by furnishing an outlet for the whole year round from what must one day be one of the most important coaling stations on the Atlantic seaboard.

The New Campbellton Mines were opened in 1873. The property comprises three square miles, a small proportion of which is sea area, but easily accessible from the land. It is situated on the northern side of the Great Entrance of the Bras d'Or Lake, a very extensive and deep arm of the sea stretching far into the interior of the Island of Cape Breton, and lies at the north-western extremity of the Sydney coal-field, and about thirteen miles distant, on the course of the beds, from the Sydney Mines. Most of the coal-seams of the Sydney Mines are traceable throughout the whole of this distance, and although at the Great Bras d'Or Entrance their direct continuity seems to have been interrupted, and their course deflected con-

siderably to the west, it is nevertheless believed on good ground that some of the most important seams of the district underlie the New Campbellton property in a basin shape, with the outcrops comprised entirely within the area.

Three seams of coal, aggregating twelve feet, are included within a thickness of 110 feet on this property, and considerable coal has been obtained since their opening. Supposing these three seams to maintain their thickness, and to be unaffected by faults, they will underlie at a moderate and easily workable depth, an area of 1000 acres, and contain 150,000,000 tons of coal, exclusively of the vertical portions of the seams, which may be estimated to contain 500,000 or 1,000,000 tons additional. It is proper to mention, however, that the six foot seam, where cut and partially worked at the tunnel, is irregular in thickness, and may not prove to be workable throughout its whole extent, but, on the other hand, there are evidences of the existence of other seams lying both above and below those specified. The coal from these mines is shipped, from Kelly Cove, a capacious and sheltered harbour three miles from the ocean and close by the mines, with which it is connected by a railway one and a quarter miles long.

The mines of Cumberland County have only lately assumed importance, but recent surveys are proving the coal fields underlying this region to be very extensive.

The workable seams of coal are numerous, running from two to thirteen feet, with an average dip of thirty degrees. The report of the late Mr. Edward Hartley on the Springhill coal field, which comprises the most important section of this county, speaks highly of its character and value, as follows:

"An examination of the external character of this coal shows it to be a bituminous coal of a moderately compact texture, and not inclined to fall to pieces or *break*. Its colour is a bright, brownish black brilliant except on the faces of the *parting*, which show a few patches of mineral charcoal. But a small proportion of the sample shows a shaly lamination, or tendency to break with the planes of deposition.

"The analyses show this coal to belong to the class known as highly bituminous, or *fat* caking coals, in character very similar to those of the north of England known as South Country or Newcastle Hartley coals.

"The high rate of volatile to fixed combustible matter should render this coal, in common with the Newcastle coals which it resembles, an admirable gas coal, while in the amount of sulphur it falls much below the average of Newcastle coals; therefore the gas obtained from it should be very easily purified.

"The coke of this coal appears in every way well adapted for non-smelting, as it is firm and rather compact, and in contents of ash and sulphur will compare favourably with that from any coal of the Provinces, the latter being a most important point to consider in its value for non-smelting."

The Joggins Mine, with an area of two square miles, is situated on the coast at the entrance to Cumberland Basin, and is the oldest in this region, with good shipping facilities, and works capable of an output of about 100,000 tons, but not working up to quite half that amount.

The Scott Mine has an area of four square miles, but is only lightly worked as yet.

The Springhill coal-field is situated at an twenty miles south-east of the Joggins shore. The Springhill Mining Company's area of three square miles has attracted much attention, as being the most important mine yet opened in the recently surveyed district. The great eleven feet vein in this area has been traced and proved, and a rapid development of the mines of the district is probable.

The Springhill Company have opened their workings successfully. Two slopes have been commenced fifty chains apart. The west one has been driven about 420 feet, and the requisite pumping and winding machinery erected. The engine is a single sixteen inch cylinder with a four feet six inch stroke, geared three to one, and driving a mine trolly. Engines of a heavier class and more permanent character are in course of erection at the east slope, where in future the principal output is expected to be made.

A good deal of coal is being marketed by means of the Springhill branch, four miles in length, of the Intercolonial Railway, but when the completion of the Springhill and Parrsboro' Railway opens communication with a good port of shipment, it will enable them to ship to the New England markets, and compete with the Cape Breton coals for gas-making purposes.

The capable production of this mine depends on the extent of the works erected. The seams of coal are abundant to supply exhaustless quantities.

The Springhill and Parrsboro' Mining and Railway Company, who are building the road before alluded to, and the General Mining Association, and others, have large areas in this field awaiting development.

Borings and surveys made in 1874, by Mr. Scott Harlow, have shown the existence of many valuable seams from six to thirteen feet in these properties, which will no doubt be soon actively mined.

The mines of the remaining counties of Nova Scotia require no special notice.

The total output of all the mines is from 1,000,000 to 1,200,000 tons per annum. Those of Inverness County are of extent and value, with a bituminous coal of excellent quality, but hitherto their development has been retarded by the want of a port of shipment, a fault which is likely soon to be remedied by the construction of a railway connecting the coal-mines of Broad Cove, Malou, and other parts of the county with a shipping-port on the Strait of Canso, and the railway system of Nova Scotia.

The great Carboniferous area of New Brunswick has a triangular form, the base resting on the Gulf of St. Lawrence, and the apex situ-

ated near the boundary-line between the counties of York and Charlotte, embracing fully one-third of the area of the Province.

Much of it is yet unexplored in detail, but a survey was begun, in 1871, of the counties of Queen and Simsbury, and part of York, which it is intended to extend over the whole area. The coal formation of New Brunswick is divided by the reports into three series: the Lower, Middle, and Upper Carboniferous formations, with a base of conglomerate rocks.

The limestones which are so common in the Carboniferous rocks of Nova Scotia here appear to be generally wanting, but the red conglomerates and sandstones which accompany these limestones are universally distributed, making a close lithological resemblance to the underlying series of the Potton coal measures. No extensive mining operations have yet been carried on in the district under survey, though several small mines are opened, and coal to a considerable amount is taken out at points near Grand Lake and on the Newcastle River. In this area the coal-croppings are numerous, and the country is everywhere occupied by the strata of the Middle Carboniferous formation (productive coal measures).

On the Salmon River, coal was mined nearly two centuries ago by the French; and on the North Branch several good indications are seen, and on Coal Creek mines have been worked to some extent.

West of the St. John River, coal-seams are exposed at various points on the Netepus River.

A valuable seam has lately been opened called the Clones Coal seam, near the source of the Netepus, and with easy communications to a market. On the Onabog and Mercereau brooks, in the same locality, outcrops of coal exist.

The total area of this district over which workable seams of coal may be looked for, is over 1000 square miles, and we cannot do better than quote from the report of the surveys of 1872-73 a few words on this point, to show that a cursory estimate to the uninitiated the calculations of the possible enormous quantity of coal beneath.

"We are not yet possessed of sufficient data to justify the assertion that the various out-crops of coal met with over this area, and at widely separated points (such as Clones, the Washadenook, Onabog, Little River, Nashwaak River, etc.), belong to the same seam as those at Grand Lake, though there are facts which favour such a supposition; there is, however, no reason to doubt that those in the neighbourhood of the last-named lake are all of the same seam, and that consequently the area over which it may be safely regarded as extending is a very considerable one. Thus the areas of the Newcastle, Salmon River, and Coal Creek coal fields are about one hundred and twelve square miles. Adopting twenty inches as the average thickness of the coal seam, and 74.4 lbs. as the weight of a cubic foot of coal (the specific gravity being 1.27), and deducting one-fourth for the areas occupied by Salmon River and Grand Lake, the total amount of coal within the areas in question would be at the rate of 2000 lbs. to the ton not less than 12,445,117 tons.

"It is, however, to be observed that the true area of the coal fields in question, and more particularly that of Newcastle River, is probably much larger than has been stated above, the line which has been chosen as marking its western limits really indicating only the point where the rocks of the Middle coal formation pass beneath those which form the highest member of the Carboniferous system, and under which they could probably be reached at no great depth. The occurrence of a coal-seam on Little River in Simsbury County, having about the same position and thickness as those of Newcastle, renders this supposition highly probable. Moreover, the thickness of the coal beds at Clones does not differ very greatly from that of the beds at Grand Lake, and it is not improbable that a large part of the area occupied by the productive measures, and more particularly where the Newer coal formation exists, is undetected by the same seam. Supposing this to be the case, and deducting one-third for the area occupied by the barren measures at the base of the Middle Carboniferous formation, or rendered unavailable by being covered with lakes, the possible total yield of coal from a seam of twenty inches covering the remaining area would be not less than 1,570,170,357 tons. Setting aside, however, this supposition as confessedly based upon too imperfect data, we can still hardly doubt that the area over which the principal seam of coal in the Grand Lake region may be reasonably supposed to extend, is at least two or three times greater than that employed in the above calculations, and that therefore the estimate of its productive capacity may be fairly increased in a corresponding ratio."

It is to be regretted that the report of the surveys of this region made by Professors Bailey and Matthews during 1874 could not also be obtained in time for this article, as being likely to show more particular developments.

There exists also in Hillsboro' County, New Brunswick, a famous mine of coal called the Albert Mine, which produces coal largely impregnated with oil, and of extraordinary gas-producing qualities. It has long been disputed whether this was a bed or a true vein, but the late Mr. Hartley, of the Geological Survey, confirms by his report the view taken by Dr. Dawson and others, that it is indisputably a vein. When the discussion first arose, the mine was only 300 feet deep, and worked 300 feet on the strike; now it is 1300 feet deep, and worked over half a mile on the strike. This coal, called Albertite, is said to yield 100 gallons of crude oil to the ton, while of gas the yield is 14,500 feet, of superior illuminating power.

Coal has been found, and is supposed to exist in large quantities in the North-west Territories, but as yet of the actual extent little is really known. In 1873, Mr. Selwyn conducted an exploration from Fort Garry in Manitoba to the Rocky Mountain House, returning by way of the Saskatchewan River and Lake Winnipeg; and Mr. Robert

Hell made a survey between Red River and the South Saskatchewan, and between Red River and Lake Superior.

From these reports we gather all that is yet known of these coal deposits, which are likely, at no distant day, to be of great value in assisting in the settlement and development of the North-west, and in serving perhaps as sources of a fuel supply to the Canadian Pacific Railway.

From Mr. Selwyn's report we may briefly quote the finding "on the North Saskatchewan River, between Edmonton and Rocky Mountain House, of a number of flat-lying workable seams of good coal; one of them measuring, in two exposures upwards of four miles apart, from eighteen to twenty feet in thickness, and very favourably situated for working." Also farther down the stream, "at about a mile and a half below the mouth of Clearwater, on the left bank, a seam of excellent coal crops out, said to be from two to three feet thick. A considerable quantity of coal has been raised from it for use in the forge at the fort, for which purpose it is found to answer well. It is a hard, bright, jet-like coal, and does not split up on exposure like that from most of the other beds in the vicinity. The analyses of seams which crop in the banks of the river, between Rocky Mountain House and Edmonton, serve to show that the lignite coals of the Upper Saskatchewan are very superior to those met with farther to the south, along the boundary-line, and in the Qu'Appelle Valley. The latter appear to be all of Tertiary age; whether the Saskatchewan coals are of the same age, or Cretaceous, is at present uncertain." He also says, "There can be no question that in the region west of Edmonton, bounded on the north by the Athabasca River and on the south by the Red Deer River, there exists a vast coal field covering an area of not less than 25,000 square miles, and beneath a large portion of this area we may expect to find workable seams of coal at depths seldom exceeding 300 feet, and often, as in the case of the thick seams above described, very favourably situated for working by levels from the surface.

"These coals may all be classed as brown coals, although in physical character they mostly resemble bituminous coals of the true Carboniferous. Regarded as brown coals, they may all be considered the best of their kind.

"As a fuel for locomotives and for domestic purposes, including cooking as well as warming, the coal in general answers very well. It kindles and burns freely, making a bright fire with a yellow blaze, and comparatively little smoke."

Comparing recent investigations with the report of the late Professor James T. Hodge on the coal-mines of the Rocky Mountains, in Colorado, Utah, and Wyoming, which are now being largely worked, there appears every reason to believe that those seams, undoubtedly belong to what may be regarded as only the southern prolongation of one vast and wide-spread coal-bearing formation, extending with but few interruptions and with wonderful uniformity of character, from the shores of the Arctic Ocean for thousands of miles along the eastern slopes of the Rocky Mountains.

Between the Red River and South Saskatchewan, lignites were found at Dirt Hills and Woody Mountain, but not of as good a character as the brown coals above mentioned. Similar coals were also found in the South Valley.

We have only now to notice the extensive coal fields of British Columbia.

The coal-bearing formation of Vancouver Island may be divided into two subordinate troughs, the north-western being described as the Comox, and the south-eastern as the Nanaimo coal-field. The coal is of a true bituminous character, the veins or seams running through strata of grey sandstone and argillaceous shale. The Comox area, on the north-western end of the island, extends from Brown's River, a tributary of the Puntledge, on the north-west, to Sable River on the south-east, on which the Baynes Sound Coal mine is situated, and it also includes Denman and Hornby islands. The Union and Beaufort mines in this area are raising large quantities of coal for export. At Baynes Sound Mine operations are also carried on extensively. The seams of coal vary from nine inches to ten feet.

The Vancouver Island Coal Company's works at Nanaimo are on a six-foot seam, and they work other seams also at Newcastle Island. These mines produce about 4000 tons per annum with the present facilities. The Nanaimo area includes a number of islands, on some of which mines have been opened.

Coal has also been found on the mainland near Chilliwack River, but nothing is known of its thickness or extent.

In Queen Charlotte Island the coal is an *anthracite*, occurring in strata with black argillaceous shale and grey trap or sandstone, with nodules of ironstone interstratified with the shale. The Queen Charlotte Coal-Mining Company have for some time undertaken to mine this coal for export, but with only partial success. This may be improved by more careful management and surveys.

The coal trade of this Province is yet in its infancy, and with more thorough surveys and improved mining it must soon develop into an industry of the first importance. The output of the mines of the Province for 1874 was less than 100,000 tons, but with the advantages of position, and the markets of California and the Lower Pacific coast open to supply, there should be a large increase in production before long.

Bituminous shales exist in large masses at Collingwood in Ontario, where works were erected for their distillation, and they produced oil in quantities equal to about three per cent. of the rock. At Bosanquet they yield about 42 per cent. of oil, or about ten gallons to the ton. In Quebec the shales at Gaspé are said to be rich in oil.

New Brunswick possesses some very rich bituminous shales, the Blackband, in Albert County, yielding sixty-three gallons of crude oil to the ton. Others on the Memramcook yield thirty-seven gallons. The Blackband shales are also capable of yielding 7500

cubic feet of gas per ton, or about one-half the quantity afforded by the mineral Albertine. There are rich beds of these shales in King's, Albert, and Westmoreland counties.

Petroleum occurs in the limestones of both the Trenton group of the Lower Silurian series, and the Carboniferous formation of the Devonian series, and it is from the latter that the oil-springs of Ontario take their source.

At Emmskillen, Bothwell, Petrolia, and other towns of Western Ontario, immense numbers of wells have been sunk, and the capital employed in the production and refining of petroleum is over \$15,000,000, with an annual yield which has risen to 25,000,000 gallons of crude oil, and twelve to fifteen millions of gallons of refined petroleum. Petroleum is also found largely diffused through Gaspe in Quebec, but little has been done in its development comparatively, although a few hundred thousand gallons are yearly produced. In Manitoba and the North-west, from the western shore of Lake Winnipeg, up the Saskatchewan Valley, and to the north of it, lies a great belt of palaeozoic rocks with an average width of sixty to seventy miles, and extending in British territory from the forty-ninth parallel to the mouth of the Mackenzie River.

Almost the only reliable information relating to this region north of the Saskatchewan is to be found in the narratives of Sir Alexander Mackenzie and Sir John Richardson, published respectively in 1801 and 1851, and who observed "bituminous mountains," but Mr. Selwyn, in his late report, says: "In the comparatively few localities where the rocks composing it have been examined they appear to be characterized, like the formations of the same age in Western Canada, by deposits of salt and petroleum, giving rise to copious springs of these valuable materials. And there seems but little doubt that Canada has here a salt and oil-bearing region surpassing in extent and productive capacity any hitherto developed on the American continent."

Peat exists in great deposits in Quebec, in the plains along the St. Lawrence and its tributaries. It is of a gradual vegetable growth often resting on a layer of shell marl. The largest deposits occur near Chambly, St. Sulpice, Longueuil, and Ile Verre. On the island of Anticosti there is a deposit of excellent quality of over a hundred and sixty square miles, and from three to ten feet thick. Some of the peat-bogs are being worked to advantage of late years by large companies formed in Montreal.

In Ontario, large deposits are found at Nepean, Gloucester, Westmeath, and other points.

Extensive deposits of peat presenting the same features as those of Quebec occur in New Brunswick, in St. John County, on the Miramichi Barrens, along the coast near Musquash Harbour and Passamaquoddy Bay, and on the line of railway near St. Stephen's.

VI. REFRACTORY MINERALS.

Those minerals which are used in the construction of furnaces, or generally for withstanding heat, are technically called *refractory materials*. First in order comes

Plumbago, or graphite, commonly known as black-lead, which receives several applications in the arts. The finer varieties, used for pencils, command a very high price; the inferior qualities are used for preventing friction in machinery, and for stove-polish. The most important use, however, is for the manufacture of crucibles and melting-pots, and for small furnaces for assayers and chemists.

The plumbago of Canada is a pure crystalline plumbago, and is found principally in the Eastern Townships, and at Grenville and Buckingham, where valuable mines are worked. It is also found at Burgess and North Elmsley, in Ontario, and near Kingston. At a few points in New Brunswick this mineral is found in available quantities. The largest deposit is in the vicinity of St. John, near Portland, on the Straight Shore, where for many years the mines have yielded largely a plumbago well suited for foundry facings and stove-polish. In the vicinity of Windsor, in Nova Scotia, plumbago is also found and exported.

Mica occurs in the limestones and altered rocks of the Eastern Townships at Grenville, where mines are opened. At North Burgess in Ontario, also, a valuable mica-mine is worked, where plates of unusually large size have been obtained. The value of mica depends upon the size, transparency, and perfection of the plates. It is frequently found in large masses, which may be separated into thin, transparent plates. Mica in this form, as is well known, receives various applications in the arts, being employed for the fronts of stoves, for lanterns, and for the chimneys of lamps. As it is not liable to be broken by concussion, it is also used instead of glass in the windows of ships of war; and it has received several other applications of less importance.

Sapstone, or steatite, is used for an infinite variety of purposes such as small furnaces, stove-linings, culinary vessels, water-pipes, cistern-linings, and, when heated and made harder and polished, it is used for gas-burners, buttons, etc.

In Quebec, a workable bed exists at Potton, in the Missisquoi Valley, and, no doubt, in other parts of the same magnesium band. A variety called pyralloite is found at Grenville and on the Saguenay. Another variety, less refractory and less unctuous than true steatite, but applicable to many of the same uses, is potstone. At Bolton and Brimington, beds of this pure, compact chlorite are met with, having a breadth of twenty feet, from which large blocks and plates may be cut by a common mill-saw.

Sandstone, and sand suitable for constructing furnaces and smelting metals, are to be found in many parts of Canada. In the nearly

pure siliceous sandstone at Grés Rapids, on the St. Maurice, blocks of large size are found, and used in the iron furnaces of that vicinity. Moulders' sand is also found here, and a. Laval, near Quebec. At Pictou, in Ontario, large quantities of stone for non-workers is quarried, and at Perth, Brockville, and Owen Sound, moulders' sand exists in large quantities. It is also found at Windsor, and other points in Nova Scotia and New Brunswick.

VII. MATERIALS FOR BRICKS, POTTERY, AND GLASS.

Under this head may be noticed the clays for the manufacture of common bricks, tiles, and coarse earthenware. No clays fit for the finer kinds of pottery have as yet been found in the country.

Clays suited for the manufacture of bricks are found in a vast number of places throughout the Province. In Ontario, the clays are divided into two classes. The older and underlying deposit is comparatively free from oxide of iron, and yields white bricks, which generally, however, have a somewhat yellowish tinge. The white-brick clay is unconformably overlaid by another deposit, which gives red bricks. These white bricks, which are more esteemed than the red, are made in a great many localities, from the shore of Lake Huron as far eastward as Brockville. The average number of bricks made annually in Toronto is from fifteen to twenty millions, of which from seven to ten millions are white bricks.

In Quebec, the two kinds of clay which are distinguished in the West are no longer met with; but an extensive deposit of marine clay extends throughout the valleys of the Ottawa and St. Lawrence, and furnishes everywhere material for bricks. The two principal manufacturers at Montreal produce each about ten millions of bricks annually. Some beds of these clays are employed for the manufacture of coarse earthenware, which is manufactured at many places in either Province. Drain tiles for agricultural purposes are also made at several places.

The white siliceous sandstone of the Potsdam formation affords, in many places, a material sufficiently pure for the manufacture of glass.

The specimens of this stone from Vaudreuil have attracted the attention of English glass manufacturers, who import a similar material from the United States, and who have made inquiries as to the price at which the sandstone could be furnished in England. A successful glass factory has since been established at Vaudreuil.

Good marine clays, furnishing material for bricks, are to be found at very many places in Nova Scotia and New Brunswick, so that they may be considered as generally obtained in local use.

Fire-clay is met with beneath the coal seams in the Newcastle district of New Brunswick, and has been shipped to some extent to St. John, but less attention has been devoted to it than its value and usefulness deserve.

Good red-brick clays exist at Fort Garry in Manitoba, and will be of considerable value to that Province, if care is taken in the proper mixture of suitable sand, and in burning.

Brick clays exist near Victoria in British Columbia, and at many other parts of the coast, as at Comox Harbour and elsewhere.

VIII. CEMENTS AND MORTARS.

Under this head come the ordinary limestones and those suitable for making water lime.

The Lower Silurian limestones of the Chazy formation and of the Trenton group afford, throughout their distribution, abundant material for the manufacture of lime, and they are extensively burned in many parts of the Dominion. From their general purity, and from their freedom from iron and magnesia, they yield a white lime well adapted for making lime mortar, for whitening walls, for agricultural purposes, and for the purification of coal-gas.

The Middle and Upper Silurian limestones of Ontario are generally magnesian, and have the composition of dolomite. When burned, they yield a meagre or magnesian lime, which is for the most part very free from impurities. These magnesian limes yield very strong mortar, but are considered to be less proper for agricultural purposes than those which contain no magnesia.

The limestones of the Laurentian series are very important, both from their extent and from the fact that wherever they occur the same region presents fertile valleys fit for cultivation.

Hydraulic cements are artificially made by mingling chalk or other carbonate of lime with a proper quantity of clay, and calcining the mixture. Where, however, natural adhesives of clay and carbonate of lime can be obtained in abundance, it is more advantageous to employ them than to resort to artificial preparations. When a limestone contains ten or fifteen per cent. of clay, it yields a lime possessing hydraulic properties, which increase with the proportion of clay, and when this amounts to one-third of the lime, the mixture yields a mortar which hardens almost immediately under water. Magnesian limes yield hydraulic cements equally good with those of pure lime.

Argillaceous limestones and dolomites, yielding good hydraulic cements, are known in many parts of Canada. Valuable quarries are found at Gaspé, at Quebec City, and other points in that Province, and at Napanee, Kingston, Thorold (an exceptionally good cement), Oneida, Barre, and on Lake Huron in the Province of Ontario. Limestones, both of the ordinary and magnesian sorts, and of every shade from pure white to one which, from disseminated graphite, is nearly black, form thick deposits at the narrows of the St. John River in New Brunswick, and many large quarries are worked. Through the whole coastal group very pure white car-

bonates of lime are found in Charlotte and King's counties, the Nerepis River, Grand Manan, etc. Pure limestones are also found at Woodstock, Canterbury, and the north-western counties.

In Nova Scotia also, good limestones are found in Cumberland County, and near Windsor and Halifax, and at Big Bras d'Or and other parts of Cape Breton. In Manitoba and the North-west they abound near many of the lakes and rivers.

Limestones are abundant in British Columbia, both in Vancouver Island and the mainland, and those parts which have come under survey. They are of both grey and white descriptions, and afford an excellent building-lime.

IX. GRINDING AND POLISHING MATERIALS.

These consist of millstones employed for grinding grain, and, secondly, of stones used for grinding, sharpening, cutting, and polishing metals and stones. Besides these, mention may be made of garnet rock, sometimes used as a substitute for emery, and which occurs in Canada at Bay St. Paul and St. Jerome, in Quebec.

The French hubstone, which is preferred to all other materials for the construction of mills for grinding grain, is a peculiar chert-like siliceous rock, having a porous or cellular texture, which renders its surface especially adapted for the purpose.

In the Laurentian series in Canada, however, a cellular chert of this kind occurs in large veins, apparently of aqueous origin, cutting the intrusive syenite of Grenville. The chert, which much resembles the French hubstone in its character, has been pronounced to be equally well fitted for the manufacture of millstones. The portions at the surface are, however, injured by the weather, and the difficulties of quarrying the material from a vein in the hard syenite are such that it would probably prove more expensive than the imported hubstone.

In various parts of the country, millstones, inferior to the French stones, but answering a very good purpose, are made from different hard siliceous rocks. Along the north shore of the Ottawa, on the Saguenay, at St. Catharines, Vaudreuil, and other points in Quebec, millstones of a good quality have been made from the quartzose conglomerates or granitic gneiss rocks.

At Cayuga in Ontario good millstones are manufactured, and some points on Lake Superior possess rocks of a similar character.

For grinding and polishing, a sandstone well adapted is found in Ontario at Nottawasaga, Collingwood, and Madoc, and in Quebec, at Wharstone Point on the Chaudière Lake, Wharstone Island in Lake Memphremagog, and at Stanstead, Belton, and Oxford.

In New Brunswick, sandstones of superior quality for making millstones or grindstones may be obtained in the Lower Carboniferous or millstone-grit series of rocks, near the head of the Bay of Fundy. Quarries have been opened at Shipody Bay and neighbouring points.

In Nova Scotia the quarries of Minidie yield excellent grindstones and scythe-stones, which are largely manufactured for export.

X. BUILDING STONES.

Of these Canada possesses an abundance, fitted for common and decorative architecture.

Granite, syenite, and gneiss may be considered together, as much as they pass into one another.

In Quebec, one of the most beautiful granites is to be found in the township of Stanstead, where a mass of it covers an area of about six square miles. This granite is a rather fine grained and uniform mixture of white orthoclase and white quartz, with a strong amount of black mica, giving a light grey colour to the mass. The rock is free from iron particles, and appears to be but little affected by the weather. It is capable of being easily split by wedges into blocks of almost any required size. This stone appears to compare favourably with the best granites of Great Britain and of New England. Although granite is more expensive to quarry and to dress than limestone, its superior beauty and durability cause it to be preferred for structures destined to be of a lasting nature, and the facilities now offered by railways enable these beautiful granites of the eastern region to find their way into all the Canadian markets.

Granite similar to the above is found at Barnston and Barford, and in many localities around the St. Francis and Megantic rivers.

Among the intrusive rocks of the Laurentian series is a reddish syenite having an area of about thirty-six miles among the Laurentian rocks in the townships of Grenville, Chatham, and Wentworth. It is composed chiefly of a deep flesh red orthoclase feldspar, and a greenish-black cleavable hornblende.

A very fine variety of syenite is obtained from Barrow Island in the St. Lawrence near Gananoque, and it is said to be common in numerous small islands from this nearly to Brockville. It differs from the last in containing but a small proportion of greenish hornblende. The quartz, which is more abundant than in the Grenville syenite, is somewhat bluish and opalescent, and this, with the rarity of the hornblende, gives to the rock a brighter red colour, which is very agreeable to the eye, and resembles that of the red Aberdeen granite.

The gneiss of the Laurentian series in many localities well fitted for building purposes; but it occurs in districts removed from the towns, and has received but few applications.

Sandstone capable of being employed for building purposes abound in Lake Superior and through the Huronian series. At Lyn near Brockville in Ontario massive beds are found, from which sandstone was procured for the new houses of Parliament in

Ottawa, as also from similar quarries at Nepawan. A belt of sandstone strata, from two to ten feet thick in its different beds, and known as the Grey-belt, extends from Thurston to Collingwood, and from this sandstone University College in Toronto was built.

In the Province of Quebec, at Gaspé, on Anticosti Island, and at Vaudreuil, quarries of fine sandstone are to be found in abundance.

In New Brunswick, many excellent granites are obtained from those of the Laurentian system. At Eagle's Cliff, and at St. George in Charlotte County, in the Nerepis Valley, and on the St. Croix River, quarries producing excellent stone for architectural purposes exist. Sandstones of various textures and colours are abundant through the southern counties. The best is an olive-grey freestone in Albert and Westmorland counties. Red freestones are found at Lepreau, and grey sandstones of a harder character in the county of St. John. Sandstones of fine building quality are found in Nova Scotia at Minidie, Cheverie, Hantsport, and Wind

soot. The good grey *lim. tom.* suitable for building are of frequent occurrence. The principal points worked for supply in Quebec are at Grenville, Grand Isle, Caughnawaga, and Pointe-à-Clair. Large quarries are open near Montreal, derived from the grey beds of the Trenton formation. The band has a thickness of from eight to twelve feet, made up of beds of from three to eighteen inches. From these are derived the stones used in the best buildings of Montreal. Farther down the St. Lawrence, these limestones are to be found at very many points, and also at Murray Bay, the Saguenay, and Anticosti.

In Ontario, these limestones are to be found at Niagara and Oshawa, where the quarries are exceptionally good,—at Owen Sound, Brantford, and in the eastern part of the Province, at Brockville, Bowmanville, Kingston, and Cornwall.

In North-western Ontario and Manitoba, supplies of good building limestones and sandstones are to be found on Lake Nipigon, the Black Sturgeon River, and elsewhere. The limestones of the parish of Portland and the narrows of the St. John in New Brunswick, already mentioned for lime and cements, will undoubtedly yield good material for building purposes.

In the valley of the Nerepis and the north-western counties, excellent building limestones are found, and in Nova Scotia they are also sufficiently abundant over most localities heretofore noticed.

In British Columbia, very beautiful crystalline limestones for building purposes, furnishing blocks of great size, are found at Mount Mark above Home Lake, and at Texada Island.

At Vale, on the Fraser River, a very fine, greyish-white building granite is observed, and limestone suitable for building is found both here and on the Thompson River. At Newcastle Island near Vancouver, most valuable grey sandstone quarries are worked for export to San Francisco and to Victoria.

Marble.—The name of marble is applied to those varieties of limestone which, from their fineness of texture and colour, and from their susceptibility of polish, are proper for decorative architecture, or for sculpture. Marbles may consist either of pure or of magnesian carbonate of lime. The presence of foreign minerals generally renders a limestone unfit for use as a marble, but serpentine, which does not differ much from carbonate of lime in hardness, is often intermingled with it, and gives rise to some fine varieties of marble. This mineral may greatly predominate over the limestone, or even exclude it altogether, thus giving rise to serpentine rock, or ophiolite, which through these admixtures passes into the marbles proper. As all of these have about the same hardness, and are employed for similar uses, they are not unappropriately confounded under the technical name of marble. The great variety of Canadian marbles, and the beauty of many of them, has attracted particular attention abroad; and the collection of Canadian marbles was especially commended in the Report of the Paris Exhibition of 1862. A fine collection is now exhibited at the Geological Museum in Montreal.

The crystalline limestones of the Laurentian series yield in many cases a strong white marble, which, although not generally fine enough for statuary, is well fitted for purposes of decoration. Among the localities on the Ottawa may be mentioned the Calumet Falls, Portage du Fort, and Fitzroy Harbour, which last has been employed for the Parliament buildings at Ottawa. Portions of the Portage du Fort marble are of a tolerably fine grain, pure white in colour, and of a quality well fitted for all purposes but that of statuary. Near Beverley, in the township of Bastard, beds of this limestone are wrought as a marble for tombstones. It is strongly coherent, but greyish white in colour, and contains small spangles of mica and of graphite.

Many fine varieties of serpentine marbles are found in Quebec through the Eastern Townships, and at Melbourn, Oxford, and St. Joseph, at St. Lau, St. Dominique, St. Armand, and Dunsfold. These marbles are of infinite variety of shade and colour, pure white, dove-grey, red, brown, black, or of variegated tints, and they take a fine polish.

In Ontario at Cornwall, Barrie, and Arnprior are fine marbles of similar character. Marbles of crystalline texture admixed with bands of yellowish green and dark green serpentine are found in New Brunswick on the St. John River, but blocks large enough for ornamental purposes are difficult to obtain. For this reason the beds at Long Island on the west side of the river, opened some years since by the Hon. S. L. Tilley, have been abandoned, although the product obtained in small blocks was of considerable beauty.

In British Columbia, many of the white limestones on the mainland are of the fineness of texture and the hardness of marble; and in Vancouver Island, at Home Lake, the limestone rocks produce a great variety of excellent ornamental marbles, suitable for almost all purposes. They are all more or less crystalline, and of white, whitish, dove-grey, and bluish colours; but none of the beds, so far

as observed, are sufficiently white and fine-grained to afford statuary marble. As a material for building purposes it could not be surpassed, as regards durability and the size of the blocks which could be obtained. Some of the beds present faces of from thirty to fifty feet in breadth, without, so far as could be seen, a single flaw or crack. The Qualicum River, which discharges Horne Lake, would afford any amount of water-power for driving all the machinery required for cutting, dressing, and polishing the marble. The limestone cliffs are from a mile and a half to three miles from the outlet of the lake.

Flagstones are to be obtained from many of the stratified rocks already mentioned as building-stones or marbles, the thinner beds being well fitted for floors, hearths, walks, and crossings.

Among the crystalline rocks of the Eastern Townships, the mica slates of Sutton Mountain will doubtless afford, in some parts, good flagstones.

The higher rocks on the west side of Memphremagog Lake, at Potton Ferry, and on the east side for some miles above the outlet, afford beds of a greyish-brown, somewhat calcareous sandstone, which splits readily into slabs, some of them as thin as two inches. These may be obtained of almost any required size up to six feet by three, and often ten feet by five. The slabs are very regular in the thickness, but their surfaces are somewhat rough, and would require a little dressing. Great quantities of these stones might be easily obtained along the lake-shore.

On both sides of the Rivière du Loup for some miles above its junction with the Chaudière, beds of fine-grained, dark bluish-grey sandstones are met with, some of which divide with the bedding into layers sufficiently thin for roofing slates, while others would yield excellent flagstones, which may be obtained five or six feet long, by two or three feet wide, and not more than an inch in thickness. Similar flagstones and slates are met with at many other points in Quebec.

In Ontario, the Hudson River group furnishes thin bedded sand stones fitted for flagging, which are exposed on the banks of the rivers falling into Lake Ontario in the vicinity of Toronto, and in other parts of its distribution farther west. The grey band of the Clinton formation affords along its outcrop thin beds of sandstones, which are well fitted for flagging, and are extensively used for that purpose in Toronto and in Hamilton.

In New Brunswick, material suitable for flagging is found in the sandstones of the St. John group, and in some of the northern counties.

In Nova Scotia they are procured from the thinner beds of the sandstones mentioned for building purposes, in Minudie, Cheverie, Hantsport, and Windsor.

Flagstones for both the domestic and San Francisco markets are obtained at Newcastle Island in British Columbia, in any quantity and of very large size.

Roofing-slates.—Extensive quantities of slates for the roofing of houses, and of a quality in no way inferior to the best Welsh slates, have within the last few years been opened in Quebec on the line of the Grand Trunk Railway, at Walton in the township of Melbourne, and good quantities are also found on the St. Francis River, and at Rivière du Loup.

In Ontario, good roofing slates have been obtained on the north shore of Lake Superior, and on the east shore of Lake Nipigon.

In New Brunswick, the only slates suitable for roofing are the pale grey micaceous argillites of Charlotte and Queen's counties.

A band of slate well adapted for this purpose runs through Charlotte County eastward, and is well exposed at Basswood Ridge, Oak Hill, Jerusalem Settlement, and Hampstead on the St. John River.

In Nova Scotia, a band of good slate occurs near Weymouth.

XI. MATERIALS FOR ORNAMENTAL PURPOSES.

Under this title may be considered certain porphyries, and other felspathic and siliceous rocks, which are capable of being employed for vases, tables, inlaid work, and for various articles of ornament. The hardness of these materials, and the consequent cost of cutting and polishing them, prevents their employment to any great extent, and causes the preference to be given, in many cases, to marbles and to serpentine. The latter, from its softness, and from the ease with which it is cut and turned in a lathe with the aid of ordinary tools, is much employed in various countries for ornamental purposes. Some of the varieties of serpentine which are found at Melbourne, and elsewhere in the Eastern Townships, are apparently well fitted for such uses. The recent application of a variety of diamond to the turning of stones in a lathe has, however, greatly facilitated the working of these harder materials, which are now fashioned into shape at much less expense than formerly. Few countries afford more beautiful or more numerous varieties of hard rocks of this kind than Canada; among these are the porphyries, the labradorite, and other opalescent feldspars.

The agates which are common in the amygdaloidal rocks of Lake Superior, and are abundant in the form of pebbles along the shores of Thunder Bay, and of Michipicoten and St. Ignace Islands, admit of being cut for ornaments. They are often of considerable size, and exhibit a fine variety of colours. The agates which are found in the conglomerates of the Bonaventure formation are scattered abundantly along the coast where this rock prevails, and are known by the name of Gaspé pebbles. They are of small size, but are often of

fine colours, and admit of a good polish. Agates, however, are very common in many countries, and, unless of considerable size and perfection, they have but little value.

Gems.—Canada has as yet afforded but few gems. The zircons or hyacinths in the Laurentian limestones at Grenville are occasionally transparent, and have a fine colour; and the presence of small portions of red and blue varieties of corundum in these same limestones in Burgess may also be noticed. This mineral constitutes the gems known as sapphire and ruby; and it is worthy of remark that the sapphire of Ceylon is found, with chondrodite, in similar crystalline limestones. The transparent green garnet of Orford, which owes its colour to oxide of chrome, has hitherto been met with only in small crystals; but it found of large size, it would constitute a gem as beautiful as the emerald. Amethysts abound in some parts on the coast of Lake Superior; but the specimens hitherto brought from that region have seldom been sufficiently fine in colour for the jeweller's use. The so-called Quebec diamonds, which are sometimes cut and polished for ornaments, are nothing more than rock crystal.

Beautiful varieties of porphyry are found in Quebec at Grenville and Bathurst. In Ontario, a fine opalescent Labrador-feldspar, so called from the region where it was first noticed, is found on Lake Huron, as also in Algonquin in Quebec.

Jasper.—A bed of jasper occurs in the town of Sherbrooke, and is traced for a considerable distance, having in some parts a breadth of six feet. Its colour is blood-red, and it includes small grains of red hematite, and occasionally passes into a jaspery iron ore. In the parts exposed, this jasper does not appear to be sufficiently compact to be wrought for ornamental purposes. A small bed of jasper occurs imbedded in the red shales at Rivière Ouelle. Its colours are dark green and reddish-brown, and it is penetrated by small veins of white chert. This jasper is compact and uniform in its texture, and receives a good polish. In some parts, the reddish-brown base is marked by clouds of a brilliant red. The jasper conglomerate of the Huronian series is fine in texture, and often brilliant in colour, and the whole rock is extremely solid, and receives a polish which makes it well fitted for ornamental purposes. Great beds of this jasper conglomerate are met with on the north shore of Lake Huron, where rounded masses of it, often of large size, are also found. A beautiful bed of jasper is found in New Brunswick at Washademoak Lake near Tat's Cove.

In New Brunswick, some of the granites, marbles, and serpentines mentioned for architectural uses may also be employed for decorative purposes, and will take a fine polish. In the range of intrusive granites extending from Digbyquash River through the Nerepis Hills to the St. John River in Queen's County, and about Lake Umbagog and the Magaguadavic River, some of the red syenitic granites will compare, in depth and richness of colour, with the highly esteemed red granite of Scotland. Felsites and porphyries of uniform texture and beauty of colour are to be found in the south-western counties. Beds of a calcareous jasper are found about the Chimoquo Lakes on the St. Andrew's Railway, and about Digbyquash and Magaguadavic, and also some beds of exceeding beauty at Shin Creek in Queen's County.

XII. LITHOGRAPHIC STONES.

A very fine-grained and compact limestone is required for the purposes of lithography, and beds having these characters are found in the Birdseye and Black River formation, at the base of the Trenton group throughout a considerable part of its distribution, from Hungerford to Rama on Lake Couchiching in Ontario. In the township of Manora, there is a section of about twenty feet of light grey limestone, which is compact, with a conchoidal fracture, and holds no organic remains. Some of the beds contain numerous small lenticular crystals of calc-spar, and are marked with crystallites. There is, however, a bed of two feet in thickness, which is extremely fine in its grain, and yields a lithographic stone of excellent quality. It has been repeatedly tried by lithographers, both in Canada and England, with most satisfactory results. It is probable that equally good material for the purpose may be found in other parts of this band, which may be traced for about a hundred miles.

Beds of a fine-grained yellowish-grey stone, well fitted for lithographic purposes, have lately been found among the dolonites of the Onondaga formation in the township of Brant.

The stone from this formation, being magnesian, is attacked by acids more gently and with less effervescence than ordinary limestone. This peculiarity in the action of acids, which are employed in the lithographic process, is said to be an advantage.

XIII. MINERAL SPRINGS AND WATERS.

The unaltered palaeozoic rocks of Canada abound in mineral springs, a great number of which have been submitted to chemical analysis, and may for convenience be arranged in six classes, according to their chemical composition. In the first three classes chlorides predominate; in the fourth, carbonates; and in the fifth and sixth, sulphuric acid and sulphates. The waters of the first, second, and sixth classes are neutral; those of the third and fourth are alkaline; and those of the fifth are acid.

Nowhere else has such a complete systematic examination of the waters of a region, and of a great geological series, been made as in Canada, and the extended series of analyses given in the volumes of the Geology of Canada obtain an additional importance from

the fact that the waters are derived from palaeozoic strata, which prepares us to find certain points of difference between these waters and those of other countries, for the part belonging to more recent geological formations.

The brine-springs of the first class are altogether unlike those of England, Germany, and the State of New York. In all of these common salt greatly predominates, and the earthy chlorides form but a very small portion of the solid contents; while in the waters of the first class in Canada, these chlorides constitute more than one-half of the saline ingredients. The brine-springs of other regions are supposed to arise from the solution of rock salts, which occur in beds, or in crystals disseminated through the strata, as in the saliferous marls of the Onondaga formation. In the process of crystallization the common salt separates from the earthy chlorides, and hence the brine-springs of New York, which have their source in this formation, are solutions of chloride of sodium, with but very little impurity. The brine-springs of the Lower Silurian limestones of Canada, on the contrary, may be supposed to represent the composition of the ancient ocean in which these very strata were deposited. The action of the carbonate of soda from feldspathic rocks, through long ages, has since decomposed the greater part of the chloride of calcium of the ocean, replacing it by chloride of sodium, and forming the carbonate of lime of which vast limestone formations have been built up. The mineral waters of the second class, which are distinguished by containing a large proportion of carbonate of magnesia, and but very little carbonate of lime, seen, from numerous analyses, to be very rare in Germany. Though the number of springs submitted to examination has been very large, they form but a small portion of those which are known to exist through the country, and we can but briefly enumerate the most important.

The first class includes saline waters containing chloride of sodium, with large portions of chlorides of calcium and magnesium, sometimes with sulphates. The carbonates of lime and magnesia are either present only in very small quantities, or are altogether wanting. These waters are generally very bitter to the taste, and always contain portions of bromides and iodides.

The waters of the first class are characterized by the presence of great quantities of chlorides of magnesium and calcium; amounting, in several cases, to more than one-half the solid contents of the water. This composition is altogether unlike that of any waters hitherto studied. The water of the Dead Sea offers some resemblance to these curious brine-springs, in its large amount of chloride of magnesium; but it differs in containing a much smaller proportion of chloride of calcium, and a larger quantity of chloride of potassium; resembling in this respect the bittern of sea-water, in which, from the separation of the chloride of sodium, the potash has accumulated. The occasionally large proportion of iodine in these brine-springs is especially worthy of notice.

Among the most notable springs of this class are those of St. Catharines, Ont. A well was sunk here some years since in the hope of obtaining brine for the manufacture of salt. The brine is so much charged with lime and magnesia salts as to be unfit for this purpose, but it has acquired considerable reputation in the treatment of many diseases. It is used at the well both internally and externally, and is also evaporated to small volume and sent over the country in a concentrated form. A second well was opened afterwards, of a water similar to the other, but somewhat less strong. Large sanitary establishments have been opened at these wells.

An attempt was formerly made to manufacture salt from a well of the first class in the village of Ancaster, Ont., but, from the large amount of earthy chlorides, the purification was found to be difficult. At Hallowell and Whitby, in Ontario, and at St. Benoit and Bay St. Paul, in Quebec, springs exist of very bitter and saline properties, but with varying proportions of bromine and iodine.

The second class includes a large number of saline waters, which differ from the first in containing, besides the chlorides of sodium, calcium, and magnesium, considerable portions of bicarbonates of lime and magnesia, the latter carbonate generally predominating. Small quantities of oxide of iron, and of baryta and strontia, are frequently present. These waters generally contain much smaller proportions of earthy chlorides than the first class, and are therefore less bitter, and more pleasant to the taste.

The springs of Plantagenet, in Ontario, and St. Léon and Ste. Geneviève, in Quebec, are notable examples of this class. The waters of the former are largely sent over the country, and are highly esteemed as medicinal waters. There are here several springs of nearly similar analysis.

The spring at St. Léon contains sufficient carbonate of iron to give it a chalybeate taste, and those of Ste. Geneviève are remarkable for the large proportion of iodides which they contain.

At Caledonia Springs, Ont., one of the four waters which have made this place noted for medicinal resort is of this class.

The Lanoraie spring (Quebec) is remarkable for the considerable proportion of salts of baryta and strontia which the water contains.

At Assumption, Baie du Felvre, Berthier, St. Eustache, and Salaberge, in Quebec, and at Kingston, Ancaster, and Gloucester, in Ontario, springs of this class have been examined; those of Kingston partaking also largely of the characteristics of waters of the first class.

The third class includes those saline waters which contain, besides chloride of sodium, a portion of carbonate of soda, with bicarbonates of lime and magnesia. Small amounts of baryta, strontia, and of boracic and phosphoric acids, are often present in these waters, and bromides and iodides are very rarely wanting.

At Caledonia Springs, a watering-place of some note in Ontario, the three springs, known as the Gas Spring, the Saline Spring, and the White Sulphur Spring, are of this class. Varennes, a watering-place eighteen miles below Montreal, on the St. Lawrence, possesses

two similar springs, which are largely resorted to. Baie du Febvre, Ste. Martine, Belœil, Chambly, and the Providence Spring of Ste. Hyacinthe, are examples of this class in Quebec; and Fitzroy, Hawkesbury, Henrieville, and Rawdon, in Ontario.

The waters of the fourth class differ from the last in containing but a small proportion of chloride of sodium, while the carbonate of soda predominates. These waters generally contain a much smaller amount of solid matters than those of the previous classes, and have not a very marked taste until evaporated to a small volume, when they are found to be strongly alkaline.

A remarkable spring of this class occurs near Chambly, where the water overflows in a small stream from a well eight or ten feet deep. The water is slightly thermal, and carbonate of soda forms more than one-half of the solid contents of the water, which also affords evidence of bromine, iodine, strontia, and baria.

The spring at St. Ours is remarkable for the large proportion of 25 per cent. of the solid matter being potash salts.

The other chief examples in this Province (Quebec) are at the St. John suburb of the city of Quebec, Ste. Anne de la Pocatière, Joly, and Nicolet, and an example also is found at Scarborough, in York County, Ontario.

The fifth class includes acid waters, which are remarkable for containing a large proportion of free sulphuric acid, with sulphates of lime, magnesia, protoxide of iron, and alumina. These springs, which are few in number, and characterized by their acid styptic taste, generally contain some sulphuretted hydrogen.

The principal ones examined were those of Niagara and Tuscarora, in Ontario. The former is a spring of acid water, in a basin about thirty inches deep and three or four feet in diameter, and is in a yellow clay which, at a depth of three or four feet, is underlain by the red and green sandstone of the Medina formation. The water of the basin is slightly yellowish, turbid, and very styptic and acid, and is in constant ebullition from the escape of inflammable gas, and has a decided taste and smell of sulphuretted hydrogen. It contains sulphuric but no hydrochloric acid, and portions of lime, magnesia, alumina, protoxide of iron, and alkalis, besides an organic matter which causes the residue of the evaporated water to blacken when heated. The specific gravity of this water is 1.00276, and in round numbers the water may be said to contain two parts of hydrated sulphuric acid in 1000.

About a mile and a half above Chippewa, near the Niagara River, is a similar spring, which has been described by Dr. Mack, of St. Catharines. The water is very sour to the taste, and strongly impregnated with sulphuretted hydrogen. A qualitative analysis shows it to be similar in composition to the water described above, but somewhat stronger. This spring rises from the Onondaga formation, but a similar water, said to be near St. David's, rises like that of Niagara, from the Medina formation.

What is known as the Sour Spring of Tuscarora, is upon the Indian Reserve, about nine miles south of Brantford. The water is kept in constant agitation by a discharge of inflammable gas. It is slightly turbid and brownish, and has a styptic acid, and sulphurous taste. The presence of sulphuretted hydrogen is also evident from the odour, and from the ready blackening of bright silver when immersed in the water.

The specific gravity of the water is 1.00235. It contains no trace of chlorides, but gives by analysis as follows, for 1000 parts

Sulphate of potash	266.8
" soda	95.02
" lime	77.52
" magnesia	45.39
" protoxide of iron	36.48
" alumina	46.81
Phosphoric acid	traces
Hydrated sulphuric acid (SO ₃ H ₂ O)	4.2505
	6.1615

In the sixth class may be included some neutral saline waters, in which the sulphates of lime, magnesia, and the alkalis predominate, chlorides being present only in small amounts. To this class belongs a mineral water from Hamilton, remarkable for the very large proportion of sulphate of magnesia which it contains; and another at Charlottetown, which is noticeable from the great amount of sulphuretted hydrogen it contains, amounting to nearly 12 cubic inches in 100 cubic inches of water. It is limpid and sparkling, and pungent to the taste from this cause.

A copious spring of mineral water, belonging to the sixth class, occurs in the township of Brant. It is described as filling a basin of eighty-eight by forty-five feet, having a depth of about forty feet, and situated upon a mound composed of calcareous tufa. From the clear blue colour of the water in the basin, it has received the name of the Blue Spring. The flow from the spring is constant and copious, and the water is sulphurous to the taste and smell.

There are some brine springs belonging to the first class in New Brunswick, at Sussex and Salt Springs, and salt has been to a limited extent manufactured at the former place. In Nova Scotia there are some few springs of medicinal reputation.

The Bras d'Or saline water of Cape Breton has a well-grounded reputation for effecting cures in various maladies. To this class belongs the first class, and is remarkable for the unusually small quantities of sulphates and carbonates, and the unusually large quantity of chloride of calcium.

The Wilnot Spring in Annapolis County has a reputation in cutaneous diseases, but no correct analysis of it has been obtained. It is no doubt highly charged with mineral substances.

The Spa Spring, at Windsor, is a chalybeate water, and belongs to the sixth class. It has a considerable local reputation.

There are brine springs at River Philip and Rentfrew of some value. No doubt in a systematic survey of the waters of the Lower Provinces many valuable mineral springs yet unknown might be brought to light.

For economic uses, the saline springs of the first class are too much charged with earthy chlorides to be suited to the manufacture of common salt; while those of the second class contain too small a proportion of salt to be employed with advantage. It is not impossible that the large amount of alkaline carbonates in some of the springs of the fourth class might be made economically available, provided that the waters were concentrated, during the heats of summer, by solar evaporation. The supplies of dilute sulphuric acid furnished by the waters of the fifth class might also be found of value, in their vicinity, for manufacturing purposes.

In a medicinal point of view, the mineral waters of Canada are already known to a considerable extent, but they are generally employed without much reference to the great variations in their composition. Among saline waters, those containing considerable quantities of earthy chlorides must evidently possess medicinal properties very different from those in which large amounts of carbonate of soda are present. The salts of iodine, which are rarely absent, and are found in such unusually large quantities in the saline waters of Ste. Genevieve, and the salts of baria and strontia which occur in those of St. Léon, Laurière, Varennes, and many other springs, are also especially worthy of consideration in a therapeutic point of view.

Few of these springs are very copious, and the water in their basins is consequently subject to more or less modification from atmospheric influences, and so far as they have yet been examined, none offer any considerable elevation of temperature above the mean of the region in which they occur. There are, however, some instances where this is exceeded sufficiently to cause them to be regarded as slightly thermal.

It is proper to remark that the examinations of this subject were mostly undertaken previous to 1867, and in the two Provinces of Quebec and Ontario only. In 1867, brine springs of great extent were discovered in Ontario, at Goderich and Union, the source of which, however, is believed to be in formations of later date than those of the first class here mentioned. These being of real economic importance, have been noticed by themselves under the head of "salt," in the division of "minerals of agricultural use," and in the same connection have also been noticed the true springs of Manitoba and British Columbia, and those of the Maritime Provinces, leaving this article chiefly to the consideration of such waters as are of medicinal value, or have not yet been applied to economic uses.

For the information about the medicinal springs of Nova Scotia, which we mention, we are indebted to a pamphlet published by Professor How, of Dalhousie College.

PRINCE EDWARD ISLAND AND NEWFOUNDLAND.

The geology of these two Provinces is considered separately as a matter of convenience. The authorities from which the information above given is derived are chiefly the records of the geological surveys of Canada down to the summer of 1874, and the *Canadian Geology* of Dr. Dawson. With the exception of a chapter in the latter these relate solely to the Provinces of the mainland, as Prince Edward Island has not yet received the attention of the Dominion geologists since its admission into the Confederation in 1873. We extract the facts given below regarding this island, exclusively from the "Report on the Geological Structure and Mineral Resources of P. E. Island, by J. W. Dawson, LL.D., F.R.S., F.G.S., assisted by H. J. Harrington, B.A., Ph.D." 1874.

The geological formations represented in Prince Edward Island are, in ascending order, or proceeding from the oldest to the newest:

1. Beds of brown, grey, and red sandstone and shale, with layers of coarse concretionary limestone and fossil plants. These may be considered as of Newer Carboniferous age, and are similar in mineral character and fossils to beds occurring on the opposite coasts of Nova Scotia and New Brunswick, and there overlying the productive coal-measures. These beds occur principally in the peninsula between Orwell Bay and Pownall Bay, in Governor's Island in Hillsborough Bay, and on the coast between the West and North Capes.

2. A series of eight red sandstones, usually with calcareous cement, alternating with beds of red and mottled clay and soft red shale, and with occasional white sands and clays and layers of concretionary limestones and conglomerate. They resemble in mineral character, and the few fossils which they afford, the Trias or new red sandstone of Nova Scotia and of Connecticut. In Prince Edward Island, this formation may be divided into two members, the lower of which (representing, perhaps, the Bunter Sandstone of Europe) is characterized by the prevalence of hard concretionary calcareous sandstones and also coarse plants, while the upper (representing, perhaps, the Keuper of Europe) has softer and more regularly bedded sandstones and clays. One of other of these constitutes the superficial rock over the greater part of the island, the beds undulating in very gentle synclinal and anticlinal curves. They are probably unconformable to the beds of the formation first mentioned, but these are so slightly inclined that this is not very perceptible. This forma-

tion has afforded the remains of the remarkable Triassic reptile, *Elasmosaurus*.

3. Drift deposits, which overlie the surface of the more solid rocks in the greater part of the island. These are of three kinds, 1. Boulder clay, consisting of hard, unstratified clay or loam, filled with stones, which are mostly those of the formations above mentioned, though sometimes of kinds not occurring in the island. They are often rounded, and are also scratched and polished by the action of ice. 2. Stratified sand and gravel, in some places containing sea shells of species now living, and occasional boulders. This deposit is of comparatively rare occurrence. 3. Loose boulders lying on the surface, and which are sometimes of rocks occurring in situ in Nova Scotia and New Brunswick, or on the coast of Labrador.

4. Modern deposits. The most remarkable of these are beds of peat, dunes of drifted sand, alluvial clays, and the "mussel mud," or beds of oyster and mussel shells occurring in the creeks and bays.

The Upper Carboniferous series is composed mainly of fossiliferous limestone and sandstones, interstratified with grey and red clays and shale.

The most abundant fossils are trunks of coniferous trees. These are usually situated or converted into quartz by the infiltration of silica. Some are, however, infiltrated with the red oxide of iron, and others with carbonate of lime, and in some beds they have been flattened and converted into anthracite coal.

The silicified trunks are mostly in the brown sandstone, but in certain grey beds, trees of apparently the same species have been converted into coaly matter, and it is the occurrence of these carbonized trees which has given rise to the belief that coal-beds exist in the places where they are found.

The carbonized trunks are imbedded in clay, which has, probably by resisting the entrance of water, prevented them from being penetrated by silica or other mineral matters. It is obvious that these carbonized trees are of no value as a source of coal, though they aid in proving that the beds in which they occur belong to the upper part of the Carboniferous system.

The beds of the Triassic system are chiefly soft red sandstone, associated with red and mottled clays, and hard calcareous sandstones and conglomerates, the latter sometimes passing into thin bands of coarse arenaceous limestone, which in some places is a dolomite or magnesian limestone.

Many good building-stones are found in the exposures of this series, which occupies the larger part of the island.

The consideration of the drift deposits is a matter more for scientific consideration than of practical importance. The leading facts in connection with them may be briefly stated.

The lower part of these deposits is a boulder clay, often of considerable thickness, and containing great numbers of rounded fragments of Triassic sandstone, grooved in the manner now known to result from the action of ice.

This boulder clay is very generally distributed over the surface of the island, forming the subsoil, but as the boulders themselves are soft and easily disintegrated, and the intervening material is a fertile clay or loam, this deposit is in no way injurious to the fertility of the country.

In some parts of the island, especially in the west, are beds of stratified sand and gravel, with occasional boulders, resting on the boulder clay. These beds manifestly indicate the action of the sea, and in some of them shells of a modern marine species have been found.

Lastly, there are scattered over the soil, though usually not in great numbers, loose stones or boulders, many of which are of the native rocks of the island, but many also have been derived from other sources.

In the later portion of the boulder or glacial period, Prince Edward Island would seem to have been a meeting-place of ice-laden currents, carrying boulders from both sides of the Gulf of St. Lawrence.

It is deduced, from the appearance of these "travelled boulders," that in the "glacial period" Prince Edward Island was submerged, and ground over by rollers carrying stones, which in the later portion of this period were deposited over its surface. The stratified sand, and gravel were formed when the land was emerging from the waters.

Of the modern deposits, peat is the most important. Peat-bogs occur in many parts of the island, but are usually of small extent and depth. A remarkable exception to this occurs in the great bar known as the Black Bank, on the south side of Cassempenne Bay, and in some other bogs in Richmond Bay and its vicinity. These are the most important on the island, and were especially examined by Mr. Harrington.

The deposit at Lennox Island in Richmond Bay occurs on the north-east shore, and must once have been of far greater extent than it now is.

The peat is almost entirely the result of the accumulation of a species of *Sphagnum*, or "peat-moss," which has the property of decaying below and giving forth new vegetation above. Most of it belongs to the class called by Katmarch "turf peat" (Rasenturf), that is to say, it consists of masses which are but slightly decomposed, has a yellow or yellowish-brown colour, and is soft, spongy, and elastic, but the lower portion of the bed is what is known as "fibrous peat," which is characterized by its brown or black colour, by a much greater density than the turf, by its small degree of elasticity, and by the fact that the fibres, although distinguishable by the eye, are much more readily broken up than turf peat.

The bank is constantly being washed away by the waves, and at high tide the water comes within three feet of the top. But there is still a surface of about 250,000 square yards with a depth of seven

feet, and, allowing it to lose four-fifths by breaking up and drying, this would yield about 20,000 tons of dry fuel.

The peat at Squid Creek, near the property of Hon. W. H. Pope, is "upper" than the last described, but still it belongs to the two classes of "turfs" and "bloms" peat.

It is said to have an area of 500 acres, but the area of workable peat is probably not more than 500 acres. Assuming this as the area, and taking the average depth at 6 feet, we get 3,000,000 cubic yards as the contents, or, deducting four-fifths for loss in drying, 1,200,000 cubic yards, or taking the square at 9 feet, about 600,000 tons of air-dried peat.

The Black Bank deposit at Casempeque is situated on the southern side of Holland or Casempeque Bay, its eastern limit being over a mile from what is known as "Casempeque Narrows." This is the most extensive deposit seen, and the peat is also of the best quality. Owing to its very black colour, it has received the name of Black Bank or "Black Point." At the water's edge it is quite perpendicular, and is constantly being undermined and washed away. The height of this bank at the extremity of the point is twelve feet or a little over, and yet, during storms the waves come dashing in over the sand bank opposite, and reach its very top. On going in water from the shore it rises toward the centre seven or eight feet higher, being like the last described, a "highmoor" (Hochmoor). The average thickness was estimated at fifteen feet, and the sphagnum is still growing over a large part of the bog. The area was estimated at nearly three million square yards (2,500,000), which would make the cubical contents amount to 1,400,000,000 cubic yards.

The peat is much denser and of a darker colour than that either at Squid Creek or Lemnox Island, the lower half being very dark brown, or quite black, and much of it having nearly lost its fibrous structure, in this it approaches the character of what is known in Germany as "earth peat."

Assuming it to lose three-fourths of its bulk in drying, this bog would afford 3,500,000 cubic yards of dry peat, or, taking the square at 9 feet, 1,750,250 tons.

Directly west of Black Bank there is said to be a second deposit exceeding it in magnitude, and still another on Grover Island, but these have not been examined particularly.

The common American oyster, *Ostrea virginiana* and *O. edulis*, occurs abundantly on the coast, and large accumulations of its shells, with those of the mussel, *Mytilus edulis*, have been found in some of the bays and river estuaries. I was informed by Mr. W. H. Pope, who has given much attention to this subject, that some of these beds are fifteen feet or more in thickness. They consist of dead shells, and in many places no living shells or, even at the surface, the animals having been killed by the gradual approach of the beds to the surface of the water, exposing them to the action of the frost and ice and to invasion of sandy sediment. These beds of dead oyster and mussel shells with the mud filling the interstices constitute one of the most valuable deposits on the island. Under the name of "mussel-land," this material is taken up in great quantity by ingenious dredging machines, worked from rafts in summer or from the ice in winter, and is applied as a manure to the soil, with the most excellent effects. It supplies lime and organic matter, besides small quantities of phosphates and alkalies.

Sand hills derived from the waste of the red sandstones are extensively developed along the north-west shore, and are liable to frequent changes unless held together by the roots of the coarse grasses growing over them.

Shore ridges, or "shooting dykes," as they are called, from the use made of them by sportsmen, are regular banks of earth or soil forming the creeks, and have the appearance of artificial earth works, for which, indeed, they have sometimes been taken. They are often six feet high, and ten feet wide at the base. They are probably of the same nature as the lake ridges of Nova Scotia, and are produced by the expansion and drifting of the ice formed in the creeks in winter.

With regard to the relation of the Carboniferous rocks of Prince Edward Island to the coal-beds of Nova Scotia and New Brunswick, the investigations of Dr. Dawson lead to the general practical conclusions:

1. That Carboniferous rocks, similar to those of Nova Scotia or New Brunswick, probably underlie the whole of Prince Edward Island.
2. That, in certain places, the upper member of the Carboniferous series appears at the surface in a nearly horizontal and undisturbed condition.
3. That boring operations prosecuted at these places would, undoubtedly, reach the Upper, and possibly the Middle, coal measures, and the beds of coal which they may contain.
4. That the productive value of such coals must be uncertain, previous to such actual trial.
5. That the depth of the seams would probably be too great for profitable mining in the present state of the coal trade.

Should any borings in the Upper coal measures of Nova Scotia or New Brunswick take place, the information could readily be applied to Prince Edward Island. On the other hand, the successful penetration of the newer coal formation in Prince Edward Island, in search of coal, would at once develop the regions of the mainland now untried. In any case, deep boring in the newer coal formation, either in northern New Brunswick or in Prince Edward Island, could scarcely fail to develop facts of scientific interest.

On the whole, it may be concluded that the probabilities are decidedly against the discovery of any large bed of coal at such a depth as to enable it to be immediately available.

The economic geology and minerals of the island may be briefly stated:

Peat.—In European countries, and more recently in Canada and

the United States, peat has commanded much attention as a cheap and convenient fuel. In its natural state, or merely air-dried, it has been much employed for local consumption, though of very inferior heating-power to coal; but, when pulped or compressed and thoroughly dried, it has been found capable of competing with coal and wood on equal terms, both for steam production and domestic use. Charred peat has also become an important article of consumption as a substitute for wood charcoal and coke. The importance of this subject may be inferred from the following calculations by Dr. Harrington as to the quantity of peat in the three great turbaries noticed under a previous heading.

Prince Edward Bog	2,500,000 cubic yards, at \$4	\$10,000,000
Squid Creek Bog	3,000,000 cubic yards, at \$4	\$12,000,000
Black Bank Bog	1,200,000 cubic yards, at \$4	\$4,800,000
Total	6,700,000 cubic yards, at \$4	\$26,800,000

The question of fuel is likely, from the rapid disappearance of the forests, to be a matter of extreme importance in Prince Edward Island. The cheapness of coal in Nova Scotia, along with the easy transport by water to most parts of the island, and the convenient inland transportation which is afforded by the railway now completed, must prevent any serious difficulty; but it is worthy of consideration whether measures should not be taken for the utilization of the large deposits of peat existing in the Province, and shown as above to be of such immense value.

Building Stone.—The ordinary red sandstone of the island, where thick bedded and uniform in hardness, affords a good building-stone, easily cut, and becoming harder on exposure. Stone of this kind is obtainable in nearly all parts of the eastern and middle sections of the island, and in some parts of the western section. Quarries capable of furnishing valuable supplies to Charlottetown exist on the Bannockburn road about four miles from the railway.

The brown sandstones of Gallas Point and Campbellton are of somewhat harder texture, and a good building-stone.

Red Clay.—Excellent deposits of this material abound on the island. They are of three kinds: 1. The beds of red clay interstratified in the Triassic formation. These are very pure and free from stones, but require to be quarried and exposed to the action of the frost, and mixed with sand. 2. Post-glacial clays belonging to the boulder formation. These are often stony, but otherwise good material. 3. Modern alluvial clays which have accumulated in the lower levels from the waste of the higher grounds. The last are those chiefly worked at present, but the others will eventually be more largely used. We may add here, that should the process now extensively used in the United States and Great Britain for the manufacture of artificial stone from sand come into use in the island, the immense supplies of fine and uniform sand contained in the sand-hills of the north shore will afford an inexhaustible supply of the best possible material.

Limestone.—This occurs both in the Upper Carboniferous and the Trias, but not in thick beds, or of pure quality. The best limestone found is that at Munnagash and its vicinity. It is in large concretions of hard, earthy limestone, in a bed of marly sandstone, about three feet thick. Similar beds, but apparently of less importance, occur at Gallas Point and Governor's Island.

In the Trias, thin bands of concretionary limestone and conglomerate limestone occur in several places, more especially in the vicinity of Richmond and Beledque Bay, at Indian River, and at Kildare. These beds are all of coarse quality, and some of them are Dolomite, or contain carbonate of magnesia. They are used for agricultural purposes, and, where so situated as to be easily quarried, may afford a cheaper lime for this purpose than that which is imported. At Free-town, near Beledque Bay, this limestone is burned on a somewhat large scale.

Middle Oolite.—are not found anywhere in sufficient quantity to be of economic importance. The principal are:

Red Heath.—An excellent ore of iron, in concretions at Gallas Point and elsewhere. At Gallas Point, sufficient quantities may be picked up on the beach to afford a small additional supply to an iron furnace, but not to warrant any independent enterprise.

Grey Sulphide of Copper.—In concretions in a sandstone at Governor's Island, associated with green carbonate of copper. This is a rich and valuable ore; but, so far as at present known, the quantity to be obtained is inconsiderable.

Big Man, Green Ore and Big Iron Ore.—In concretions in many swamps in different parts of the island, but not in quantity to render it of any importance.

Soil.—The great wealth of Prince Edward Island consists in its fertile soil, and the preservation of this in a productive state is an object of imperative importance. The ordinary soil of the island is a light red loam, passing into a stiff clay on the one hand, and sandy loam on the other. Naturally it contains all the mineral requisites for cultivated crops, while its abounding in peroxide of iron enables it rapidly to digest organic manures, and also to retain well their ammoniacal products.

The chief natural manures afforded by the island, and which may be used, in addition to the farm manures, to increase the fertility of the soil, or restore it when exhausted, are:

1. The mussel, mud, or oyster shell mud of the bays. Experience has proved this to be of the greatest value.
2. Peat and marsh mud and swamp-soil. These afford organic matters to the run-out soil at a very cheap rate.
3. Sea weed, which can be obtained in large quantities on many parts of the shores, and is of great manurial value, whether fresh or composted.

4. Fish offal. The heads and bones of cod are more especially of much practical importance, and should be more carefully preserved than at present.

5. Limestone. The brown earthy limestones of the island are of much value in affording a supply of this material, as well as small quantities of phosphates and alkalies.

NEWFOUNDLAND.

The following remarks on the geology of Newfoundland are from the reports of Alexander Murray, Esq., F.G.S., director of the geological survey of that island.

Although much of the country is still insufficiently explored, enough is known to class the rock formation of the island generally into three series, in ascending order, thus:

1. Laurentian Series.
2. Intermediate Series—Huronian or Cambrian.
3. Lower Silurian Series—Potsdam, Upper and Lower.

The Laurentian system is extensively displayed in Newfoundland, and has materially contributed to produce the remarkable geographical and topographical features of the island.

Coming to the surface in a succession of parallel anticlines, all trending about N.N.E. and S.S.W., at intervals more or less widely apart, gneissic rocks form the principal ranges of hills and mountains from one side of the island to the other. Great masses of granite or syenite are intruded through these rocks at various parts, one conspicuous instance of which occurs at Indian Brook, a little westward of Kelligrews, near the head of the bay, where a beautiful and endurable quality of building-stone can be easily procured.

Evidences of the crystalline limestones which belong to this system occur in the valley of the Codroy River, and on the southern side of St. George's Bay, fragments of white crystalline limestone spotted with graphite being frequently seen in the former, while at the latter magnetic iron was found associated with labradorite.

The Intermediate system, supposed to be the equivalent of the Cambrian of England, and the Huronian of Canada, intersects the country in all directions, and has been especially examined from St. John's to Conception Bay, and from Topsail Head across Bell Isle to Harbour Grace. It is composed of dark grey and red sandstones, with slate conglomerates and bands of quartzites, diorites, and Jasper.

The Lower Silurian rocks of the third series underlying the island are of coarse conglomerates and limestones of Potsdam age, and coloured slates and sandstones, interstratified with dark argillaceous shales. The formation of this series over the peninsula of Avalon bears generally the description of the gold-bearing rocks of Nova Scotia, and recent examinations and comparisons of their structure and the fossils contained in them undoubtedly tend to show that the equivalents of the gold-bearing rocks of Nova Scotia have a wide spread in this Province, and the mineral condition at various parts of their distribution is such as to favour the existence of the precious metal; but even were this practically proven, it does not follow that the metal could be found in remunerative quantities.

Intrusive rocks sometimes intersect these stratified formations, and their mineral character is various, but mainly consisting of great masses of trap, or of granite, or feldspar porphyry.

The glacial boulders before alluded to in Prince Edward Island are also found in Newfoundland, and probably will bear a similar explanation.

The soil of the island is usually good, the valleys being level or gently undulating, and the surface soil of a sandy loam underlain by a drift of clay or gravel and a subsoil of tenacious blue or drab clay, which is sometimes slightly calcareous.

The contemporaneity of the Carboniferous rocks of Newfoundland with those of the mainland is manifested by the same want of conformity with the older and supporting formations, and the almost exact resemblance which obtains in mineral, lithological, and fossil characters throughout the stratigraphical sequence, from the base upwards; but the accumulation in the island would appear to be in considerably less volume than on the mainland; and, so far as researches will permit the expression of opinion, it seems that it is in the upper members that the Newfoundland series is principally wanting.

By a glance at the Geological Map of Canada it will immediately be observed that a vast area of the Provinces of New Brunswick and Nova Scotia is spread over by members of this series; and further, that the geographical position, where similar measures have been recognized in Newfoundland, is suggestive of the latter being the prolongation of a great elliptical-shaped trough, extending from the former, the centre of which is concealed beneath the waters of the Gulf of St. Lawrence. It may also be perceived that while in New Brunswick the formation extends in a uniform unbroken sheet over the surface, it becomes broken and patched in Nova Scotia and Cape Breton. The symmetry of the ellipse, moreover, will be seen to be broken near its centre at the Magdalen Islands, where a part of the lower members of the system come to the surface, indicating the axis of an anticlinal fold, bearing in the direction of St. George's Bay. Proceeding from the westward, this fold would thus appear to be the first of a series of disturbances which increase in frequency further east, and which are intensely developed in Newfoundland.

The principal seat of the explorations of the coal-field of Newfoundland has been near George's Bay, where Mr. Murray has made special surveys. At the Middle Barachois Brook, at Robinson's Creek, and other points, outcrops of coal occur, exhibiting seams of considerable size.

At Grand Pond also, a seventeen-inch seam has been recently discovered, and it is by no means improbable that further developments of workable seams may be made by boring. Although the natural

outcrops are few, and the areas of the strictly productive measures limited, yet there seems every reason to suppose that more careful examination, accompanied by proper borings, might develop enough in this area to justify the opening of mines.

Coal is also reported to exist at Coal River, where an outcrop of nearly three feet has been seen.

Besides coal, the economic minerals of Newfoundland may be stated to comprise—

Salt, of which numerous indications exist through the Carboniferous region, although none of the springs are yet utilized as a source for manufacturing.

Opium.—This mineral is perhaps distributed more profusely and in greater volume in the Carboniferous country than in any part of the North American continent of the same extent. Enormous developments of it occur at Codroy, the Highlands, Middle Barachois, Robinson's Brook, Fishel's and Flat Bay brooks, while more isolated masses are found at Harry's Brook, Roman's Brook, and Port-au-Port Bays on the northern side of Saint George's Bay. As an article of export, the great objection which presents itself is the absence of secure harbours, Codroy and Sandy Point being the only safe places to embark cargo; but its value for agricultural purposes cannot be overestimated.

Copper.—The ores of copper are of frequent occurrence, often in the form of grey sulphurets, in the veins or dislocations of the intermediate series.

There are several places in Conception, Placentia, and St. Mary's bays where the ores of copper are displayed in the intersecting veins; but although such indications are numerous, and the ore of a rich quality, it does not usually appear to be persistent, but rather to occur in isolated masses, and nothing but special survey would justify the large outlay requisite for the development of a mine. The presence of the ore, however, is so general in the veins of the intermediate system as to constitute a characteristic.

In Notre Dame Bay at Twillingate Islands, at Sunday Cove Island, Pilley's Island, the Three Arms of Green Bay, and other parts, veins of copper ore worthy of trial exist, and at Tilt Cove there are mines which have been worked for several years, and are said to be the richest and most productive copper mines in the world. Operations have been carried on at the mines with the most gratifying success. The ore has been found in beds of from three to four feet thick, but not in a regular lode. Over 600,000 tons of copper have already been extracted, and is chiefly exported to Swansea in Wales for smelting. A vein of nickel of some value is also worked here by the same company.

Lead.—There are various localities in Placentia, St. Mary's, and Conception bays, and also at Bay d'Espoir and Port-au-Port, where galena ores exist in quantities. A mine has been opened near the latter place at Lead Cove, on the property of the Hon. C. F. Bennett, but the most notable mine is at Placentia Bay—the La Manche Mine. This mine has been open since 1757, and several thousand tons of lead have been raised. It has changed hands many times, and its

fortunes seem to have languished more through want of money or lack of capital among its proprietors, than from any diminution of ore. At present we believe it has passed into the hands of a new company, who propose to try its capacity more vigorously.

Chromic iron ore, manganese, and other economic metallic ores are found, but not in quantities or locations to make them available.

Building stones are abundant, and the sandstones on St. George's Bay, the Peninsula of Avalon, and Notre-Dame Bay, and the lime stones of the latter place, are available for building, as also the granites of Black River and Conception Bay.

Roosting slates of first quality occur at Smith's Sound and other places. Grindstones and whetstones are found at Grand Pond, and on Trinity Bay is a hone stone which in texture and quality rivals the famous oil stone of Turkey for the purpose of sharpening the finest description of edged tools. It is chiefly to be found near the base of the Aspidilla slates, where, by careful selection, it might be produced to almost any extent.

Limestones for burning are found abundantly, and need not be specially designated, and red and yellow ochre, peat and shell marls exist on many parts of the coast.

Mr. Murray speaks at length in his reports of the new agricultural regions opened up by recent surveys, and the valuable timber lands, but these have been alluded to in their proper place in the topographical notice of the Province.

CHRONOLOGICAL LANDMARKS

IN THE

HISTORY OF CANADA.

Ice-landers discover America.....1001
First Greenland Bishop visits set-
tlement at Vineland.....1121
Ship from Greenland goes to Mark-
land (mouth of the St. Lawrence),
and returns by Ireland.....1349
Columbus discovers America.....1492
John Cabot discovers Labrador and
Newfoundland.....1497
Gaspar Cortereal enters the Gulf of
St. Lawrence.....1500
French fishermen visit the bank of
Newfoundland.....1501
Sebastian Cabot enters Hudson's
Bay.....1501
Verazano explores the American
Coast.....1525
Jacques Cartier enters the Bay of
Chaleurs, 9th of July.....1534
Cartier discovers the River St. Law-
rence, and reaches Hochelaga.....1535
First unsuccessful attempt to colo-
nize Canada.....1541
Sailors left on Sable Island by
Marquis de la Roche.....1541
Champlain first visits Canada.....1603
Settlement formed at Annapolis
Port Royal.....1605
First settlement at Quebec.....1608
First Jesuit Missionaries come to
Acadia.....1611
Settlement at Port Royal taken by
the English.....1613
Recollet Fathers come to Quebec.
Champlain visits Lake Ontario,
and ascends the Ottawa to Lake
Nipissing.....1615
Canada invaded by the Iroquois.....1617
Foundation of the Recollet Convent
at Quebec and of the Castle of St.
Louis.....1620
Nova Scotia granted to Sir W. Alex-
ander by James I.: First Code of
Laws promulgated at Quebec.....1621
Nova Scotia first settled by English.....1621
Jesuit Fathers arrive at Quebec.....1625
Death of the first colonist, Louis
Hebert.....1626
Canada granted to "Company of
One Hundred Associates" by Fran-
cise I.: First settlement.....1627
Quebec taken by the English.....1629
Canada and Acadia restored to
France: First School opened at
Quebec.....1632
Champlain returns to Canada.....1633
Death of Champlain.....1635
Sillery founded, Jesuit's College,
Hotel Dieu.....1637
Earthquakes: First time Convent at
Quebec founded.....1639
Invasions of Iroquois.....1640
Montreal first settled and fort built
at Sorel.....1642
Battle with Iroquois at Montreal.....1644
Lake St. John discovered.....1647
Hurons destroyed by Iroquois.....1649
Expedition to Hudson's Bay.....1651
Acadia taken by English.....1654
Seminary of Montreal founded.....1657
M. de Laval, first Bishop arrives.
Two fur traders visit the Sioux.....1659
Lake Superior visited.....1660
Violent Earthquake: "Associated
Company" dissolved: Royal Govern-
ment established: First
Courts of Law: Seminary at Que-
bec founded.....1663
Seditious granted.....1664
Carignan Regiment sent to settle in
Canada: Fort of Chamilly built.....1665
Expedition against the Iroquois:
Church at Quebec completed.....1668
Acadia restored to France: Trade
opened with West Indies.....1667
Hudson's Bay Company formed in
England.....1668
Mission opened at Michillimackinac.....1669
Small pox devastates Indian's Bay: Con-
vey around Lake Huron taken
possession of by Peter.....1671
Fort at Kingston built: Church
built of stone at Montreal.....1672
Mississippi discovered.....1673

Lachine founded: Iroquois estab-
lished at Caughnawaga.....1674
Market opened at Quebec.....1676
Fort Niagara founded by La Salle,
and lakes explored to Lake Mi-
chigan.....1679
La Salle reaches mouth of Missis-
sippi.....1682
War with Iroquois: Fatal Epidemic
throughout Canada.....1686
Massacre at Lachine: War declar-
ed between England and France.....1689
Acadia taken by New Englander
and Canada invaded.....1690
Theville takes English forts at
Hudson's Bay.....1691
Iroquois territory invaded, and Ac-
adia and Newfoundland taken by
French.....1696
Peace concluded.....1697
Louisiana colonized.....1699
Peace made with Iroquois: Fort of
Marechal founded.....1701
Madagascar, New England invad-
ed.....1703
Canadians granted leave to manu-
facture.....1704
Cape Breton colonized.....1705
Canada invaded by English.....1709
Acadia taken by English.....1710
Canada again invaded.....1711
Treaty of Utrecht: Acadia ceded
to England: Newfoundland and
Hudson's Bay restored: Stages
established between Quebec and
Montreal.....1713
Slave built at Quebec.....1714
First government formed by En-
glish in Nova Scotia.....1719
Fort of Louisbourg built.....1720
First post established.....1721
Division of settled country into pri-
vate property.....1722
Census taken.....1723
English built fort at Oswego.....1724
War with Western Savages.....1725
Famine in Canada.....1729
Crown Point built.....1730
Forts built on Lake of the Woods,
Lake Winnipeg, the Saskatchewan,
and Assiniboine.....1732 to 1738
First Force at St. Maurice.....1739
Territory between Mississippi and
Rocky Mountains explored.....1743
War between England and France:
Louisbourg taken by New En-
gland.....1745
New England Colonies attacked by
French.....1746
Peace of Aix la Chapelle: Louis-
bourg restored to France: Hali-
fax founded by English: Forts
built at Green Bay and Toronto
by French: Militia Rolls drawn
up for Canada: Courts of Justice
created: Nova Scotia: Acadia
leave Nova Scotia for Canada and
France Edward Island.....1747
Unsuccessful attempt to settle li-
nity of colonies.....1750
Fort Du Quebec built: Hostilities
are renewed.....1754
Acadians are expelled: Head-
quartres by English: Ticonderoga
built by French and Forts Wil-
liam Henry and Edward by En-
glish.....1755
Montreal arrives: Oswego taken
by the French: Famine and
small pox in Canada.....1756
Fort William Henry taken by
French: General failure of har-
vest in Canada.....1757
First meeting of Legislature at Ha-
lifax: Louisbourg and Prince
Edward Island and Forts Du
Quebec and Frontenac taken by
English.....1758
Crown Point and Ticonderoga sur-
rendered: Niagara taken by Sir
W. Johnson, Quebec by Gen.
Wolfe.....1759
Canada surrendered to British.....1760

First English Settlement in New
Brunswick.....1772
Treaty of Peace: Cape Breton an-
nexed to Nova Scotia.....1763
Courts established in Canada: La
Grandeur non Prince Edward sepa-
rated from it: First newspaper
published at Quebec.....1764
Pine at Montreal: Conspiracy of
Pondiac.....1765
First vessel built at St. John, N. B.....1770
City of Quebec becomes ex-
tinct: Jesuits are abolished.....1773
Constitution of 1774 granted by Que-
bec Act: Council formed: North
west coast explored by Cook and
Vancouver.....1774
Revolt of English colonies: Inva-
sion of Canada: Martial Law pro-
claimed: Montreal taken, and
Montgomery defeated and killed
before Quebec.....1775
Canada evacuated by Americans:
Declaration of Independence.....1776
Meeting of Council and passing of
ordinances respecting militia and
administration of justice.....1777
Treaty of peace signed: F. E. Loy-
alists settle in Ontario and New
Brunswick: N. W. Company
formed: Kingston founded.....1781
Cape Breton separated from Nova
Scotia.....1781
New Brunswick separated from
Nova Scotia: Habes Corpus
Law introduced into Canada:
First school opened in Ontario:
City of St. John established by
Royal Charter.....1785
Ontario divided into five districts,
and English Law introduced:
King's College, Nova Scotia
founded.....1788
Special Council assembled at Mon-
treal: Boundary difficulties,
New Brunswick: First horse
railway, Upper Canada.....1789
Union of Provinces.....1790
First Parliament of Upper Canada:
1st session Lower Canada: Pub-
lic account of the first published:
First merchant vessels on Lake
Ontario: Horse ferry on Niagara
River: First Protestant Bishop
of Quebec.....1793
First roads opened: Upper Canada:
Jacks: Toronto founded.....1794
Road Bill passed: Canadian Legis-
lature: Canadian volunteers en-
dorsed: Fort Niagara ceded to
U. S.....1796
First stages established in Upper
Canada.....1798
Education Act passed in Upper Ca-
nada.....1799
Great fire in Montreal.....1803
Locks made at Coteau, Cascades,
and Long Sault.....1804
First ship built in Montreal: First
French newspaper published.....1806
Grammar schools established in
Upper Canada.....1807
First steamer on St. Lawrence.....1809
Le Grandis suppressed.....1810
Judges excluded from Parliament.....1811
War with United States: Battle of
Queenstown.....1812
Chateauguay, Chertsey's
Fort Niagara, Hamilton founded.....1813
Battles of Lacolle, Chippewa, Lan-
dy's Lane, Plattsburg: Treaty of
peace signed.....1814
First steamboat on Lake Ontario:
Common schools established in
U. Canada.....1816
Banks opened at Quebec and Mon-
treal.....1817
Steamer on Lake Erie: Royal In-
stitution established, U. C.: Ha-
lifax and St. John made free
ports.....1818
First steamer on Ottawa: Cape Bre-
ton annexed to Nova Scotia.....1819
Lachine Canal commenced: Union
of Hudson's Bay and N. W. Com-
panies.....1821

Union of Provinces proposed.....1822
Lower Canada Legislature vote ma-
jority for encouragement of Agri-
culture.....1823
Fabrique Act passed.....1824
Death of Bishop Mountain, and of
R. C. Bishop: Great fire on the
Miramichi, N. B.....1825
Steamers on Lake St. Louis and
Lake St. Francis: Latest navi-
gation open at Quebec on record.....1826
Rideau Canal begun: McGill Col-
lege founded: King's College,
Toronto, founded: Clergy Re-
serves agitation.....1827
Saguenay District explored: Peti-
tions from Lower Canada sent to
England: Earliest known open-
ing of navigation at Quebec: Pic-
ton and Sydney made free ports.....1828
Welland Canal begun.....1829
Canada divided into counties: Long-
est season of navigation on St.
Lawrence.....1830
Steamer between Quebec and Ha-
lifax: Chamblay Canal begun.....1831
Cholera.....1832
Quebec and Montreal incorporated:
Castle of St. Louis burned.....1833
Passing of the 92 Resolutions by
U. C. Assembly: Second year of
Cholera.....1834
General agitation throughout the
Canadas.....1836
Association of Her Majesty's Break-
ing out Canadian Rebellion: Fire
at St. John N. B.: First railway,
U. C.....1837
Suspension of U. C. Constitution:
General amnesty: Second insur-
rection.....1838
Special Council assembled at Mon-
treal: Boundary difficulties,
New Brunswick: First horse
railway, Upper Canada.....1839
Union of Provinces.....1840
First Parliament of Municipal and
Education laws passed: First screw
steamer on lakes.....1841
Ashburton Treaty: First rail-
way commenced in Nova Scotia.....1842
Boundary Survey: King's College,
Toronto, opened: Cornwall and
Chamblay canals opened: Seat of
Government removed to Montreal.....1843
Dr. Ryerson appointed Superin-
tendent of Education, U. C.: First
University of Toronto Univer-
sity: First railway commenced
in New Brunswick.....1844
Rebellion losses commission: Great
fires at Quebec: Welland Canal
opened.....1845
Lake Superior mines explored:
School Bill passed for Upper Ca-
nada.....1846
Ship fever: First telegraph, Cana-
da: Normal School established
at Toronto: Grand Trunk Rail-
way commenced.....1847
Navigation laws repealed: First tele-
graph, Nova Scotia and New
Brunswick.....1848
Rebellion losses Bill: Burning of
Parliament House: Riots at To-
ronto and other places: Bon-
harmois Canal opened.....1849
Parliament meets at Toronto: Cler-
gy Reserves agitation.....1850
Gold discovered at British Colum-
bia and coal at Nanaimo, Van-
couver's Island.....1850
"Separate School" system in On-
tario: Great fire in Montreal:
Change in postal system.....1851
Parliament meets at Quebec: Tri-
nity College, Toronto, and La-
val University, Quebec, opened.....1852
First locomotive railway in Onta-
rio: Great Western Railway com-
menced: first screw steamer
from Liverpool to St. Lawrence.....1854

Seigniorial Tenure and Clergy Re-
serves question settled.....1854
Reciprocity Treaty: Paris Interna-
tional Exhibition: First vessel
from Chicago, through St. Law-
rence to Liverpool.....1855
Allan Steamship Line established:
Education Bill passed: Victoria
Bridge begun.....1856
Normal Schools in Quebec: First
Petroleum works, Ontario: Gold
discovered: Nova Scotia.....1857
Decimal system adopted: Ottawa
named capital: Atlantic Cable
laid: Delegates sent to England
about "confederation": First
railway completed in Nova Sco-
tia: Great Western Railway
completed.....1858
Prince of Wales visits Canada:
Victoria Bridge opened: First
railway opened in New Brun-
swick: Grand Trunk Railway
completed.....1859
Secession of Southern States:
Troops sent to Canada: First
street railways, Montreal and To-
ronto.....1861
International Exhibition, London:
War in United States: Confer-
ence at Charlottetown 1900 im-
ping confederation.....1862
Illegal recruiting in Canada for U. S.
Army.....1863
Quebec Conference.....1864
Confederation passes Canadian Par-
liament: close of War of Seces-
sion: Reciprocity Treaty expires.....1865
Nova Scotia and New Brunswick
accept Confederation: Last ses-
sion of Canadian Parliament: At-
lantic Cable laid.....1866
First Fenian Raid: British North
American Act passes: Imperial
Parliament, May.....1867
Dominion inaugurated, 1st of July:
First meeting of Dominion Par-
liament, 6th Nov.....1867
Assassination of Mr. McGee: Dis-
covery of silver mines at Thunder-
Bay, Lake Superior: Sir
John Young succeeds Lord Monck
as Governor-General.....1868
Second session Dominion Par-
liament: Intercolonial Railway
commenced: Prince Arthur comes
to Canada.....1869
Second Fenian Raid: N. W. Terri-
tory and Manitoba come into Do-
minion: Insurrection at Red Riv-
er.....1870
British Columbia enters Dominion:
Pacific Railway Survey under-
taken: Washington Treaty: Cen-
sus of Dominion taken.....1871
Washington Treaty accepted by Do-
minion Parliament: Lord
Dufferin succeeds Lord Lisgar.....1872
Pacific Railway charter granted:
General agitation respecting
charges of political corruption on
the part of the administration
with respect to granting this
charter: Prince Edward Island
enters the Confederation: Dis-
solution of Parliament: Sir John
Macdonald's administration over-
thrown through the Pacific
Railway investigation: A Lab-
our administration succeeds, un-
der the Premiership of Hon.
Alexander Mackenzie.....1873
New Pacific Railway Bill passed,
and the surveys published, Louis
Riel elected member of Par-
liament from Manitoba, but he is
outlawed for participation in the
North-west rebellion of 1884:
Lord Dufferin, Governor-General,
makes a popular summer pro-
gress through the upper Pro-
vinces.....1874

AS IN FORCE ON 15TH OCTOBER, 1874.

Paper, ad val.

Acid, Sulphuric per gall.
Acetic Acid, Glacial do
Acids of every description, except
Acetic and Sulphuric Acid and Free
Alumina Free
Alcohol on every gallon of the strength or proof of which the demand is made, and so in proportion for every greater strength and for every less quantity than a gallon \$1.00 per gal.
Ale, in casks, 10 per cent. and 7½
Ale in bottles 5 quarts or 10 pints to a gallon, 10 per cent. and 7½ Free
Alumina Free
Ammonia, liquid or solid Free
Antineural Preparations Free
Antiseptics Free
Anti-dye salts for dyeing purposes Free
Animals of all kinds 10
Animals of all kinds, growth and produce of B. N. A. Provinces Free
Animals imported for the improvement of stock Free
Antimony Free
Antiquities, Calistots of Free
Arazul Free
Arms, Clothing, Musical Instruments for Bands and Sergeants for the use of the Army and Navy Free
Articles to the public uses of the Dominion Free
Articles imported by and for the purpose of commerce from Free
Articled for the use of Foreign Countries - General Free
Ashes - Pot, Pearl and Soda Free
Axes, Crank, Locomotive 10
Axes, Railway-car 10
Bamboo, Reeds 10
Bark, Tannin Free
Bark used chiefly in dyeing Free
Bark of the Cork oak Tree Free
Bars, Guide and Slide for Locomotives 10
Beams, Puddled Iron Free
Beer, in casks, 10 per cent. and 7½ Free
Beer, in bottles 5 quarts or 10 pints to a gallon, 10 per cent. and 7½ per gall.
Benzole 15c. per gall.
Bernies used chiefly in dyeing Free
Bibles - Testaments, Prayer Books, and Devotional Books 5
Bichromate of Potash Free
Bitum., Indian Gum, Britain and the B. N. A. Provinces Free
Bitters \$.50 per gall.
Bleaching Powders Free
Blue black Free
Blocks, Stereotype, for Printing Free
Blowpipes and Blowers, published and unpuddled 5
Blue Virrid Free
Boiling Cloth Free
Books, printed, Pre-prints, and Published, and unpubl. pre-prints of British copyright works, nor Blank Act Books, Copy

Price, per *sal.*

Books, nor Books to be written or drawn upon, nor reprints of Books printed in Canada, nor Printed Sheet Music	5
Bookbinders' Tools and Implements	
Willboards and Binders' Cloths	12
Books, copy-right reprints	17
Boats	
Boat Hulls	Free
Botany	Free
Botany, Specimens of	Free
Brass	10
Brass, growth of produce B. N. A. Provinces	Free
Brandy on every gallon of the strength of proof of Sykes' Hydrometer, and so in proportion for any greater or smaller, and for every less quantity than one gallon	\$1.00 per cull
Brass, in Bars, Rods, Sheets, Straps, and Stripes	Free
Brass or Copper Wire, round or flat	Free
Bread from Gold Britain and the B. N. A. Provinces	Free
Brin Moulds for Gold Beaters	Free
Bristle, in roll of flour	Free
Bristles	Free
Brown Corn	Free
Brown Corn, in the husk	Free
Bulbs	Free
Burnstones	Free
Burns, natural size, not being cast or not produced by any mere industrial process	Free
Butter	Free
Butter, the produce of B. N. A. Provinces	Free
Cables, Iron Chain, over which Slacked Sycamore or other, when used for stays or yokes	Free
Cables, Hemp and Grass, when used for stays or yokes	Free
Cabinets, Antiquaries, Coins, Treasures, and Medals	Free
Candle, Wax, Cotton or white	Free
Candy, Sugar, Brown or white	Free
Cane Juice	20 per lb. and 24
Canvas, for Manufacture of Floor Oil Cloth, not less than 18 feet wide, not pressed or calendered	Free
Carriages, French-manufactured	Free
Carriages of Travellers and Carriages employed in carrying Merchandise, Haulways and Trains	Free
Troops, excepted	Free
Carts, or models of the one or schools of design	Free
Cement, natural or hydraulic, in ground	Free
Chests, the produce of B. N. A. Provinces	Free
Chestnut and Cherry Plank	Free
Chicory, or other Root or Vegetable used as Kaffa, raw or green, 3c. per lb.	Free
Chicory, Kila dried, roasted or green	Free
Chinese Blue	Free
Church Bells	Free

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Dried Fruits.....	Free
Dyes, used chiefly in dyeing.....	Free
Fabrics, for Belting and Hose.....	Free
Fabrics, for Caps and Sails.....	Free
Fabrics.....	Free
Lithographic Blocks, for printing.....	Free
Fabrics, for Ties.....	Free
Fabrics.....	Free
Fabric Paper and Cloth.....	17
Fabric Goods, Manufactures of.....	17
Farming, Imports and Importations.....	Free
which imported by Agriculture	
Society for encouraging horticulture.....	Free
Agriculture.....	Free
Felt, Cotton and Woollen Netting and	
Pish used in the manufacture	
of gloves and mitts.....	10
Felt, Cotton and Woollen Netting and	
Pish used in the manufacture	
of hats and boots.....	10
Fibre, vegetable, for manufacturing	
purposes.....	Free
Finch, K and Clay.....	Free
Finned.....	Free
Fish, Fish Oil and Fish Products of	
all kinds from B. N. A. Prov.....	Free
Fish products of all and other	
creatures living in water from	
B. N. A. Provinces.....	Free
Fish Oil.....	17
Fish of all kinds which imported	
from the United States.....	Free
Fish Oil, from the United States.....	Free
Fish, Bait.....	Free
Fishing Nets and Schemes, Hooks,	
Lines and Twines.....	Free
Fish, Bow and Tow, and Schemes.....	Free
Flax Seed.....	Free
Flax Waste.....	Free
Flour, Wheat and Rye.....	Free
Flour of any other Grain, includ-	
ing Indian Meal and Oatmeal.....	Free
Flour, of any other Grain, includ-	
ing Indian Meal and Oatmeal.....	Free
produced by B. N. A. Provinces.....	Free
Fruit, preserved in Brandy or other	
Spirits.....	\$1.00 per gall
Fruits, green.....	10
Fruit, dried.....	17
Furs and skins, Pelt or Tails, on	
dressed.....	Free
Furs, Manufactures of.....	17
skins, and Galloons of.....	Free
to form a very gallon of strength of	
proof, by Hydrostatic and	
so as to proportion for an equal	
strength and for every less quan-	
tity than a gallon.....	\$1.00 per gall
Ginger ground.....	25
Glass and Glass Ware, Plate and	
Silvered, Stained, Painted or	
coloured.....	17
Glass Paper and Glass Cloth.....	10
Gold, Silver and Plated Ware,	
Manufactures of.....	17
Goldbeaters' Brim, Moulds and	
Skins.....	Free
Grain, all kinds.....	Free
Grain, Wheat.....	Free
Gravels.....	Free
Grease and Scraps.....	Free
Greens, Paris and permanent.....	Free
Gum, Copal.....	Free

	<i>P.</i>	<i>Unit.</i>
Gutta percha, manufactured,	Free	
Typing, or Plastic, of Paris, neither	Free	
250 natural, cut and	Free	
Typing, or Plastic, of ground, from	Free	
Hair, N. A. Provinces	Free	
Hair, West Coast, Thibet, or	Free	
manufactured,	Free	
Hair, Horse, Hog, or Median, un-	Free	
manufactured,	Free	
Hair, Human,	Free	
Hair, Curled,	Free	
Hair, Wave, Manufactures of,	Free	
Hair, S and Saddle,	15	
Hair, S,	10 per lb.	
Hair, S,	Free	
Hair,	10	
Hay, growth, of produce of B. N. A.	Free	
Hay,	Free	
Hemp, dressed,	Free	
Hemp, and	Free	
Hemp,	Free	
Hemp,	10 per lb.	
Hops, the growth, of produce of	Free	
B. N. A. Provinces,	Free	
India, Free of, Lard,	Free	
India, or cotton, factured,	Free	
Indigo,	Free	
Indian Meal,	Free	
Iron, of the descriptions following,	Free	
Iron, Canada Plates and Tin Plates	5	
Iron, Sheet,	15	
Iron, galvanized Spikes and Bolts,	5	
Iron, Nail and Spike Rod, round,	Free	
Iron,	5	
Iron, Bar, Rod or Hoop,	5	
Iron,	5	
Iron, Hoop or Pipe, for locomotive	Free	
Wheels, iron and webbed,	10	
Iron, Boiler Plate,	5	
Iron,	Free	
Iron, Rail, Bars, Fences, Wrought	Free	
Iron, or Steel, of, or Tin Plates	10	
Iron, Wire,	5	
Iron, Rolled Plate,	Free	
Iron, Bars puddled, blooms and Bil-	Free	
lets puddled or not puddled,	Free	
Iron, Nuts,	Free	
Iron,	Free	
Iron,	15	
Junk,	Free	
Kelp,	Free	
Kerosene Oil, distilled, purified,	Free	
and refined,	10 per gall.	
Knots and Ropes, Iron, for ship	Free	
Leather, purple,	Free	
Kryolite,	Free	
Lakes, in pulp, scarlet and crimson, Free		
Lard,	10 per lb.	
Lard, the produce of B. N. A.	Free	
Provinces,	Free	
Lead, in Sheet or Pig,	Free	
Lead, Red and White, dry,	Free	
Leather, Sole and Upper,	10	
Leather, or imitation thereof, Man-	174	
ufactures of,		
Lemons, and kinds of, in brine, for	Free	
Lines,	Free	
Iron Machine Thread,	10	
Litharge,	Free	
Lithographic Stones,	Free	
Locomotive Iron Frames, Axles,	Free	

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THE BANKS OF CANADA,

WITH THEIR

CAPITAL, BRANCHES, FOREIGN AGENTS, ETC.

MONTREAL, P. Q.

BANK OF MONTREAL.

Capital.....\$1,200,000
Reserve.....\$4,000,000

HEAD-OFFICE—MONTREAL.

David Torrance, Esq., President. R. R. Angus, General Manager.
A. Macnider, Inspector.

BRANCHES.

Bellefleur, Ont. R. Richardson, Manager.
Brantford, Ont. S. Read, " "
Brookville, Ont. J. S. Travers, " "
Chatham, Ont. R. L. B. Gombie, Sub-Agent.
Cobourg, Ont. C. Brough, Manager.
Cornwall, Ont. Neil McLean, Agent.
Fergus, Ont. G. D. Ferguson, Sub-Agent.
Godfrich, Ont. J. H. Findlay, Agent.
Guelphe, Ont. T. Robertson, Manager.
Halifax, N. S. F. Gundry, " "
Hamilton, Ont. William Munro, Acting Manager.
Kingston, Ont. K. M. Moore, Manager.
Lindsay, Ont. H. Dupond, Sub-Agent.
London, Ont. T. A. Despard, Manager.
Moncton, N. B. L. Thomson, Agent.
Montreal, Que. W. J. Buchanan, Manager.
Newcastle, N. B. F. L. Winslow, Agent.
Ottawa, Ont. A. Drummond, Manager.
Perth, Ont. R. I. Drummond, Agent.
Peterborough, Ont. F. I. Lewis, " "
Pictou, Ont. A. T. Kerr, " "
Port Hope, Ont. R. A. Macgregor, " "
Quebec, Que. John Porteous, Manager.
Sarnia, Ont. W. L. Cleghorn, Agent.
Simcoe, Ont. F. C. Blackader, Agent.
St. John, N. B. E. C. Jones, Manager.
St. Mary's, Ont. L. C. Hillard, Agent.
Stratford, Ont. James Hogg, " "
Toronto, Ont. George W. Varke, Manager.

AGENTS IN GREAT BRITAIN.

London.....Bank of Montreal, 27 Lombard St.
Robert Gillespie, Esq. Bruce Hugh Pearce, Esq.
Sir John Lubbock, Bart., M.P. Sir John Rose, Bart., K.C.M.G.

BANKERS IN GREAT BRITAIN.

London.....The Bank of England.
The Union Bank of London.
Messrs. Roberts, Lubbock & Co.
Liverpool.....The Bank of Liverpool.
Scotland.....The British Linen Company and Branches.

AGENTS IN THE UNITED STATES.

New York.....Richard Bell and C. F. Smithers,
29 Wall street.
Chicago.....Bank of Montreal, corner of La
Salle and Madison streets.
Boston.....Merchants' National Bank, State
street.
San Francisco.....The Bank of British Columbia.

BANK OF BRITISH NORTH AMERICA.

Capital paid up.....£1,000,000
London Office, 3 Clements Lane, Lombard Street.
Charles McNab, General Manager. R. W. Bradford, Secretary.

BRANCHES.

Arnprior, Ont. Robert Steven, Agent.
Brantford, Ont. Alex. Robertson, Manager.
Dumfries, Ont. F. O. Cross, Agent.
Fredericton, N. B. Robert Napier, " "
Halifax, N. S. Jeffery Penfold, Manager.
Hamilton, Ont. Thomas Carson, " "
Kingston, Ont. George Durnford, " "
London, Ont. Oswald Weir, " "
Moncton, N. B. W. E. Collier, Agent.

Montreal, Que. R. R. Grindley, Manager.
Napanee, Ont. Charles McNab, Gen'l Manager.
Ottawa, Ont. J. W. Marsh, Agent.
Ottawa, Ont. James Robertson, Manager.
Quebec, Que. John Carnegie, Agent.
Quebec, Que. C. F. Smith, Manager.
Rensselaer, Ont. James Watson, Agent.
St. John, N. B. T. Maclellan, Manager.
St. Stephen, N. B. Robert Burns, " "
Stellarton, N. S. J. F. Reid, Agent.
Toronto, Ont. S. Taylor, Manager.
Van Winkle, Ont. G. M. Morris, Agent.
Victoria, B. C. J. Goudellow, Manager.

AGENTS IN THE UNITED STATES.

New York.....H. A. Fuzo and D. B. Davidson,
52 Wall street.
San Francisco, Cal. A. Mackinlay and H. W. Glenn.

MERCHANTS' BANK OF CANADA.

Capital.....\$2,000,000

HEAD-OFFICE—MONTREAL.

Sir Hugh Allan, President. Jackson Row, General Manager.

BRANCHES.

Almonte, Ont. F. A. W. Lister, Agent.
Beauharnois, Que. A. de Martigny, Manager.
Belleville, Ont. R. Thomson, Agent.
Berlin, Ont. Charles Crookall, Agent.
Brampton, Ont. F. T. Crosswell, Jr., " "
Chatham, Ont. R. N. Rogers, Manager.
Elora, Ont. William Kinsley, Agent.
Fergus, Ont. W. Kinsley, " "
Galt, Ont. J. S. Meredith, Manager.
Gatineau, Ont. A. Pettit, Agent.
Granby, Que. J. H. Stewart, " "
Hamilton, Ont. William Cooke, Manager.
Ingersoll, Ont. D. Keppel, Agent.
Kingston, Ont. J. S. Meredith, Manager.
Levis, Que. J. Wells, Agent.
Lindsay, Ont. D. Miller, " "
London, Ont. W. F. Harper, Manager.
Montreal, Que. W. W. L. Chapman, Acting Manager.
Mitchell, Ont. D. Freeman, Agent.
Napanee, Ont. A. Smith, " "
Orangeville, Ont. A. M. Kirkland, " "
Ottawa, Ont. Thomas Kirby, Manager.
Queen's Sound, Ont. J. Pottinger, Agent.
Perth, Ont. Hector Fraser, " "
Pictou, Ont. James Gray, " "
Preston, Ont. J. F. Harper, " "
Rensselaer, Ont. C. G. Morgan, " "
Sorel, Que. A. A. Tallon, Manager.
St. Hyacinthe, Que. H. Barbeau, Agent.
St. John's, Ont. W. L. Mailer, " "
St. Thomas, Ont. A. M. Gombie, " "
Stratford, Ont. A. H. Ransome, " "
Tilsonburg, Ont. R. W. Crosswell, " "
Toronto, Ont. Archibald Cameron, Manager.
Walkerton, Ont. A. S. Soutar, Agent.
Waterloo, Ont. H. M. Larnam, " "
Windsor, Ont. H. M. Morton, " "
Winnipeg, Man. D. MacArthur, " "

FOREIGN AGENTS.

London.....Eng. Merchants' Bank of Canada, 32
Lombard street, Hugh Mun,
Manager.
New York.....U. S. A. The London Joint-Stock Bank,
Wall st., Walter Watson, Agent.
The National Bank of the Republic.

MOLSON'S BANK.

Capital.....\$2,000,000
Reserve.....\$450,000

HEAD-OFFICE—MONTREAL.

John Molson, Esq., President. I. Wollerstan Thomas, Cashier.

BRANCHES.

Brookville, Ont. I. W. B. Rivers, Manager.
Exeter, Ont. E. W. Strath, " "
London, Ont. Jos. Telfer, " "
Meathville, Ont. P. Fuller, " "
Montreal, Ont. G. K. Morton, " "
Owen Sound, Ont. J. F. Joy, " "
Rimouski, Que. J. G. Crebassa, Acting Manager.
Smith's Falls, Ont. A. L. Thomas, Manager.
Sorel, Ont. H. C. Bower, Acting Manager.
St. Thomas, Ont. Thomas Blakeney, Manager.
Toronto, Ont. L. H. Robertson, " "
Windsor, Ont. C. D. Grasett, " "
Welland, Ont. J. W. McGlashan, Agent.

FOREIGN AGENTS.

London.....Eng. Bank of Montreal, 27 Lombard St.
Messrs. Glyn, Mills, Currie & Co.
New York.....U. S. A. Messrs. Morton, Rose & Co.
Messrs. Morton, Bliss & Co.
Richard Bell and C. F. Smithers,
29 Wall street.
Boston.....U. S. A. Merchants' National Bank.
Merchants' National Bank.

CITY BANK.

Capital.....\$1,000,000

HEAD-OFFICE—MONTREAL.

Sir Francis Hicks, President. T. B. Renny, Esq., Cashier.

BRANCHES.

Sherbrooke, Que. William Addie, Manager.
St. Catharines, Ont. William T. Benson, " "
Toronto, Ont. William Hamilton, " "

FOREIGN AGENTS.

London.....Eng. Alliance Bank.
National Bank.
New York.....U. S. A. Bank of the Republic.
Boston.....U. S. A. Messrs. Kidder, Peabody & Co.

LA BANQUE JACQUES CARTIER.

Capital.....\$2,000,000

HEAD-OFFICE—MONTREAL.

Romuald Trudeau, Esq., President. H. Cote, Cashier.

FOREIGN AGENTS.

London.....Eng. Messrs. Glyn, Mills, Currie & Co.
New York.....U. S. A. Bank of the Republic.
Paris.....France. De Rothschild Freres.

LA BANQUE DU PEUPLE.

Capital.....\$2,000,000

HEAD-OFFICE—MONTREAL.

J. Pratt, Esq., President. A. A. Trotter, Cashier.

FOREIGN AGENTS.

London.....Eng. Messrs. Glyn, Mills, Currie & Co.
New York.....U. S. A. Bank of the Republic.

METROPOLITAN BANK.

Capital.....\$1,000,000

HEAD-OFFICE—MONTREAL.

Hon. H. Starnes, President and Managing Director.
A. S. Hicks, Cashier.

BRANCHES.

Montreal, Que. A. W. Hart, Manager.

FOREIGN AGENTS.
 London Eng. Bank of Montreal, 27 Lombard St.
 New York U. S. A. Richard Bell and C. F. Smithers,
 59 Wall street.

MECHANICS' BANK.

Capital.....\$1,000,000

HEAD OFFICE—MONTREAL.

Walter Shanky, Esq., President.
 A. Molson, Vice President and Managing Director.

FOREIGN AGENTS.
 New York.....U. S. A.National Park Bank.

EXCHANGE BANK OF CANADA.

Capital.....\$1,000,000

HEAD OFFICE—MONTREAL.

M. H. Gault, Esq., President. R. A. Campbell, Cashier

BRANCHES.

Bedford.....Que. I. L. Rogers.....Agent.
 Joliette.....Que. D. O. Fraser....."
 Parkhill.....Ont. D. L. Cameron....."

FOREIGN AGENTS.
 London.....Eng. Alliance Bank
 New York.....U. S. A. Importers' and Traders' National
 Bank

BANQUE VILLE MARIE.

Capital.....\$1,000,000

HEAD OFFICE—MONTREAL.

D. E. Papineau, President. P. A. Fanteux, Cashier.

BANQUE d'HOUELAGA.

Capital.....\$1,000,000

HEAD OFFICE—MONTREAL.

Louis Tontville, President. J. S. Paquet, Cashier.

BRANCHES.

Joliette.....Que. H. S. Boire.....Agent.

FOREIGN AGENTS.
 London.....Eng. Bank of Montreal, 27 Lombard St.
 New York.....U. S. A. National Park Bank.

CITY AND DISTRICT SAVINGS BANK.**HEAD OFFICE—MONTREAL.**

Henry Judah, Esq., President. E. J. Barbeau (Assistant Receiver-
 Gen'l for Montreal) Manager.

BRANCH BANKS.

MONTREAL.
 Canadian Bank of Commerce.....W. Simpson.....Manager.
 Bank of Toronto.....D. Coulson....."
 Royal Canadian Bank.....J. L. Brodie....."
 Ontario Bank.....John Smart....."
 Quebec Bank.....Thomas McDougall....."
 Union Bank of Lower Canada.....Fred. Nash....."
 La Banque Nationale.....William Moffatt....."

QUEBEC P. Q.**QUEBEC BANK.**

Capital.....\$3,000,000

HEAD OFFICE—QUEBEC.

James G. Ross, Esq., President. James Stevenson, Cashier.

BRANCHES.

Montreal.....Que. Thomas McDougall.....Manager.
 Ottawa.....Ont. H. V. Noel....."
 Toronto.....Ont. James L. South....."
 Pembroke.....Ont. J. Walker....."
 St. Catharines.....Ont. D. B. Crombie.....Agent.
 Three Rivers.....Que. John Smith....."
 Thorold.....Ont. G. W. Henry....."

FOREIGN AGENTS.
 London.....Eng. Union Bank of London.
 New York.....U. S. A. Messrs. Maitland, Phelps & Co.

UNION BANK OF LOWER CANADA.

Capital.....\$2,000,000

HEAD OFFICE—QUEBEC.

Charles E. Levey, Esq., President. P. MacEwen, Cashier.

BRANCHES.

Montreal.....Que. Fred. Nash.....Manager.
 Ottawa.....Ont. D. S. Eastwood....."
 Three Rivers.....Que. J. V. Wondsey.....Agent.

FOREIGN AGENTS.
 London.....Eng. London and County Bank.
 New York.....U. S. A. The National Park Bank.

LA BANQUE NATIONALE.

Capital paid up.....\$2,000,000

HEAD OFFICE—QUEBEC.

Hon. E. Clinin, President. F. Vezina, Cashier.

BRANCHES.

Carleton.....Que. J. Meagher.....Agent.
 Gaspe.....Que. J. Le Boulthier....."
 Montreal.....Que. William Moffatt.....Manager.
 Ottawa.....Ont. Samuel Benoit....."
 Sherbrooke.....Que. P. G. Lafrance....."

FOREIGN AGENTS.
 London.....Eng. National Bank of Scotland.
 New York.....U. S. A. Bank of the Republic.
 Paris.....France.....E. S. Ballin & Co.

STADACONA BANK.

Capital.....\$1,000,000

HEAD OFFICE—QUEBEC.

A. Joseph, Esq., President. William R. Dean, Cashier.

FOREIGN AGENTS.

London.....Eng. National Bank of Scotland.
 New York.....U. S. A. Richard Bell and C. F. Smithers,
 59 Wall street.

BRANCH BANKS.

QUEBEC.
 Bank of Montreal.....John Porteous.....Manager.
 Bank of British North America.....C. F. Smith....."

SHERBROOKE, P. Q.**EASTERN TOWNSHIPS BANK.**

Capital.....\$1,000,000
 Rest.....\$210,000

HEAD OFFICE—SHERBROOKE, QUE.

R. W. Heneker, Esq., President. William Farwell, Jr., Cashier

BRANCHES.

Cowansville.....Que. W. L. Briggs.....Manager.
 Chateaufort.....Que. R. Austin....."
 Richmond.....Que. A. L. Cleveland....."
 Stanstead.....Que. A. P. Ball....."
 Waterloo.....Que. W. G. Parmelee....."

FOREIGN AGENTS.
 London.....Eng. Bank of Montreal, 27 Lombard St.
 Boston.....U. S. A. National Exchange Bank.

BRANCH BANKS.

SHERBROOKE.
 City Bank, Montreal.....William Addie.....Manager.
 La Banque Nationale.....P. G. Lafrance....."

ST. HYACINTHE, P. Q.**LA BANQUE de ST. HYACINTHE.**

Capital.....\$500,000

HEAD OFFICE—ST. HYACINTHE, QUE.

P. Bachand, Esq., President. R. St. Jacques, Cashier.

FOREIGN AGENTS.
 New York.....U. S. A. The National Bank of the Repub-
 lic.

BRANCH BANKS.

ST. HYACINTHE.
 Merchants' Bank of Canada.....H. Barbeau.....Agent.

TORONTO, ONT.**CANADIAN BANK OF COMMERCE.**

Capital.....\$6,000,000
 Surplus.....\$1,500,000

HEAD OFFICE—TORONTO.

Hon. William McMaster, Pres't. W. N. Anderson, Gen'l Manager

BRANCHES.

Barrie.....Ont. William Smith.....Manager.
 Bradford.....Ont. James Pollock....."
 Cayuga.....Ont. W. Roberts....."
 Chatham.....Ont. W. S. Ireland....."
 Collingwood.....Ont. John McMaster....."
 Dundas.....Ont. W. Manson....."
 Galt.....Ont. Robert Galt....."
 Godfrich.....Ont. A. M. Ross....."
 Guelph.....Ont. G. W. Sandilands....."
 Hamilton.....Ont. C. R. Murray....."
 London.....Ont. E. W. Sweet.....Agent.
 Lucan.....Ont. D. Snow Keddle.....Agent.
 Montreal.....Que. W. Simpson.....Manager.
 Orangeville.....Ont. R. T. Hunt....."
 Ottawa.....Ont. J. H. Plummer....."
 Peterboro.....Ont. R. W. Smyth....."
 St. Catharines.....Ont. H. C. Hawick....."
 Sarnia.....Ont. T. W. Nisbet....."
 Strathroy.....Ont. F. W. Hollnstedt....."
 Sudbury.....Ont. J. S. Small....."
 Thorold.....Ont. W. J. Robertson.....Agent.
 Toronto.....Ont. J. S. Lockie.....Manager.
 Trenton.....Ont. P. H. Fauquier....."
 Windsor.....Ont. J. G. Orchard....."
 Woodstock.....Ont. W. A. Sampson....."

FOREIGN AGENTS.

London.....Eng. Bank of Scotland.
 London and County Bank.
 Agra Bank.
 Chartered Bank of India, Austro-
 lia, and China.
 German Bank of London.
 Bank of London.
 New York.....U. S. A. J. G. Harper, J. G. Goadby, and B.
 E. Walker, Agents.
 Chicago.....U. S. A. First National Bank.

ROYAL CANADIAN BANK.

Capital.....\$2,000,000

HEAD OFFICE—TORONTO.

Hon. Alex. Campbell, President. T. McCracken, Cashier.

BRANCHES.

Ayr.....Ont. R. Wyllie.....Agent.
 Belleville.....Ont. J. Young.....Manager.
 Chatham.....Ont. A. Richardson....."
 Clinton.....Ont. M. Lough.....Agent.
 Galt.....Ont. J. Cayser.....Manager.
 Hamilton.....Ont. J. M. Burns....."
 Montreal.....Que. J. L. Brodie....."
 Newmarket.....Ont. J. Cawthra.....Agent.
 Norwich.....Ont. J. Macdonald....."
 Prince Arthur's Land-
 ing.....Ont. C. J. Brent....."
 Scarborough.....Ont. M. P. Hayes....."
 Stratford.....Ont. H. Campbell....."
 Woodstock.....Ont. T. McDonald.....Manager.

FOREIGN AGENTS.

London.....Eng. National Bank of Scotland.
 Scotland.....U. S. A. Ulster Banking Co.
 Ireland.....U. S. A. National Park Bank.
 New York.....U. S. A. Richard Bell and C. F. Smithers,
 59 Wall street.

THE BANK OF TORONTO.

Capital paid up.....\$2,000,000

HEAD OFFICE—TORONTO.

W. Gouderham, Esq., President. George Hague, Cashier.

BRANCHES.

Barrie.....Ont. D. Campbell.....Manager.
 Cobourg.....Ont. J. H. Roper....."
 Collingwood.....Ont. W. R. Wadsworth....."
 Montreal.....Que. Duncan Coulson....."
 Peterboro.....Ont. J. Murray Smith....."
 Port Hope.....Ont. A. Morgan Cosby....."
 St. Catharines.....Ont. J. Henderson....."

FOREIGN AGENTS.

London.....Eng. The City Bank.
 New York.....U. S. A. National Bank of Commerce.
 Richard Bell and C. F. Smithers,
 59 Wall street.

ONTARIO BANK.

Capital.....\$3,000,000

HEAD OFFICE—TORONTO.

Hon. J. Simpson, President. D. Fisher, General Manager.

THE BANKS OF CANADA.

HAMILTON, ONT.

BANK OF HAMILTON.

Capital \$1,000,000

HEAD OFFICE—HAMILTON

Donald McInnes, Esq., President H. C. Hammond, Cashier

BRANCHES.

Georgetown, Ont. F. A. C. Johnson, Agent
 Lindsay, Ont. W. A. Gordon, Agent
 Port Elgin, Ont. H. S. Stearns, Agent

FOREIGN AGENTS.

London, Eng. The National Bank of Scotland
 New York, U.S.A. Messrs. John L. Scott & Son

BRANCH BANKS.

Bank of Montreal, W. J. Munro, Acting Manager
 Bank of British North America, Thomas Corcoran, Manager
 Merchants' Bank of Canada, C. R. Murray
 Canadian Bank of Commerce, John M. Burns
 Royal Canadian Bank, John M. Burns

OTTAWA, ONT.

OTTAWA BANK.

Capital \$1,000,000

HEAD OFFICE—OTTAWA

James Macdonald, Esq., President P. Robertson, Cashier

BRANCH

Vernon, Ont. D. M. Funnell, Manager

FOREIGN AGENTS.

London, Eng. Adams Bank
 New York, U.S.A. Messrs. Harper & Goadby, 60 Wall street

BRANCH BANKS.

Bank of British North America, James Robertson, Manager
 Canadian Bank of Commerce, J. H. Pinnock, Manager
 La Banque Nationale, S. Bonnet, Manager
 Merchants' Bank of Canada, Thomas Kirby, Manager
 Bank of Montreal, A. Bonnamy, Manager
 Ontario Bank, F. H. Woodman, Manager
 Quebec Bank, H. V. Noel
 Union Bank of Lower Canada, D. S. Lastwood

ST. CATHARINE'S, ONT.

NIAGARA DISTRICT BANK.

Capital \$250,000

HEAD OFFICE—ST. CATHARINES

T. R. Mettett, Esq., President C. M. Arnold, Cashier

BRANCHES.

Ingersoll, Ont. C. E. Chadwick, Agent
 Port Colborne, Ont. I. H. Nasimoth, Agent

FOREIGN AGENTS.

London, Eng. Messrs. Bosanquet, Salt & Co.
 New York, U.S.A. The Manhattan Bank

BRANCH BANKS.

Canadian Bank of Commerce, H. C. Barwick, Manager
 Bank of Toronto, J. Henderson, Manager
 City Bank, Montreal, W. T. Benson, Manager
 Quebec Bank, D. R. Crombie, Manager
 Imperial Bank, M. Arnold, Manager

* Agent of Imperial Bank of Canada, Limited. Negotiation pending to amalgamate.

ST. JOHN, NEW BRUNSWICK.

BANK OF NEW BRUNSWICK.

Capital \$1,000,000

HEAD OFFICE—ST. JOHN, N. B.

J. D. Lewin, Esq., President William Girvan, Cashier

FOREIGN AGENTS.

London, Eng. Messrs. Williams, Deacon
 New York, U.S.A. Labouchere, Thornton & Co.
 Boston, U.S.A. The Commercial National Bank
 The National Bank

MARITIME BANK OF THE DOMINION OF CANADA

Capital \$1,000,000

HEAD OFFICE—ST. JOHN N. B.

James Dunn, Esq., M.P., President Alfred Ray, Cashier

FOREIGN AGENTS.

London, Eng. Labouchere, Thornton & Co.
 New York, U.S.A. National Bank of the Republic
 Boston, U.S.A. Merchants' National Bank

BRANCH BANKS.

Bank of British North America, J. MacMillan, Manager
 Bank of Montreal, J. C. Jones, Agent
 Bank of Nova Scotia, W. L. Patullo, Agent

FREDERICTON, N. B.

PEOPLE'S BANK.

Capital \$250,000

HEAD OFFICE—FREDERICTON N. B.

A. E. Randolph, Esq., President S. W. Robit, Cashier

FOREIGN AGENTS.

Boston, U.S.A. First National Bank

BRANCH BANKS.

Bank of British North America, R. N. Omer, Agent

ST. STEPHEN, N. B.

ST. STEPHEN'S BANK.

Capital \$250,000

HEAD OFFICE—ST. STEPHEN, N. B.

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FOREIGN AGENTS.

London, Eng. Labouchere, Thornton & Co.
 New York, U.S.A. Bank of New York National
 Banking Association
 Boston, U.S.A. Globe National Bank

BRANCH BANKS.

Bank of British North America, Robert Burns, Manager

HALIFAX, NOVA SCOTIA.

BANK OF NOVA SCOTIA.

Capital \$1,000,000

HEAD OFFICE—HALIFAX.

John S. Michan, Esq., President William C. Menzies, Cashier

BRANCHES.

Amherst, N.S. L. M. Hay, Agent
 Kentville, N.S. J. D. V. Chipman, Agent
 New Glasgow, N.S. J. W. Carmichael, Agent
 Pictou, N.S. Howard Primrose, Agent
 Yarmouth, N.S. James Murray, Agent
 North Sydney, N.S. Hon. T. D. Archibald, Agent
 St. John, N.B. W. L. Pitcairly, Agent

FOREIGN AGENTS.

London, Eng. Messrs. Williams, Deacon
 New York, U.S.A. Labouchere, Thornton & Co.
 Boston, U.S.A. Bank of New York National
 Banking Association
 Boston, U.S.A. Merchants' National Bank

BRANCHES.

Bowmanville, Ont. George McGill, Manager
 Guelph, Ont. J. Morris, Agent
 Lindsay, Ont. S. A. McMurtry, Agent
 Montreal, Que. John Smart, Agent
 Mount Forest, Ont. George Brown, Agent
 Oshawa, Ont. Charles Holland, Agent
 Orillia, Ont. J. H. Woodman, Agent
 Pembroke, Ont. W. Bell, Agent
 Peterboro, Ont. George Shaw, Agent
 Port Hope, Ont. H. G. McVitt, Agent
 Port Perry, Ont. A. C. Mosley, Agent
 Toronto, Ont. A. Fisher, Agent
 Wmby, Ont. Thomas Dow, Agent

FOREIGN AGENTS.

London, Eng. Bank of Montreal, 27 Lombard street
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 Richard Bell and C. F. Smithers, 59 Wall street
 Boston, U.S.A. Tremont National Bank

DOMINION BANK.

Capital \$1,000,000

HEAD OFFICE—TORONTO

James Austin, Esq., President R. H. Bethune, Cashier

BRANCHES.

Bowmanville, Ont. J. A. Codd, Agent
 Collingwood, Ont. W. D. Burn, Agent
 Oshawa, Ont. H. S. Schmeck, Agent
 Oshawa, Ont. J. H. McClellan, Agent
 Toronto, Queen St. J. Price, Manager
 Windsor, Ont. W. H. Holland, Agent
 Whitby, Ont. H. B. Taylor, Agent

FOREIGN AGENTS.

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 New York, U.S.A. Richard Bell and C. F. Smithers, 59 Wall street

THE ST. LAWRENCE BANK.

Capital \$1,000,000

HEAD OFFICE—TORONTO

J. C. Fitch, Esq., President K. F. Lockhart, Cashier

BRANCHES AND AGENCIES.

Bradford, Ont. F. Dewson, Agent
 Collingwood, Ont. F. R. Schone, Agent
 Cambridge, Ont. R. N. Mont, Agent
 Parristown, Ont. C. Hunter, Agent
 London, Ont. A. H. Ireland, Interim Manager
 Markham, Ont. F. A. Reesor, Agent
 Newcastle, Ont. J. K. Allen, Agent
 Oshawa, Ont. W. F. Cowan, Agent
 Port Hope, Ont. W. Munro, Agent
 Strathroy, Ont. J. B. Cummins, Agent
 Wingham, Ont. W. J. Hayward, Agent
 Yorkville, Ont. R. J. Montgomery, Agent

FOREIGN AGENTS.

London, Eng. The Imperial Bank
 New York, U.S.A. Richard Bell and C. F. Smithers, 59 Wall street

THE FEDERAL BANK OF CANADA.

Capital \$1,000,000

HEAD OFFICE—TORONTO

S. Nordheimer, Esq., President H. S. Strath, Cashier

BRANCHES.

Guelph, Ont. Thomas Y. Greet, Manager
 London, Ont. Charles Murray, Agent
 Simcoe, Ont. Henry Groff, Agent
 St. Mary, Ont. C. S. Rumsey, Agent

FOREIGN AGENTS.

London, Eng. The City Bank
 New York, U.S.A. American Exchange Nat'l Bank

IMPERIAL BANK OF CANADA.

Capital \$1,000,000

HEAD OFFICE—TORONTO

H. S. Howland, Esq., President D. R. Wilkie, Cashier

BRANCHES.

St. Catharines, Ont. Niagara District Bank, Agent
 Ingersoll, Ont. C. E. Chadwick, Agent
 Port Colborne, Ont. T. H. Rasmith, Agent

FOREIGN AGENTS.

London, Eng. Bank of Montreal, 27 Lombard St.
 New York, U.S.A. Richard Bell and C. F. Smithers, 59 Wall street

BRANCH BANKS.

TORONTO.

Bank of Montreal, George W. Yarker, Manager
 Bank of British North America, S. Taylor, Agent
 Merchants' Bank of Canada, Archibald Cameron, Agent
 Molson's Bank, J. H. Robertson, Agent
 City Bank, Montreal, William Hamilton, Agent
 Quebec Bank, James L. Scarth, Agent

UNION BANK OF HALIFAX.

Capital.....\$1,000,000.

HEAD OFFICE—HALIFAX.

James A. Moren, Esq., President. W. S. Stirling, Cashier.

AGENCY.

Annapolis.....N. S.....T. S. Whitman.....Agent.

FOREIGN AGENTS.

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New York.....U. S. A.....Duncan, Sherman & Co.
Boston.....U. S. A.....Williams & Hall.

MERCHANTS' BANK OF HALIFAX.

Capital.....\$1,000,000.

HEAD OFFICE—HALIFAX.

Thomas L. Kenny, Esq., President. George McLean, Cashier.

BRANCHES.

Antigonish.....N. S.....I. M. King.....Agent.
Bedford.....N. S.....Andrew Gow.
Charlottetown.....P. E. I.....Owen Connolly.
Marland.....N. S.....David Fries.
Pictou.....N. S.....William Ives.
Summerside.....P. E. I.....Stephen McNeill.
Sydney.....C. B.....John L. Hurchell.
Trenton.....N. S.....John B. Dickie.
Weymouth.....N. S.....Colin Campbell, Jr.

FOREIGN AGENTS.

London.....Eng.....Imperial Bank.
.....Williams, Deacon, Labouchere,
.....Thornton & Co.
New York.....U. S. A.....Morton, Bliss & Co.
Boston.....U. S. A.....National Hide and Leather Bank.

PEOPLE'S BANK.

Capital.....\$500,000.

HEAD OFFICE—HALIFAX.

George H. Starr, Esq., President. Peter Jack, Cashier.

BRANCHES.

Lockport.....N. S.....A. Locke.....Agent.
Wolfeville.....N. S.....A. D. W. Bares.

FOREIGN AGENTS.

London.....Eng.....Union Bank of London.
New York.....U. S. A.....Duncan, Sherman & Co.
Boston.....U. S. A.....Williams & Hall.

HALIFAX BANKING COMPANY.

Capital.....\$500,000.

HEAD OFFICE—HALIFAX.

W. M. Harrington, Esq., President. Samuel H. Black, Cashier.

BRANCHES.

Parrsboro.....N. S.....A. S. Townshend.....Agent.
Trenton.....N. S.....Charles Blanchard.

FOREIGN AGENTS.

London.....Eng.....Union Bank of London.
New York.....U. S. A.....Bank of New York.
Boston.....U. S. A.....Suffolk National Bank.

BRANCH BANKS.

HALIFAX.

Bank of Montreal.....F. Gundry.....Manager.
Bank of British North America.....Jellerv Penfold.

LIVERPOOL, N. S.

BANK OF LIVERPOOL.

Capital.....\$200,000.

HEAD OFFICE—LIVERPOOL, N. S.

James Forbes, M.D., M.P., President. A. H. Patterson, Cashier.

PICTOU, N. S.

PICTOU BANK.

Capital.....\$500,000.

HEAD OFFICE—PICTOU.

John Crerar, Esq., President. Thomas Watson, Manager.

FOREIGN AGENTS.

London.....Eng.....Imperial Bank.
New York.....U. S. A.....Richard Bell and C. F. Smithers,
59 Wall street.

BRANCH BANKS.

PICTOU.

Bank of Nova Scotia.....Howard Primrose.....Agent.
Merchants' Bank of Halifax.....William Ives.

WINDSOR, N. S.

COMMERCIAL BANK OF WINDSOR.

Capital.....\$200,000.

HEAD OFFICE—WINDSOR.

Godfrey P. Payant, Esq., President. Walter Lawson, Cashier.

FOREIGN AGENTS.

London.....Eng.....Union Bank of London.
New York.....U. S. A.....Bank of New York.

YARMOUTH, N. S.

BANK OF YARMOUTH.

Capital.....\$200,000.

HEAD OFFICE—YARMOUTH.

I. E. Baker, Esq., President. Charles Huntington, Cashier.

EXCHANGE BANK OF YARMOUTH.

Capital.....\$300,000.

HEAD OFFICE—YARMOUTH.

J. C. Robbins, Esq., President. Alex. C. Murray, Cashier.

BRANCH BANKS.

YARMOUTH.

Bank of Nova Scotia.....J. Murray.....Agent.

CHARLOTTETOWN, P. E. I.

BANK OF PRINCE EDWARD ISLAND.

Capital.....\$120,000.

HEAD OFFICE—CHARLOTTETOWN.

Hon. Daniel Brennan, President. William Crandall, Cashier.

FOREIGN AGENTS.

London.....Eng.....The Union Bank of London.
Boston.....U. S. A.....Boston National Bank.

UNION BANK OF PRINCE EDWARD ISLAND.

Capital.....\$100,000.

HEAD OFFICE—CHARLOTTETOWN.

Charles Palmer, Esq., President. George Macleod, Cashier.

BRANCH.

Summerside.....Neil F. McKelvie.....Manager.

FOREIGN AGENTS.

London.....Eng.....The Union Bank of London.
New York.....U. S. A.....National Park Bank.
Boston.....U. S. A.....Merchants' National Bank.

MERCHANTS' BANK OF PRINCE EDWARD ISLAND.

Capital.....\$100,000.

HEAD OFFICE—CHARLOTTETOWN.

Robert Longworth, Esq., President. William McLean, Cashier.

FOREIGN AGENTS.

London.....Eng.....City Bank of London.
New York.....U. S. A.....Bank of New York.
Boston.....U. S. A.....Boston National Bank.

BRANCH BANKS.

CHARLOTTETOWN.

Merchants' Bank of Halifax.....Owen Connolly.....Agent.

SUMMERSIDE, P. E. I.

BANK OF SUMMERSIDE.

Capital.....\$200,000.

James L. Holman, Esq., President. Robert McC. Staven, Cashier.

FOREIGN AGENTS.

London.....Eng.....Union Bank of London.
Boston.....U. S. A.....The Blackstone National Bank.

BRANCH BANKS.

SUMMERSIDE.

Merchants' Bank of Halifax.....Stephen McNeill.....Agent.

RUSTICO, P. E. I.

FARMERS' BANK OF RUSTICO.

Capital.....\$100,000.

Jerome Doiron, Esq., President. Martin J. Blanchard, Cashier.

VICTORIA, B. C.

BANK OF BRITISH COLUMBIA.

Capital.....£200,000. \$200,000.00.

London Office, 5 East India Ave., Leadenhall st.
Chairman of Board of Directors, T. W. L. Markcan.
General Manager, Henry E. Ransom.

BRANCHES.

Victoria.....W. C. Ward.....Manager.
Portland, Oregon.....Frederick Townsend.

FOREIGN AGENTS.

New York.....U. S. A.....Richard Bell and C. F. Smithers,
59 Wall street.
San Francisco, Cal., U. S. A.....William H. Tillinghast.

BRANCH BANKS.

VICTORIA.

Bank of British North America.....J. Goodfellow.....Manager.

NEWFOUNDLAND.

ST. JOHN'S.

COMMERCIAL BANK OF NEWFOUNDLAND.

Capital.....\$200,000.

HEAD OFFICE—ST. JOHN'S.

Robert Brown, Esq., President.

FOREIGN AGENTS.

London.....Eng.....London and Yorkshire Bank.

UNION BANK OF NEWFOUNDLAND.

Capital.....\$200,000.

HEAD OFFICE—ST. JOHN'S.

J. W. Smith, Esq., President.

FOREIGN AGENTS.

London.....Eng.....Union Bank of London.

SAVINGS BANK.

Hon. Ed. Morris, Manager.

HARBOR GRACE.

Branch Bank.....Alex. Clift.....Cashier.

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READY REFERENCE TABLE

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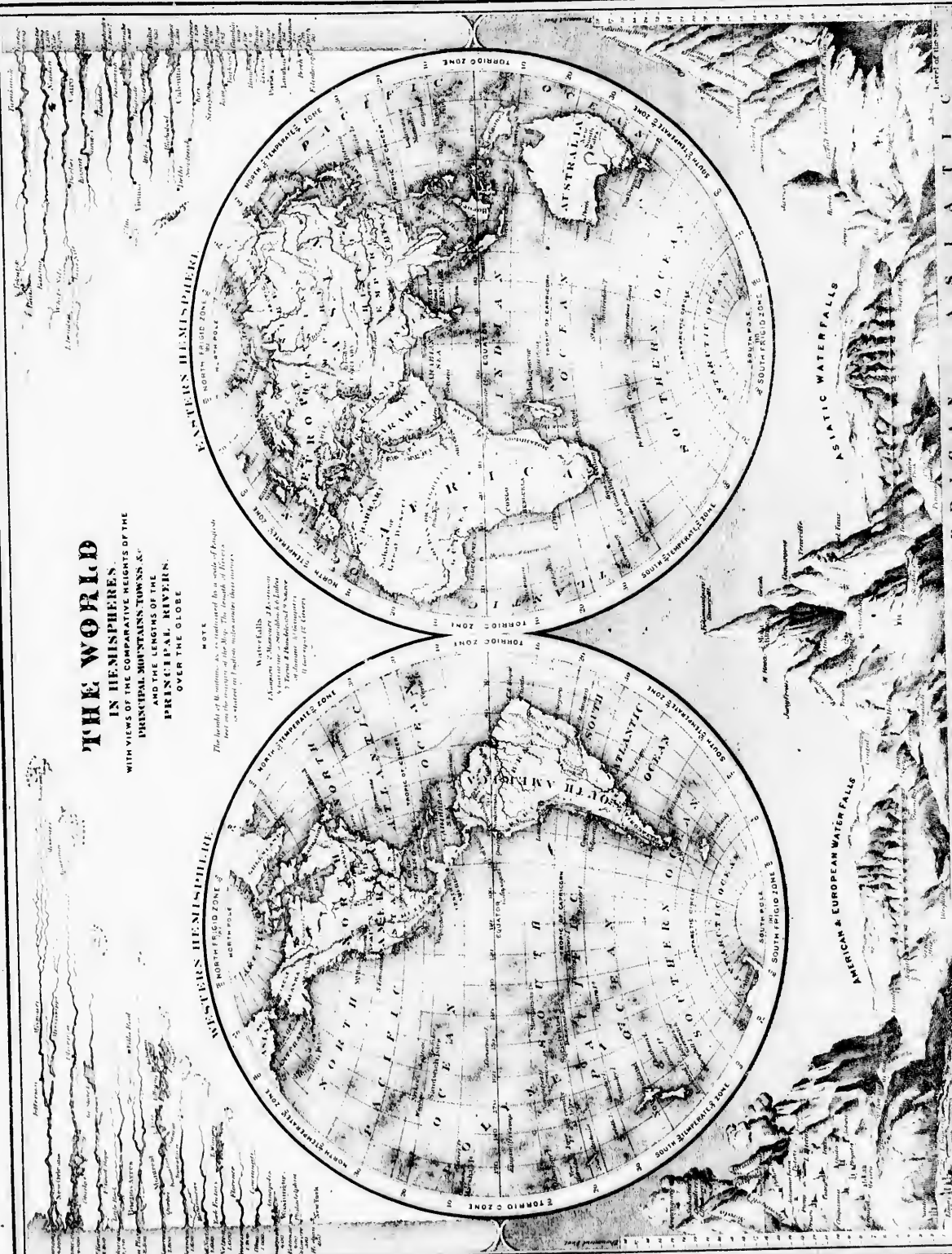
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THE WORLD

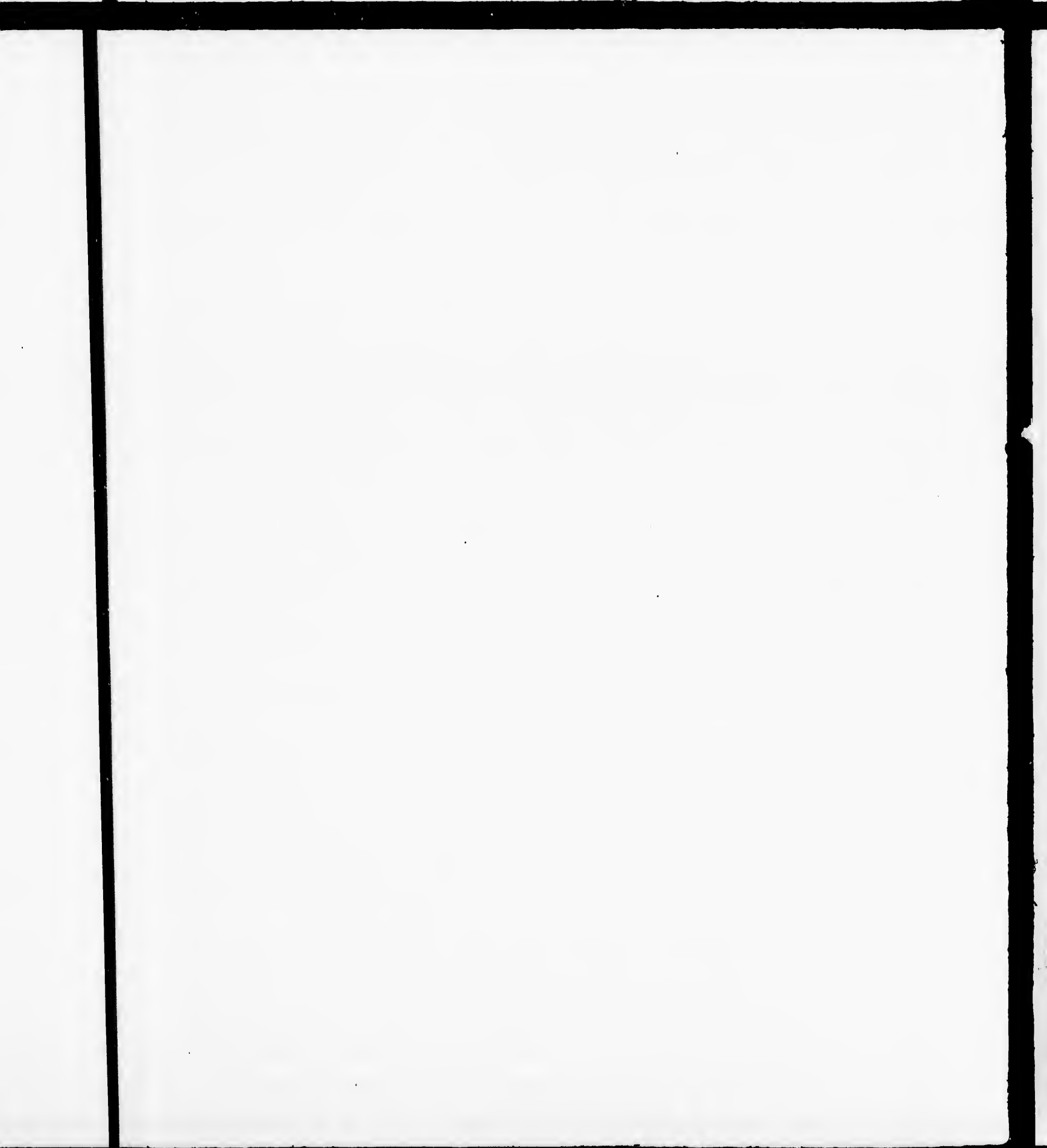
IN HEMISPHERES.
WITH VIEWS OF THE COMPARATIVE HEIGHTS OF THE
PRINCIPAL MOUNTAINS, TOWNS, &c.
AND THE LENGTHS OF THE
PRINCIPAL RIVERS.
OVER THE GLOBE.

NOTE.
The height of Mountains is measured by a scale of English feet.
The length of Rivers is measured by a scale of English miles.
The length of the longest river in each country is marked.

Waterfalls.
A number of the most remarkable waterfalls are marked by letters.
1. Tropic of Cancer.
2. Tropic of Capricorn.
3. Equator.



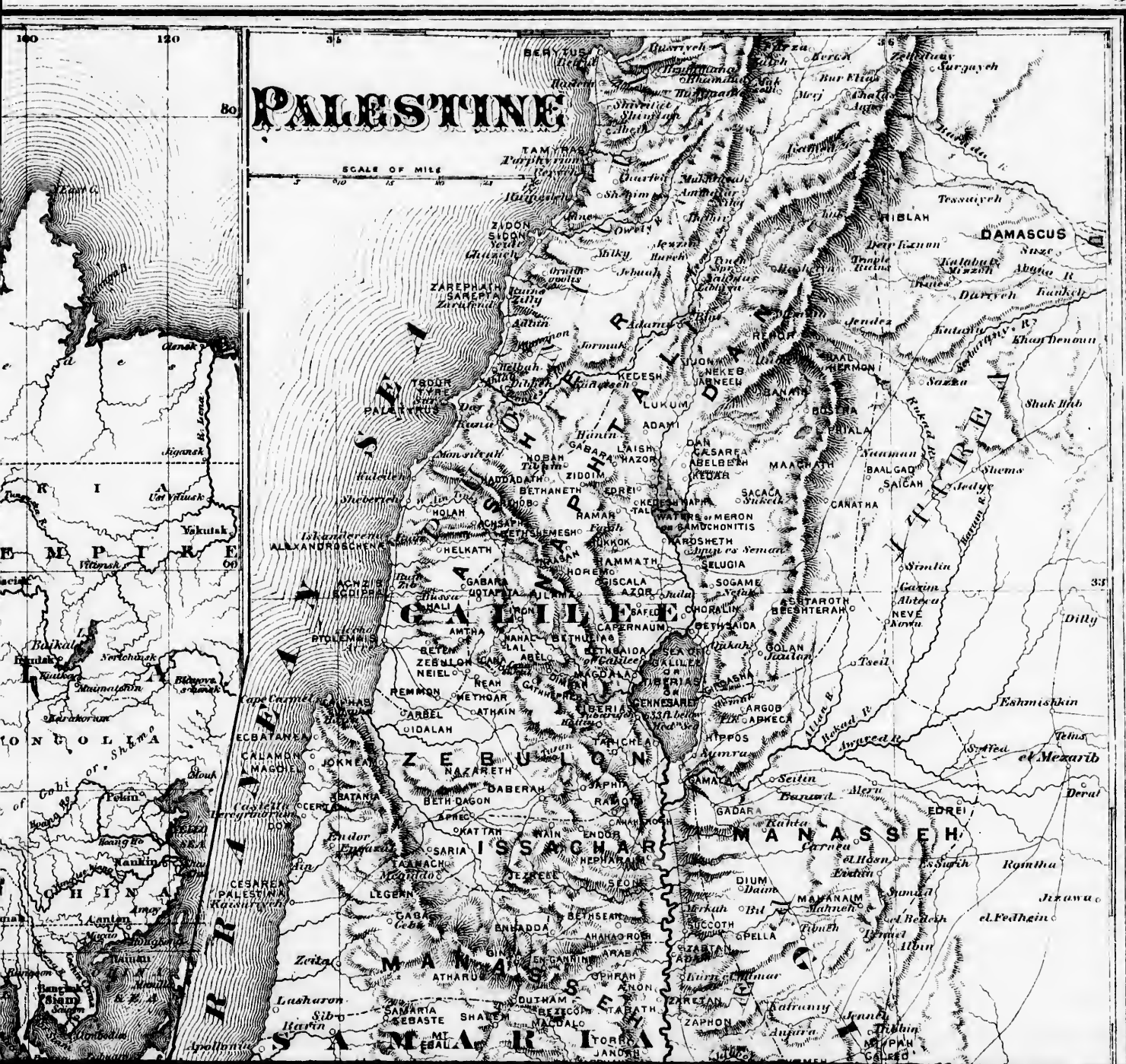
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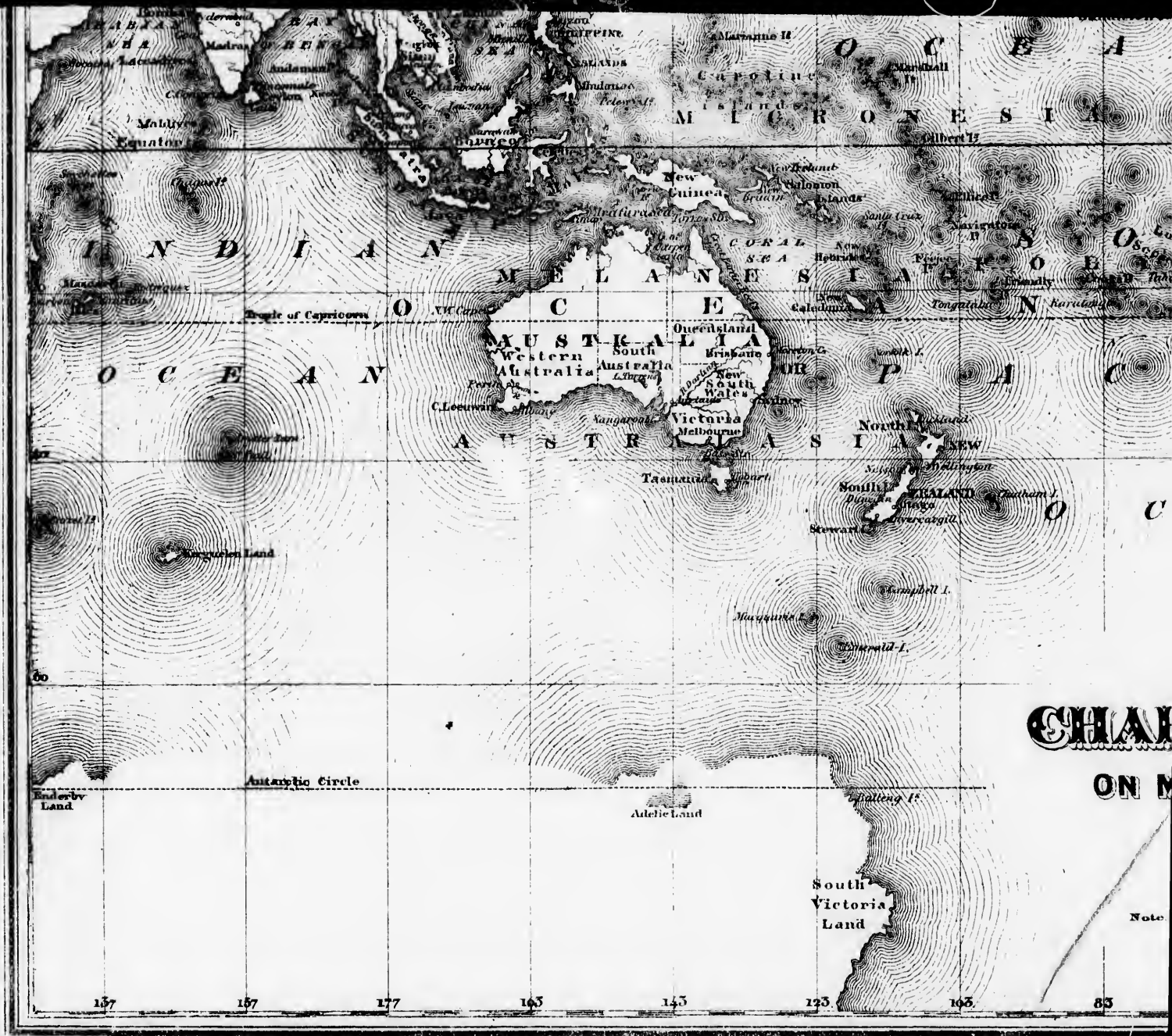












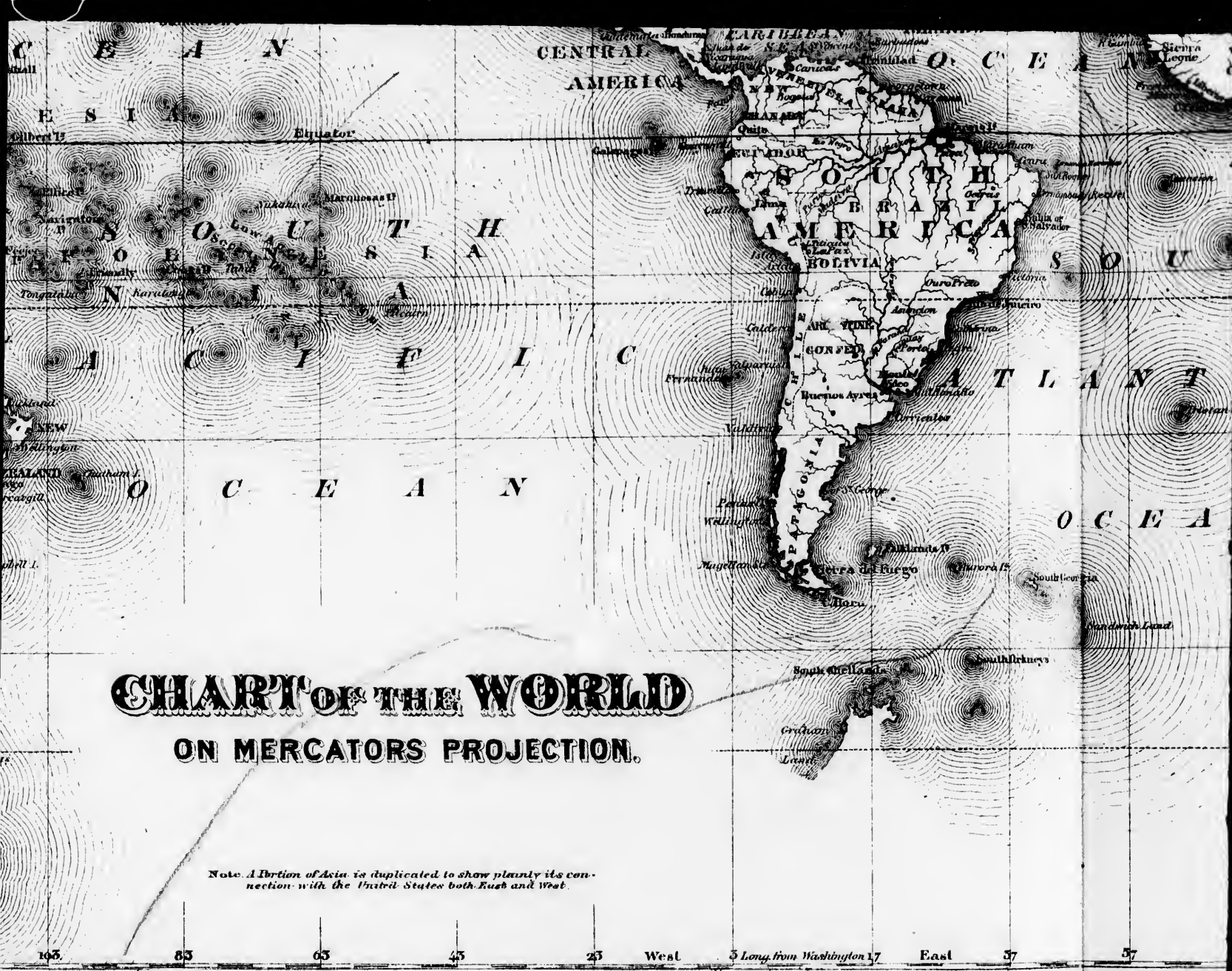
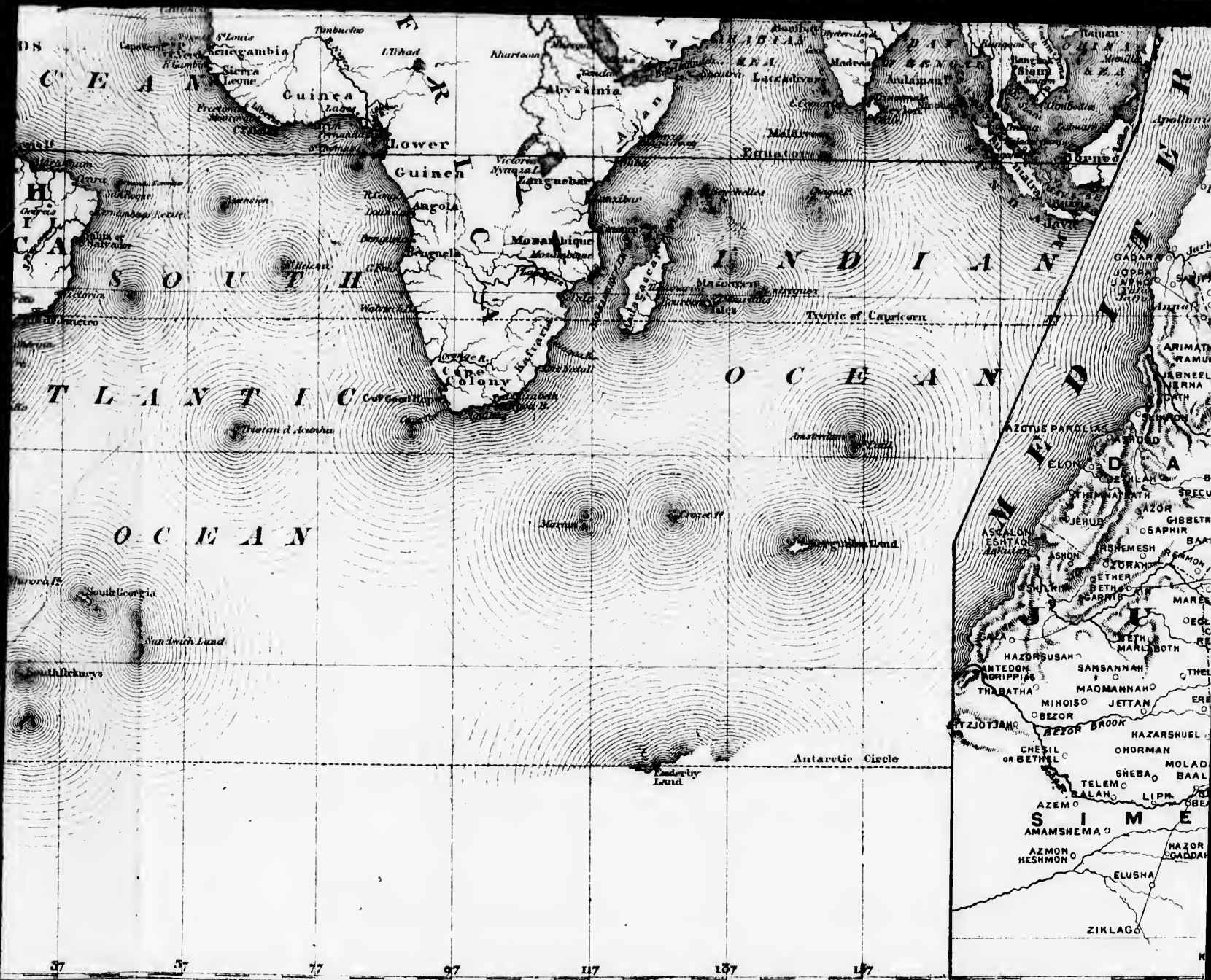


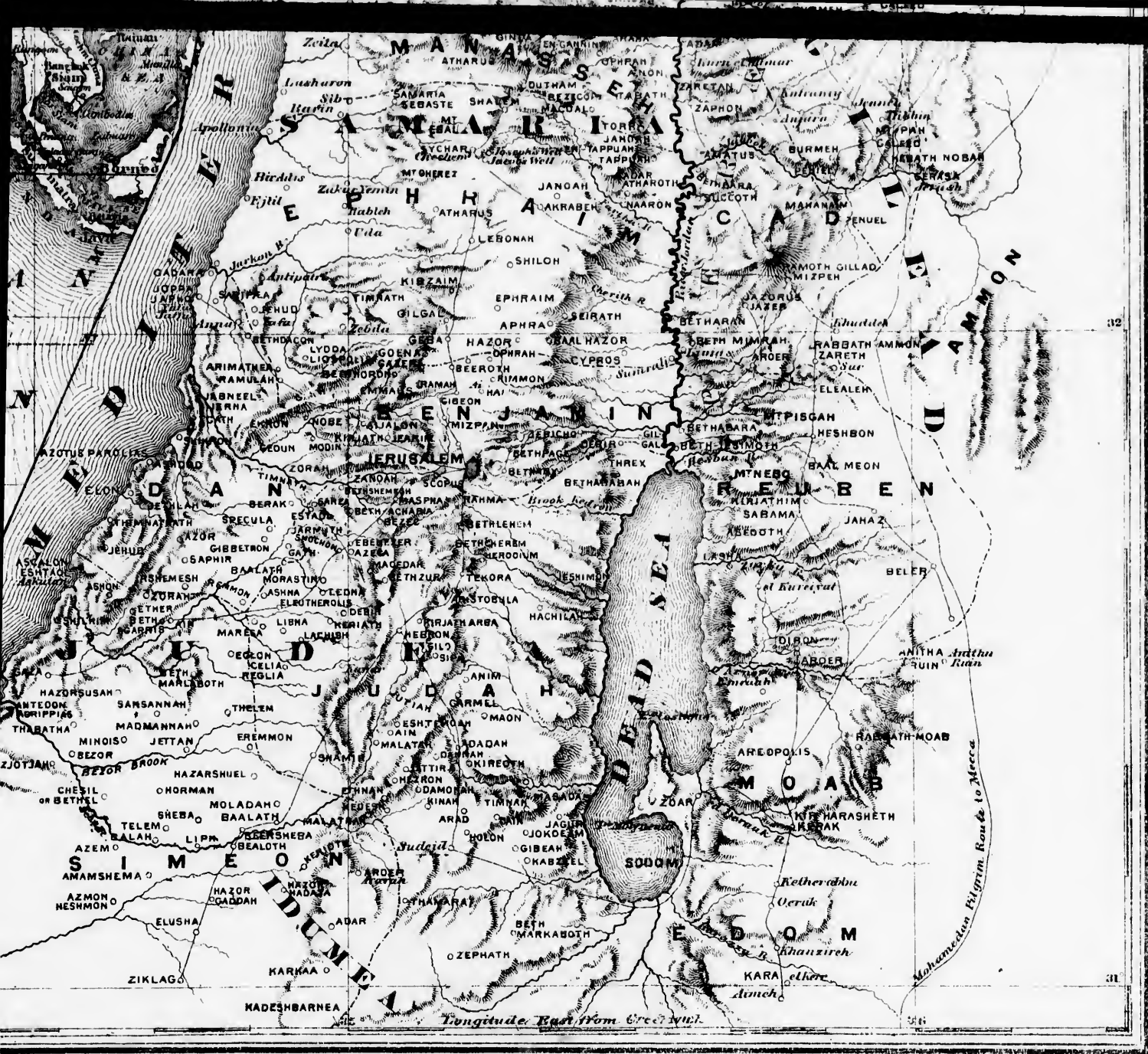
CHART OF THE WORLD

ON MERCATORS PROJECTION.

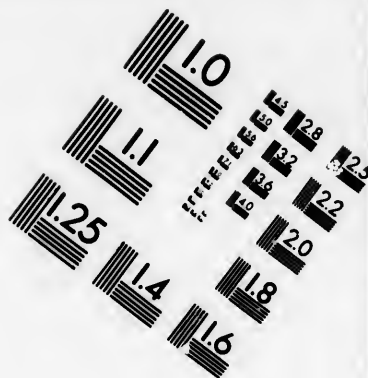
Note. A Portion of Asia is duplicated to show plainly its connection with the United States both East and West.

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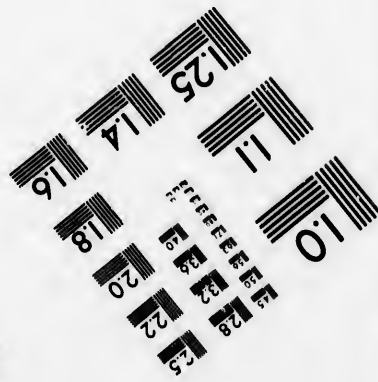
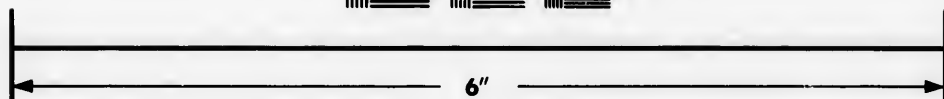








A resolution test chart featuring various patterns of vertical and horizontal lines. The patterns are labeled with numbers indicating their resolution. The labels include: 1.0, 1.1, 1.25, 1.4, 1.6, 1.8, 2.0, 2.2, 2.5, 2.8, 3.2, 3.6, 4.0, 4.5, 5.0, 5.6, 6.3, 7.1, 8.0, 9.0, 10.0, 11.2, 12.5, 14.0, 16.0, 18.0, 20.0, 22.5, 25.0, 28.0, 32.0, 36.0, 40.0, 45.0, 50.0, 56.0, 63.0, 71.0, 80.0, 90.0, 100.0, 112.0, 125.0, 140.0, 160.0, 180.0, 200.0, 225.0, 250.0, 280.0, 320.0, 360.0, 400.0, 450.0, 500.0, 560.0, 630.0, 710.0, 800.0, 900.0, 1000.0, 1120.0, 1250.0, 1400.0, 1600.0, 1800.0, 2000.0, 2250.0, 2500.0, 2800.0, 3200.0, 3600.0, 4000.0, 4500.0, 5000.0, 5600.0, 6300.0, 7100.0, 8000.0, 9000.0, 10000.0, 11200.0, 12500.0, 14000.0, 16000.0, 18000.0, 20000.0, 22500.0, 25000.0, 28000.0, 32000.0, 36000.0, 40000.0, 45000.0, 50000.0, 56000.0, 63000.0, 71000.0, 80000.0, 90000.0, 100000.0, 112000.0, 125000.0, 140000.0, 160000.0, 180000.0, 200000.0, 225000.0, 250000.0, 280000.0, 320000.0, 360000.0, 400000.0, 450000.0, 500000.0, 560000.0, 630000.0, 710000.0, 800000.0, 900000.0, 1000000.0, 1120000.0, 1250000.0, 1400000.0, 1600000.0, 1800000.0, 2000000.0, 2250000.0, 2500000.0, 2800000.0, 3200000.0, 3600000.0, 4000000.0, 4500000.0, 5000000.0, 5600000.0, 6300000.0, 7100000.0, 8000000.0, 9000000.0, 10000000.0, 11200000.0, 12500000.0, 14000000.0, 16000000.0, 18000000.0, 20000000.0, 22500000.0, 25000000.0, 28000000.0, 32000000.0, 36000000.0, 40000000.0, 45000000.0, 50000000.0, 56000000.0, 63000000.0, 71000000.0, 80000000.0, 90000000.0, 100000000.0, 112000000.0, 125000000.0, 140000000.0, 160000000.0, 180000000.0, 200000000.0, 225000000.0, 250000000.0, 280000000.0, 320000000.0, 360000000.0, 400000000.0, 450000000.0, 500000000.0, 560000000.0, 630000000.0, 710000000.0, 800000000.0, 900000000.0, 1000000000.0, 1120000000.0, 1250000000.0, 1400000000.0, 1600000000.0, 1800000000.0, 2000000000.0, 2250000000.0, 2500000000.0, 2800000000.0, 3200000000.0, 3600000000.0, 4000000000.0, 4500000000.0, 5000000000.0, 5600000000.0, 6300000000.0, 7100000000.0, 8000000000.0, 9000000000.0, 10000000000.0, 11200000000.0, 12500000000.0, 14000000000.0, 16000000000.0, 18000000000.0, 20000000000.0, 22500000000.0, 25000000000.0, 28000000000.0, 32000000000.0, 36000000000.0, 40000000000.0, 45000000000.0, 50000000000.0, 56000000000.0, 63000000000.0, 71000000000.0, 80000000000.0, 90000000000.0, 100000000000.0, 112000000000.0, 125000000000.0, 140000000000.0, 160000000000.0, 180000000000.0, 200000000000.0, 225000000000.0, 250000000000.0, 280000000000.0, 320000000000.0, 360000000000.0, 400000000000.0, 450000000000.0, 500000000000.0, 560000000000.0, 630000000000.0, 710000000000.0, 800000000000.0, 900000000000.0, 1000000000000.0, 1120000000000.0, 1250000000000.0, 1400000000000.0, 1600000000000.0, 1800000000000.0, 2000000000000.0, 2250000000000.0, 2500000000000.0, 2800000000000.0, 3200000000000.0, 3600000000000.0, 4000000000000.0, 4500000000000.0, 5000000000000.0, 5600000000000.0, 6300000000000.0, 7100000000000.0, 8000000000000.0, 9000000000000.0, 10000000000000.0, 11200000000000.0, 12500000000000.0, 14000000000000.0, 16000000000000.0, 18000000000000.0, 20000000000000.0, 22500000000000.0, 25000000000000.0, 28000000000000.0, 32000000000000.0, 36000000000000.0, 40000000000000.0, 45000000000000.0, 50000000000000.0, 56000000000000.0, 63000000000000.0, 71000000000000.0, 80000000000000.0, 90000000000000.0, 100000000000000.0, 112000000000000.0, 125000000000000.0, 140000000000000.0, 160000000000000.0, 180000000000000.0, 200000000000000.0, 225000000000000.0, 250000000000000.0, 280000000000000.0, 320000000000000.0, 360000000000000.0, 400000000000000.0, 450000000000000.0, 500000000000000.0, 560000000000000.0, 630000000000000.0, 710000000000000.0, 800000000000000.0, 900000000000000.0, 1000000000000000.0, 1120000000000000.0, 1250000000000000.0, 1400000000000000.0, 1600000000000000.0, 1800000000000000.0, 2000000000000000.0, 2250000000000000.0, 2500000000000000.0, 2800000000000000.0, 3200000000000000.0, 3600000000000000.0, 4000000000000000.0, 4500000000000000.0, 5000000000000000.0, 5600000000000000.0, 6300000000000000.0, 7100000000000000.0, 8000000000000000.0, 9000000000000000.0, 10000000000000000.0, 11200000000000000.0, 12500

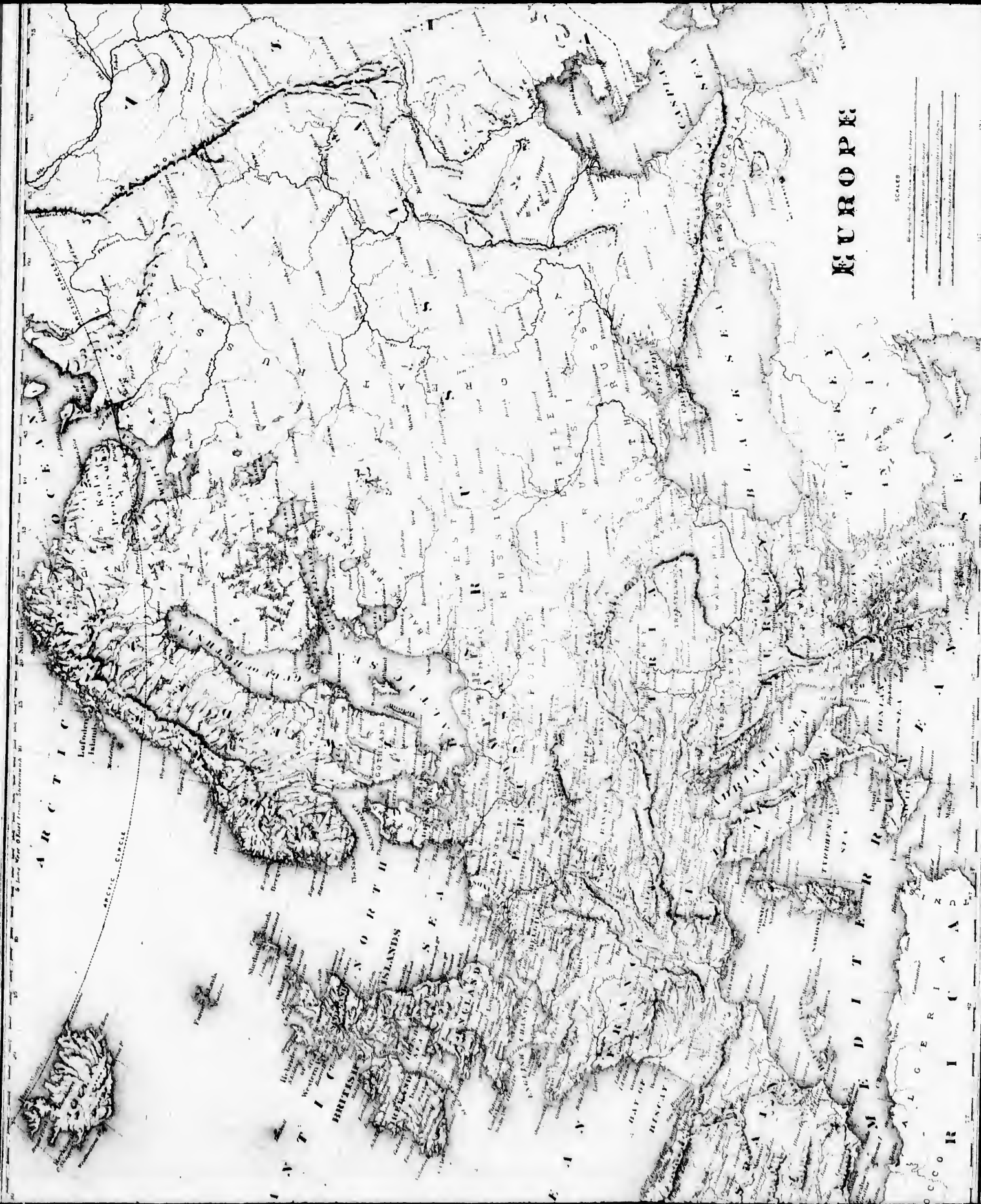


Photographic Sciences Corporation

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EUROPE

SCALES

Scale of Miles
Scale of Kilometers
Scale of Nautical Miles
Scale of Statute Miles

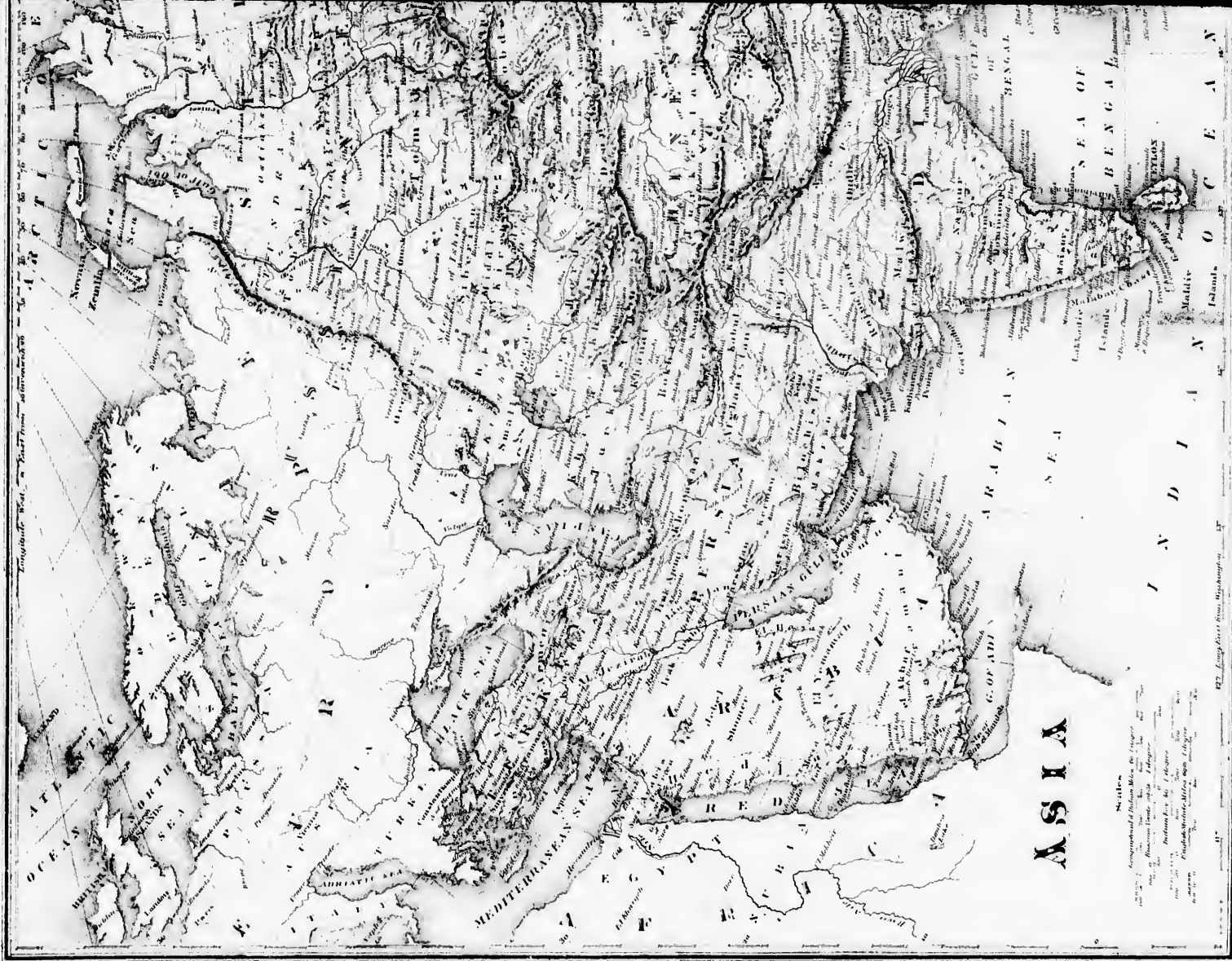


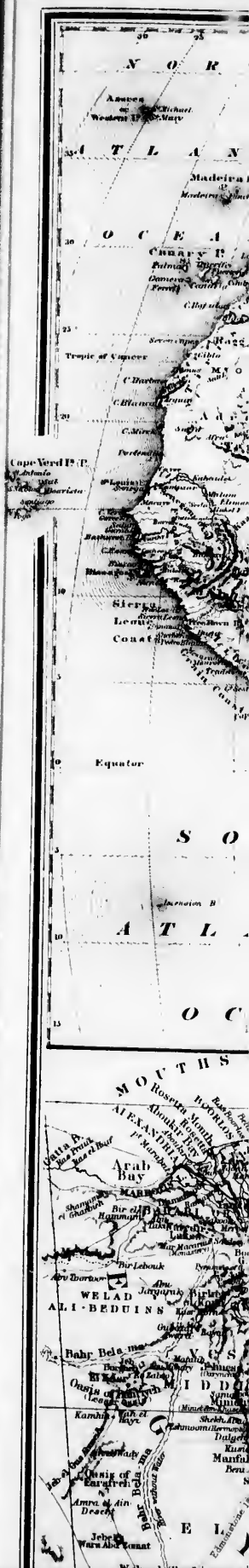


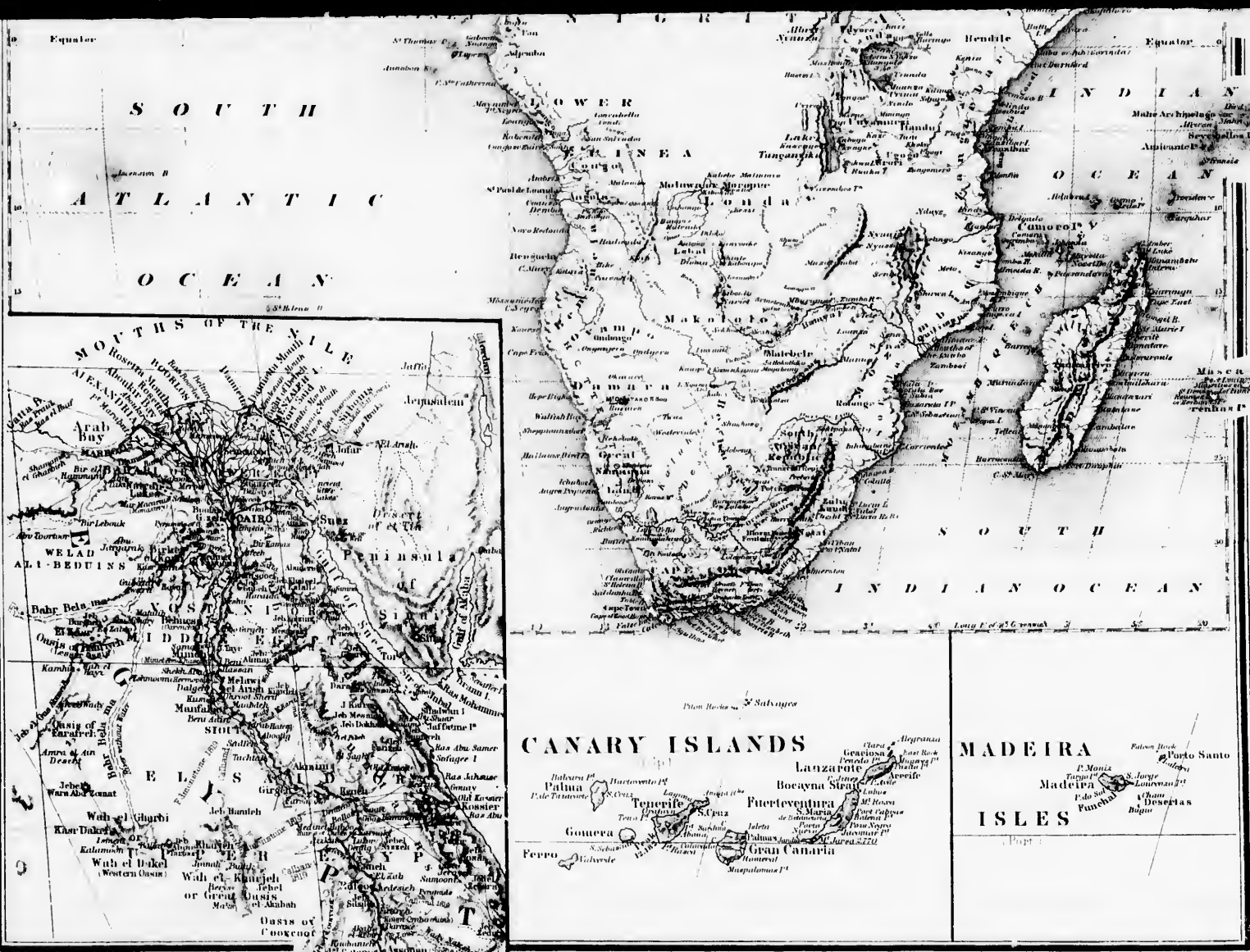




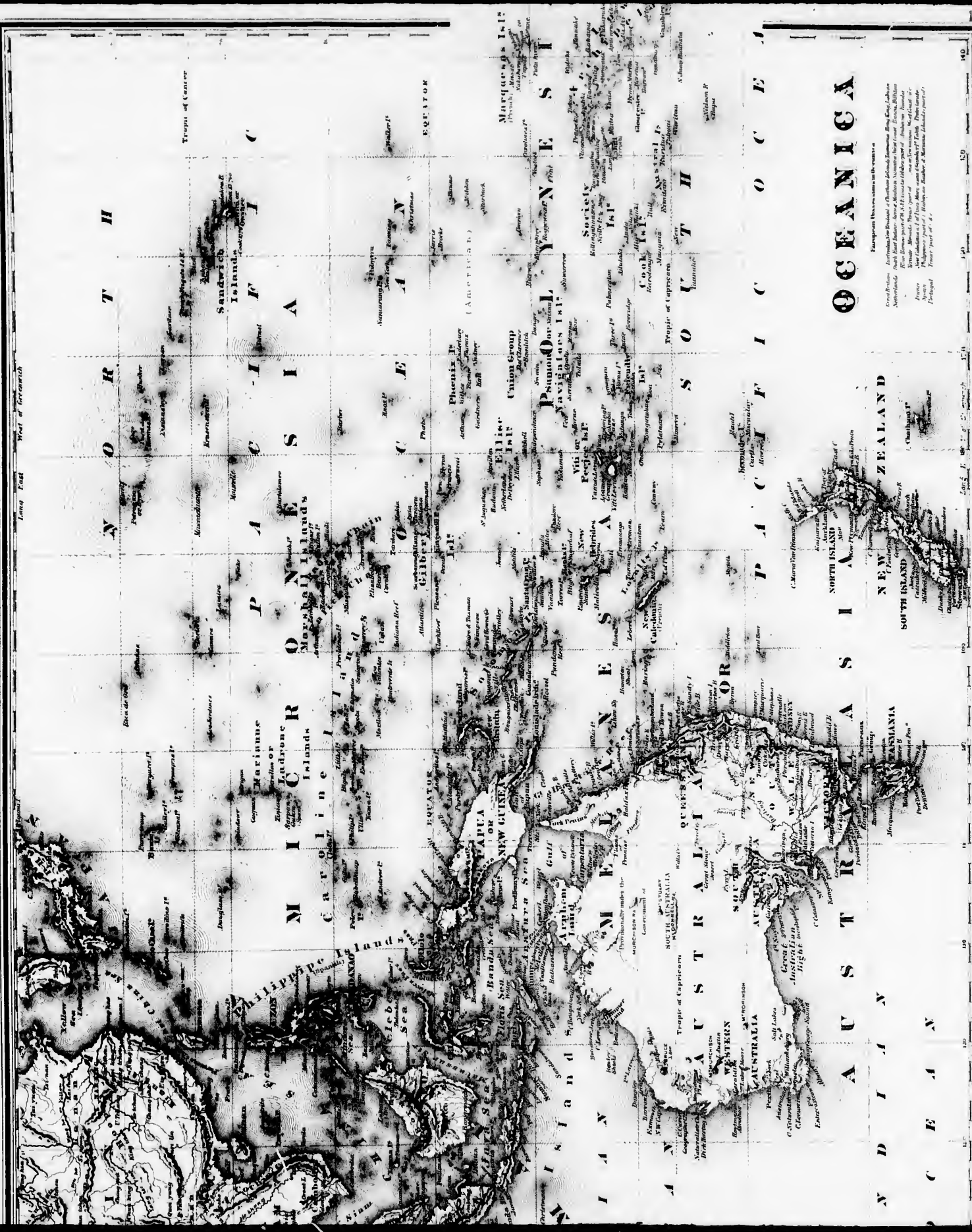












PACIFIC OCEAN

Continental Division
The Pacific Ocean is bounded by the Americas to the west, Europe and Africa to the east, and Asia to the south. It is the largest of the world's oceans, covering more than 165 million square kilometers. The Pacific is home to a vast number of islands and archipelagos, including the Hawaiian Islands, the Philippines, the Indonesian archipelago, and the Japanese archipelago. The map shows the Pacific Ocean in its entirety, from the Arctic Circle to the Antarctic Peninsula, and from the Americas to Asia.

Longitude
180° 170° 160° 150° 140° 130° 120° 110° 100° 90° 80° 70° 60° 50° 40° 30° 20° 10° 0° 10° 20° 30° 40° 50° 60° 70° 80° 90° 100° 110° 120° 130° 140° 150° 160° 170° 180°

Latitude
60° 50° 40° 30° 20° 10° 0° 10° 20° 30° 40° 50° 60°







100 200 300 400 500 600 700 800 900 1000
 100 200 300 400 500 600 700 800 900 1000
 100 200 300 400 500 600 700 800 900 1000
 100 200 300 400 500 600 700 800 900 1000
 100 200 300 400 500 600 700 800 900 1000

C N O R T H
 A T L A N T I C
 O C E A N

EQUATION

 $s \quad o \quad v \quad r \quad u$

S O T H

P A C I F I C

A T L A N T I C
O C E A N

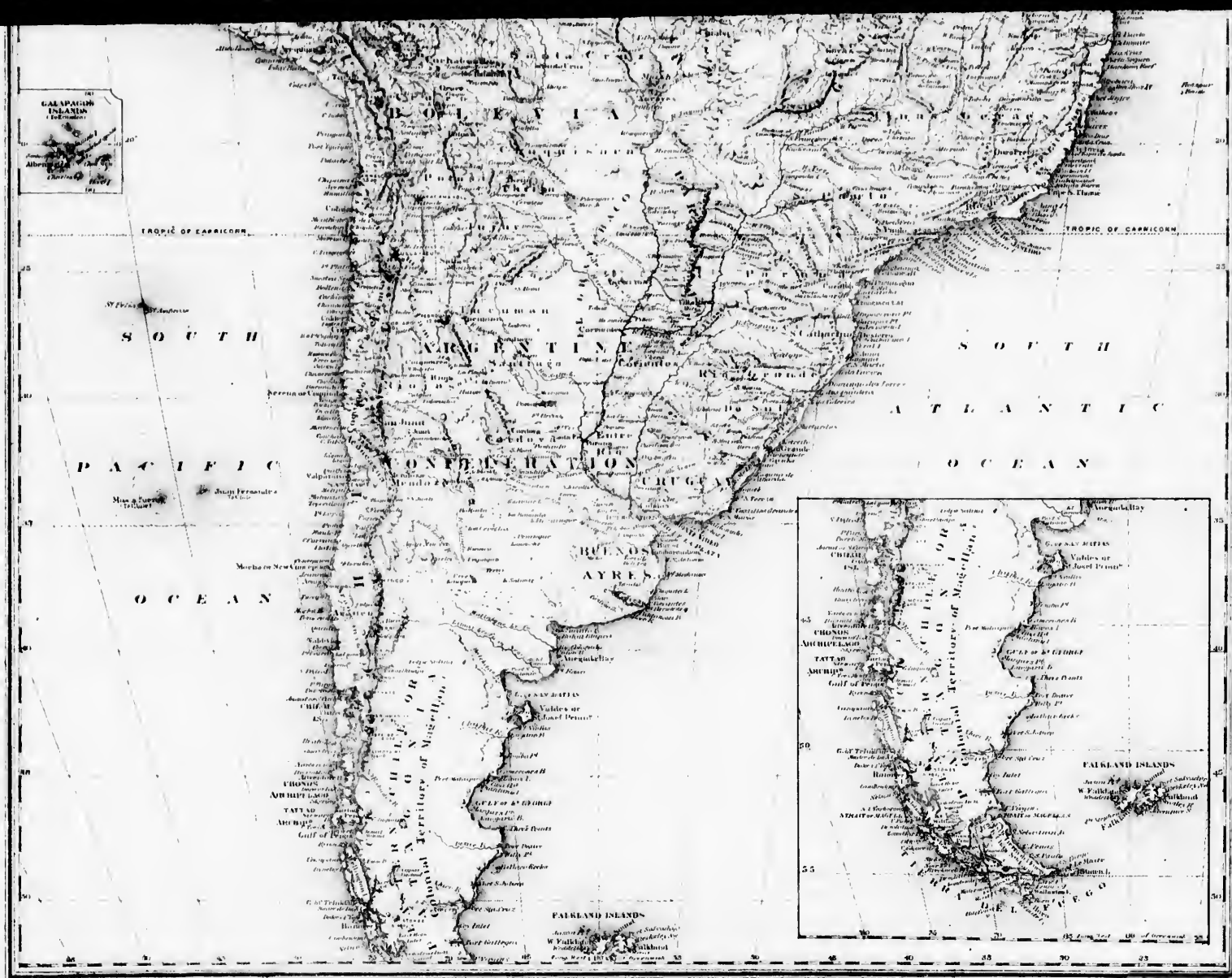
OCEAN

100

FALKLAND ISLANDS

James W. ...







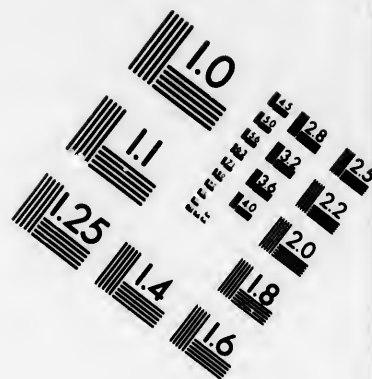
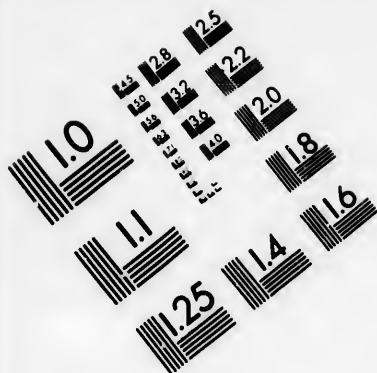
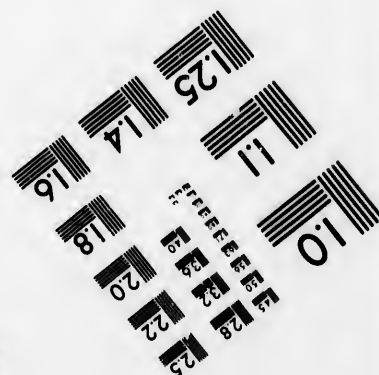
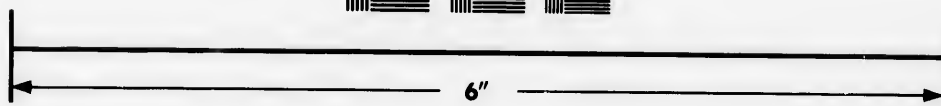
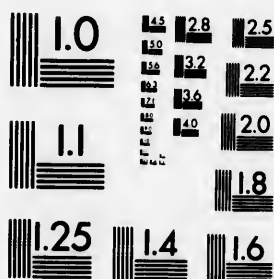


IMAGE EVALUATION TEST TARGET (MT-3)



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10
1.6
1.8
2.0
2.2
2.5
2.8
3.2
3.6
4.0
4.5
5.0
5.6
6.3
7.1
8.0
9.0
10.0
11.2
12.5
14.0
16.0
18.0
20.0
22.4
25.0
28.0
31.5
36.0
40.0
45.0
50.0
56.0
63.0
71.0
80.0
90.0
100.0

1.0
1.1
1.2
1.4
1.6
1.8
2.0
2.2
2.5
2.8
3.2
3.6
4.0
4.5
5.0
5.6
6.3
7.1
8.0
9.0
10.0
11.2
12.5
14.0
16.0
18.0
20.0
22.4
25.0
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50.0
56.0
63.0
71.0
80.0
90.0
100.0



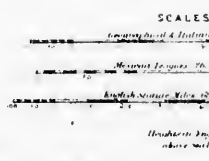


NORTH AMERICA

SCALE



NORTH AMERICA

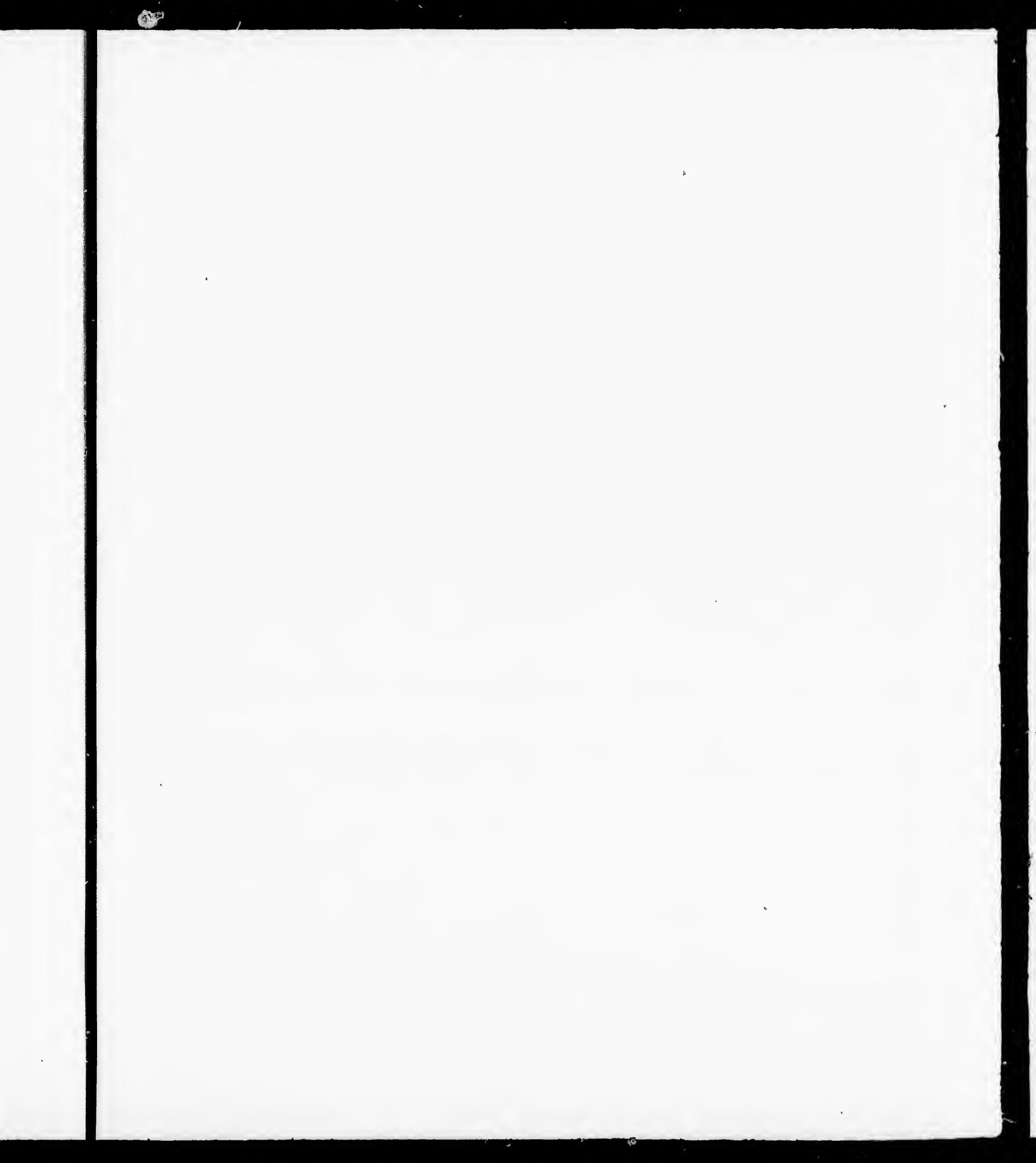


[illegible]*Contemporary & Italian Models of Culture*

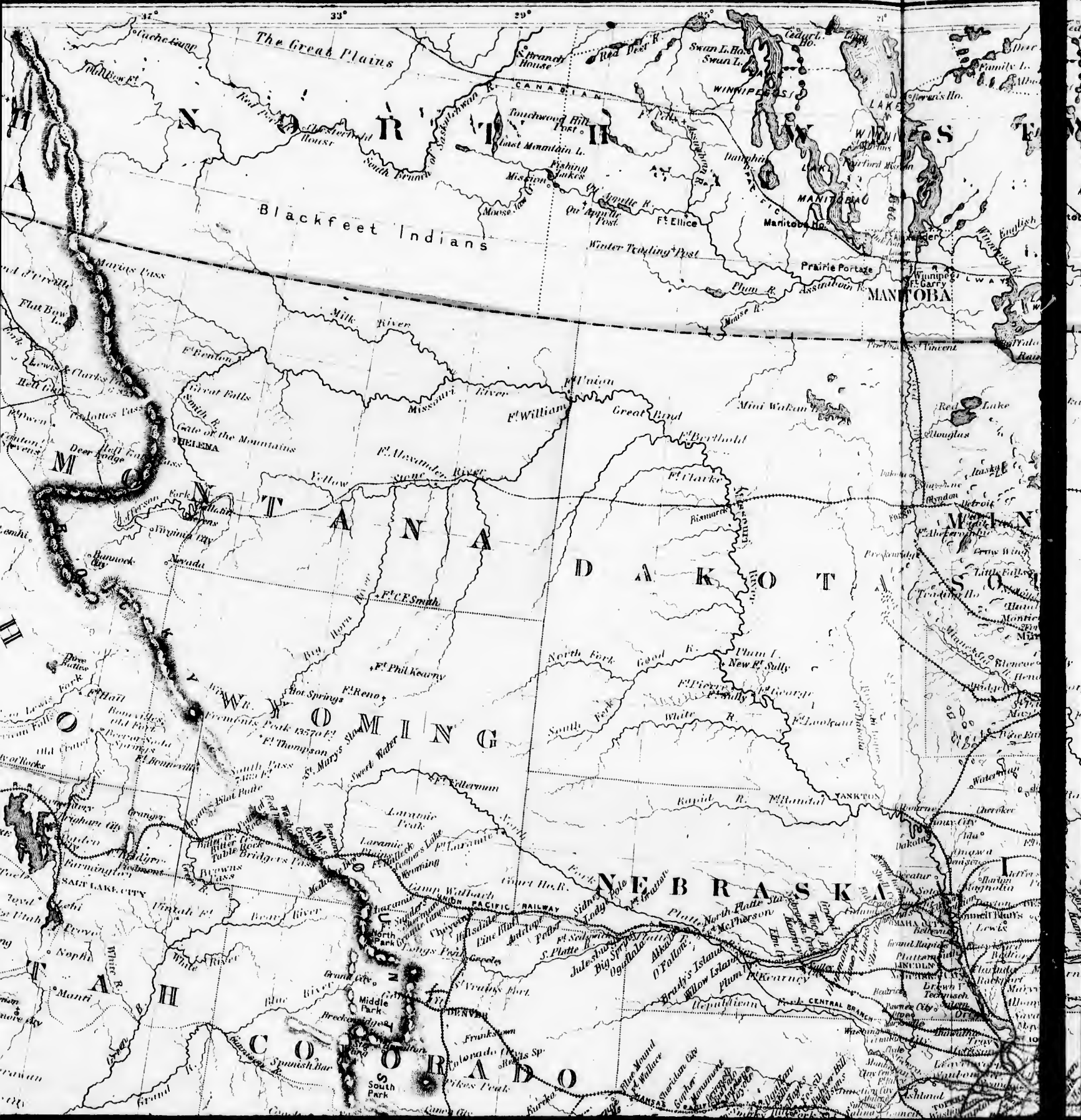
Measuring the square root of the trace

English Nature Files 2004-2005

Hoyt, H. C. English Feet

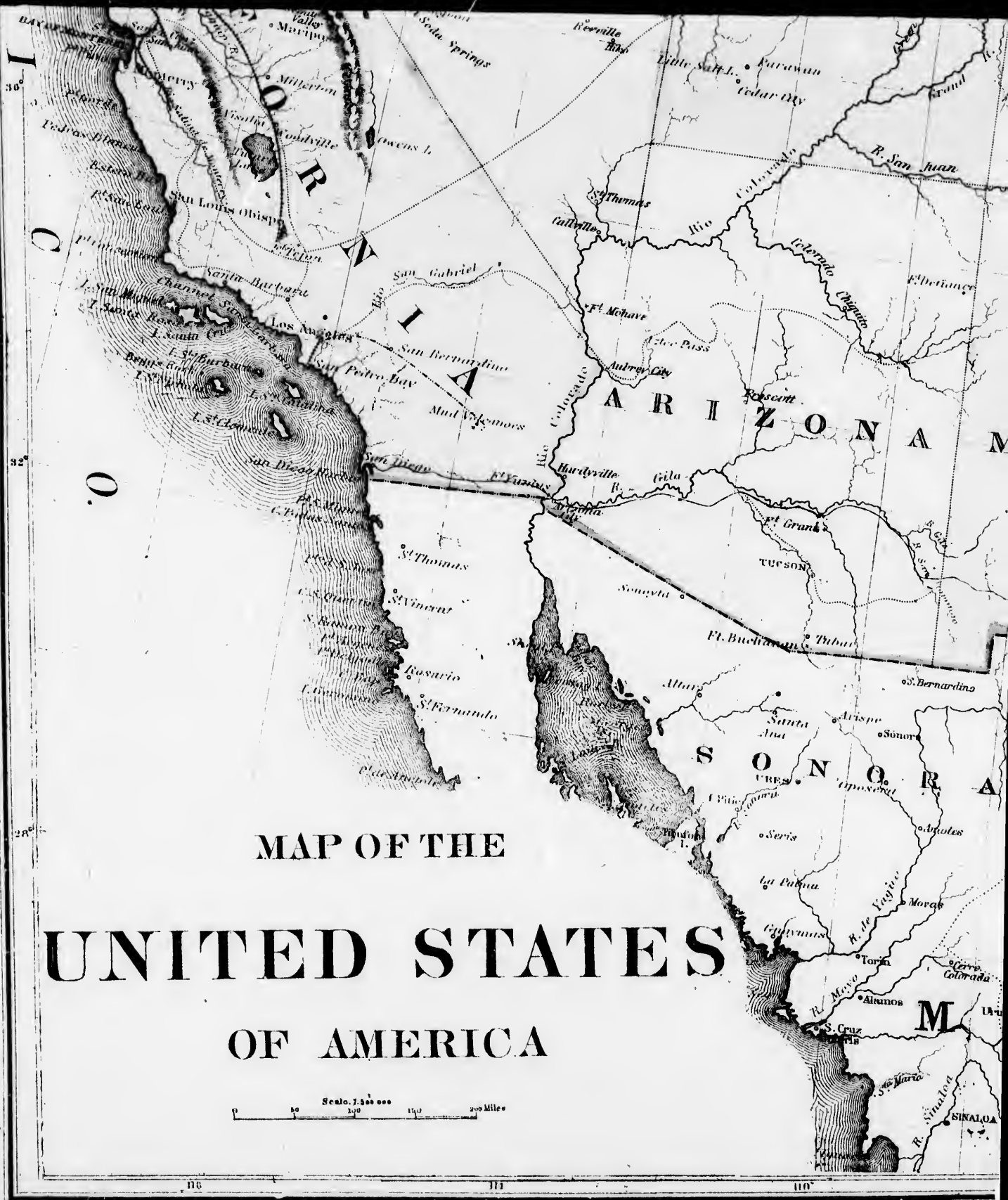






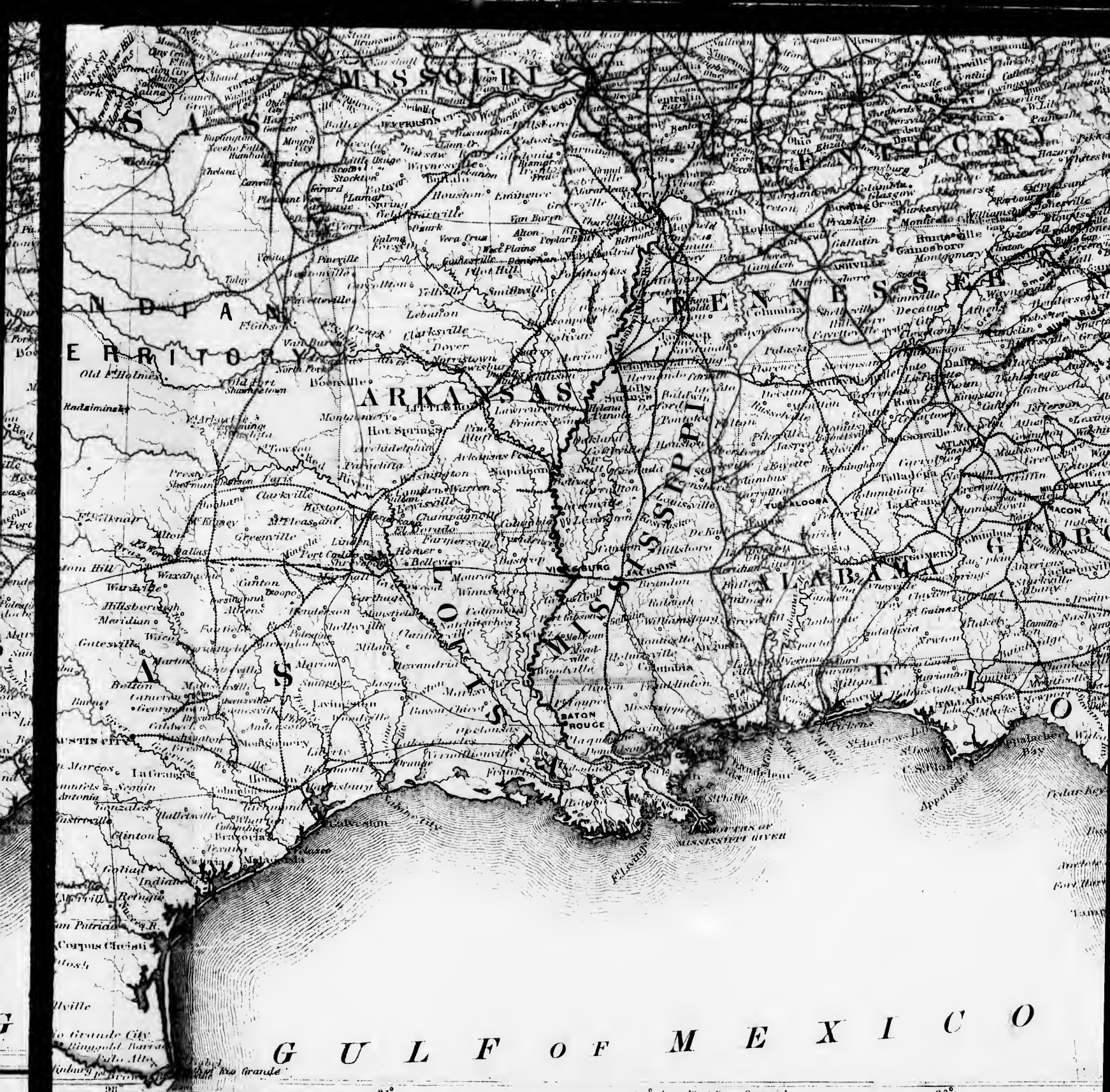






MAP OF THE
UNITED STATES
OF AMERICA





G U L F O F M E X I C O



51

50

49

48

47

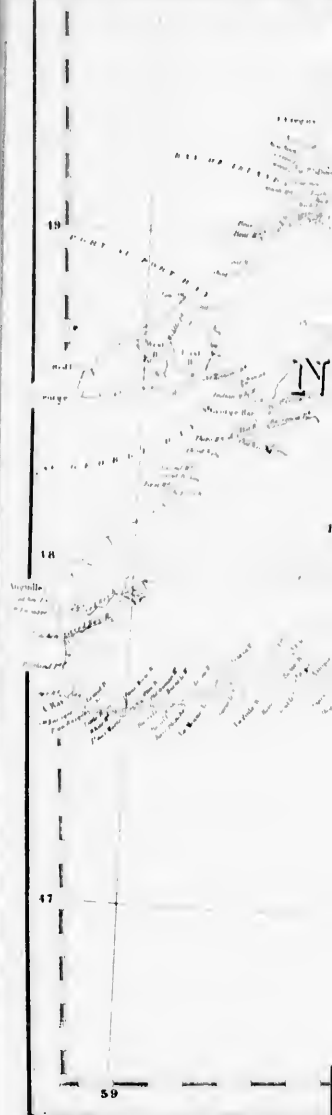
LABRADOR

MAP OF
NEWFOUNDLAND
FROM THE
Geological Map of Canada

NEWFOUNDLAND

L A P O I E R

FOUNTAIN

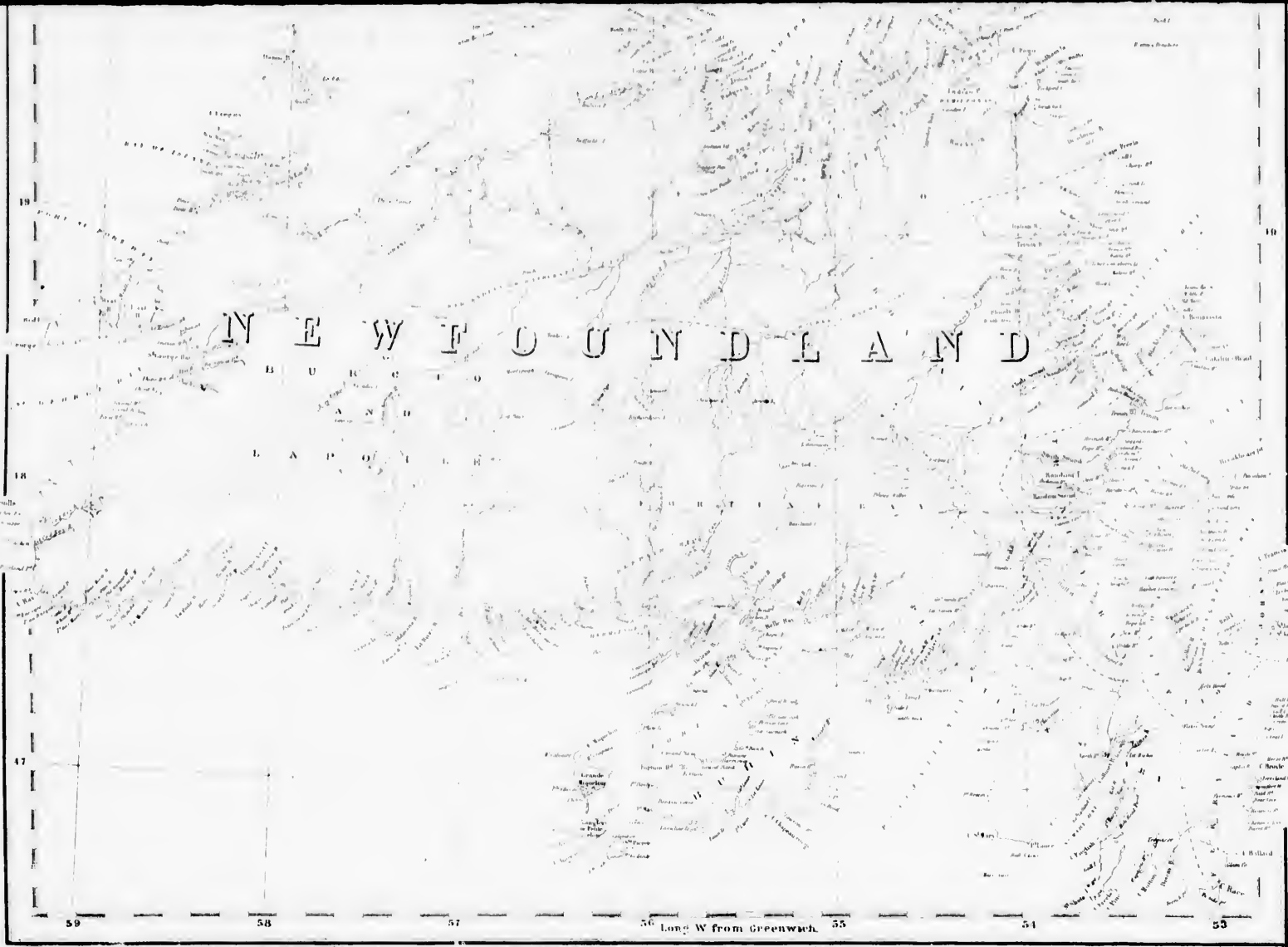


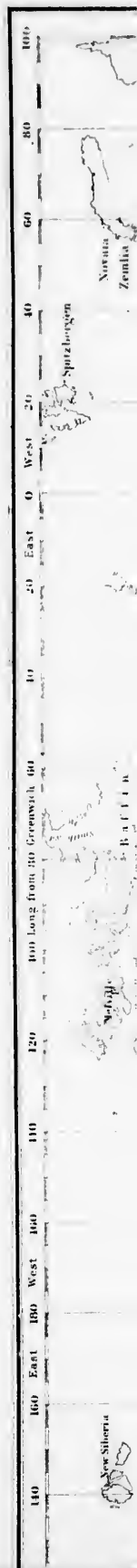
NEW FOUNDLAND

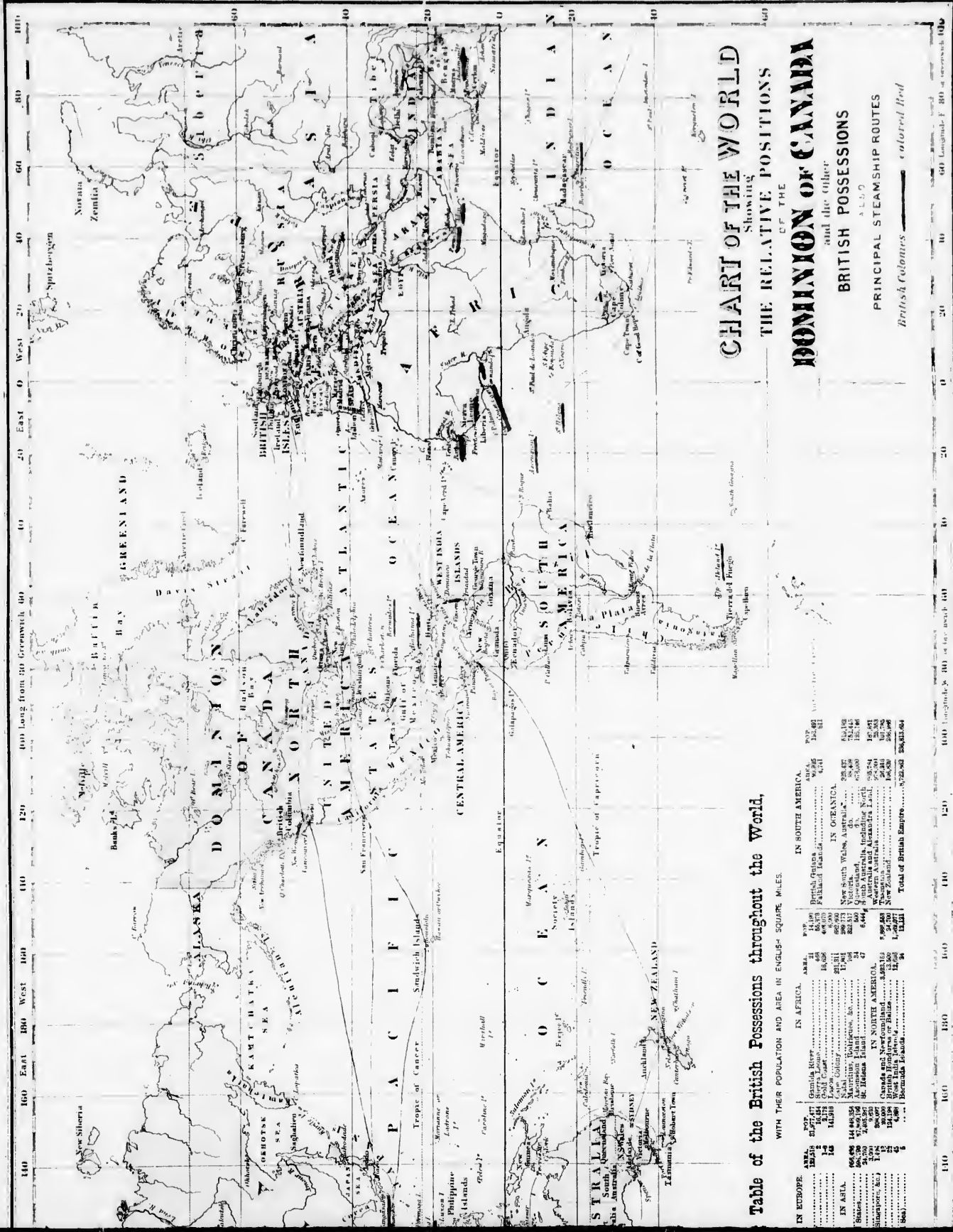
B U R G E O

L A P O I E R

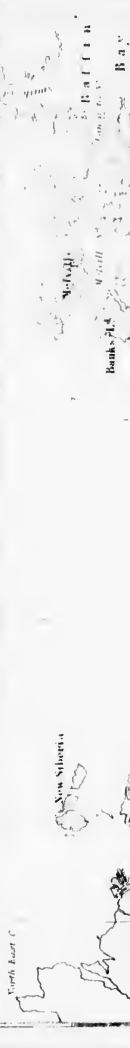
Long W from Greenwich







100 120 140 160 180 West 160 120 100 Long from 30 Greenwich 60



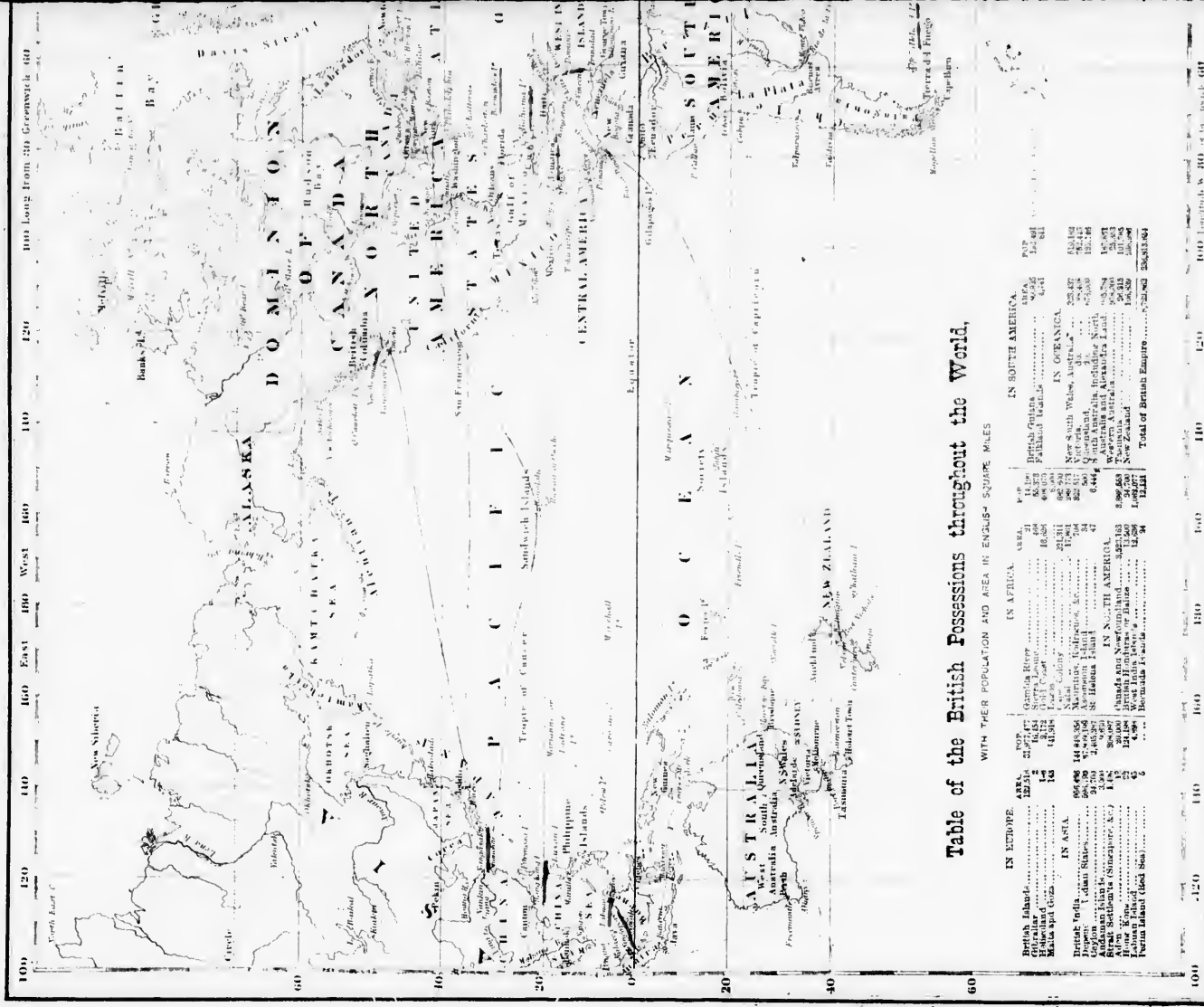
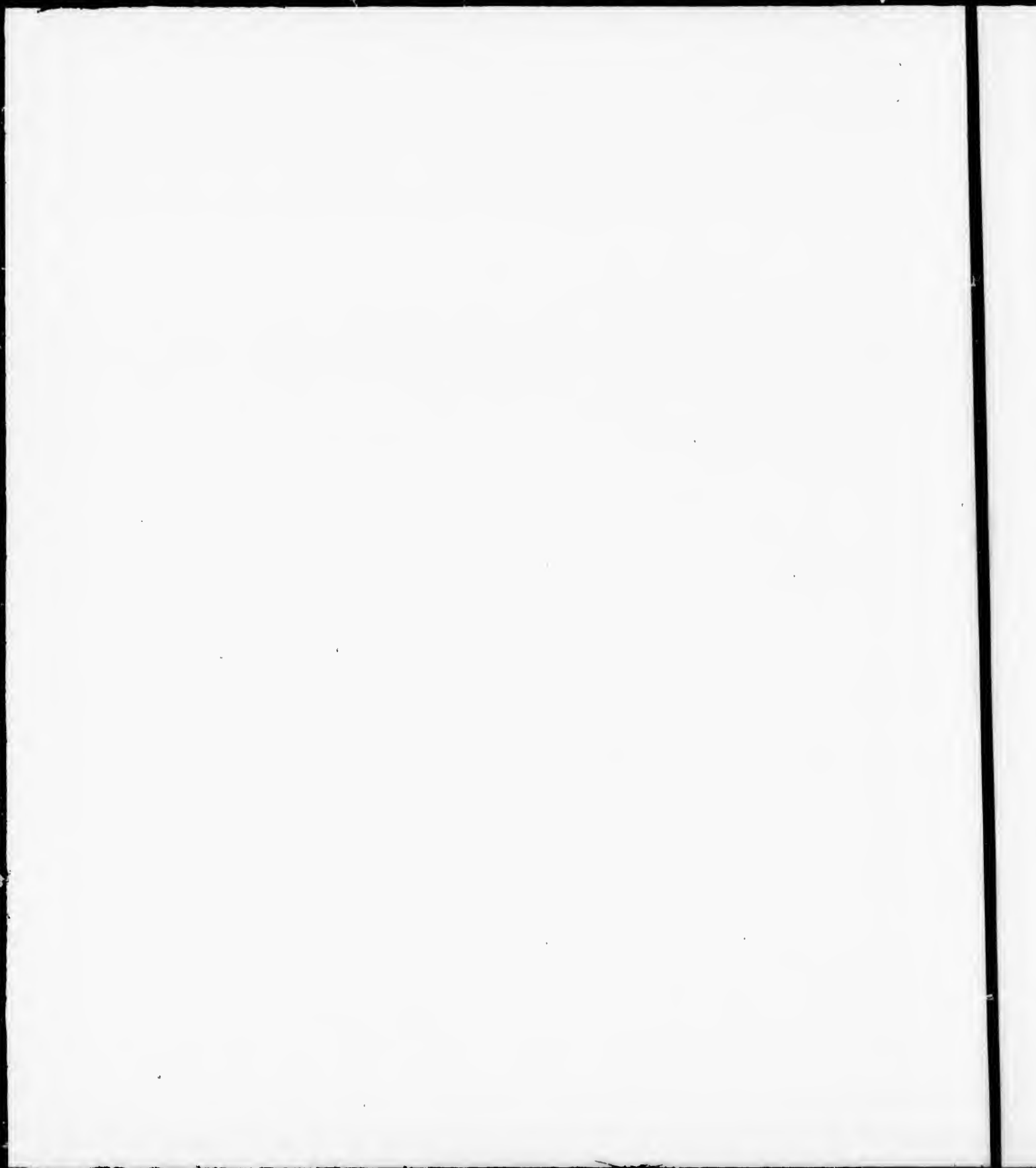
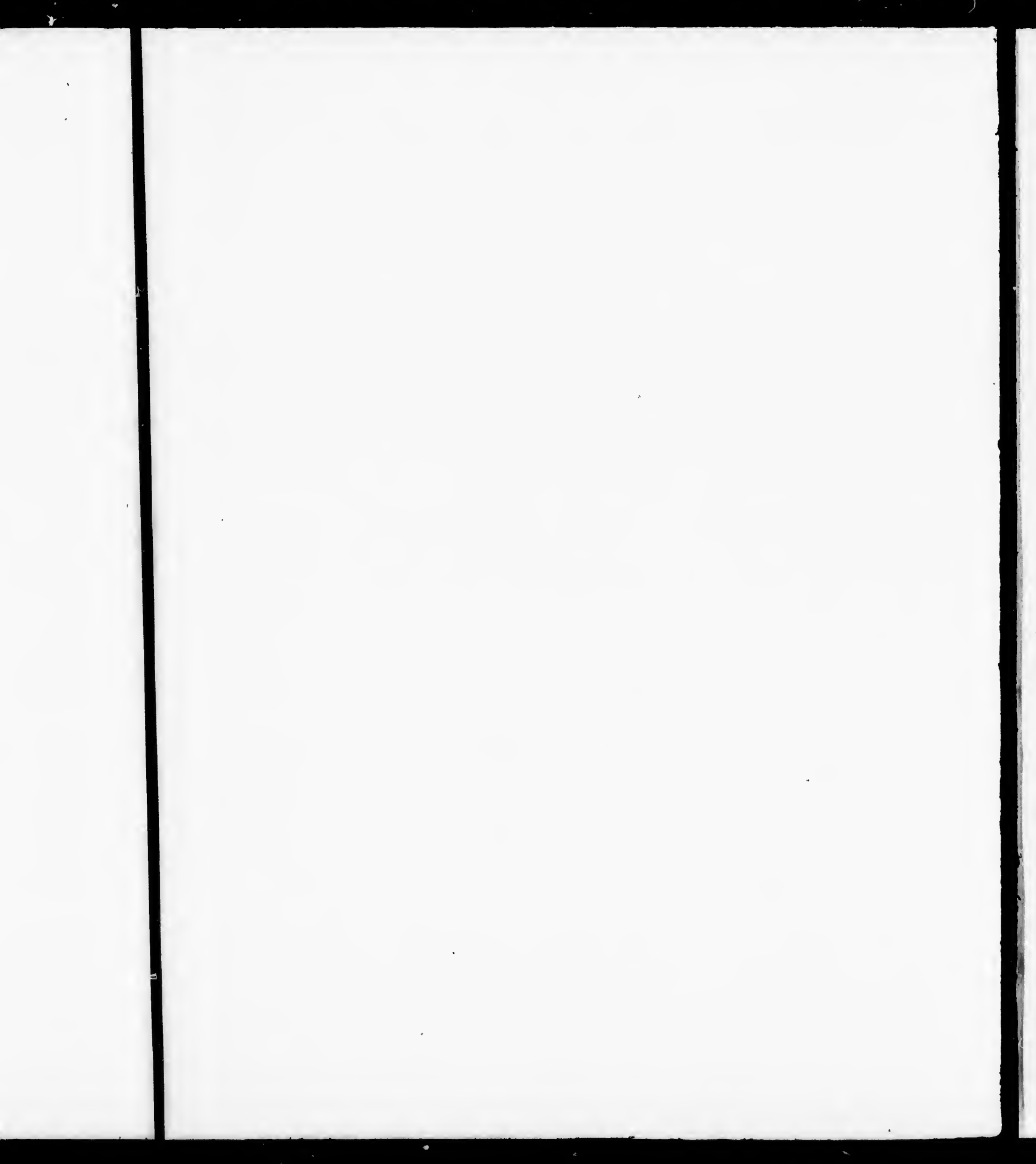
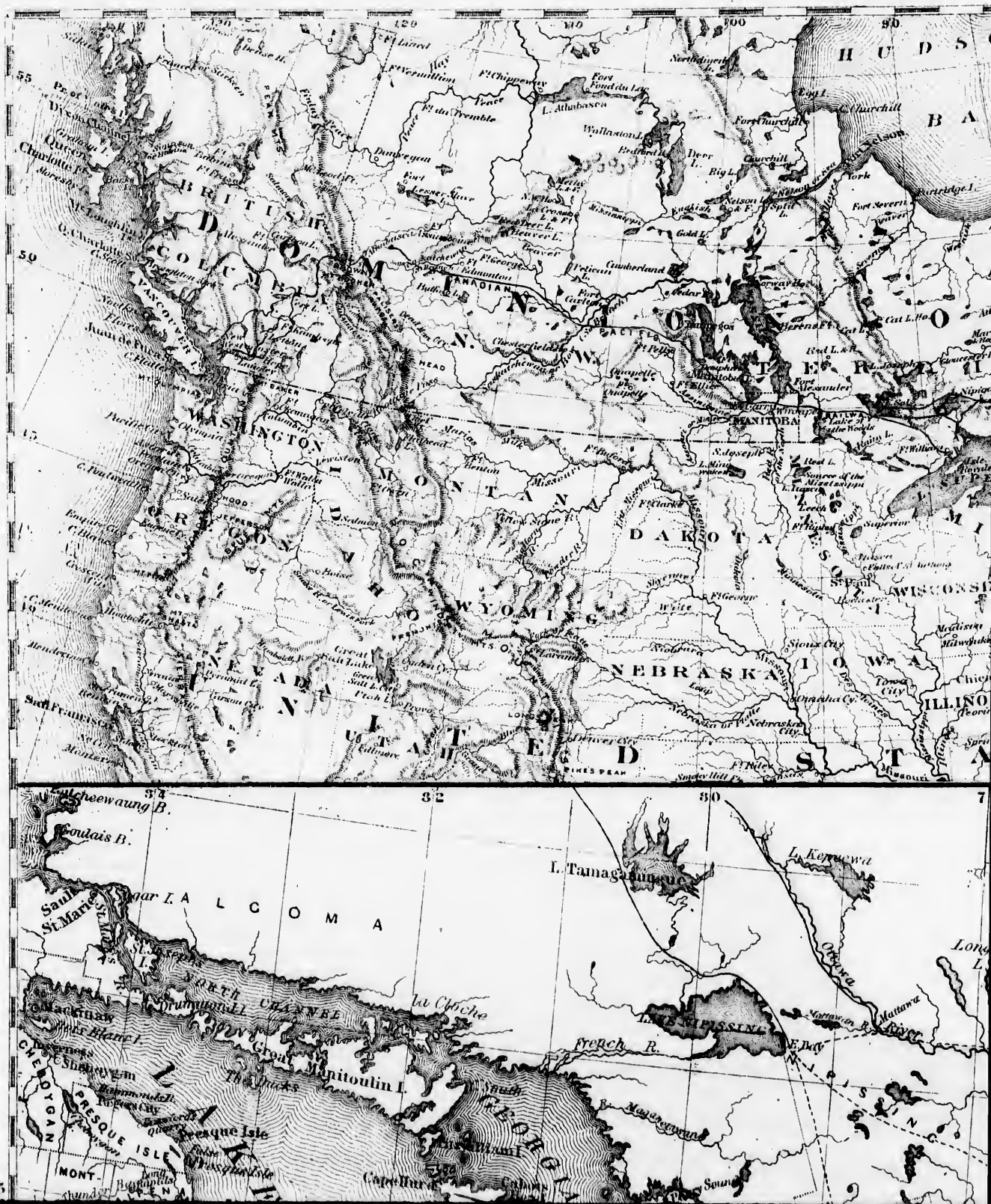


Table of the British Possessions throughout the World









Longitude West from Greenwich 70

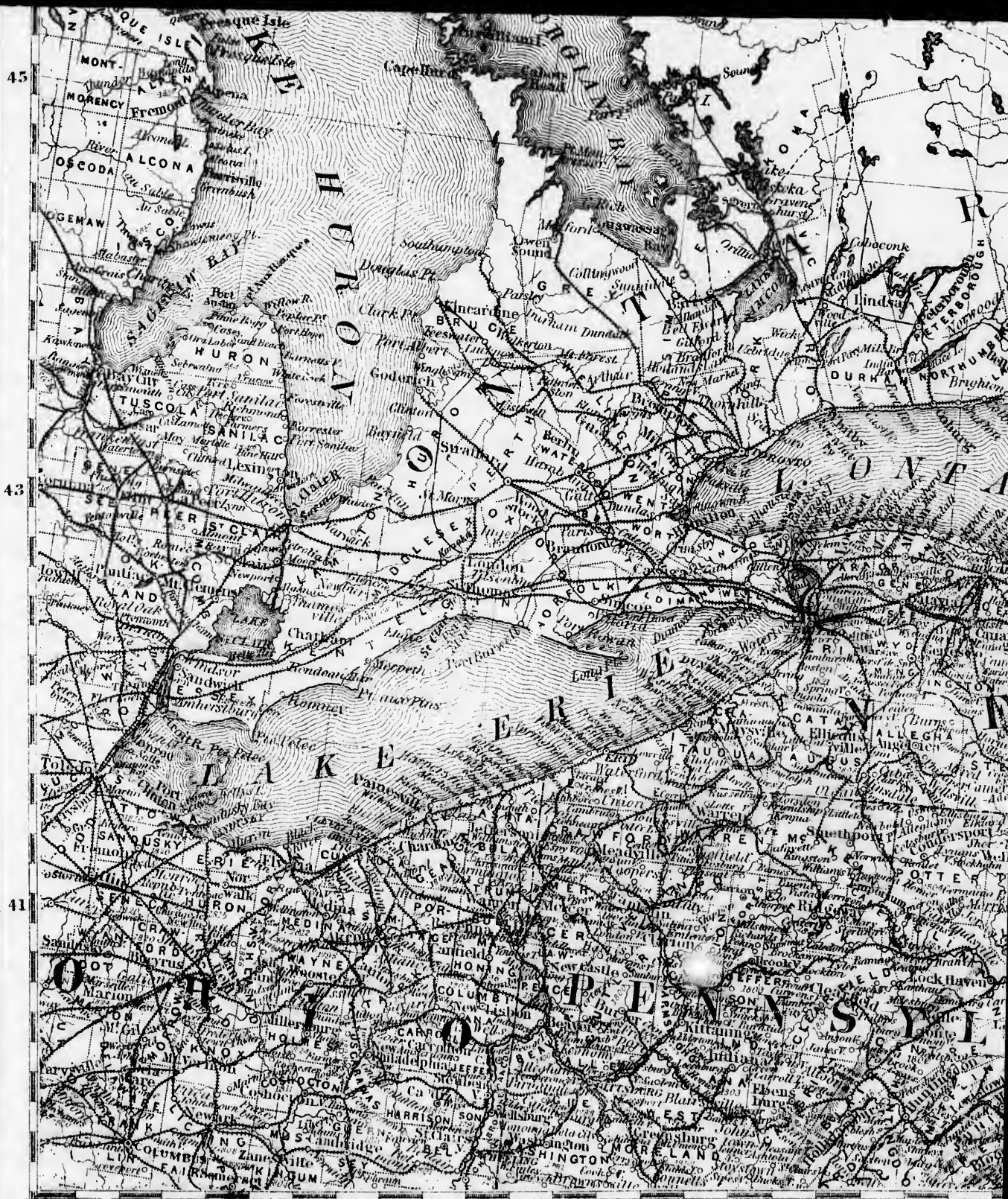
68

66

64











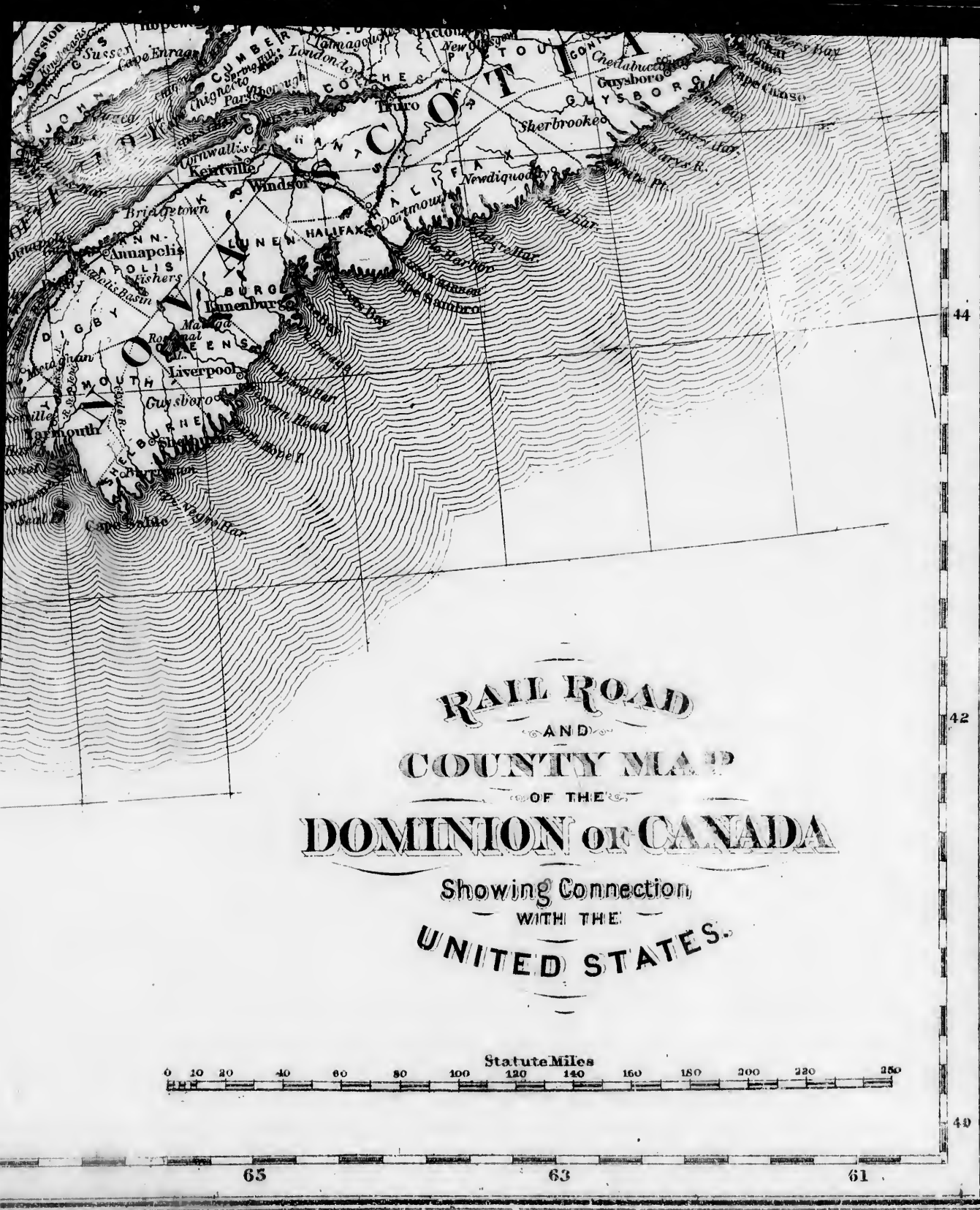
0 10 20
HHH

Longitude West from Greenwich.

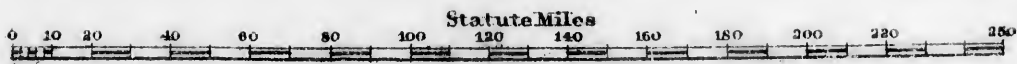
71

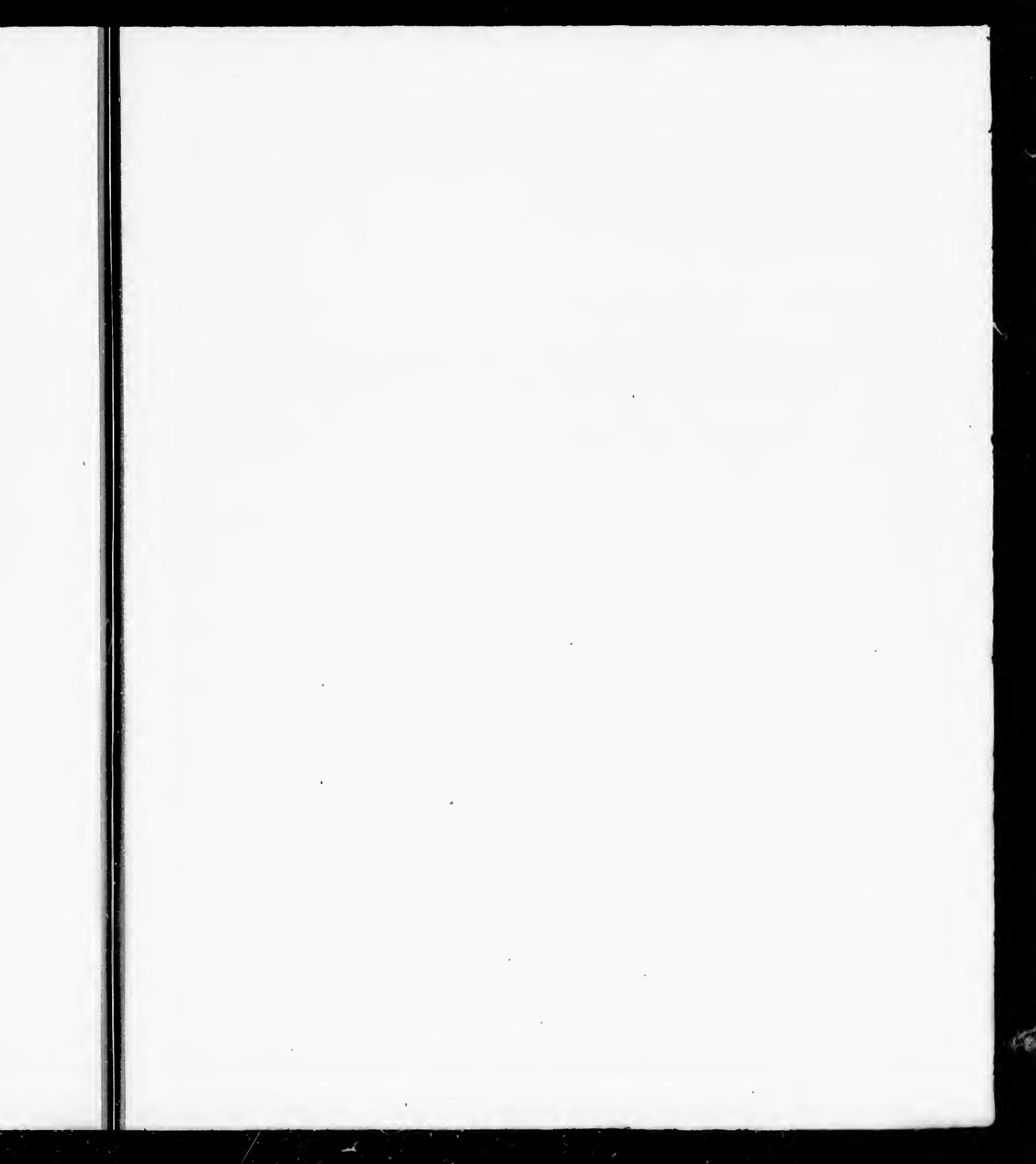
69

67



RAIL ROAD
AND
COUNTY MAP
OF THE
DOMINION OF CANADA
Showing Connection
WITH THE
UNITED STATES.







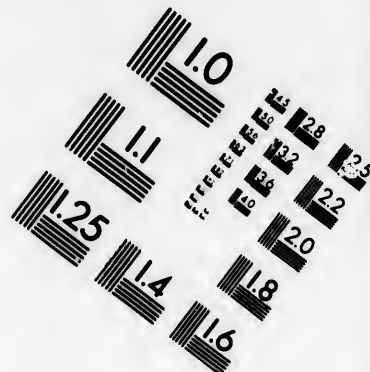
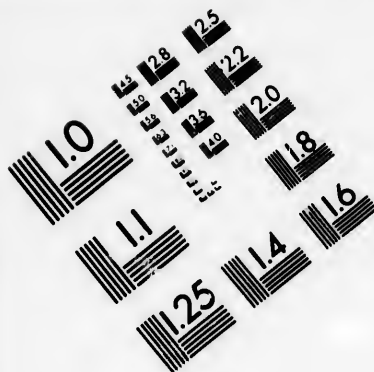
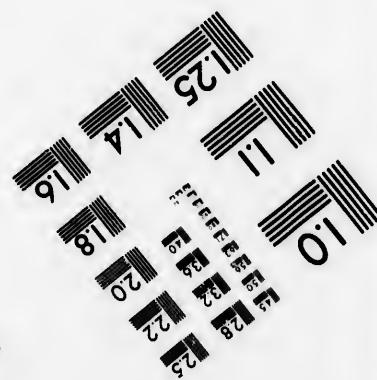
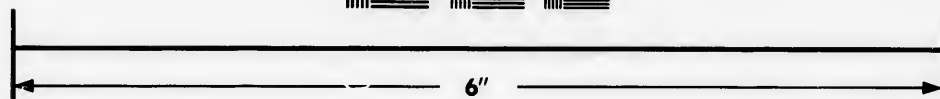
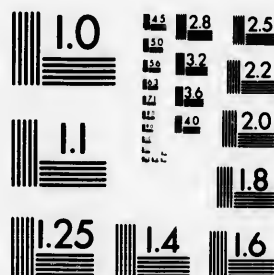


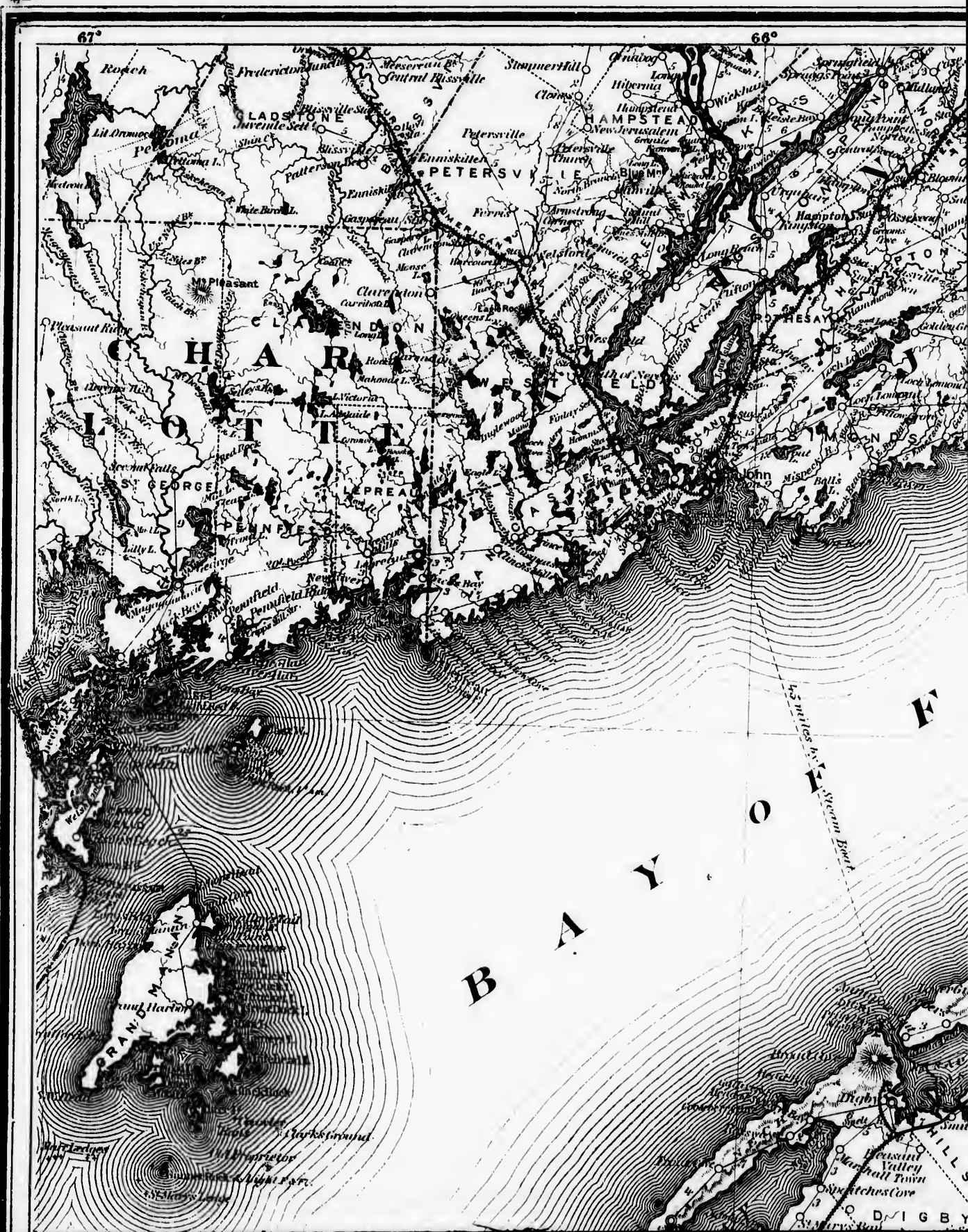
IMAGE EVALUATION TEST TARGET (MT-3)

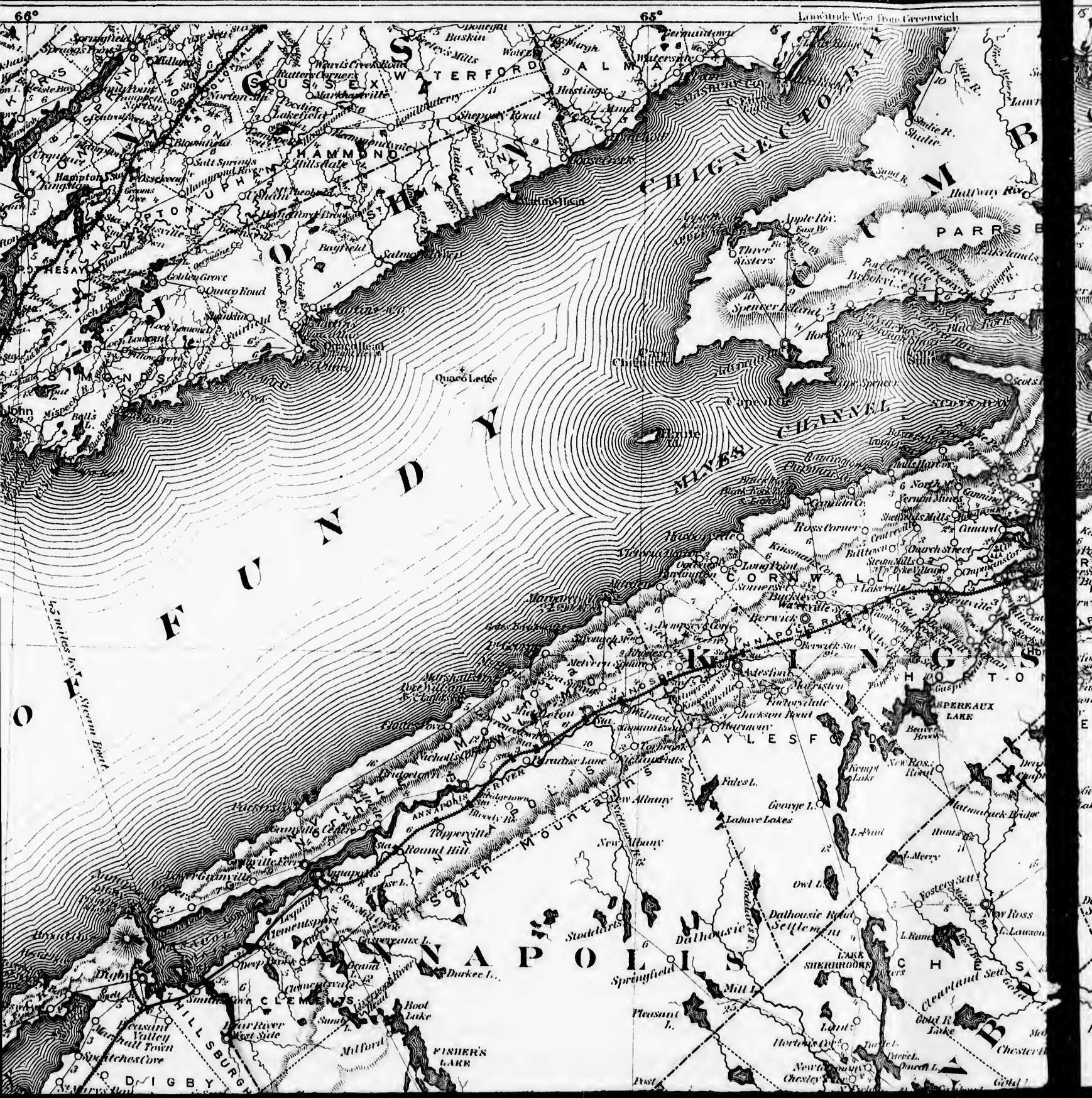


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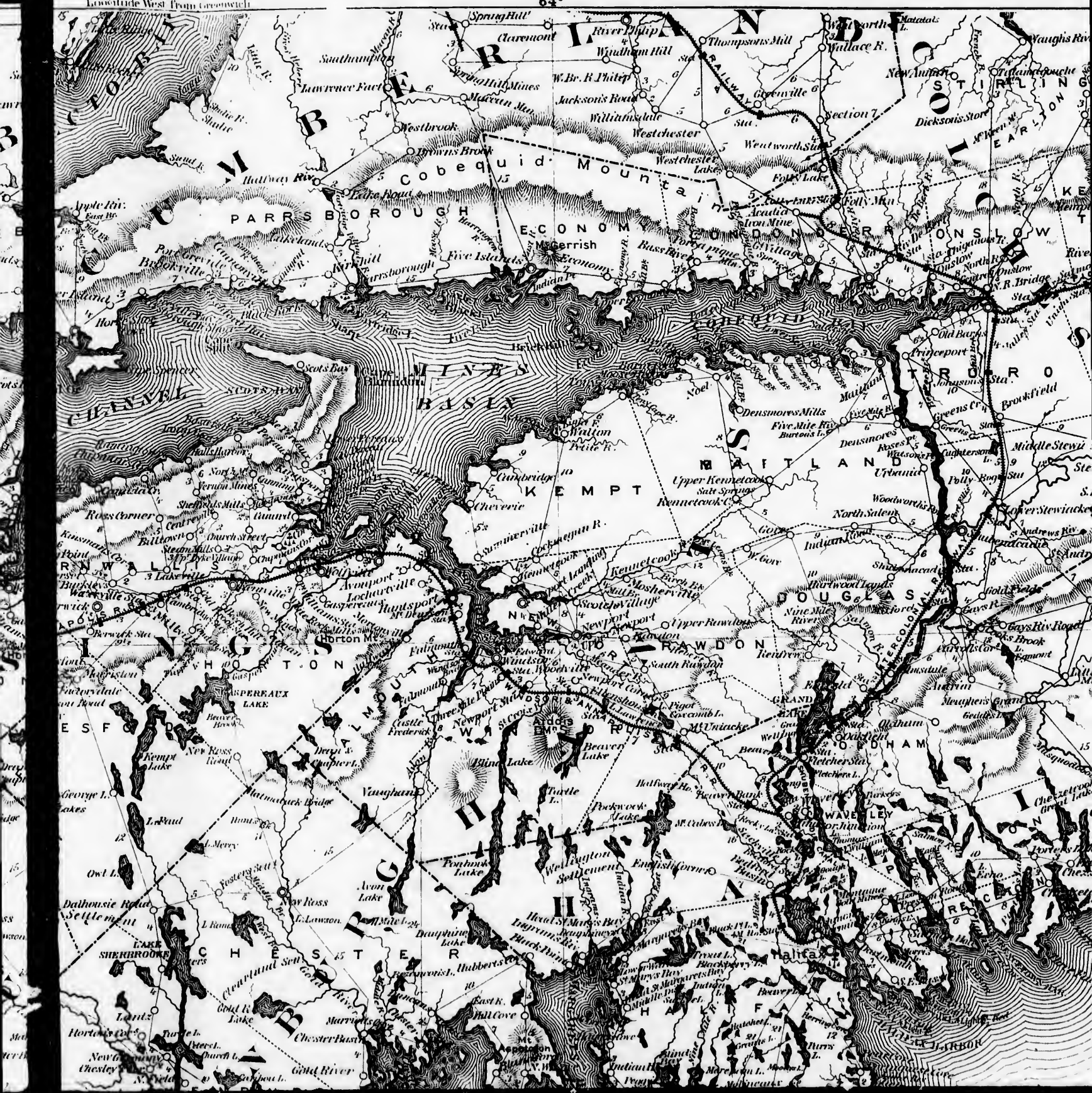


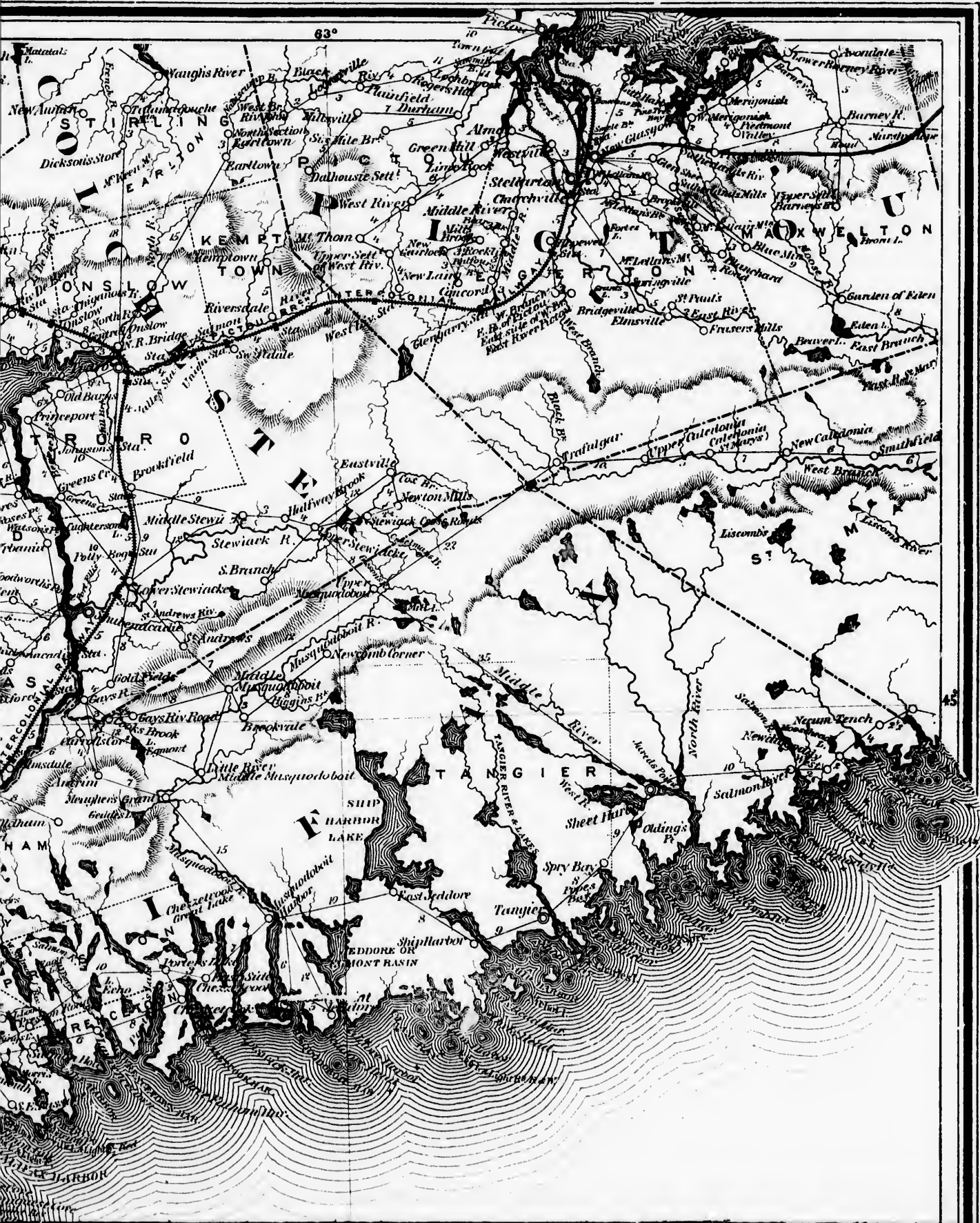


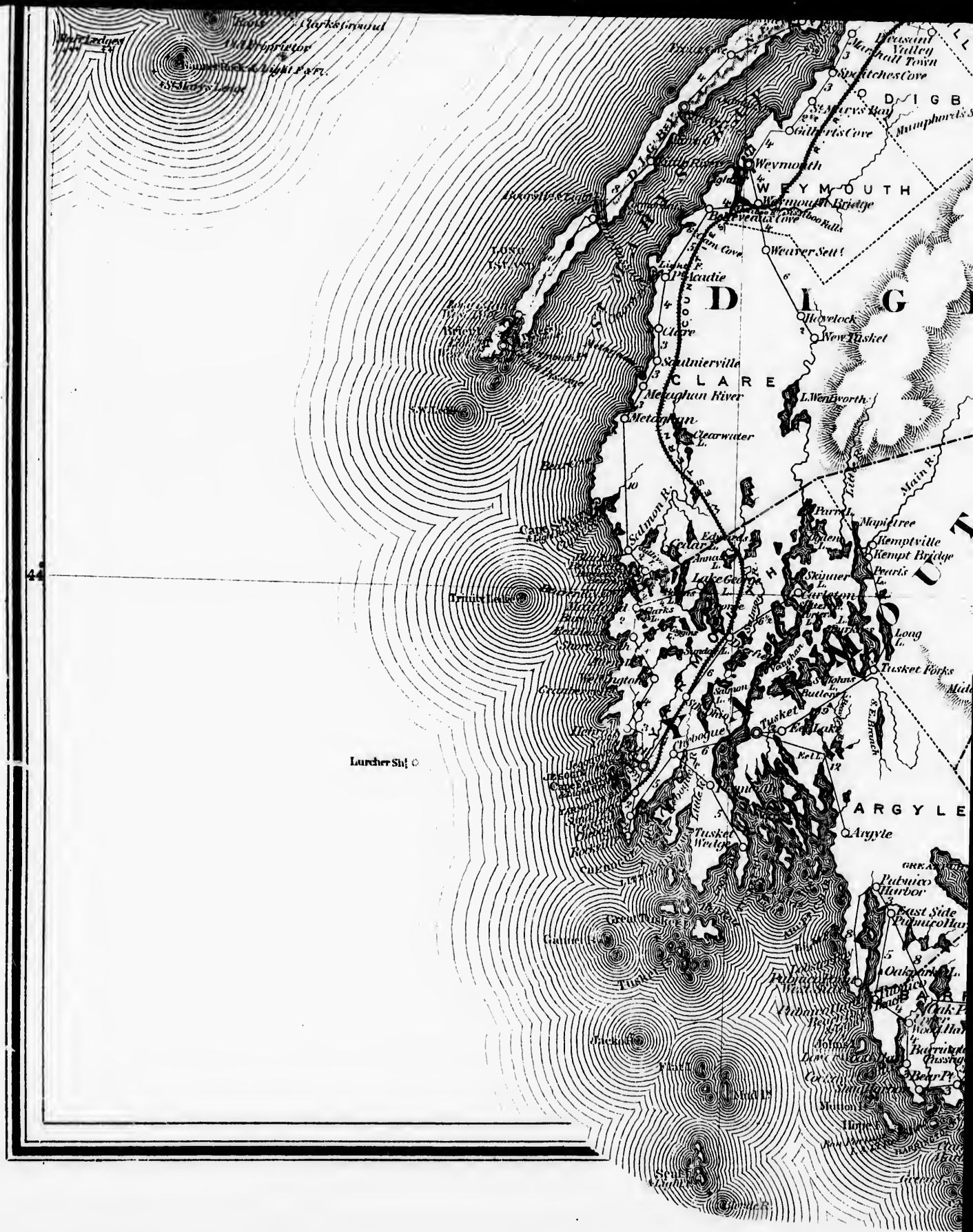


Longitude West From Greenwich

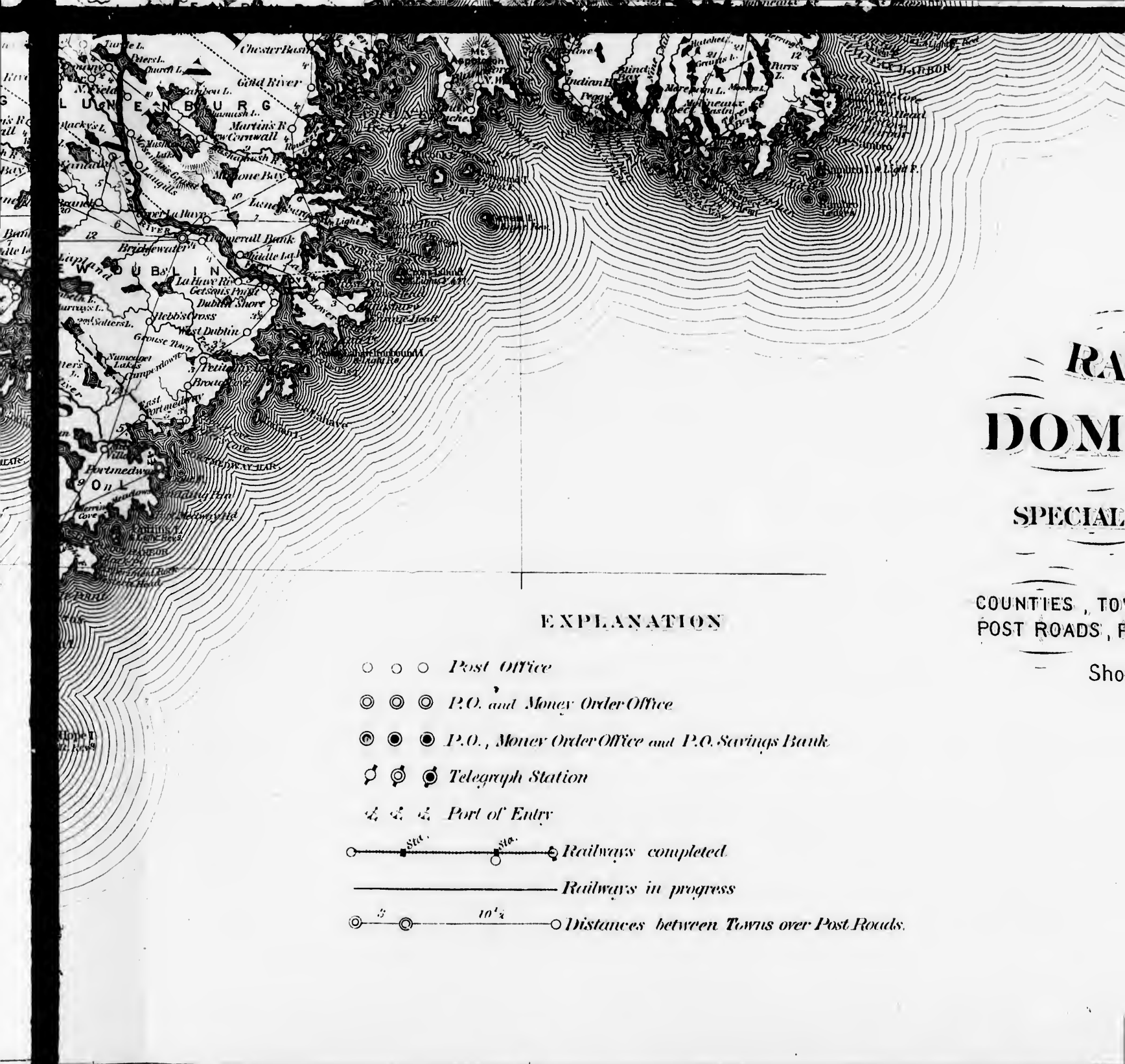
64°











NEW
RAILWAY AND POSTAL MAP
OF THE
DOMINION OF CANADA

Compiled by Permission from the
SPECIAL MAPS OF THE POST OFFICE DEPARTMENT

and other Official Sources,

SHOWING

COUNTIES, TOWNS, VILLAGES, RAILWAY AND TELEGRAPH STATIONS,
POST ROADS, POST OFFICES, SAVINGS BANKS, AND MONEY ORDER OFFICES,
AND

Shortest Distances between Towns via Mail Routes.

Scale, 10 Miles to one inch.

SHEET N° 1.

J. Dewe

Chief Inspector
Post Office Department, Ottawa.

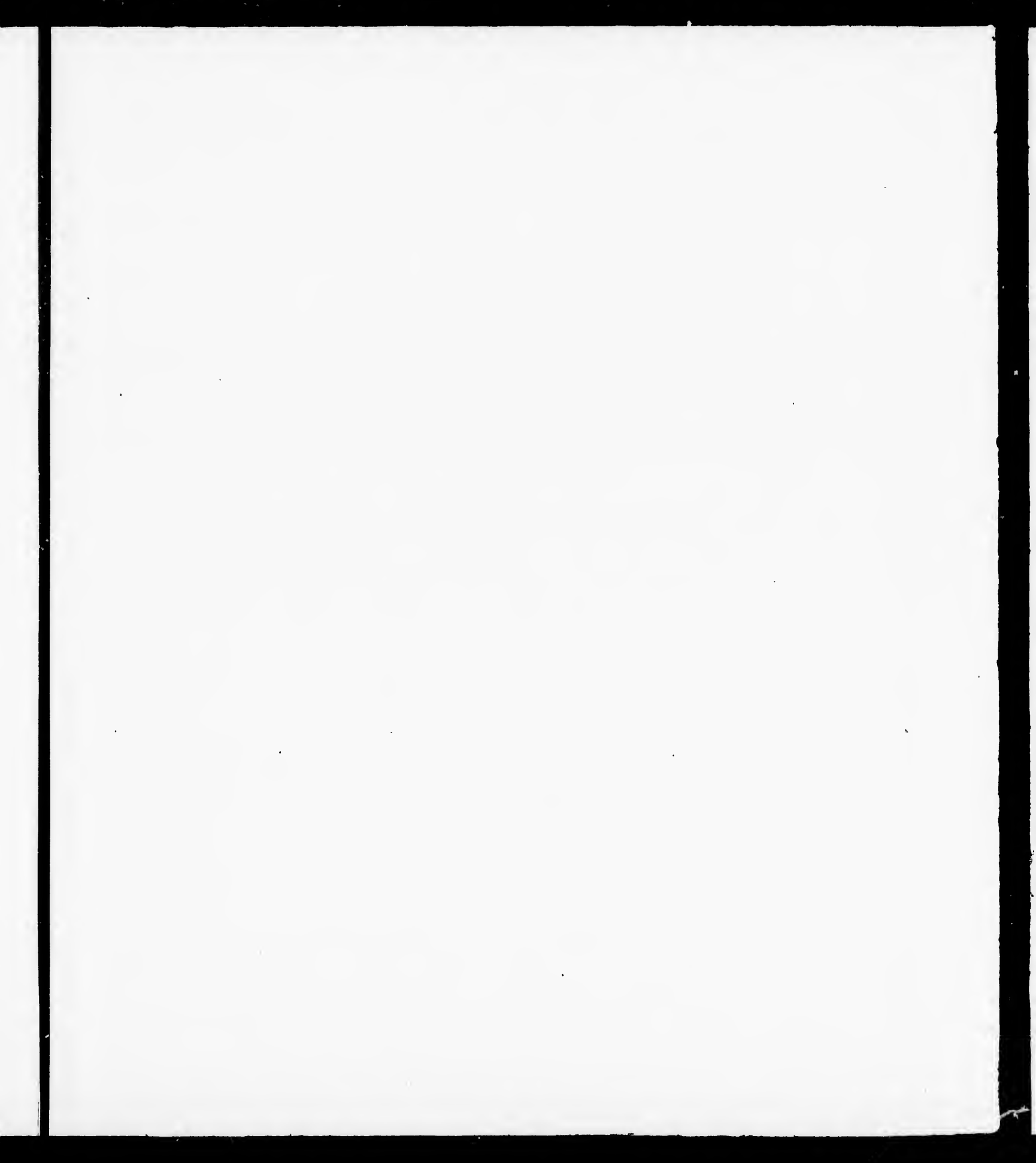
H A R B O R

H A L I F A X



ILLUSTRATIONS





RAILWAY DOMINION

Scale
S

PRINC



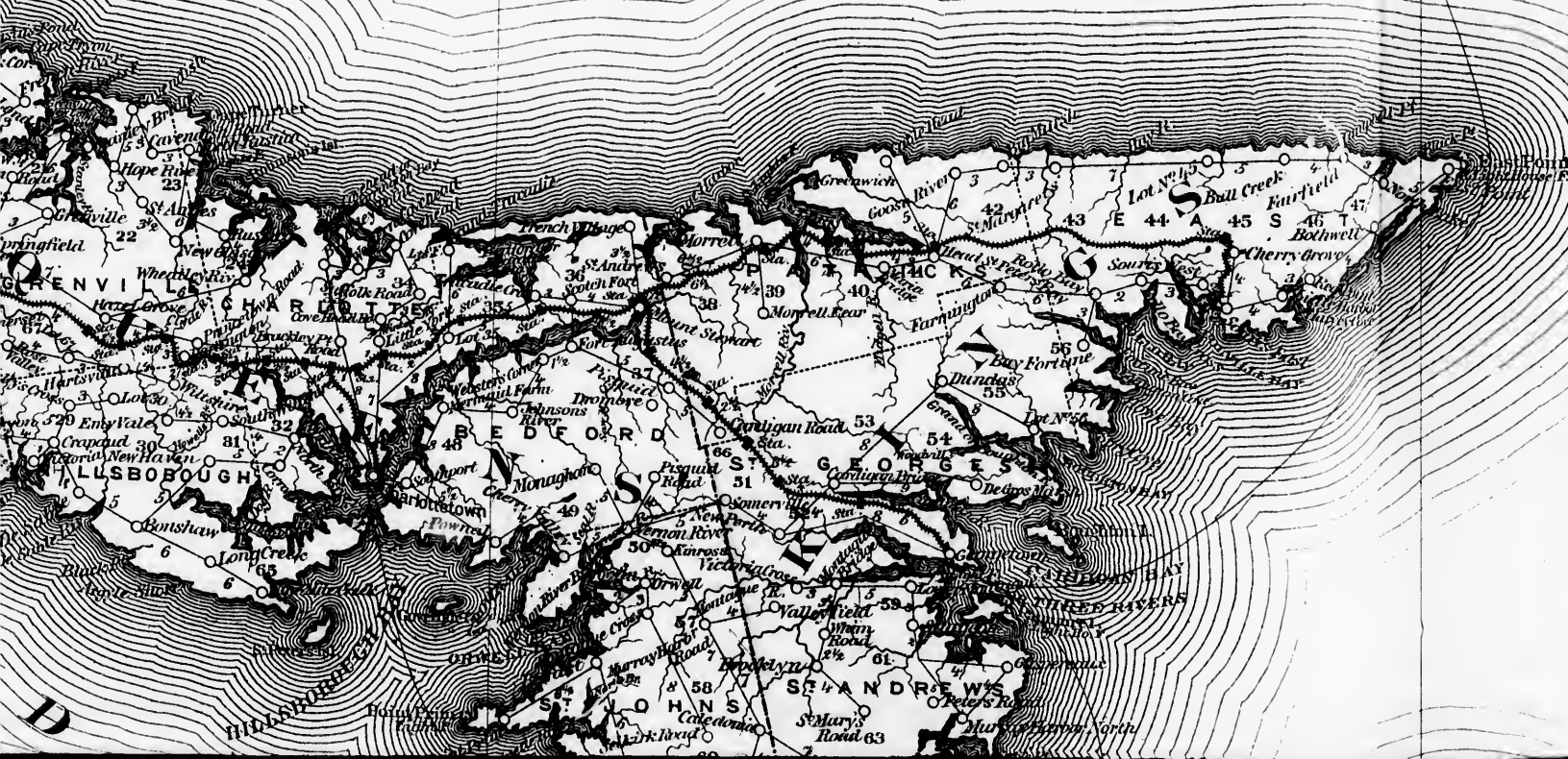
63°

NEW RAILWAY AND POSTAL MAP OF THE DOMINION OF CANADA

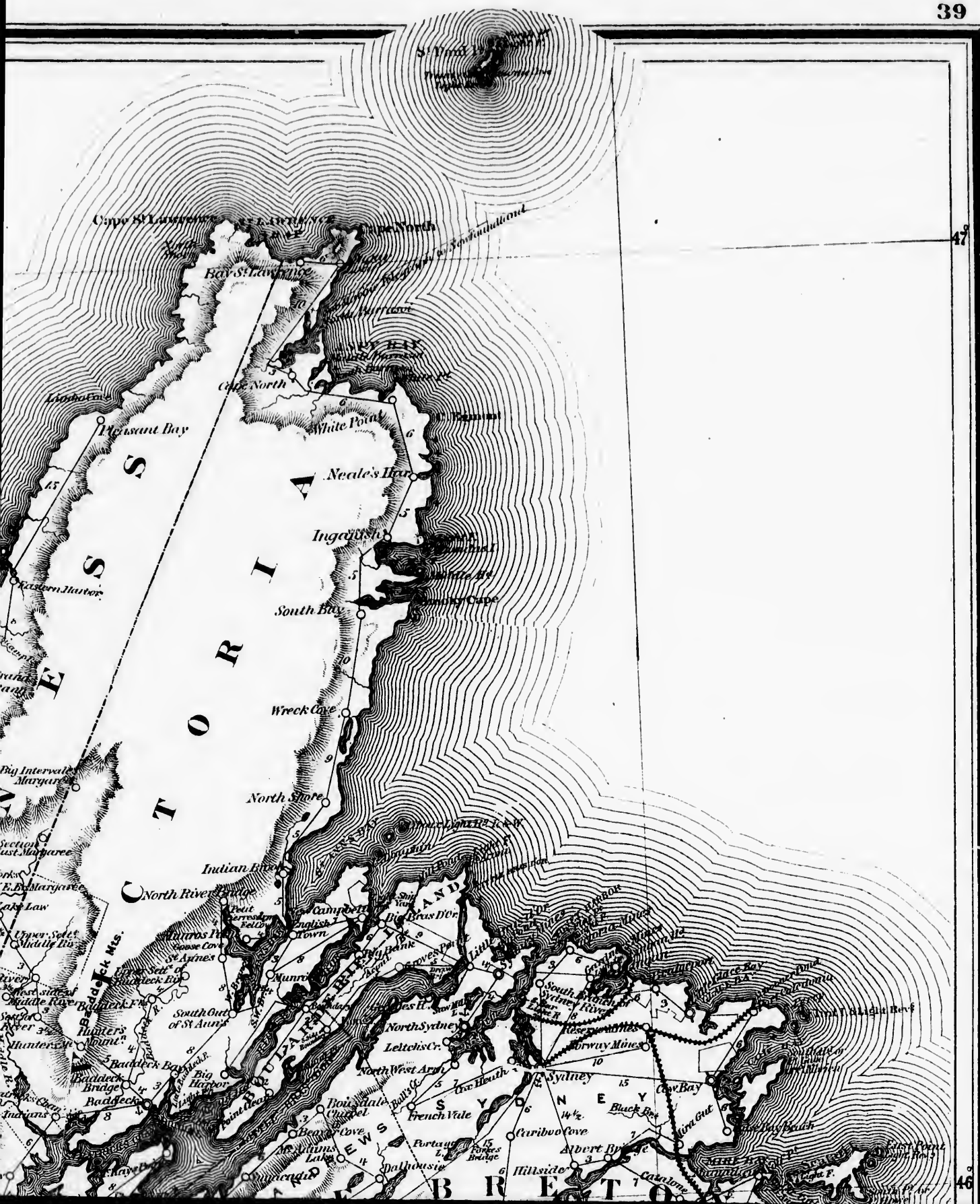
Scale, 10 Miles to one inch.

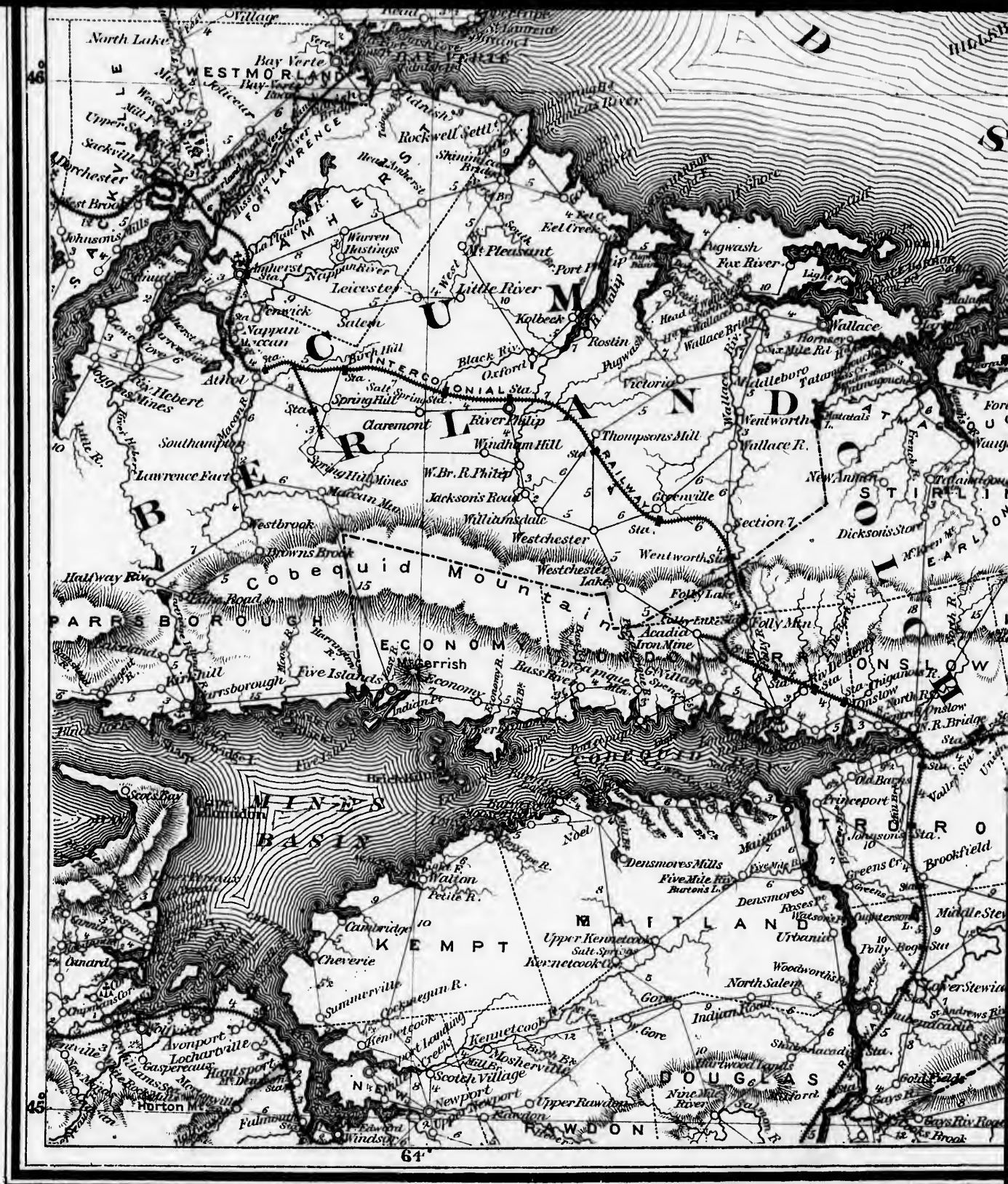
SHEET N° 2.

PRINCE EDWARD ISLAND

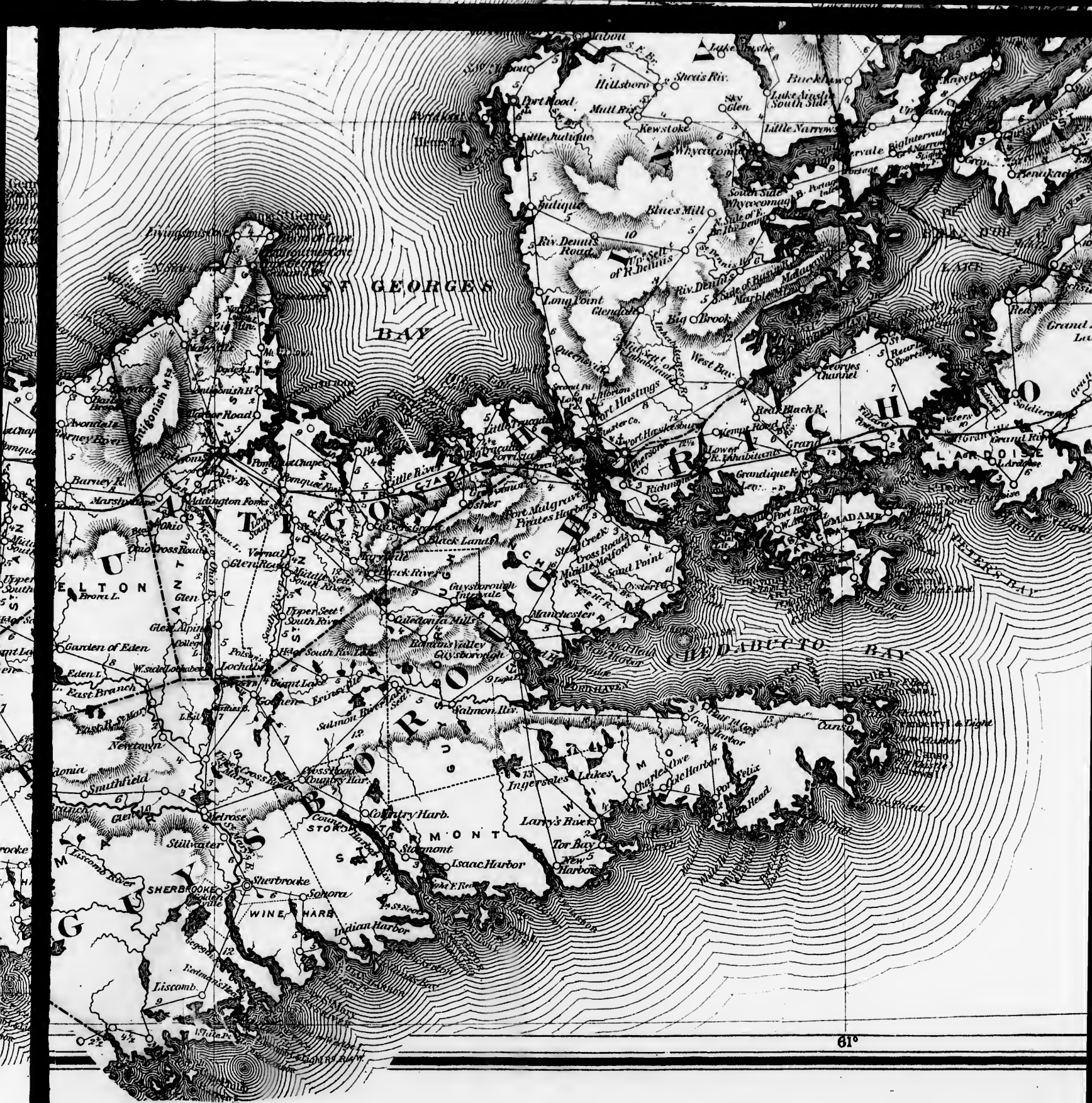


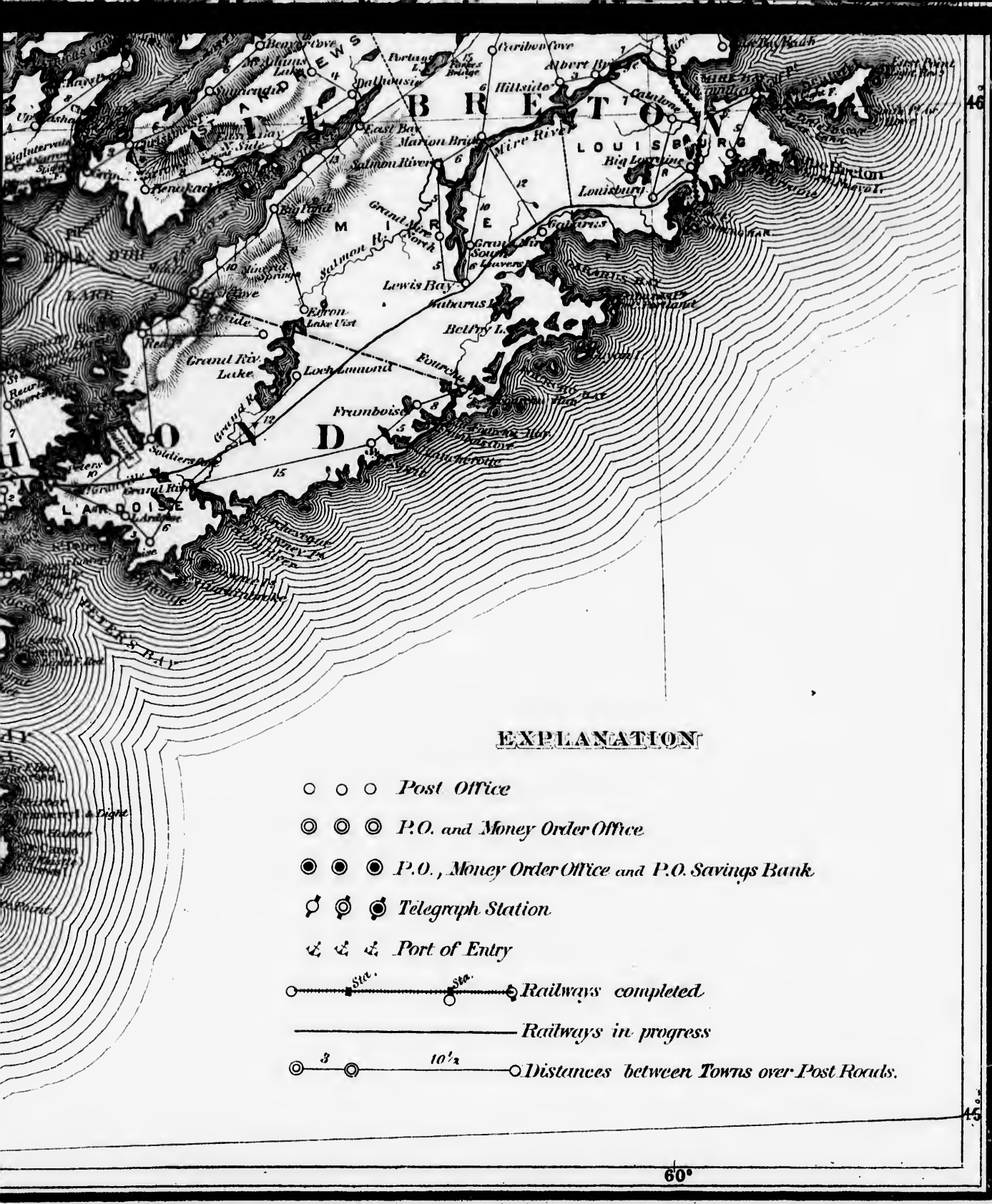


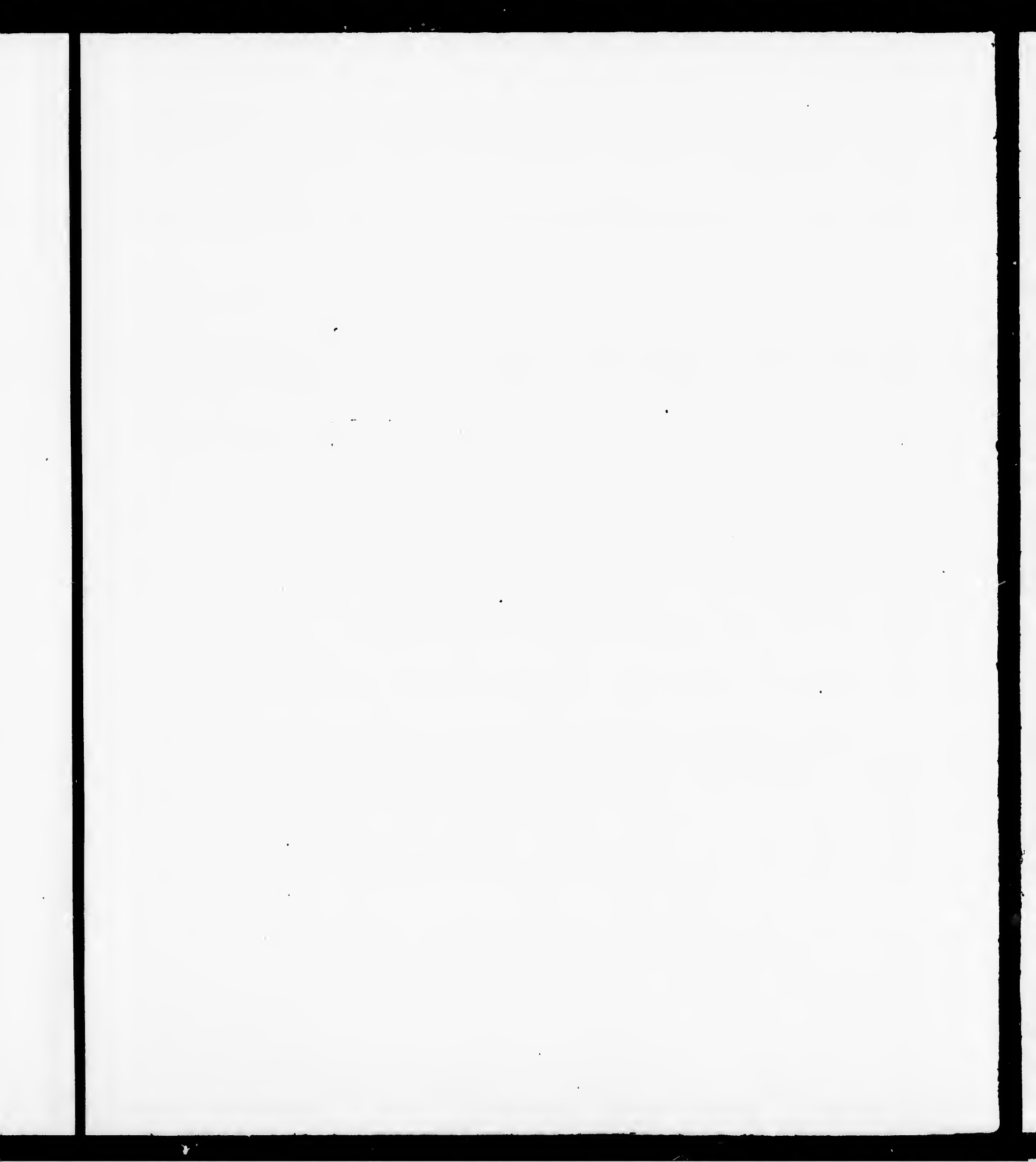


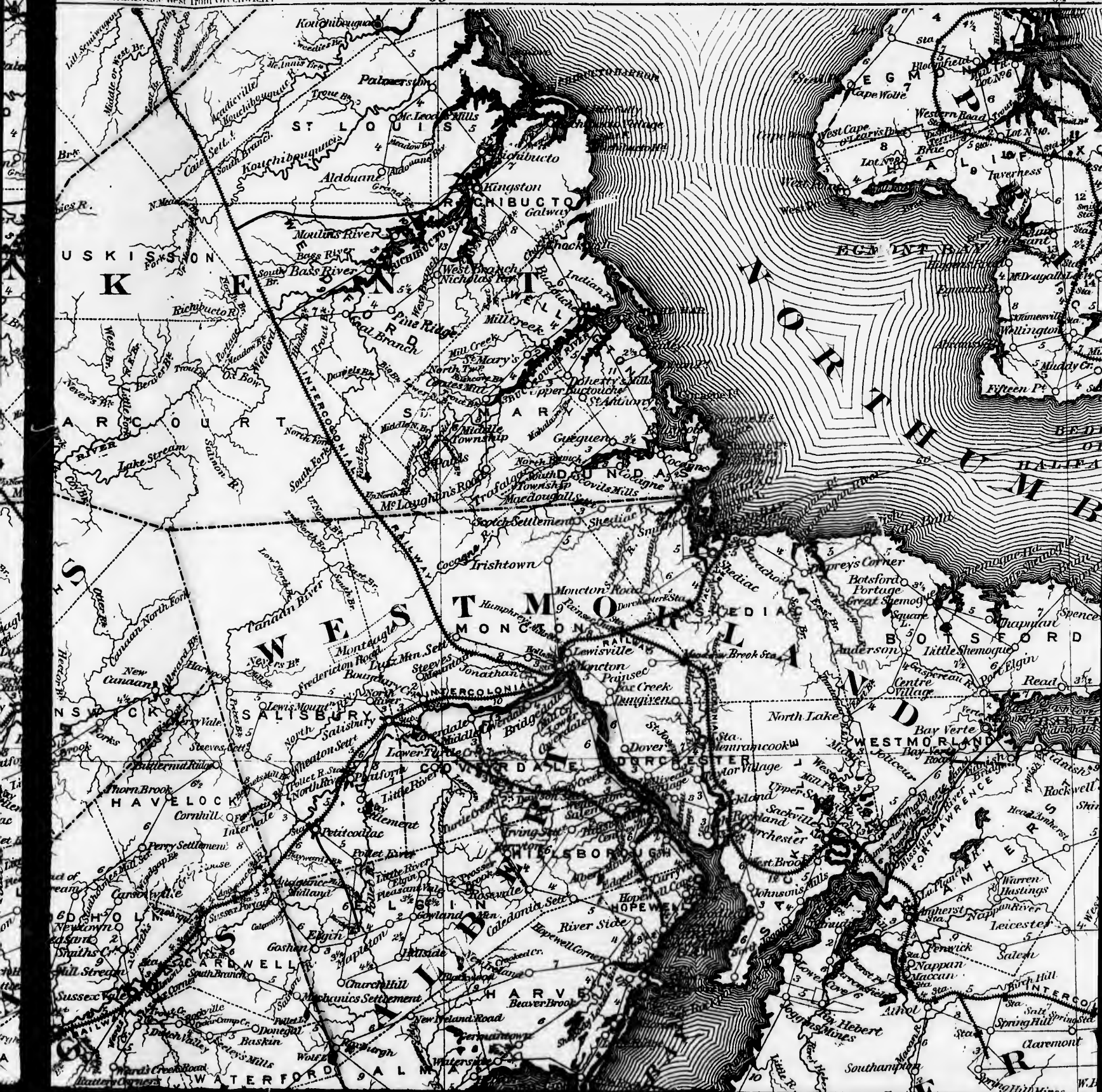


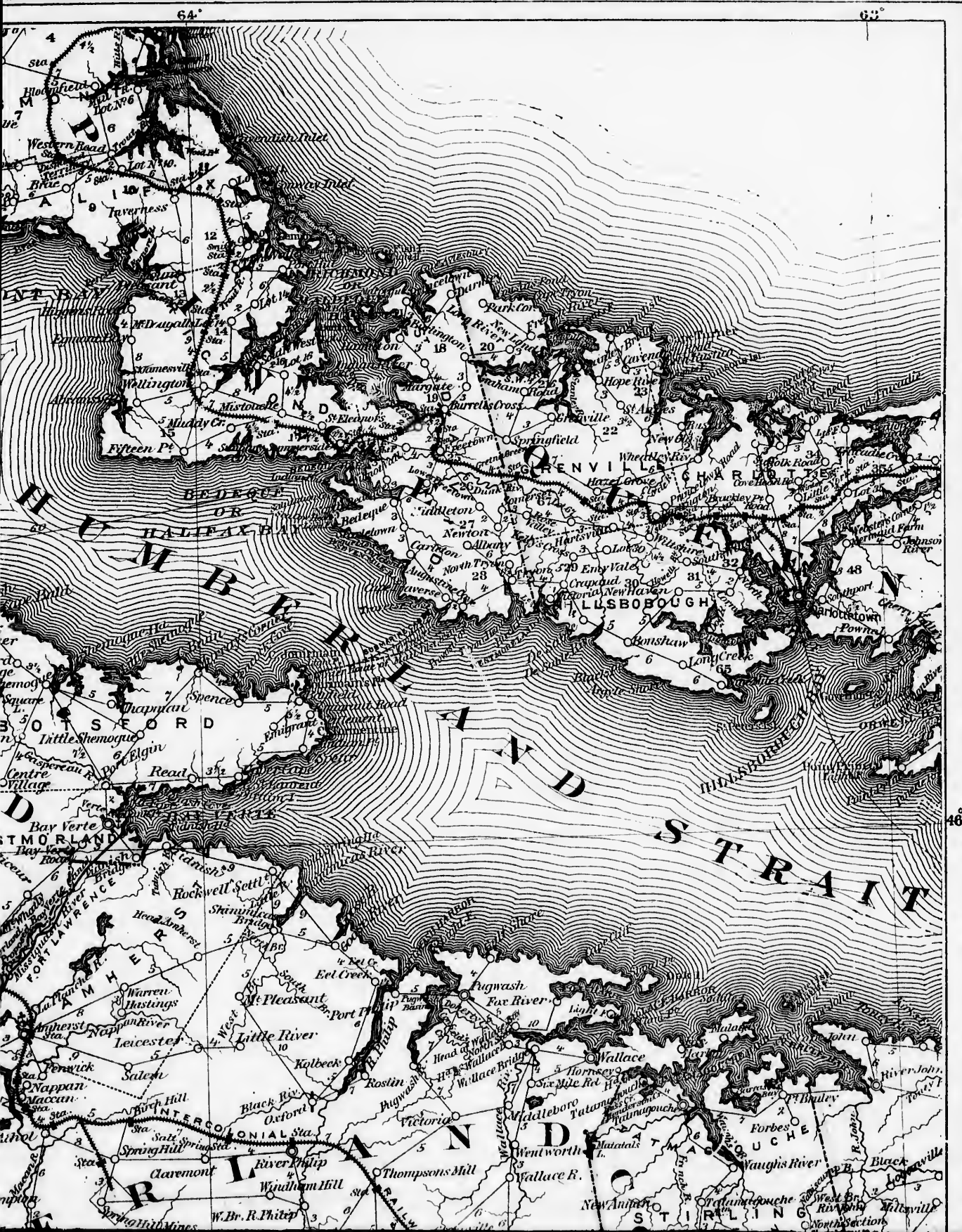


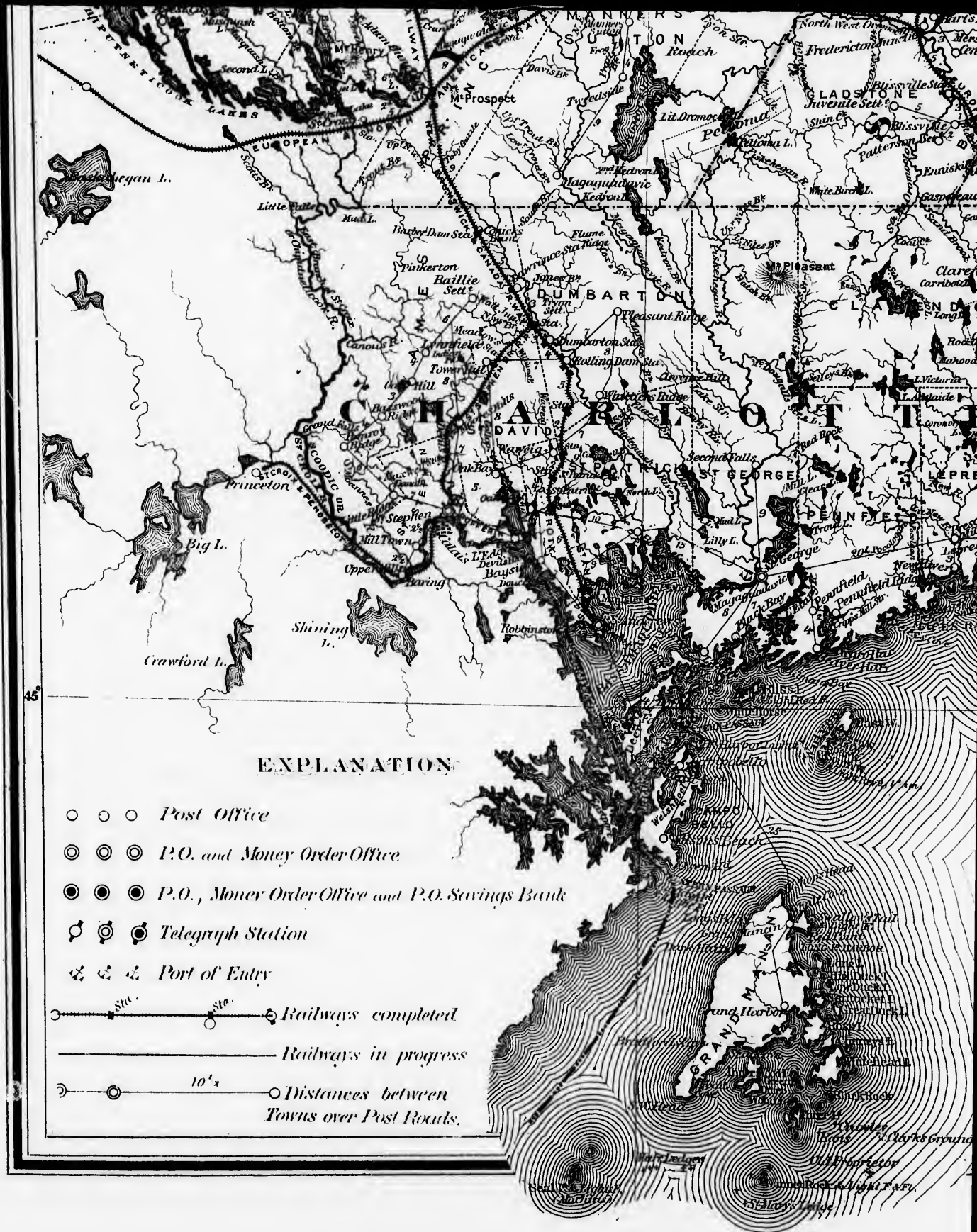














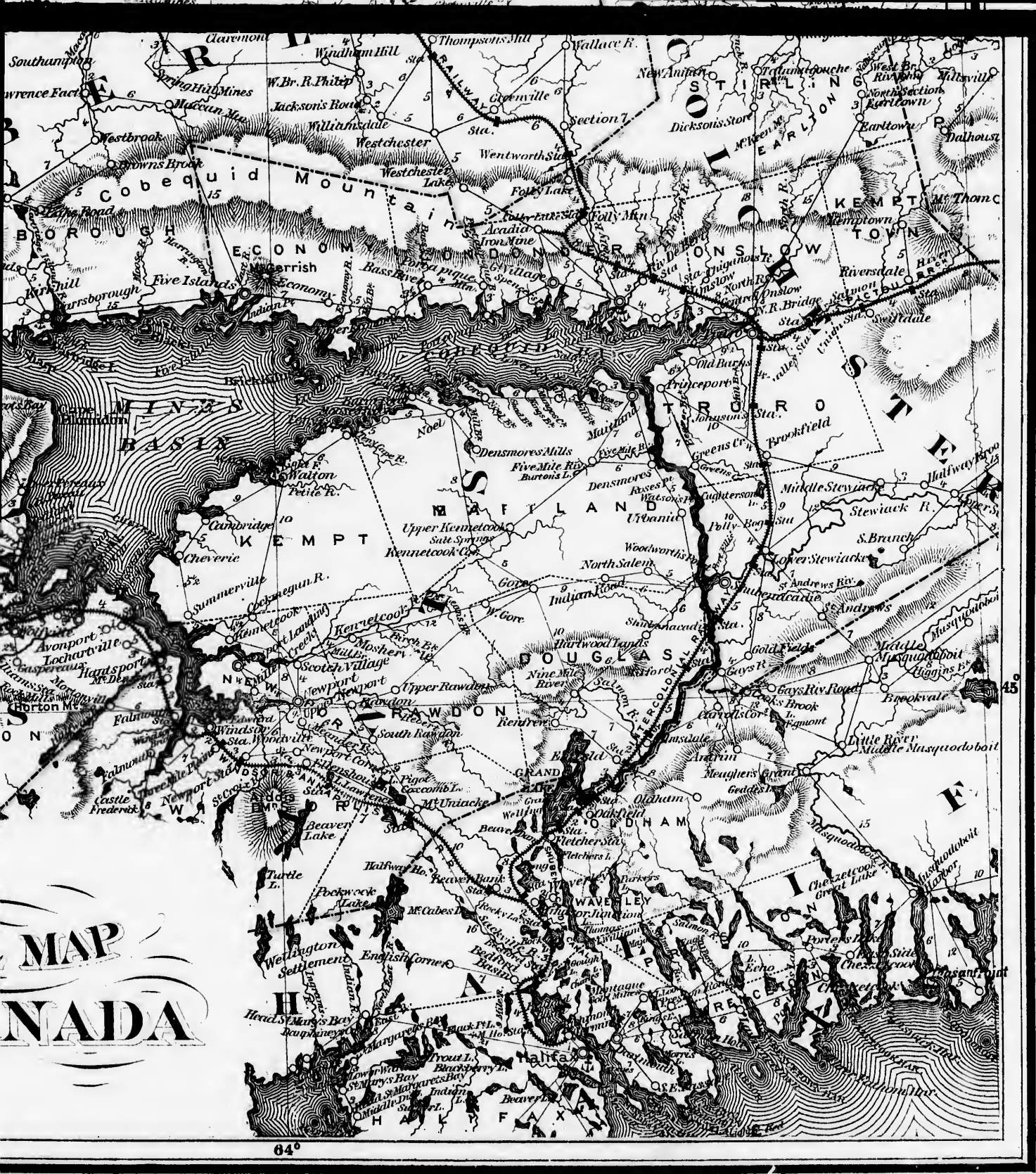
66°

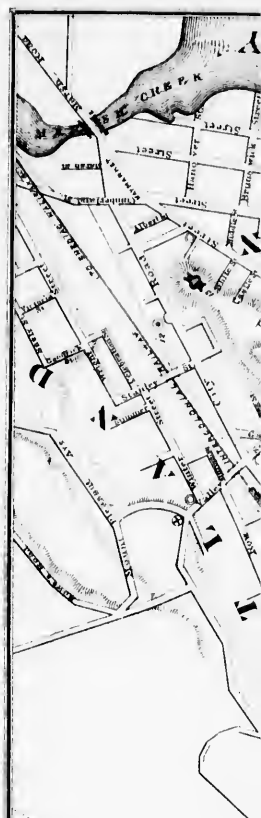
Longitude W



NEW
RAILWAY AND POSTAL MAP
OF THE
DOMINION OF CANADA

Scale, 10 Miles to one inch.
SHEET N°3.



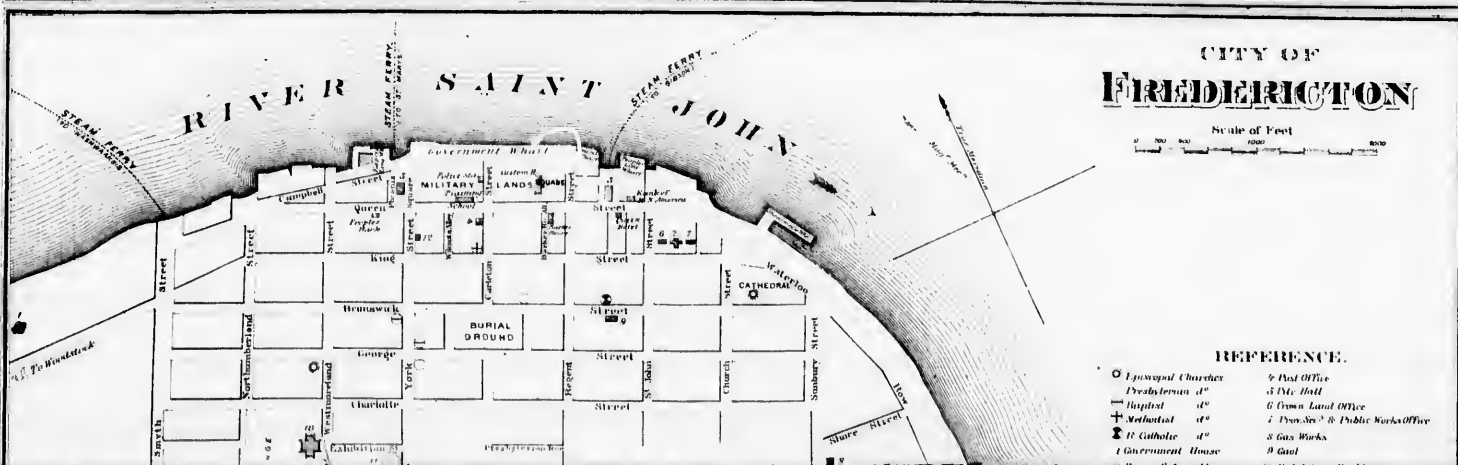


CITY OF ST. JOHN

Scale of Feet

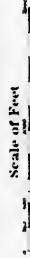
- REFERENCE.
- 1 Episcopal Church
 - 2 Protestant Episcopal
 - 3 Baptist
 - 4 Methodist
 - 5 Academy of Music
 - 6 Mechanics Institute
 - 7 Freight Depot
 - 8 Victoria Hotel
 - 9 Academy of Music
 - 10 Mechanics Institute





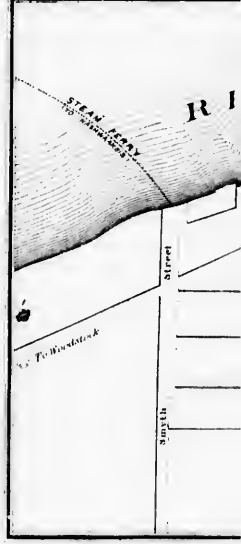
CITY OF ST. JOHN

Scale of Feet



REFERENCE.

Episcopal Church 7 Freight Depot
Presbyterian ch 8 Victoria Hotel

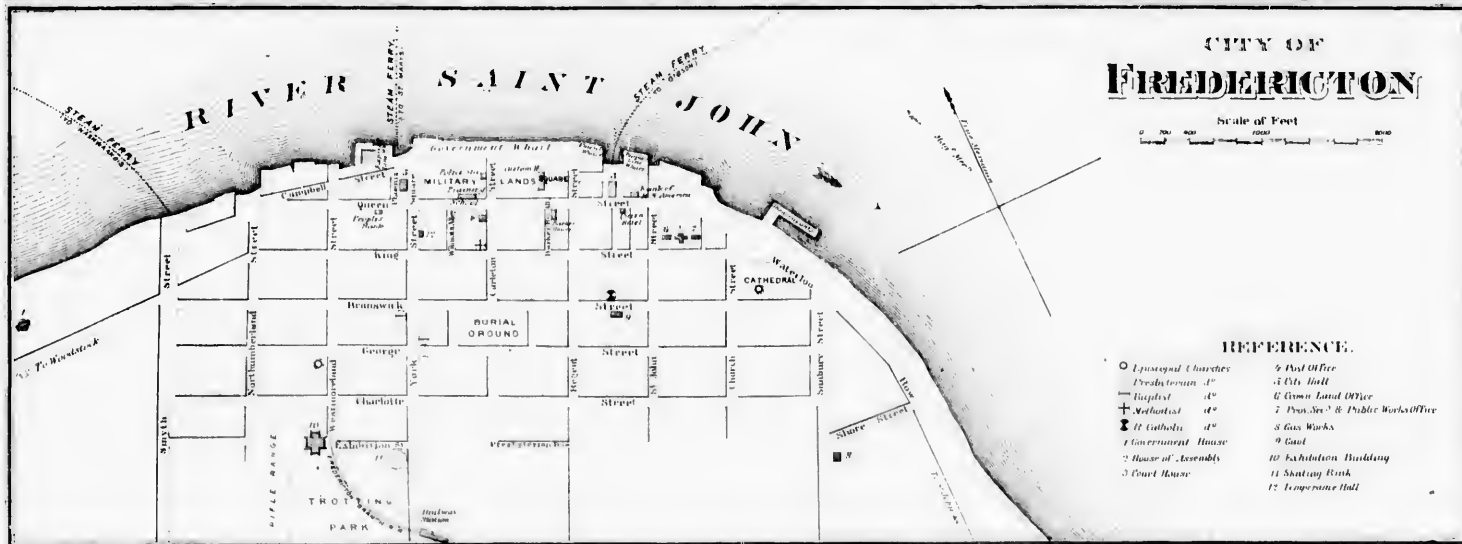


CITY OF ST. JOHN

Scale of Feet

REFERENCE.

- Episcopal Church
- 1 Protestantism
- 2 Methodist
- 3 Roman Catholic
- 4 Protestantism
- 5 Protestantism
- 6 Protestantism
- 7 Protestantism
- 8 Protestantism
- 9 Protestantism
- 10 Protestantism
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- 99 Protestantism
- 100 Protestantism



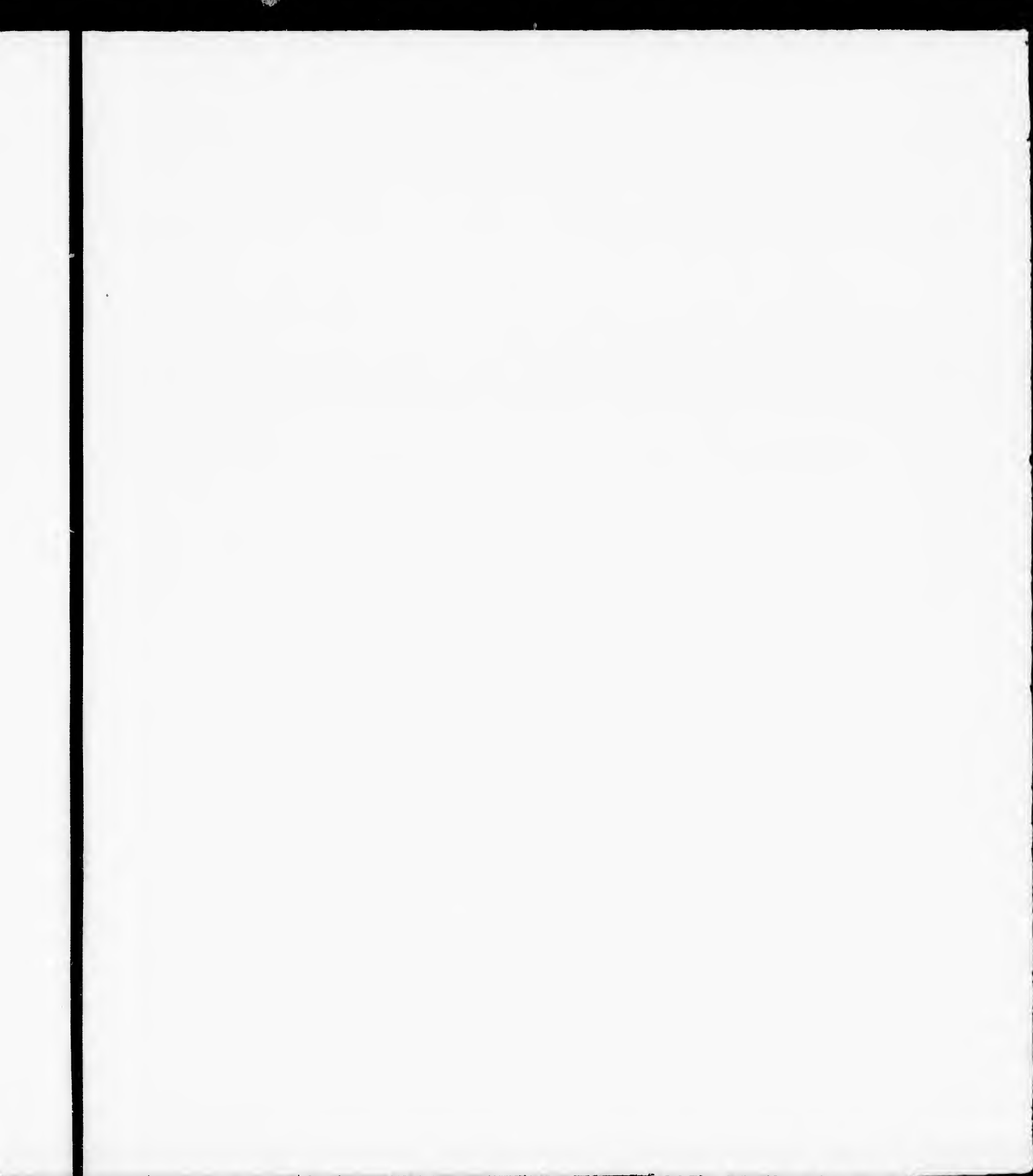
CITY OF

FREDERICTON

Scale of Feet

REFERENCE.

- Episcopal Church
- 1 Protestantism
- 2 Methodist
- 3 Roman Catholic
- 4 Protestantism
- 5 Protestantism
- 6 Protestantism
- 7 Protestantism
- 8 Protestantism
- 9 Protestantism
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- 98 Protestantism
- 99 Protestantism
- 100 Protestantism





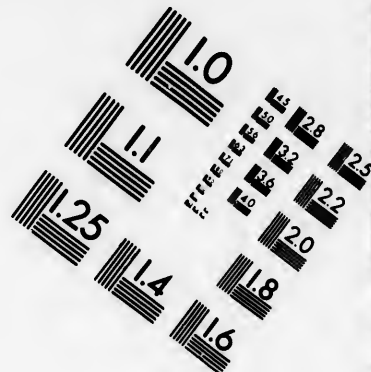
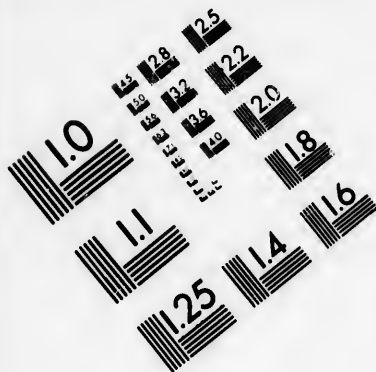
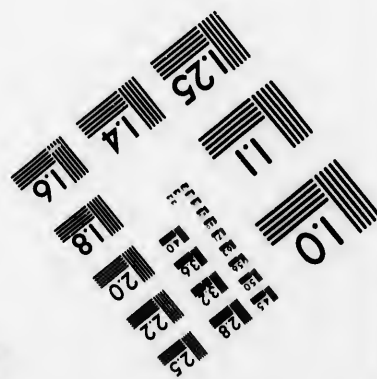
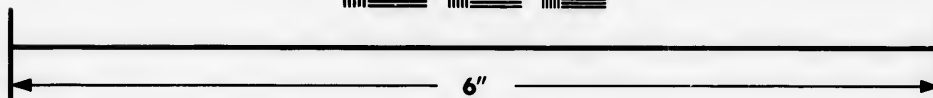
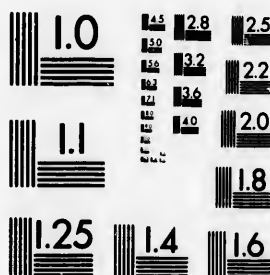


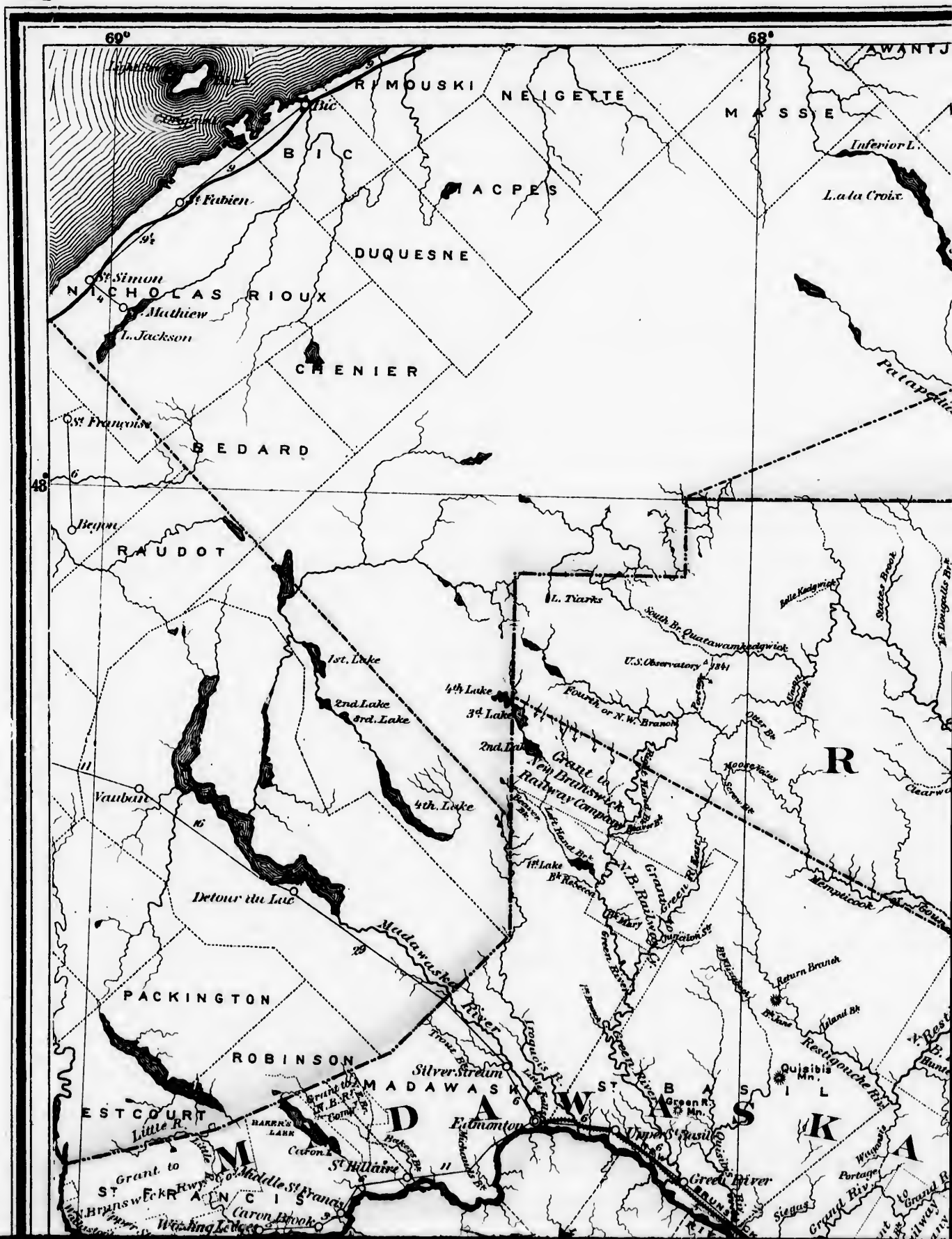
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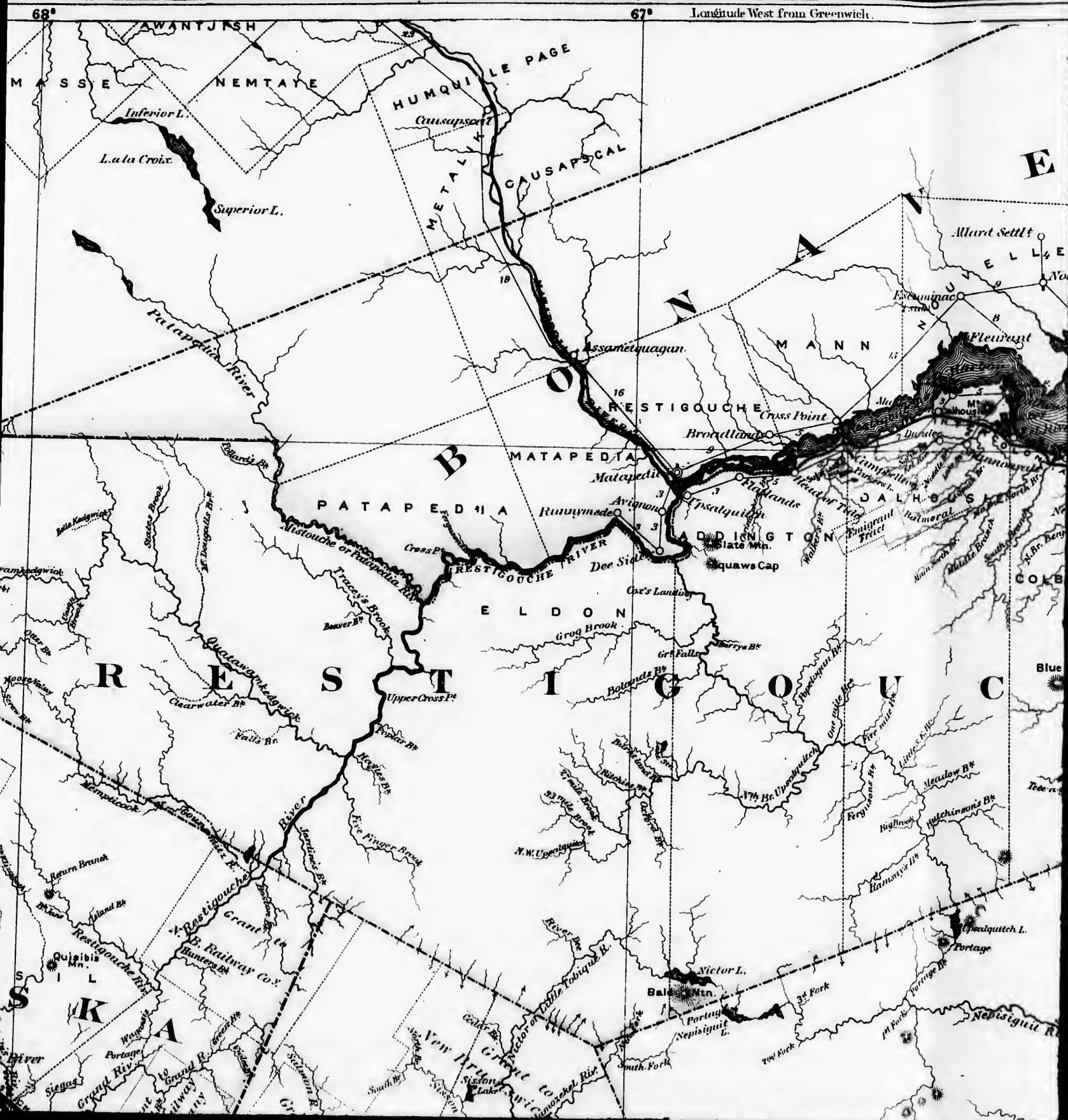


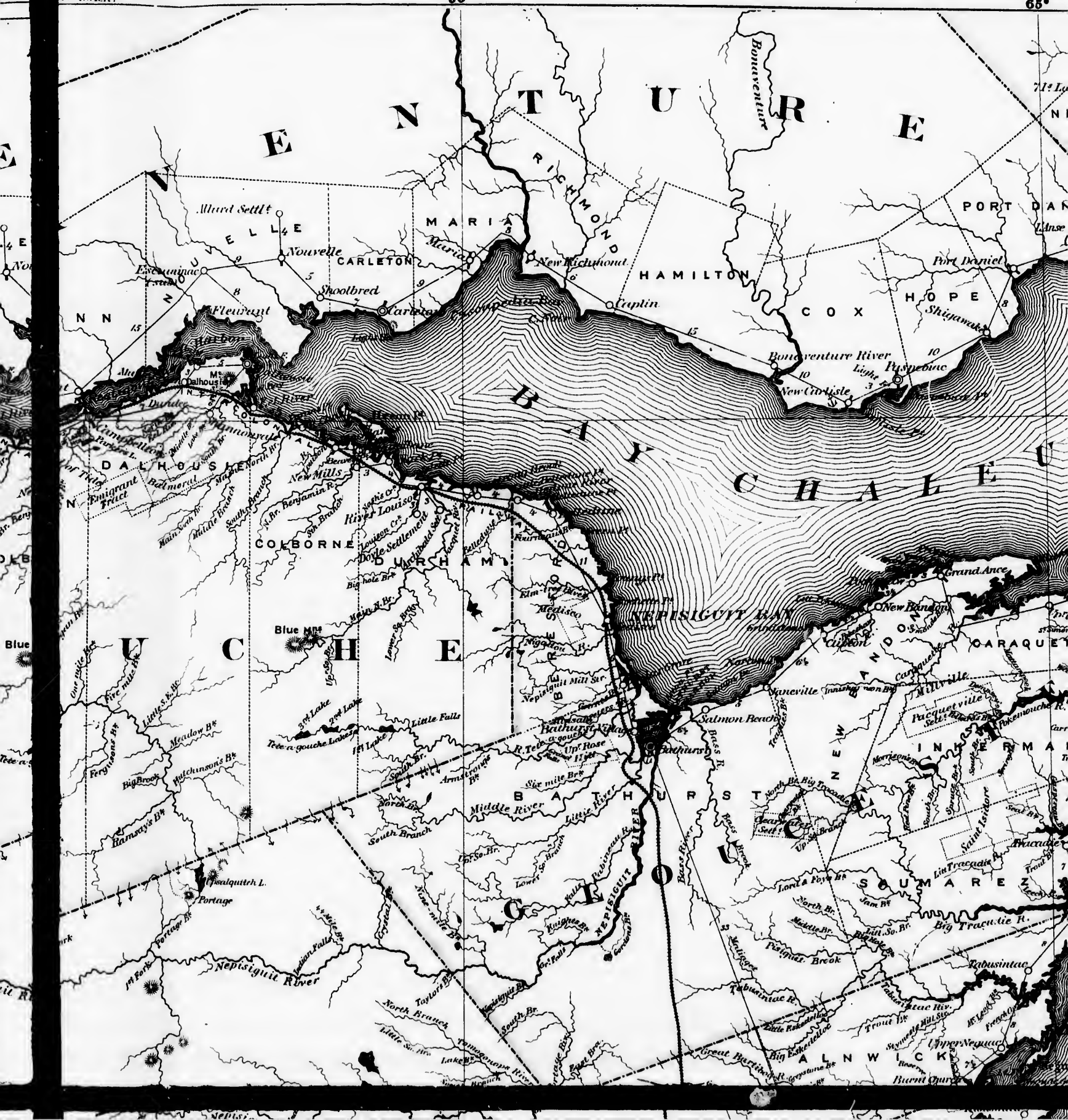
Photographic
Sciences
Corporation

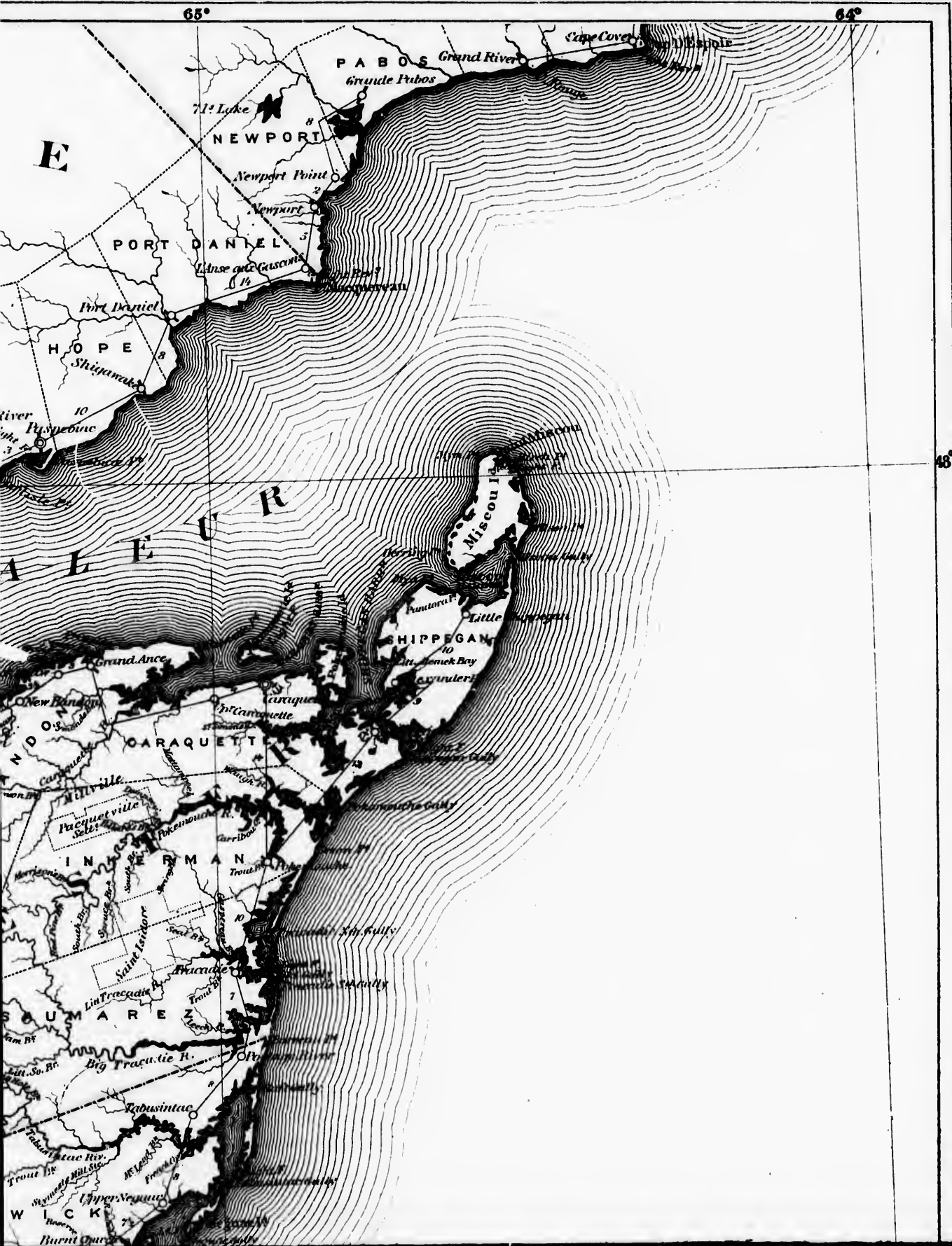
23 WEST MAIN STREET
WEBSTER, N.Y. 14580
(716) 872-4503











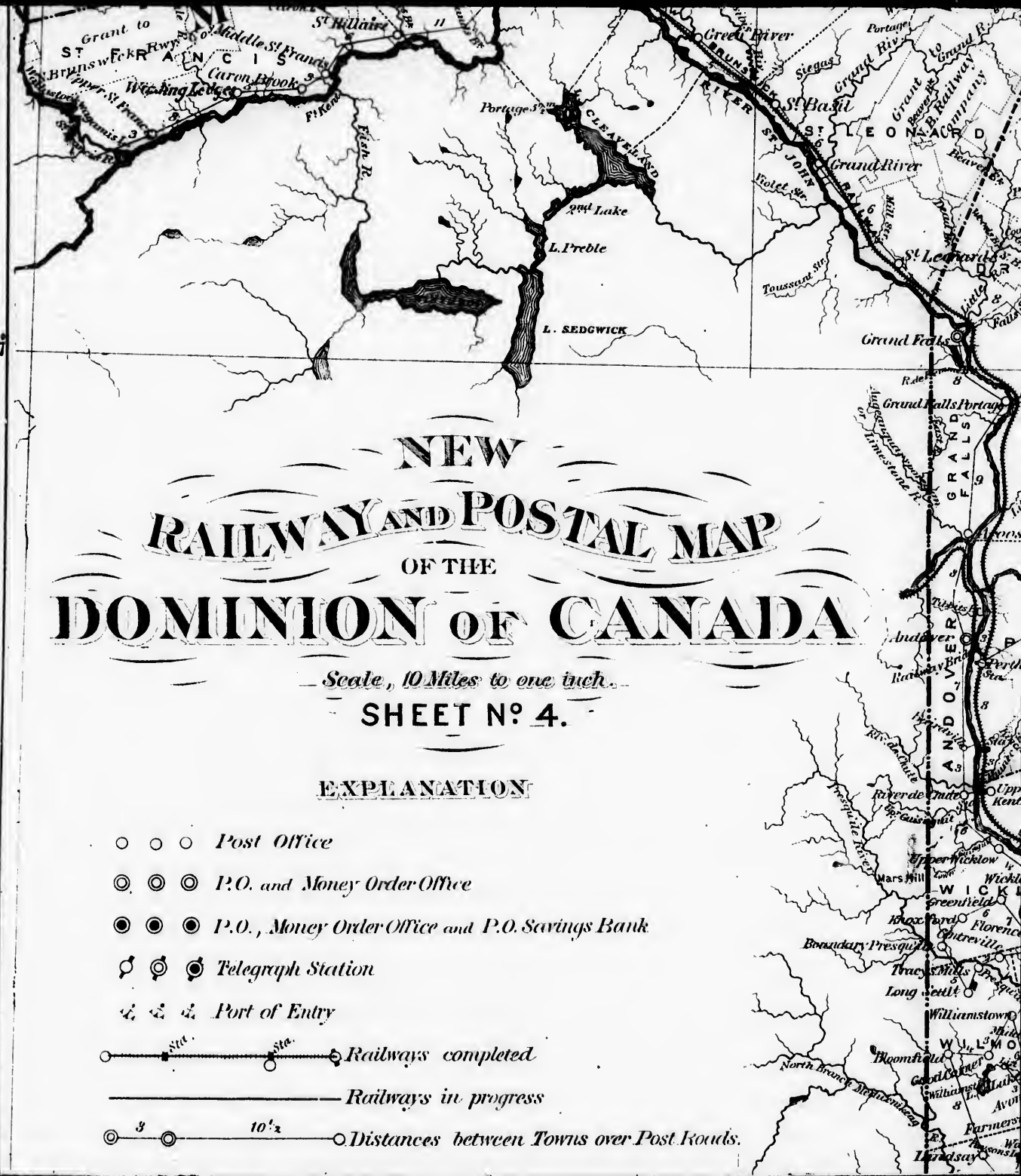
NEW RAILWAY AND POSTAL MAP OF THE DOMINION OF CANADA

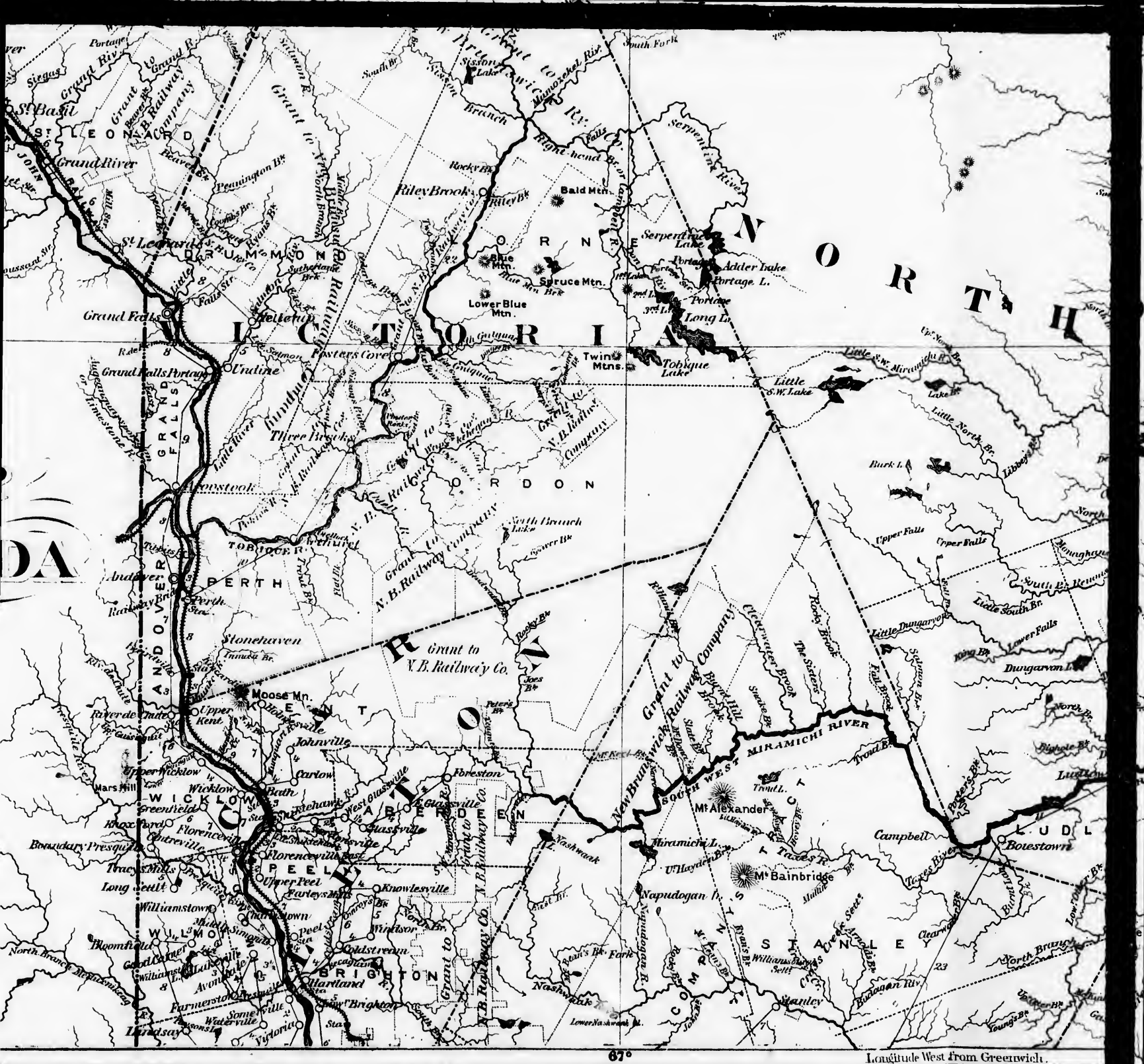
Scale, 10 Miles to one inch.

SHEET N^o 4.

EXPLANATION

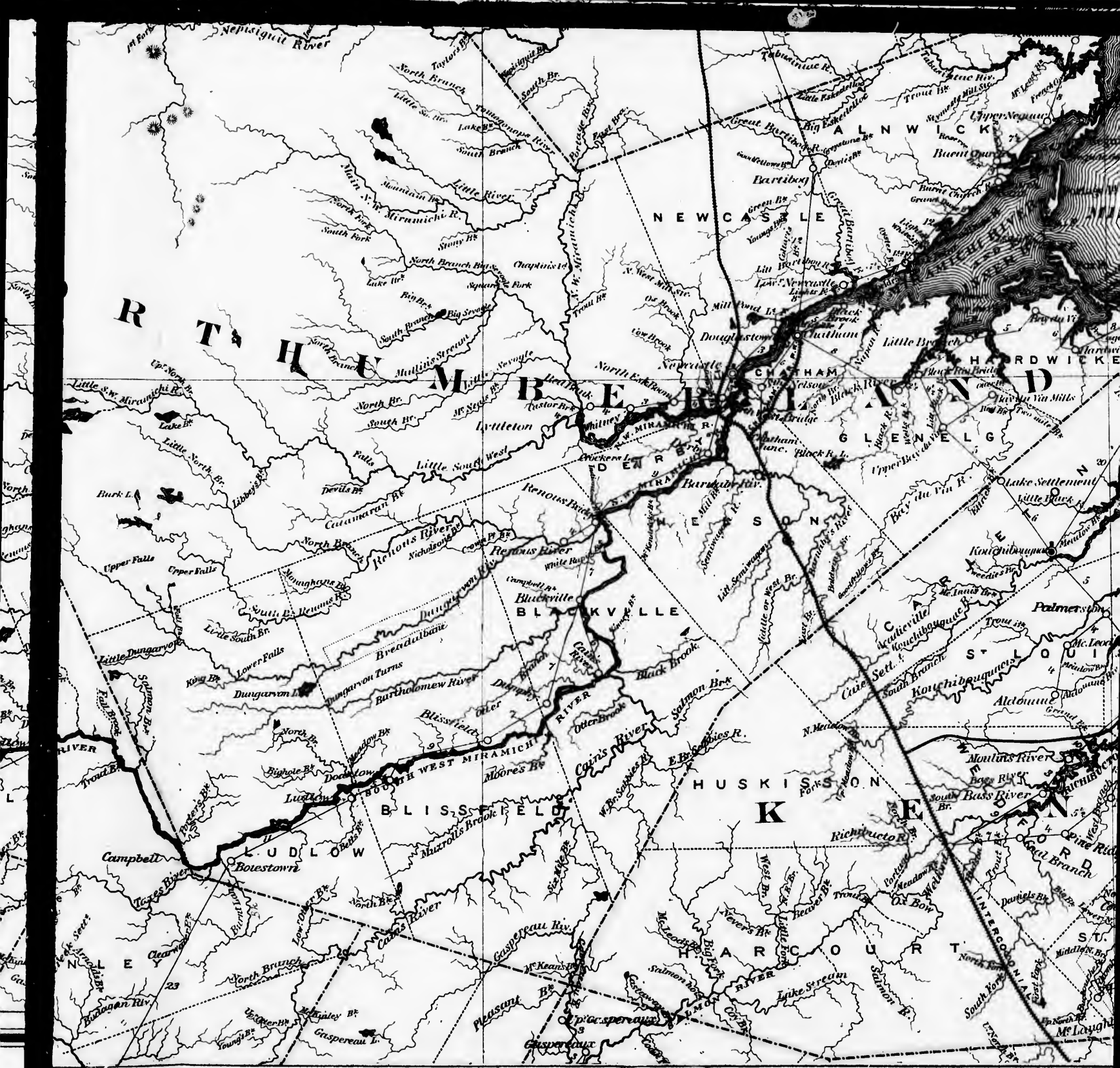
- ○ ○ Post Office
- ⊙ ⊙ ⊙ P.O. and Money Order Office
- ⊙ ⊙ ⊙ P.O., Money Order Office and P.O. Savings Bank
- ♂ ♂ ♂ Telegraph Station
- ⚓ ⚓ ⚓ Port of Entry
- Sta. — Sta. — Railways completed
- Railways in progress
- ⊙ 3 — 10 1/2 — ⊙ Distances between Towns over Post Roads.





67°

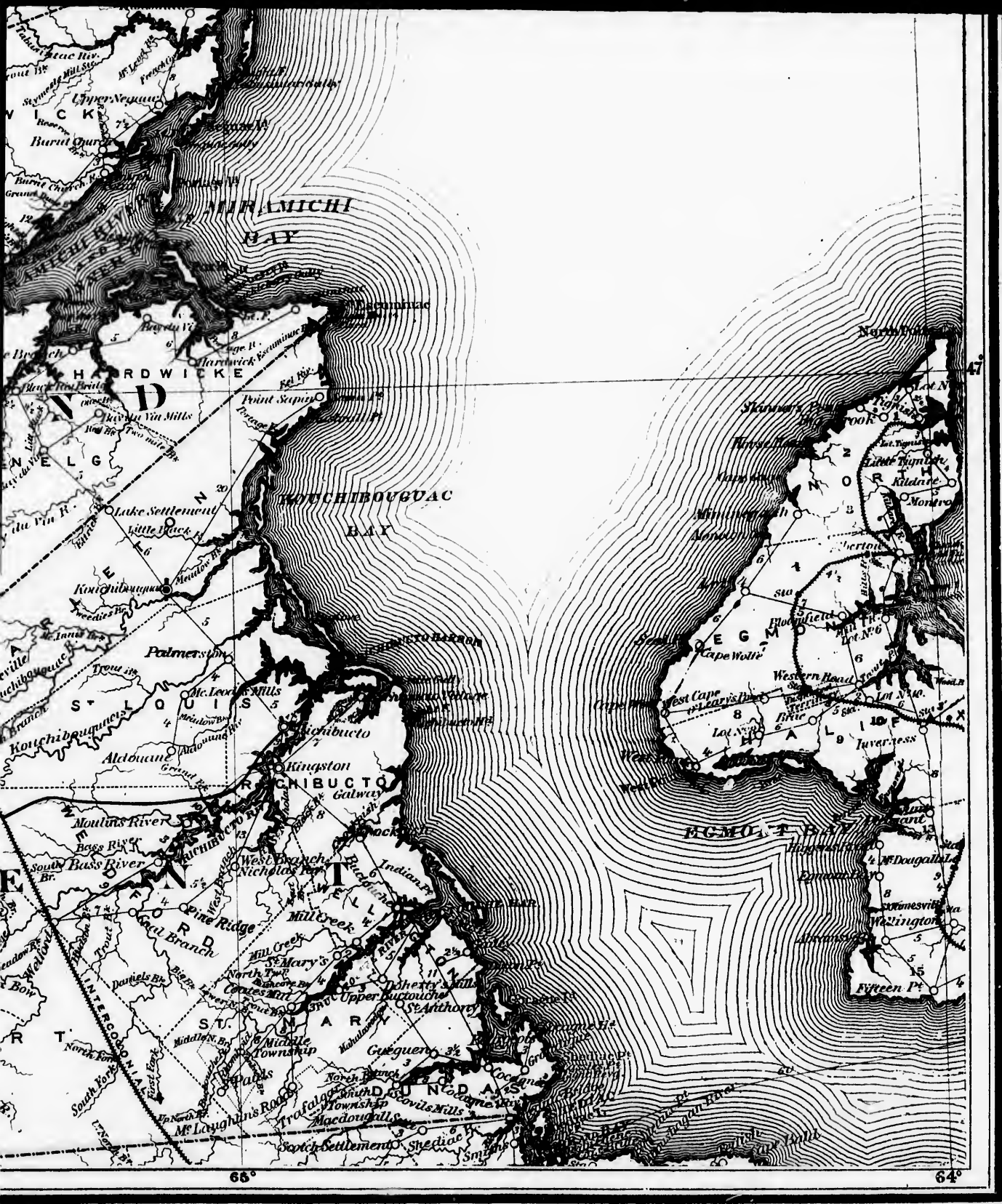
Longitude West from Greenwich.

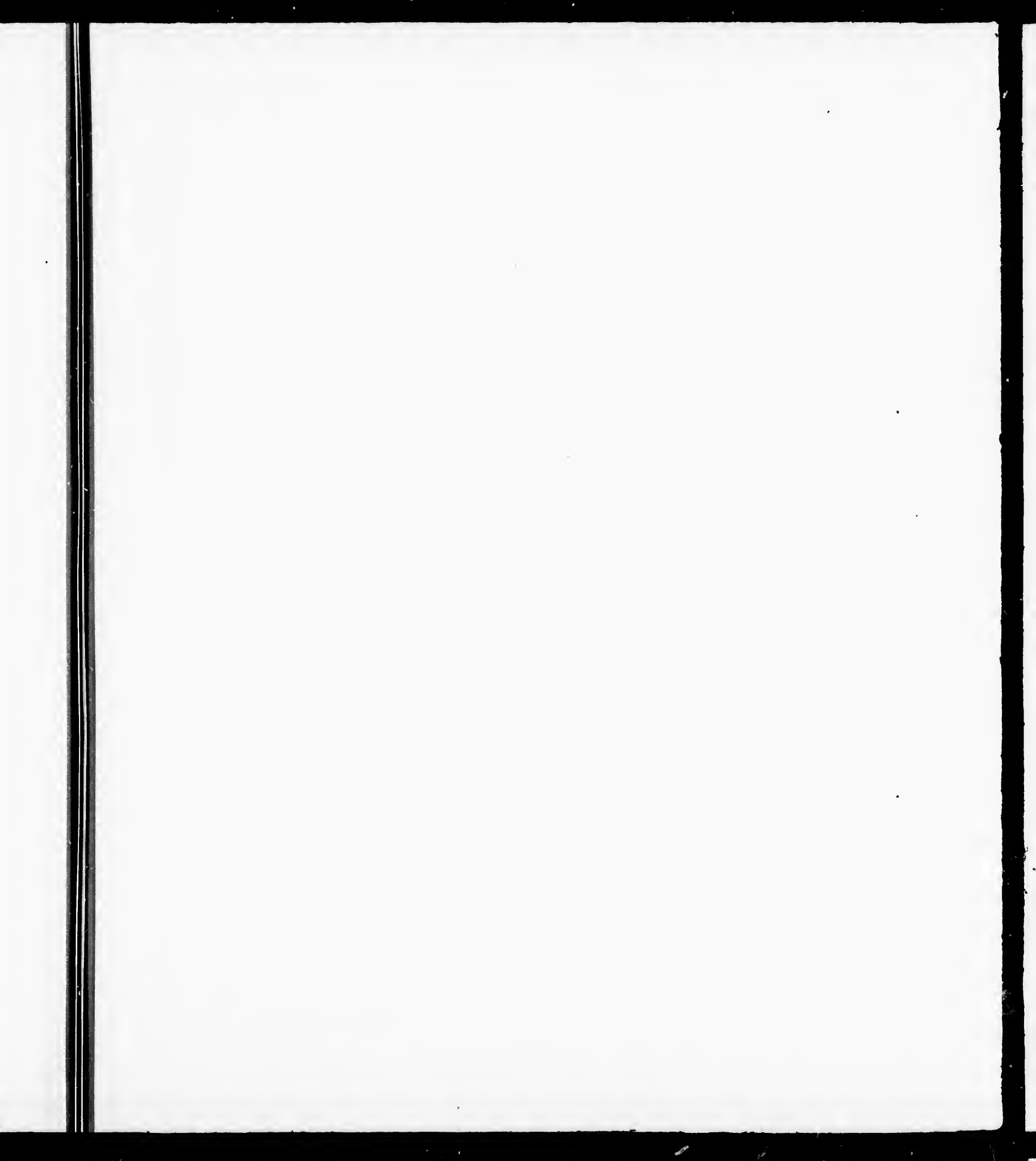


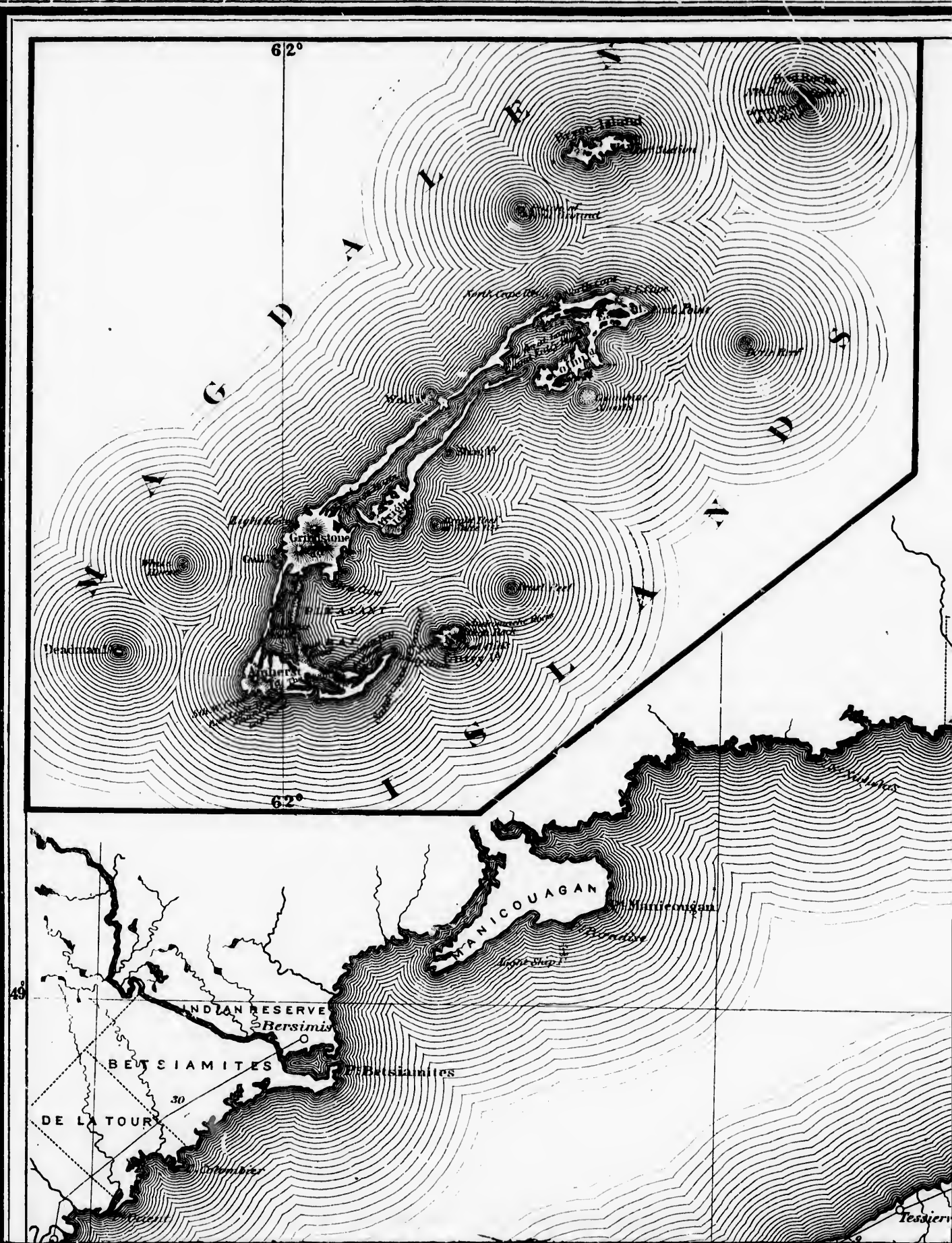
Longitude West from Greenwich.

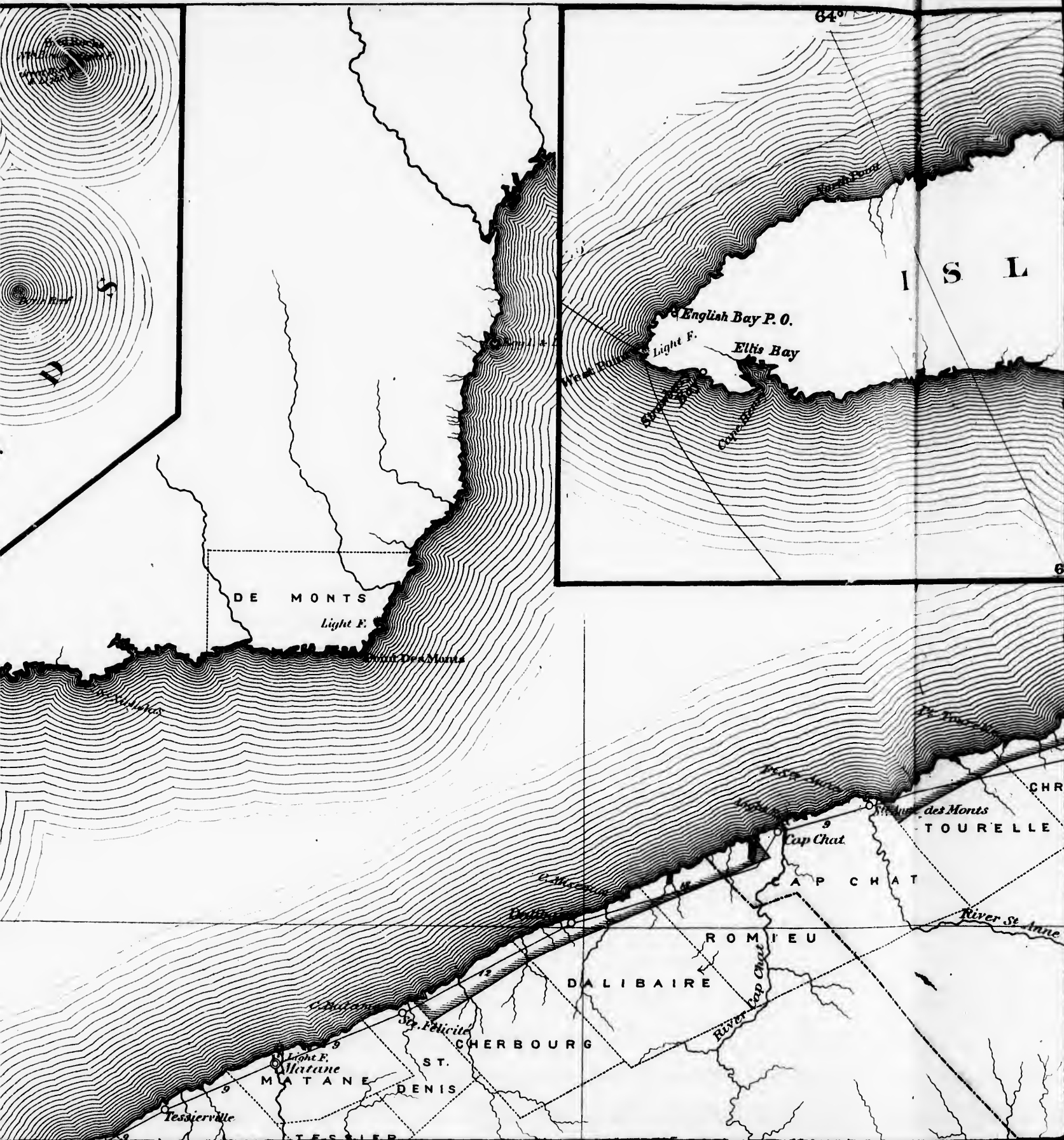
66°

6









64°

Longitude West from Greenwich

64°

I S L A N D

O F

A N T I C

0.
ay

Jupiter R.

Observation Pt.

64°

South West Cape

South Cape

64°

Mont Louis

MONT LOUIS

Rivière la Madeleine

TACHEREAU

MADELINE

Grande Vallée de
GRANDE
VALLEE
DES
MONTS

CLORIE

DEBEAU

LARO

CHRISTIE

DUCHESNAY

St. Anne des Monts

TOURELLE

Cap Chat

CAP CHAT

River St Anne

Madeline River

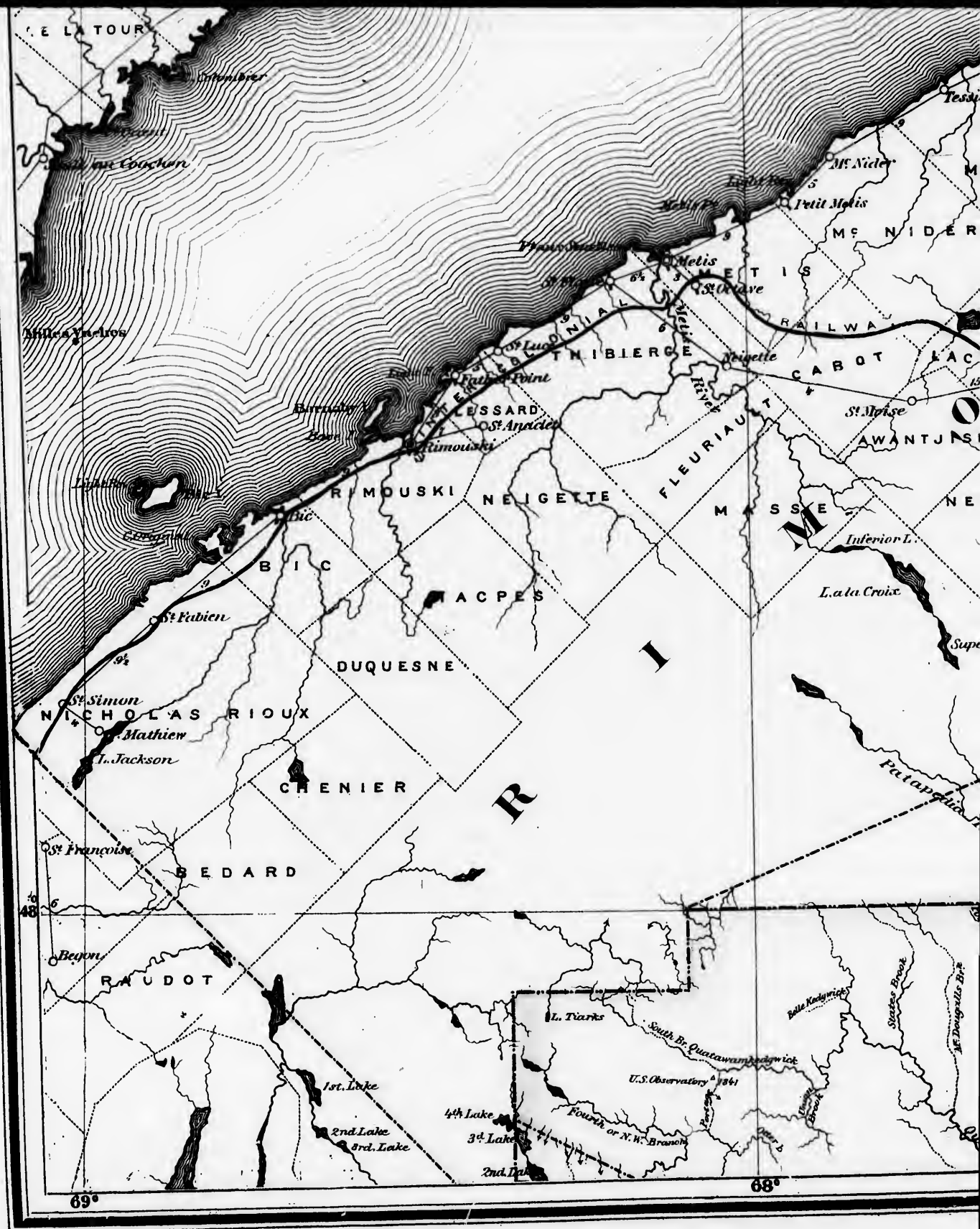
York River

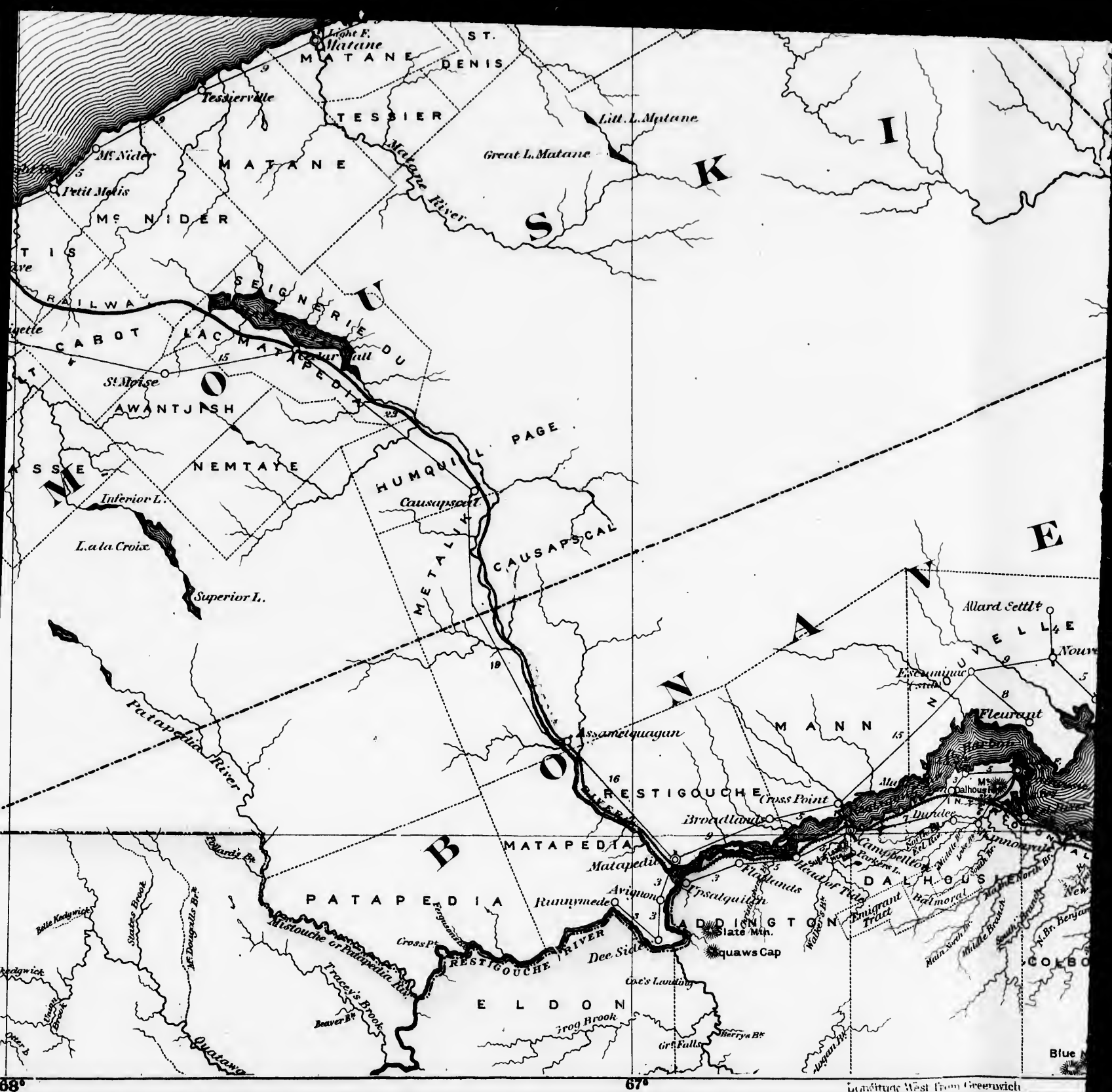
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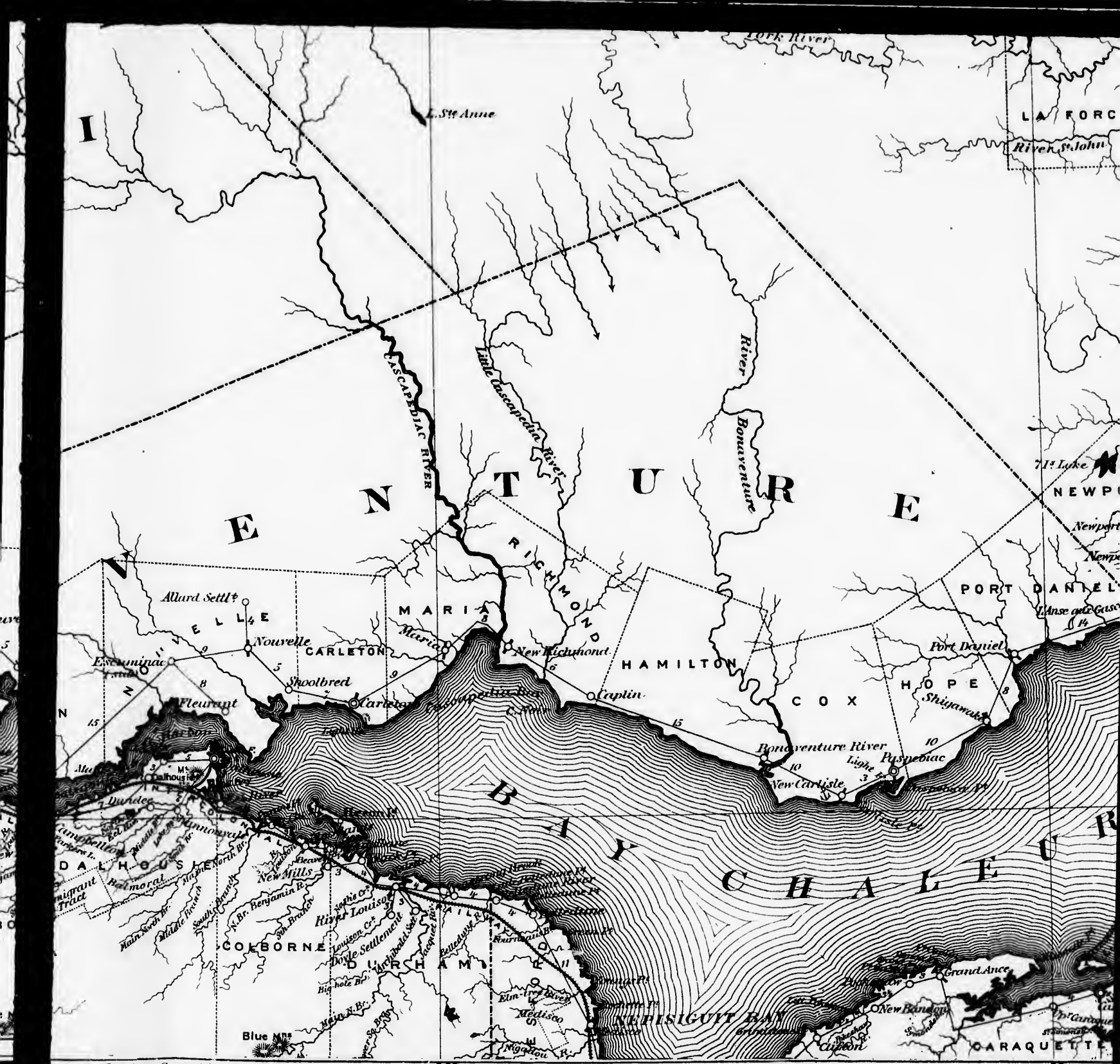
A

S





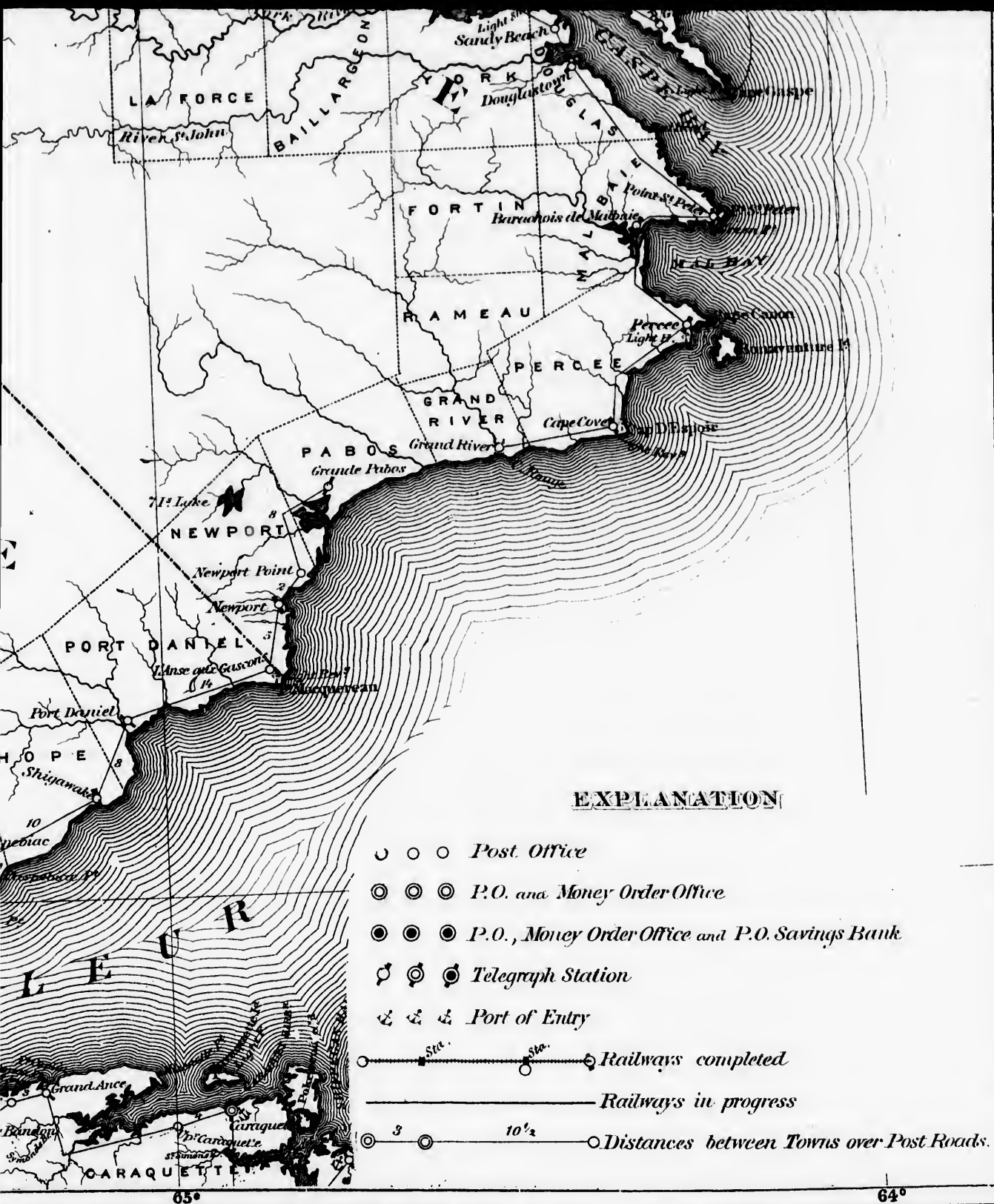




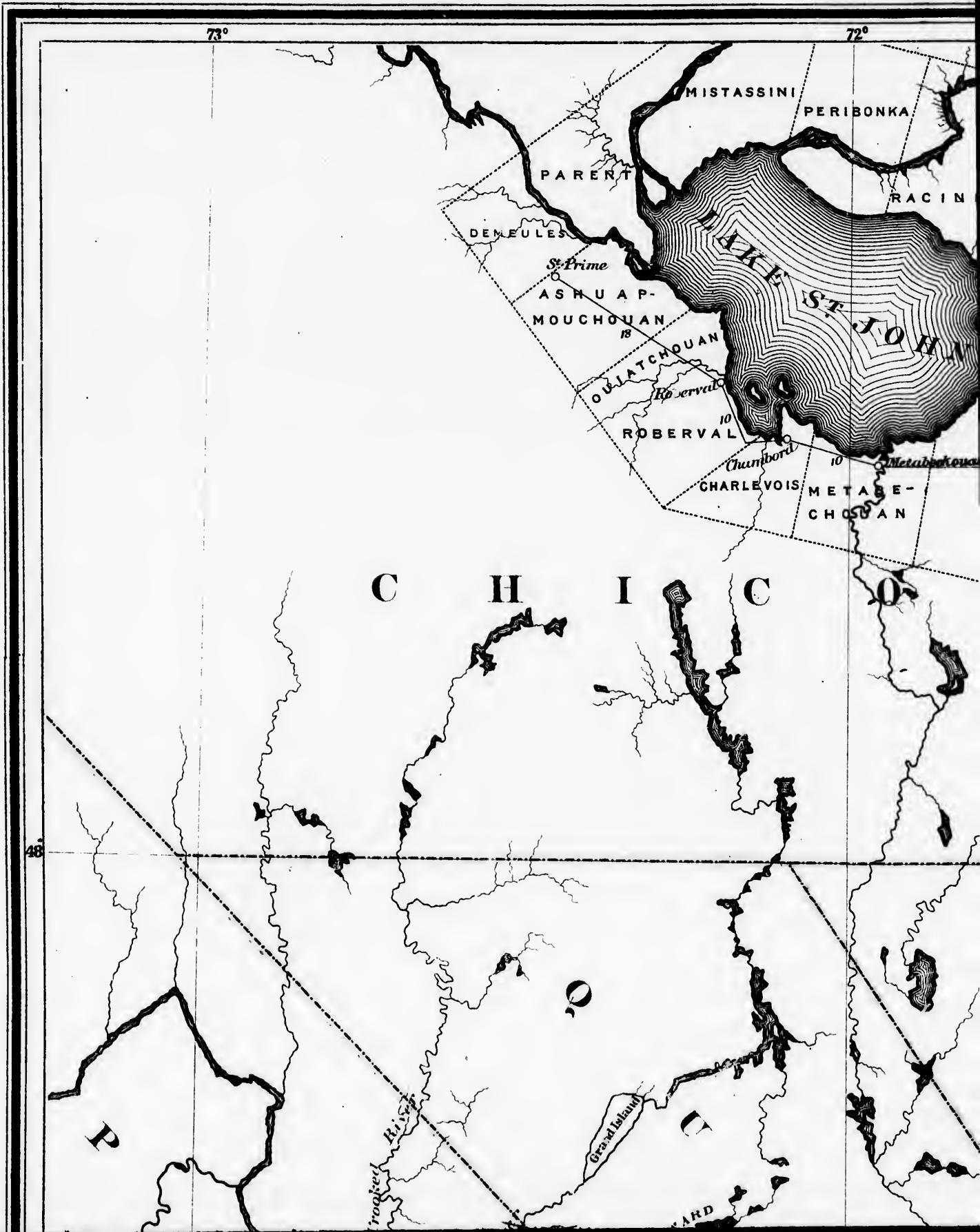
Longitude West from Greenwich

66°

65°



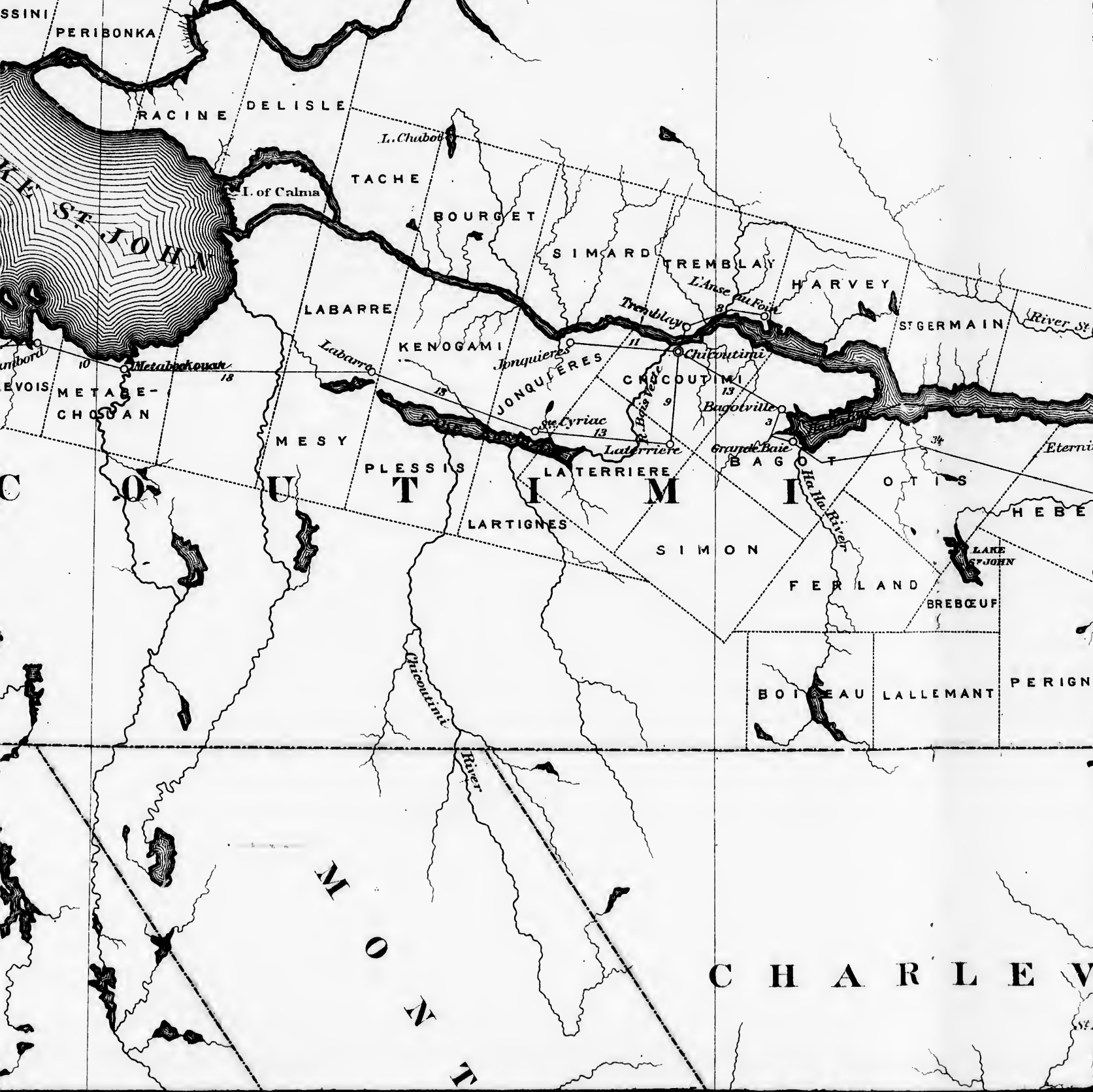




72°

71°

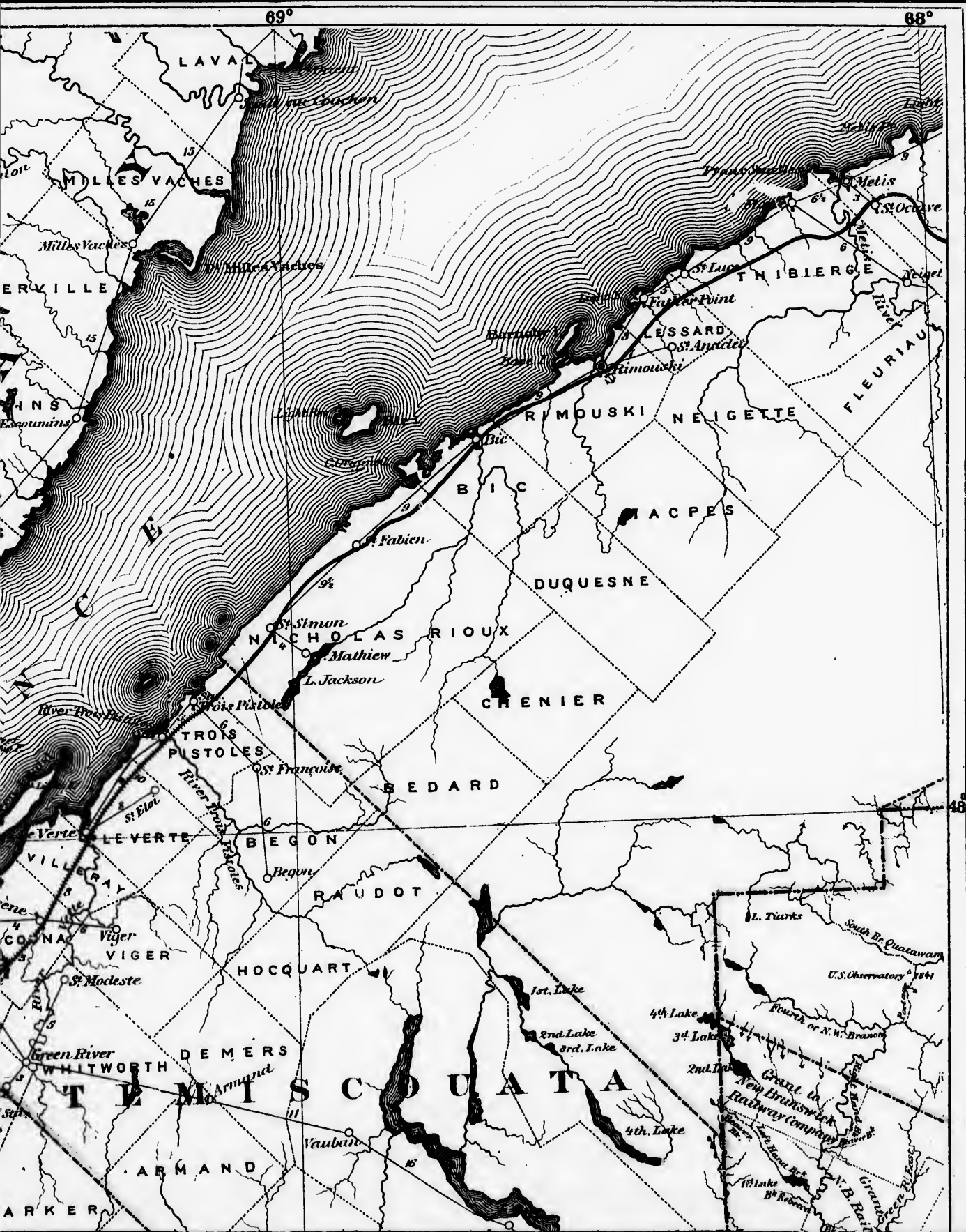
Longitude West from Greenwich.

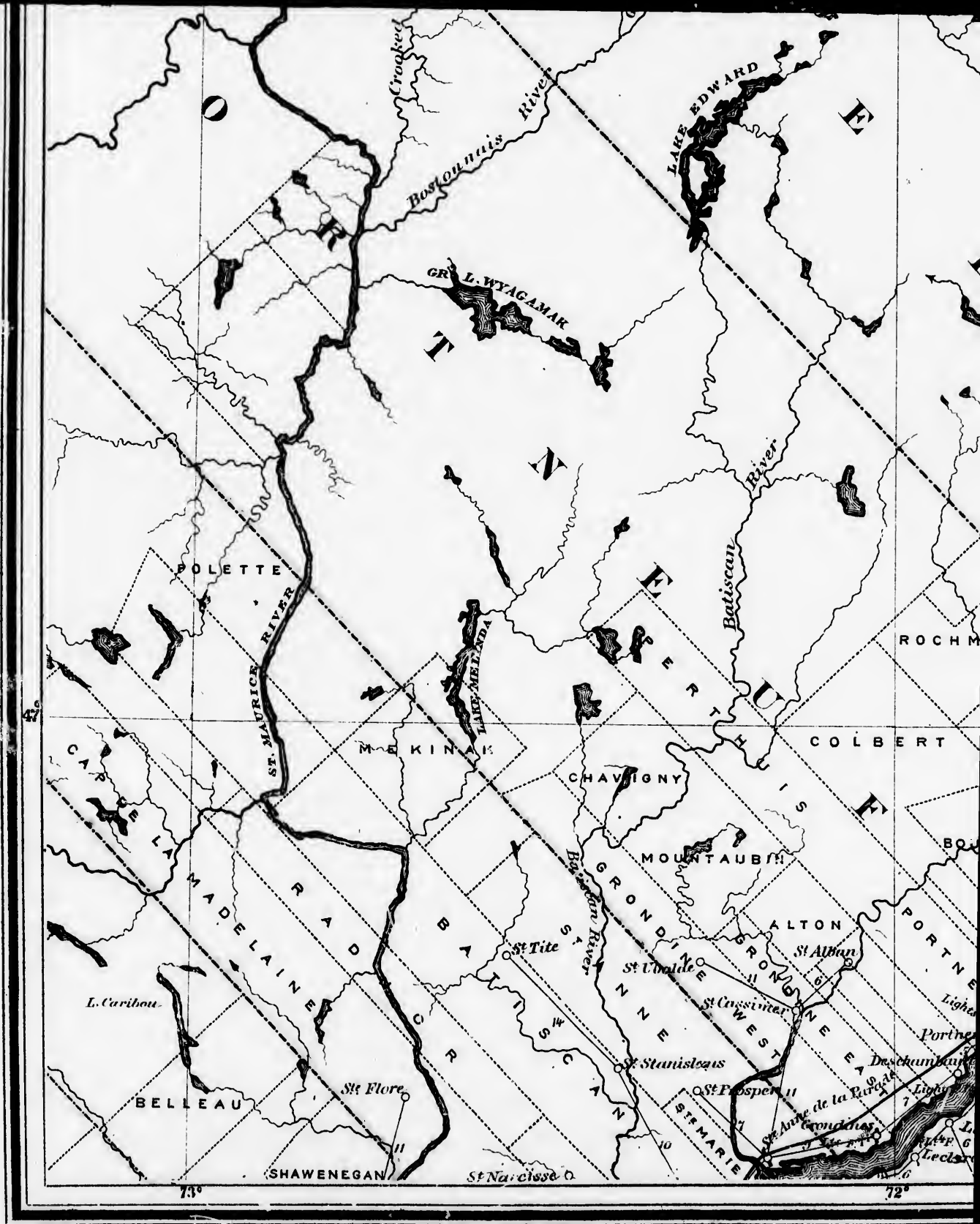


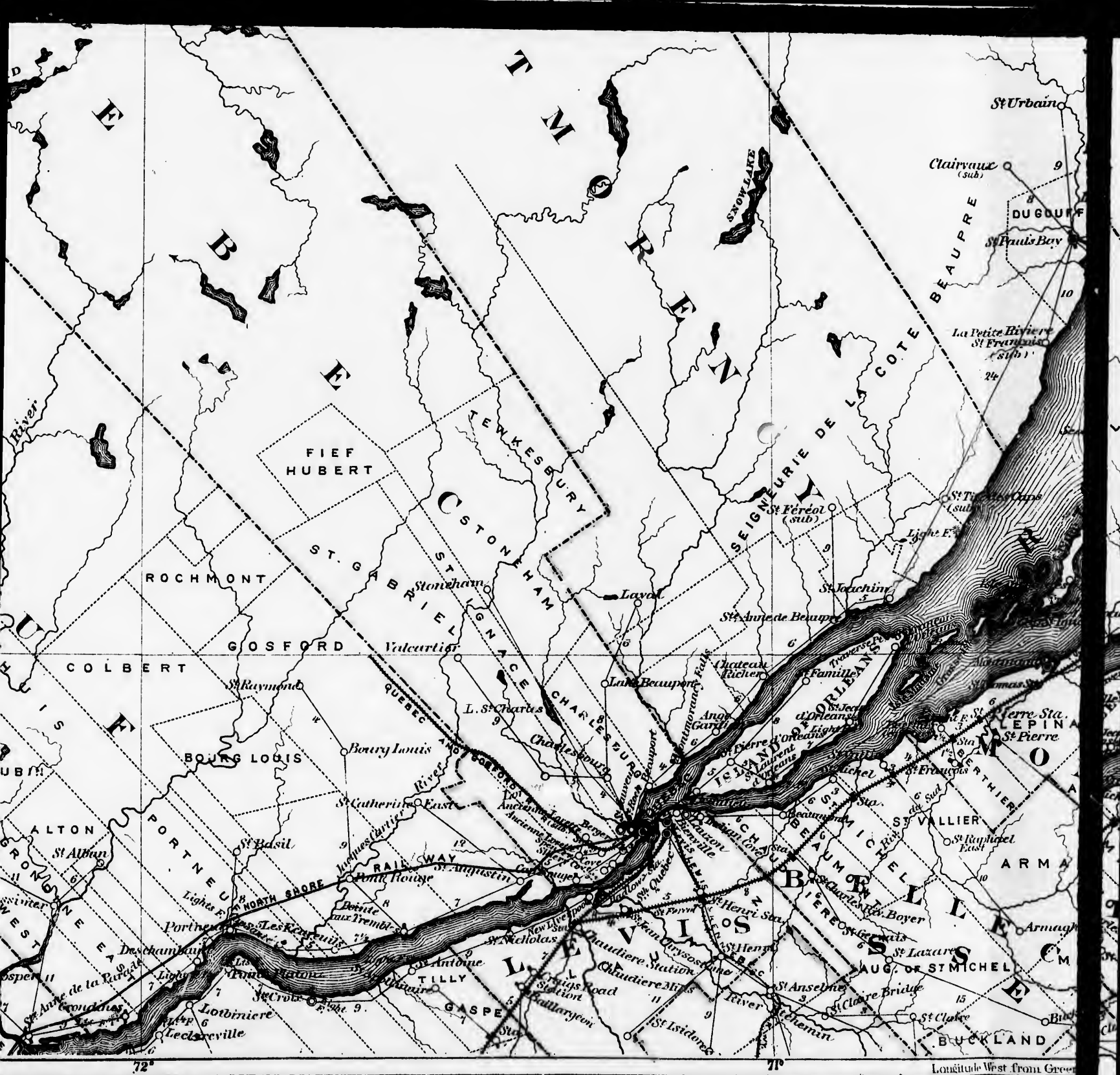
West from Greenwich.

70°

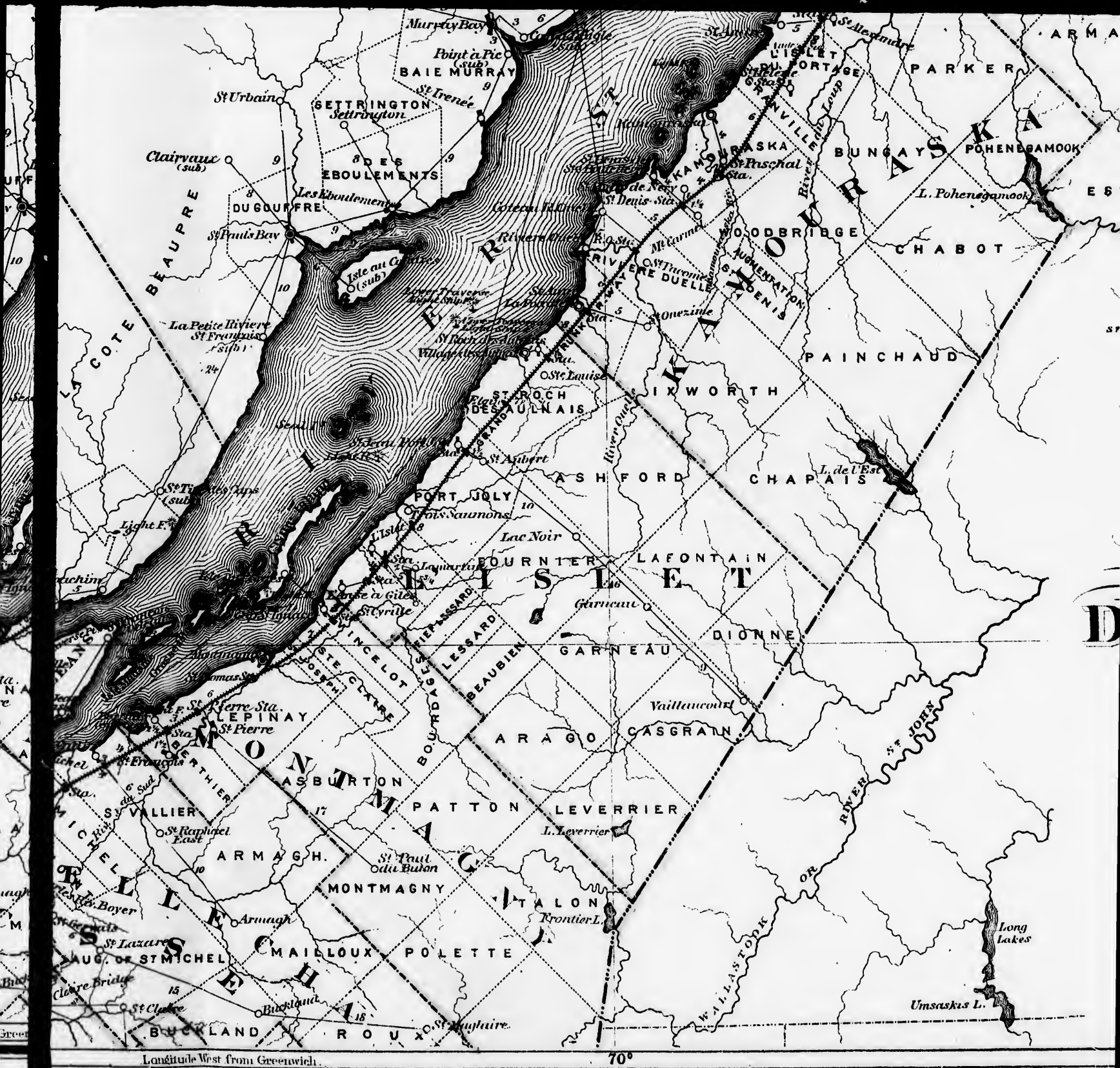








Longitude West from Green





NEW RAILWAY AND POSTAL MAP OF THE DOMINION OF CANADA

Scale, 10 Miles to one inch.

SHEET N°6.

EXPLANATION

- ○ ○ Post Office
- ⊙ ⊙ ⊙ P.O. and Money Order Office
- ⊙ ⊙ ⊙ P.O., Money Order Office and P.O. Savings Bank
- ⊙ ⊙ ⊙ Telegraph Station
- ⚓ ⚓ ⚓ Port of Entry

— Sta. — Sta. — Railways completed

— Railways in progress

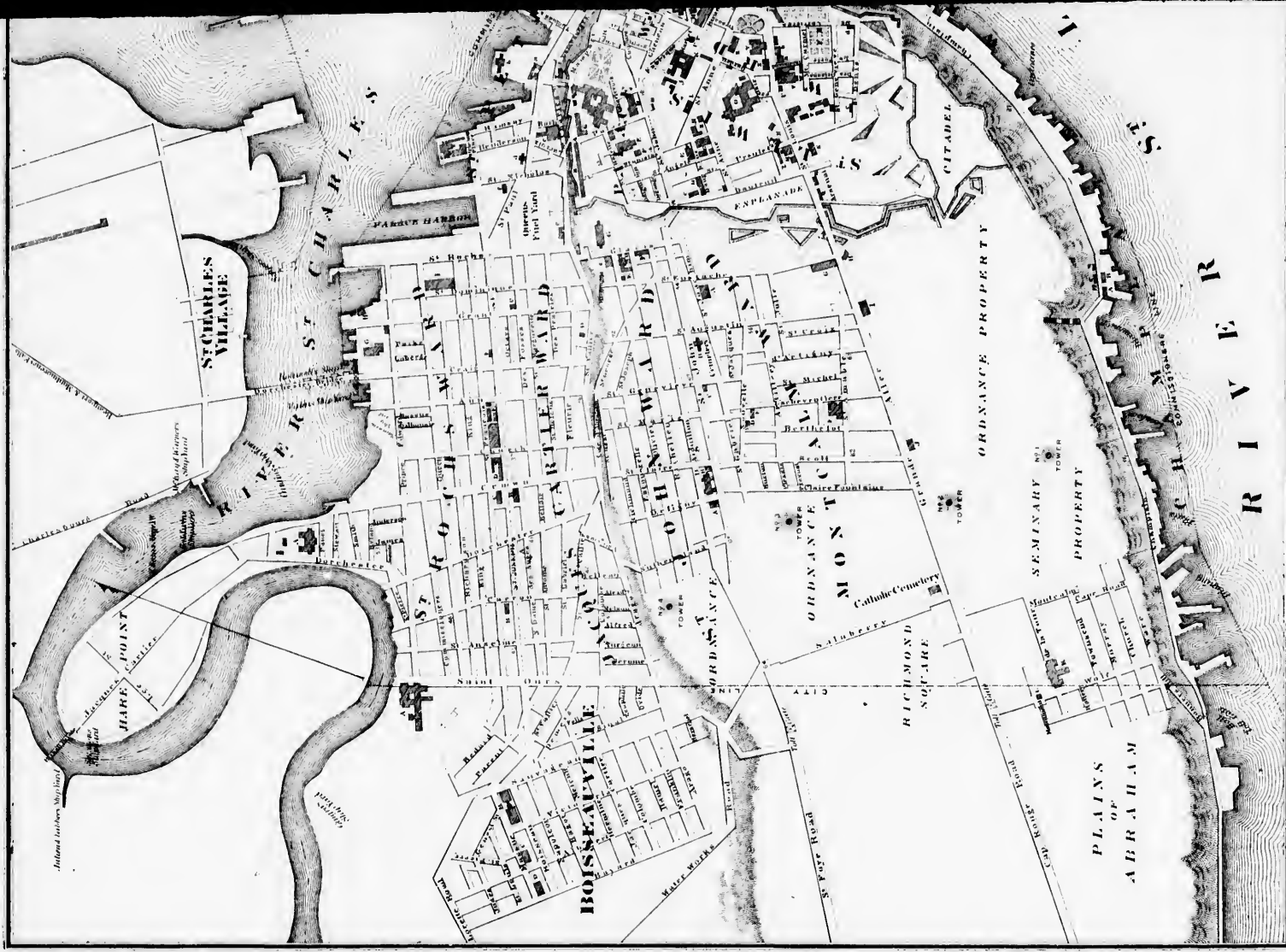
⊙ 3 10 1/2 — Distances between Towns over Post Roads.

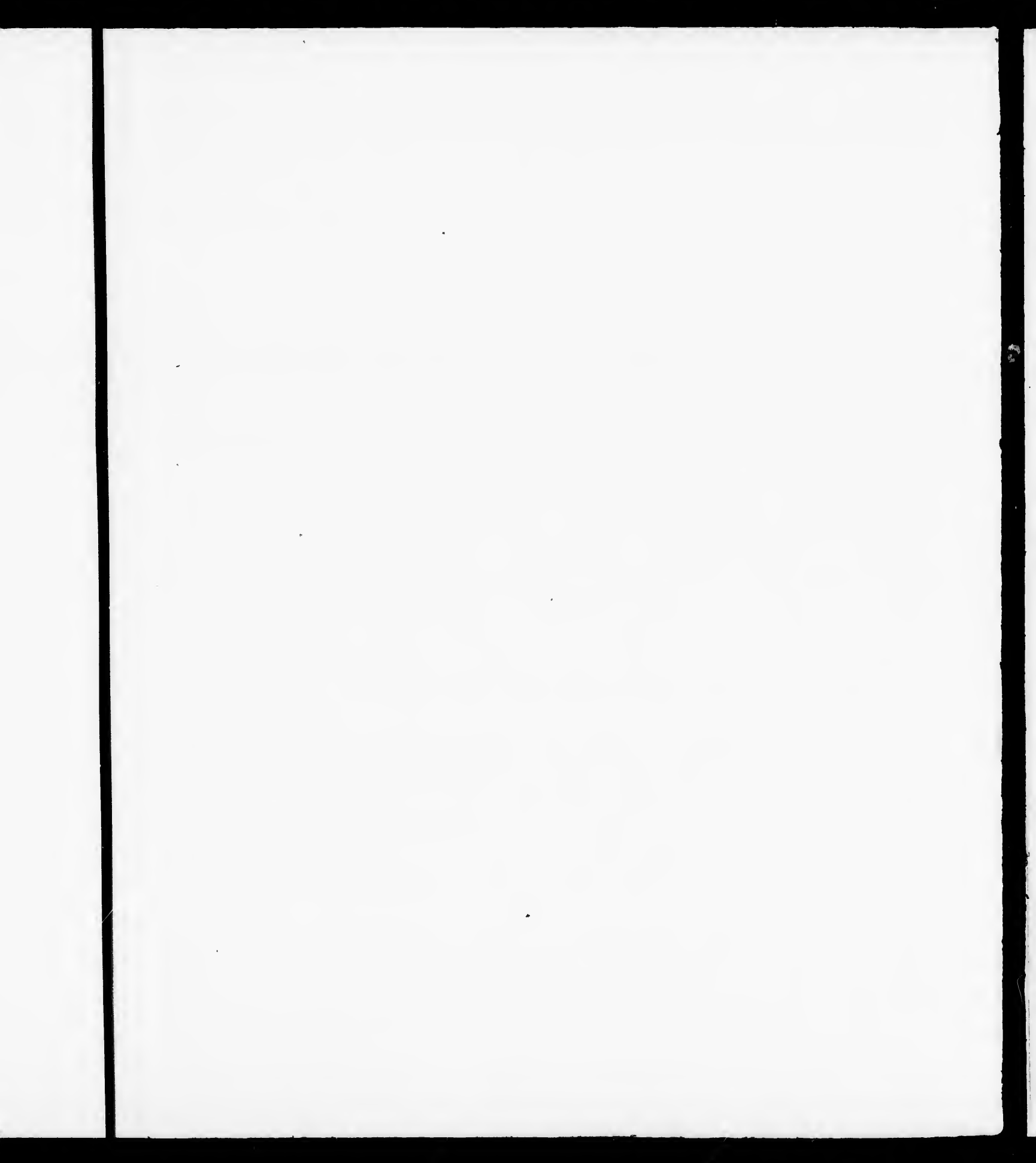
Long Lakes
Umsaskus L.

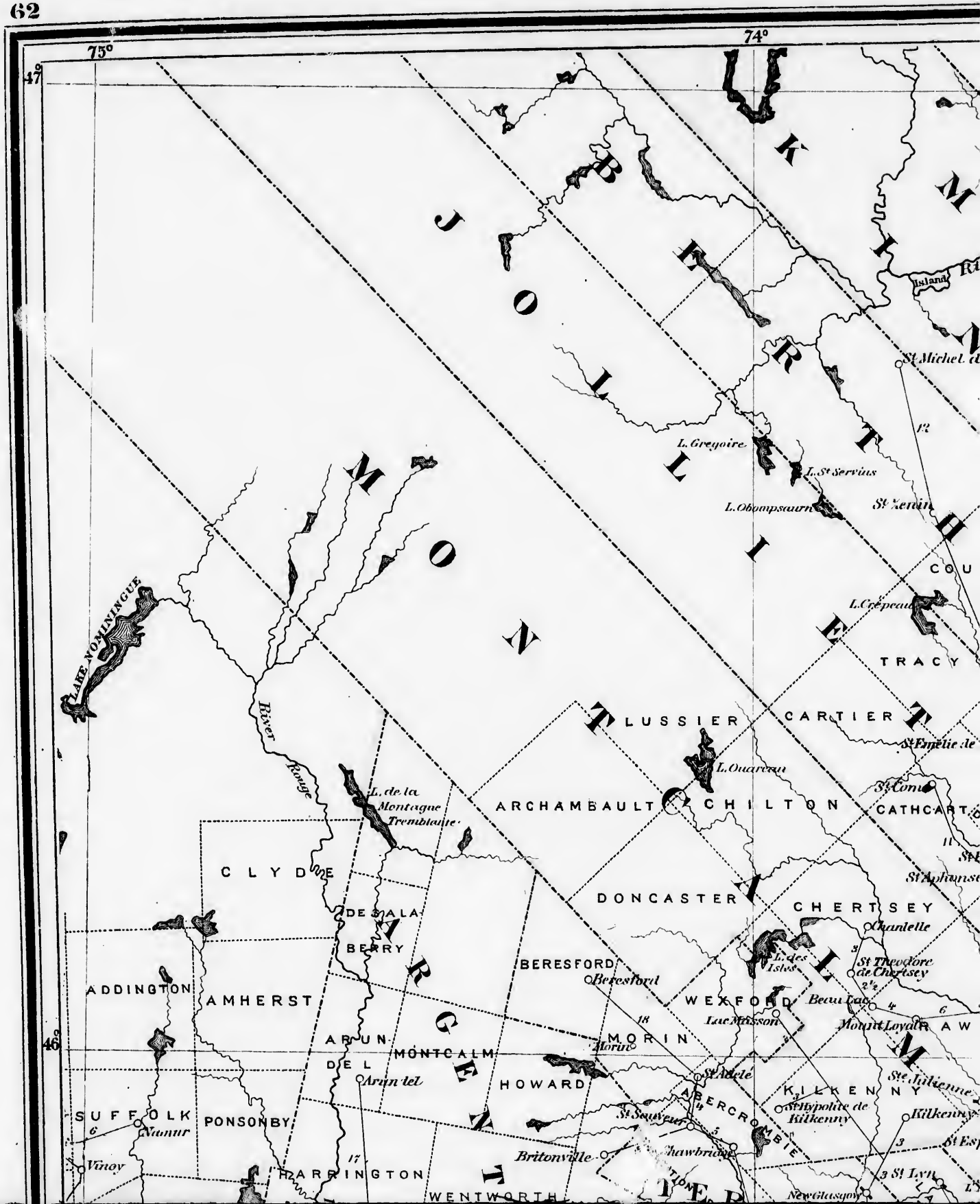
MAP OF THE
CITY OF QUEBEC

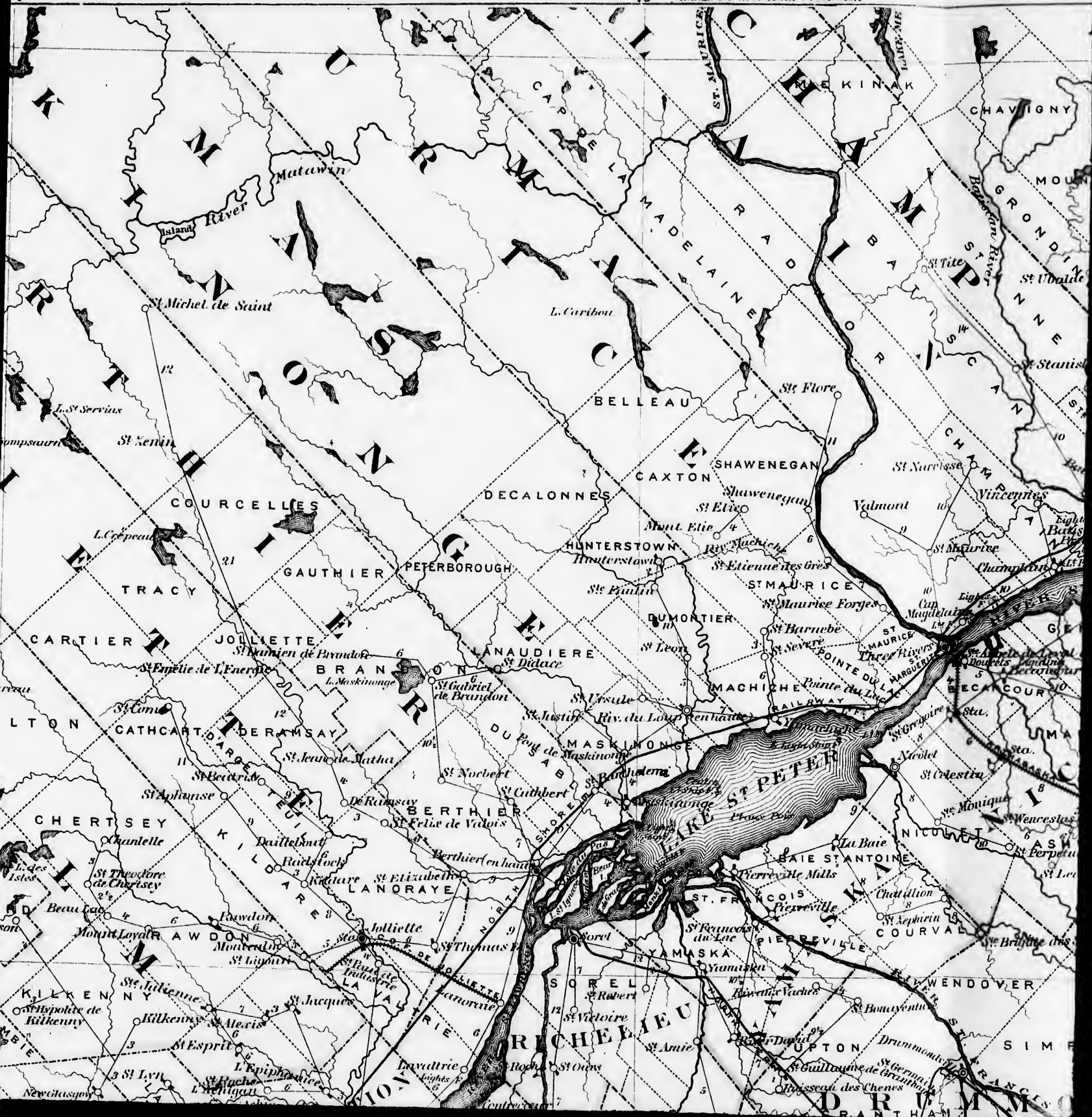


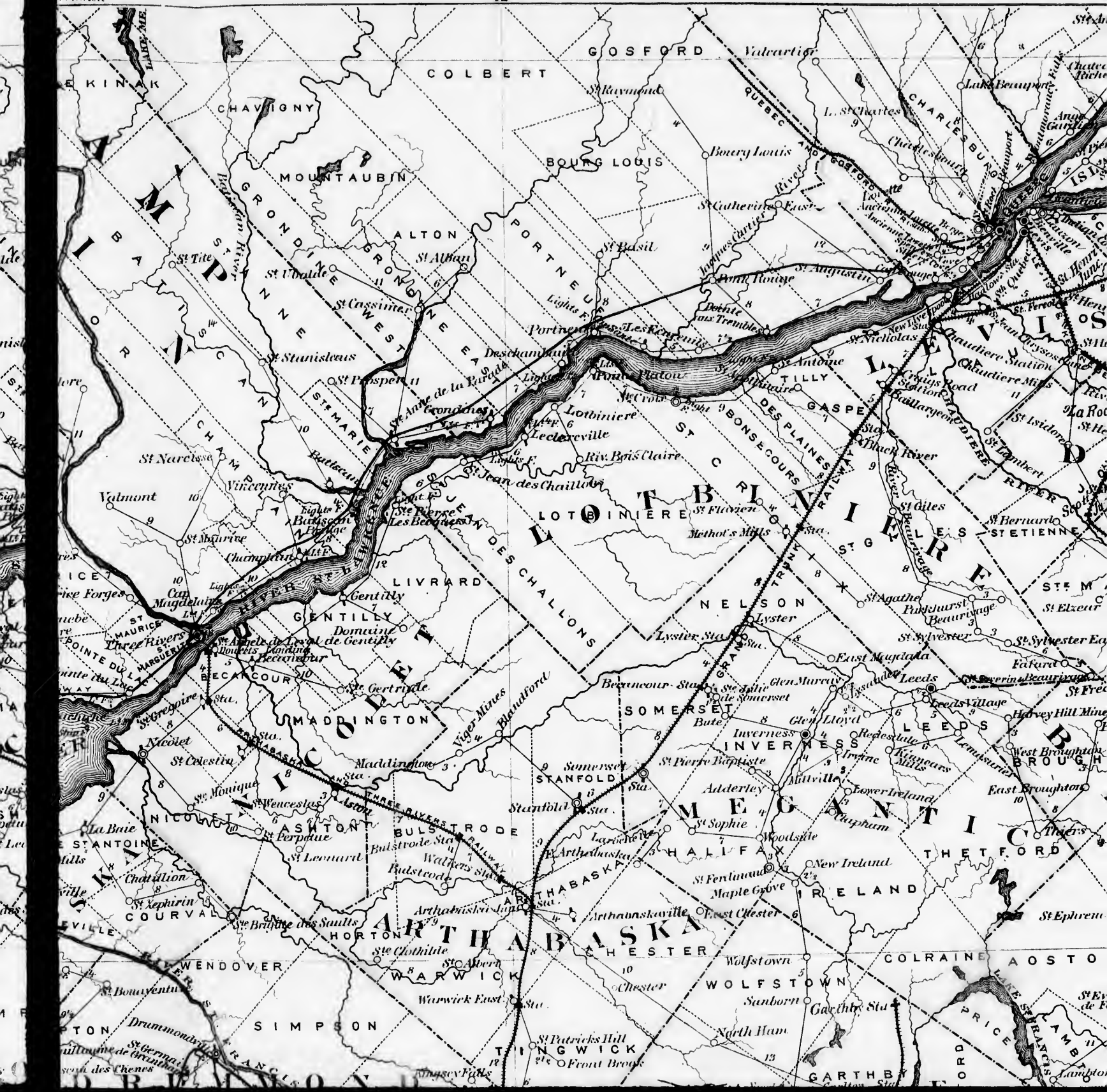


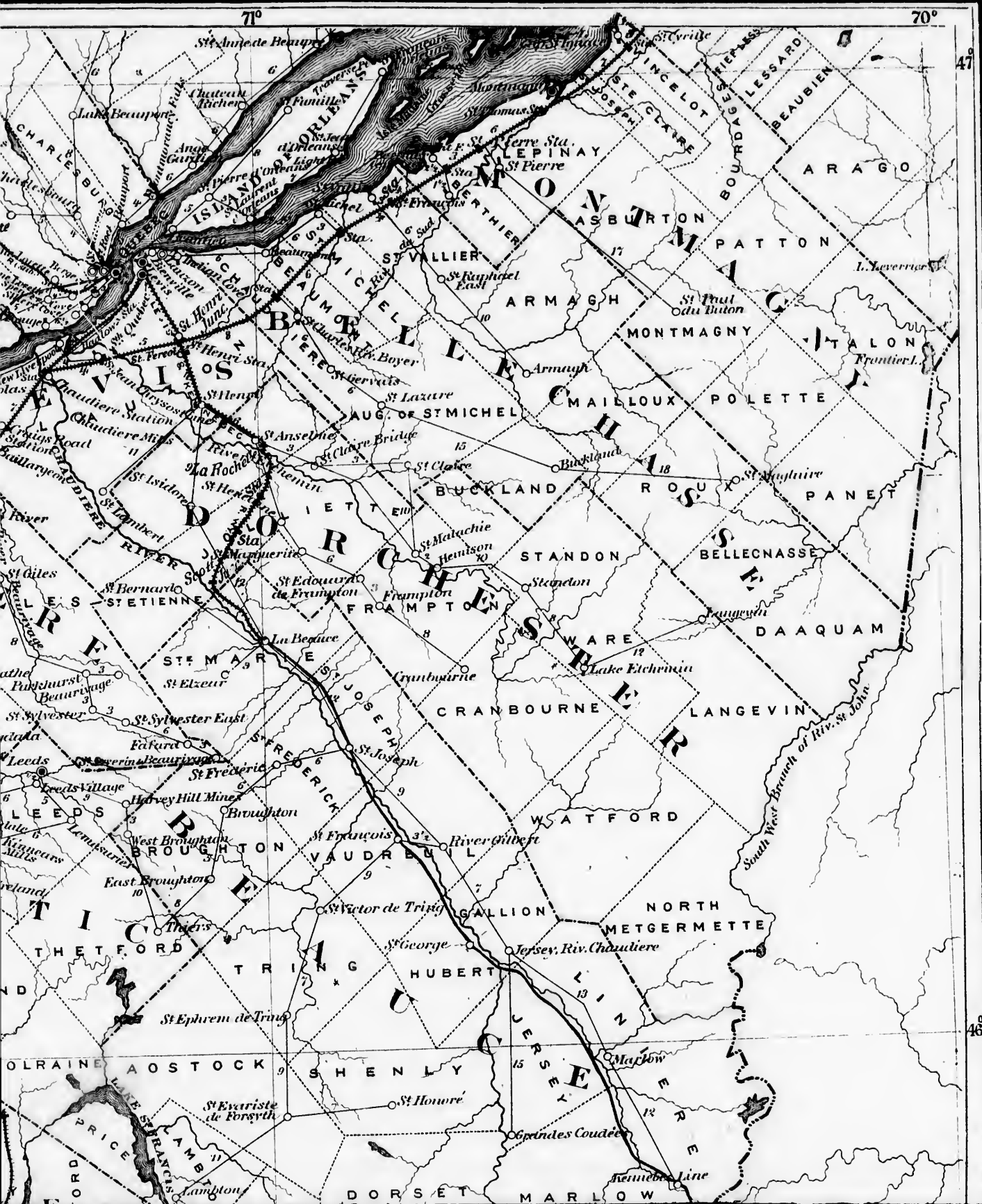


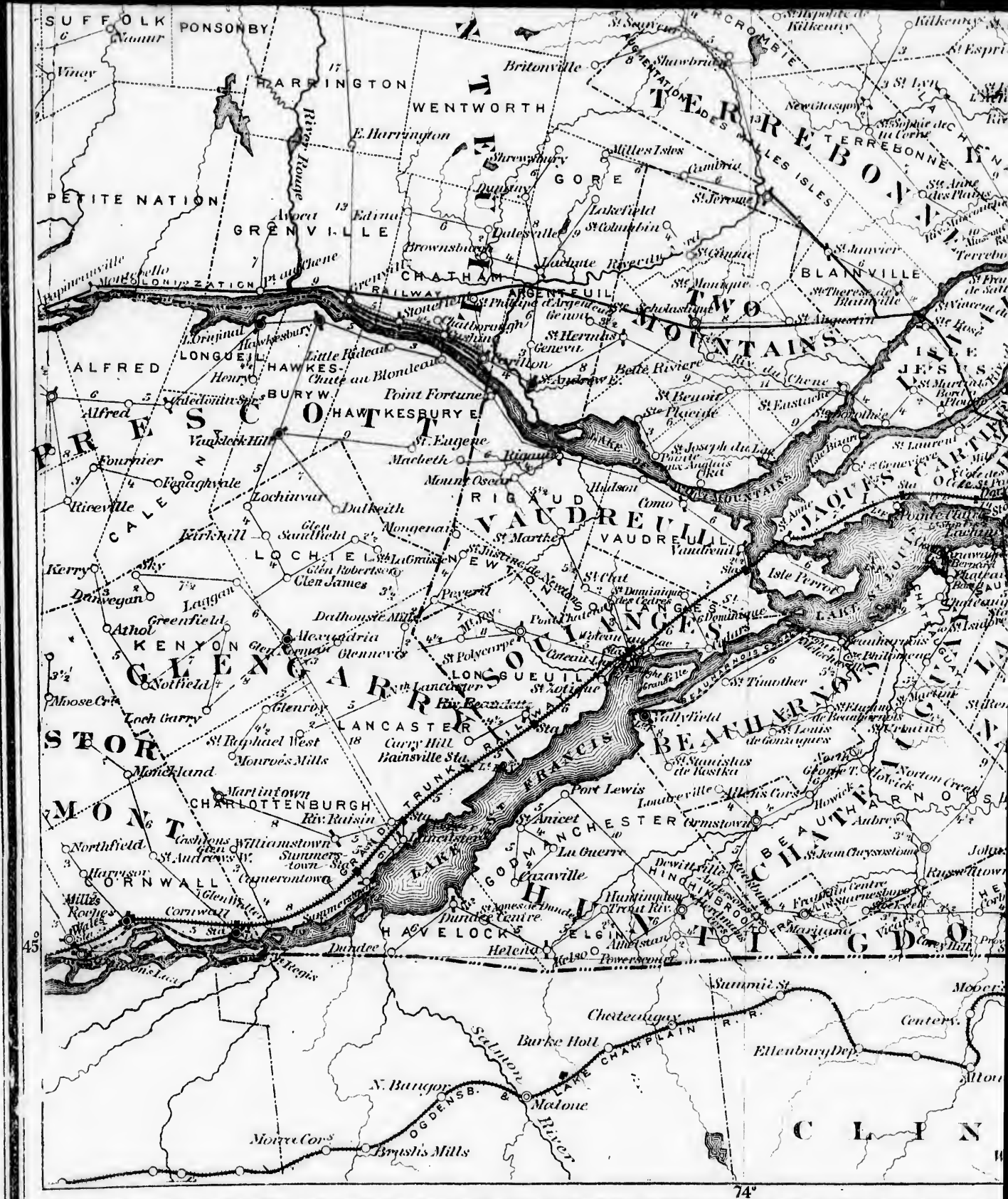


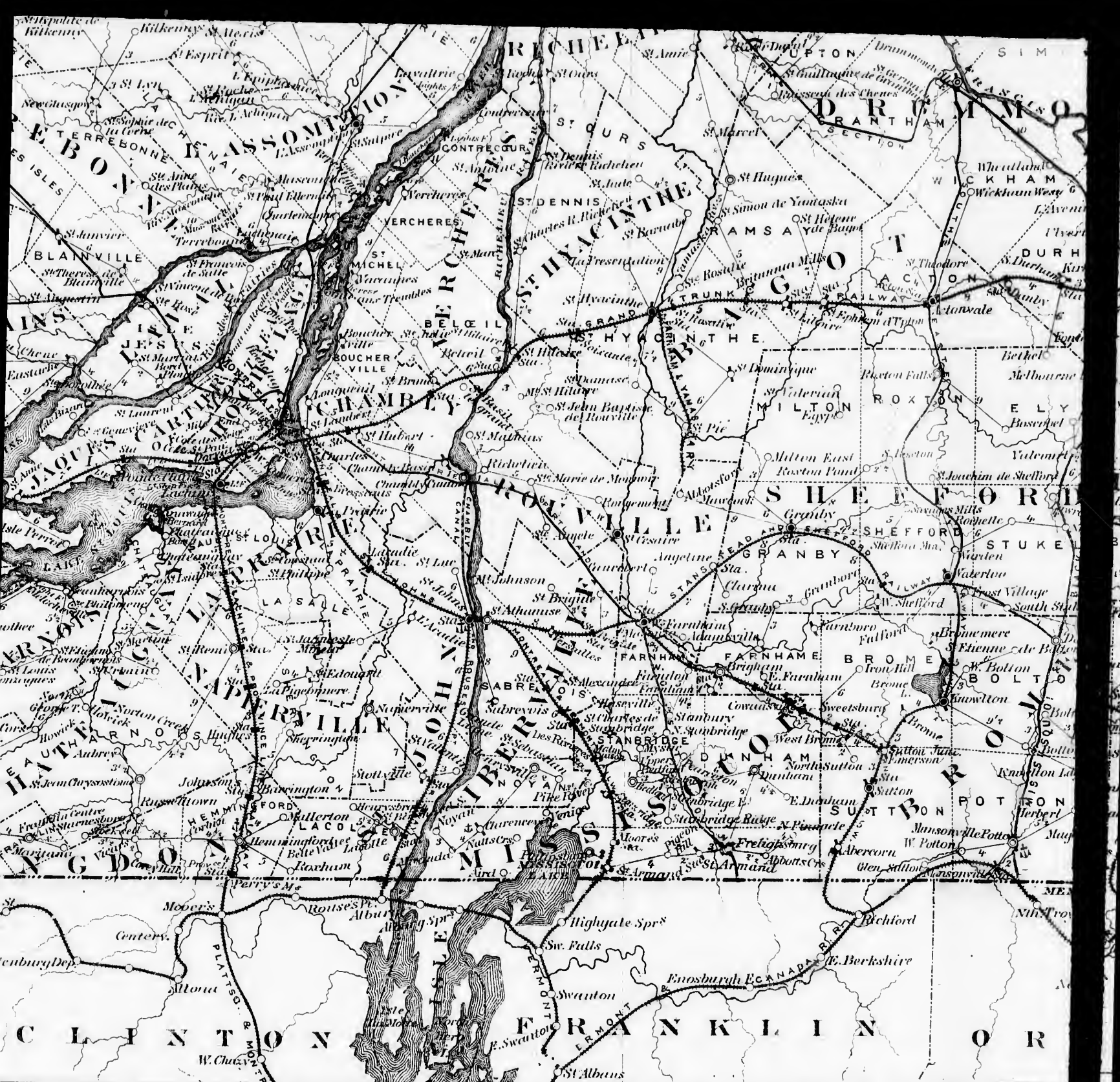


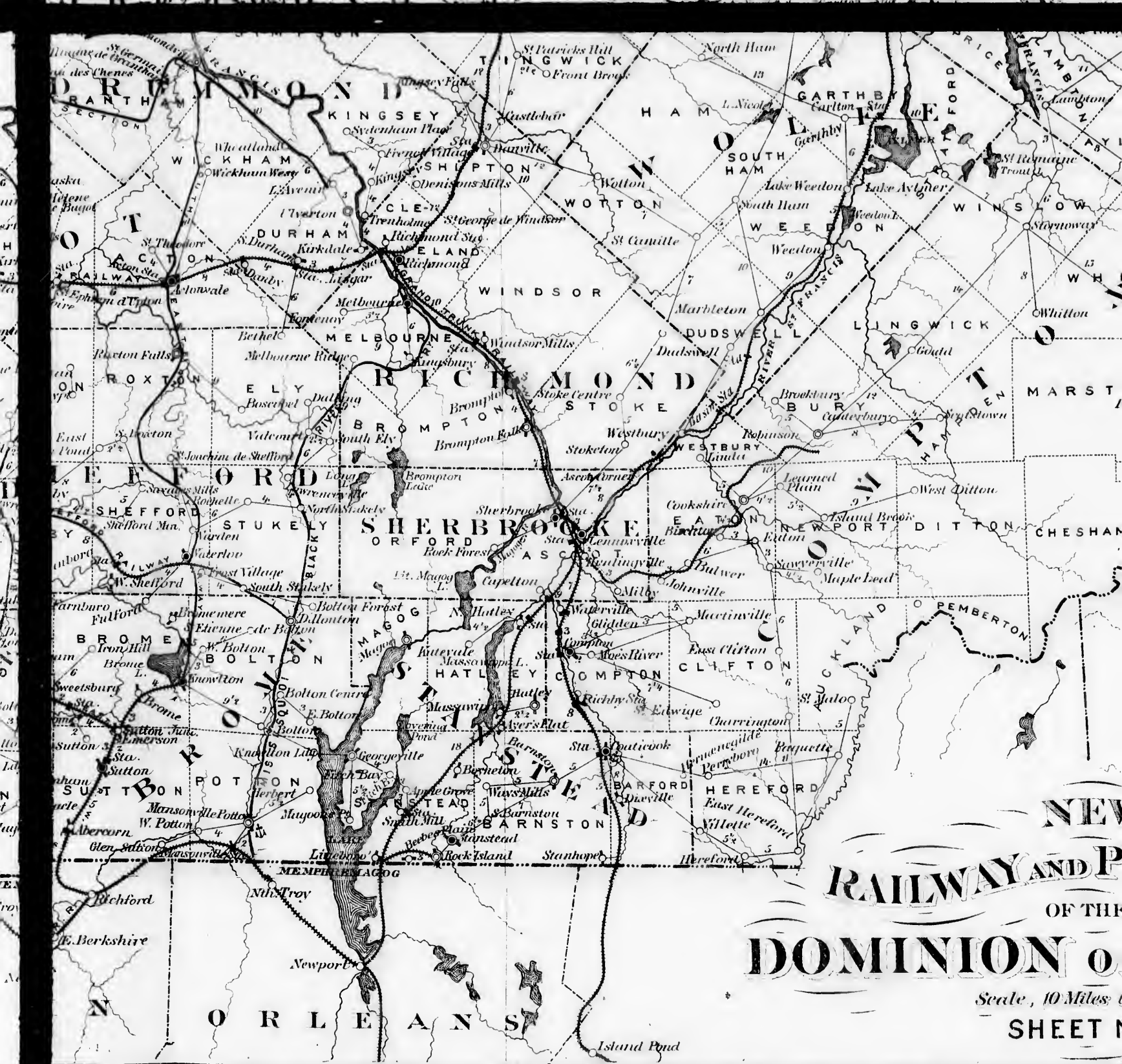






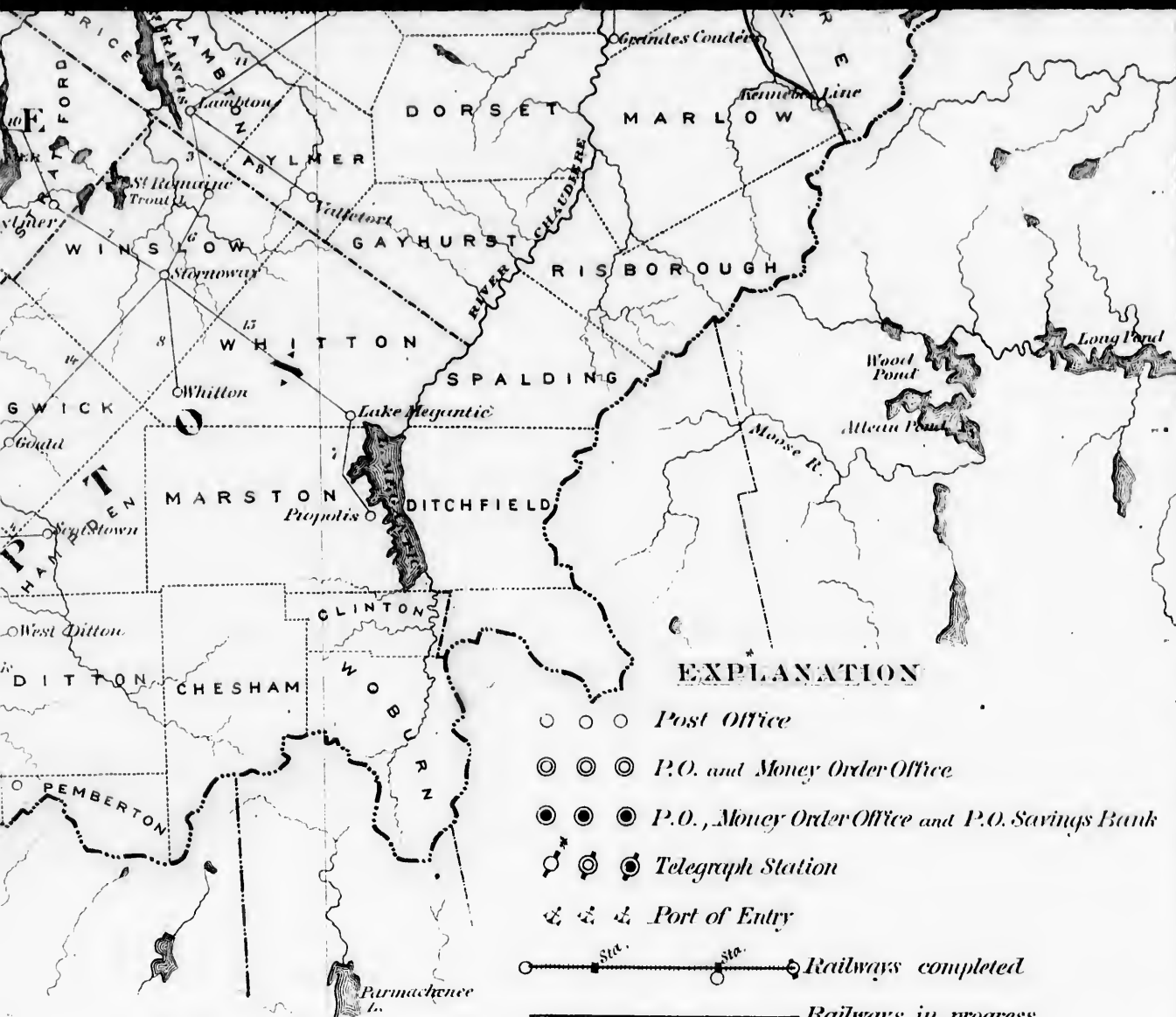






Longitude West From Greenwich.

72°



NEW **INWAY AND POSTAL MAP** OF THE **UNION OF CANADA**

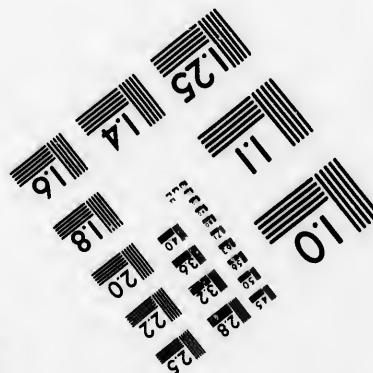
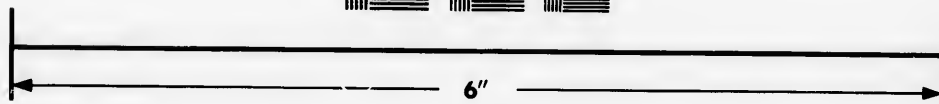
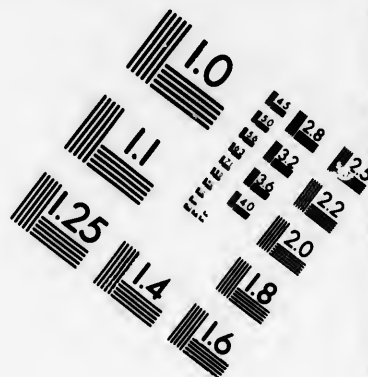
Scale, 10 Miles to one inch.

SHEET N° 7.

71°

45°

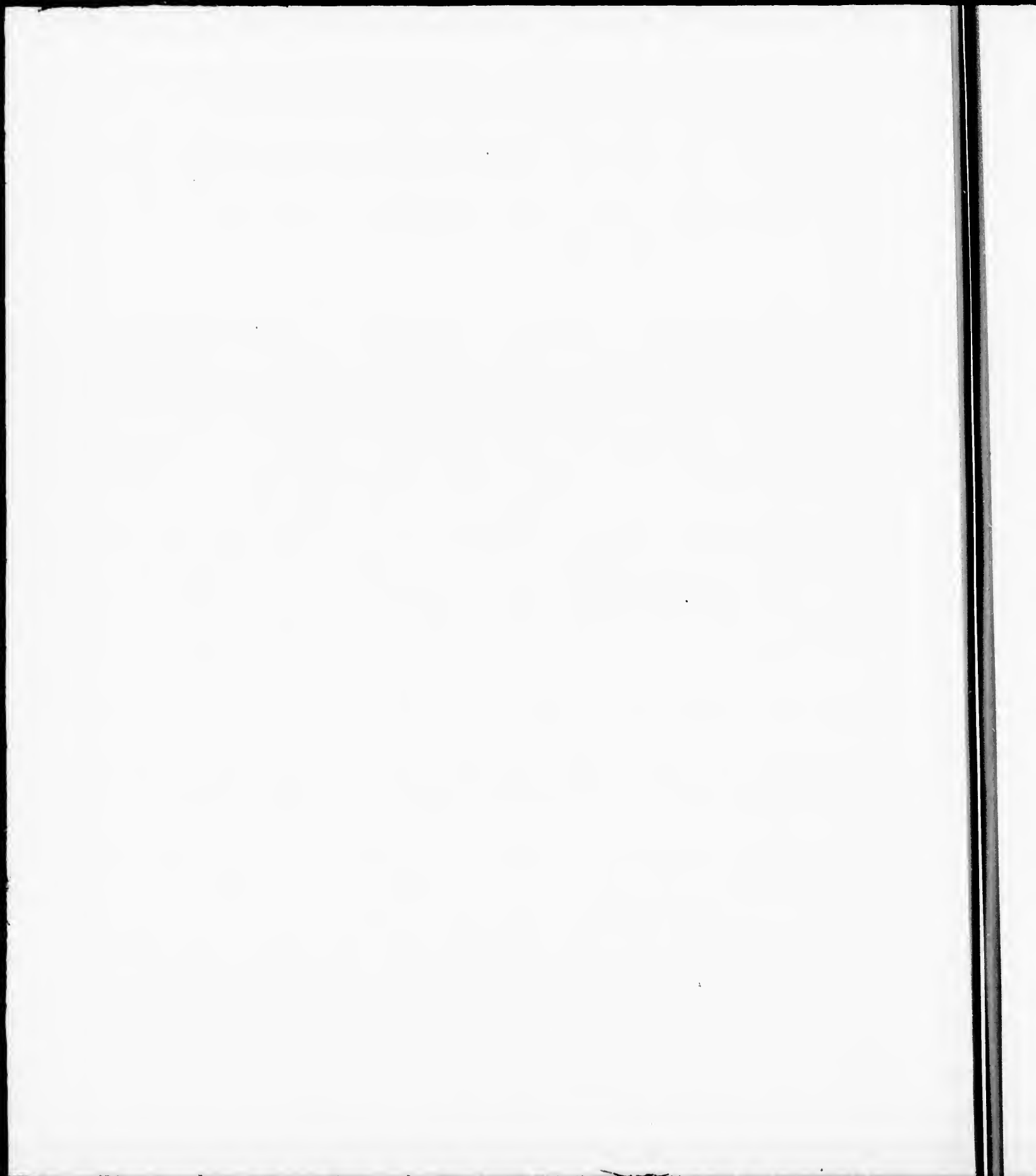


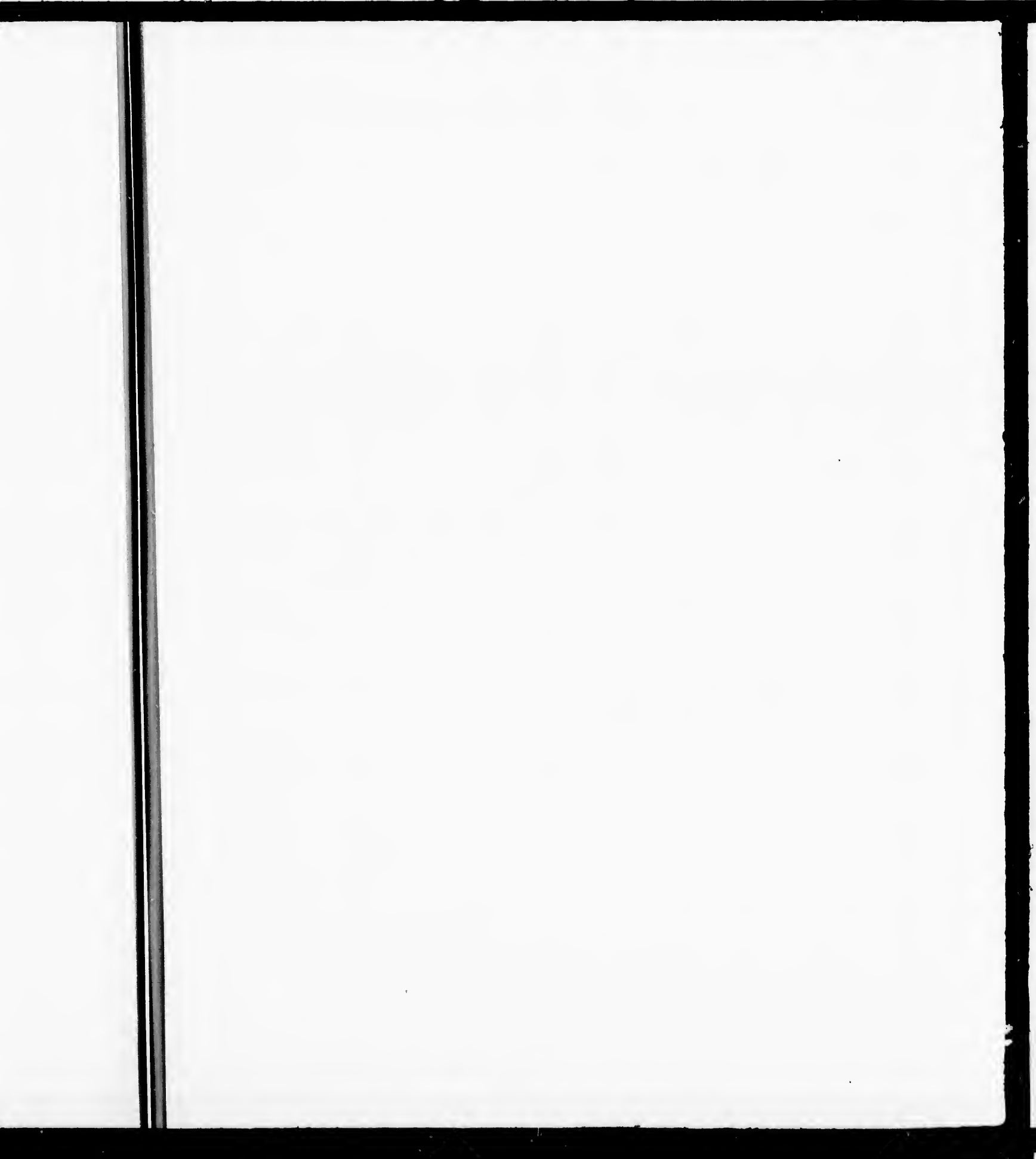


Photographic Sciences Corporation

**23 WEST MAIN STREET
WEBSTER, N.Y. 14580
(716) 872-4503**



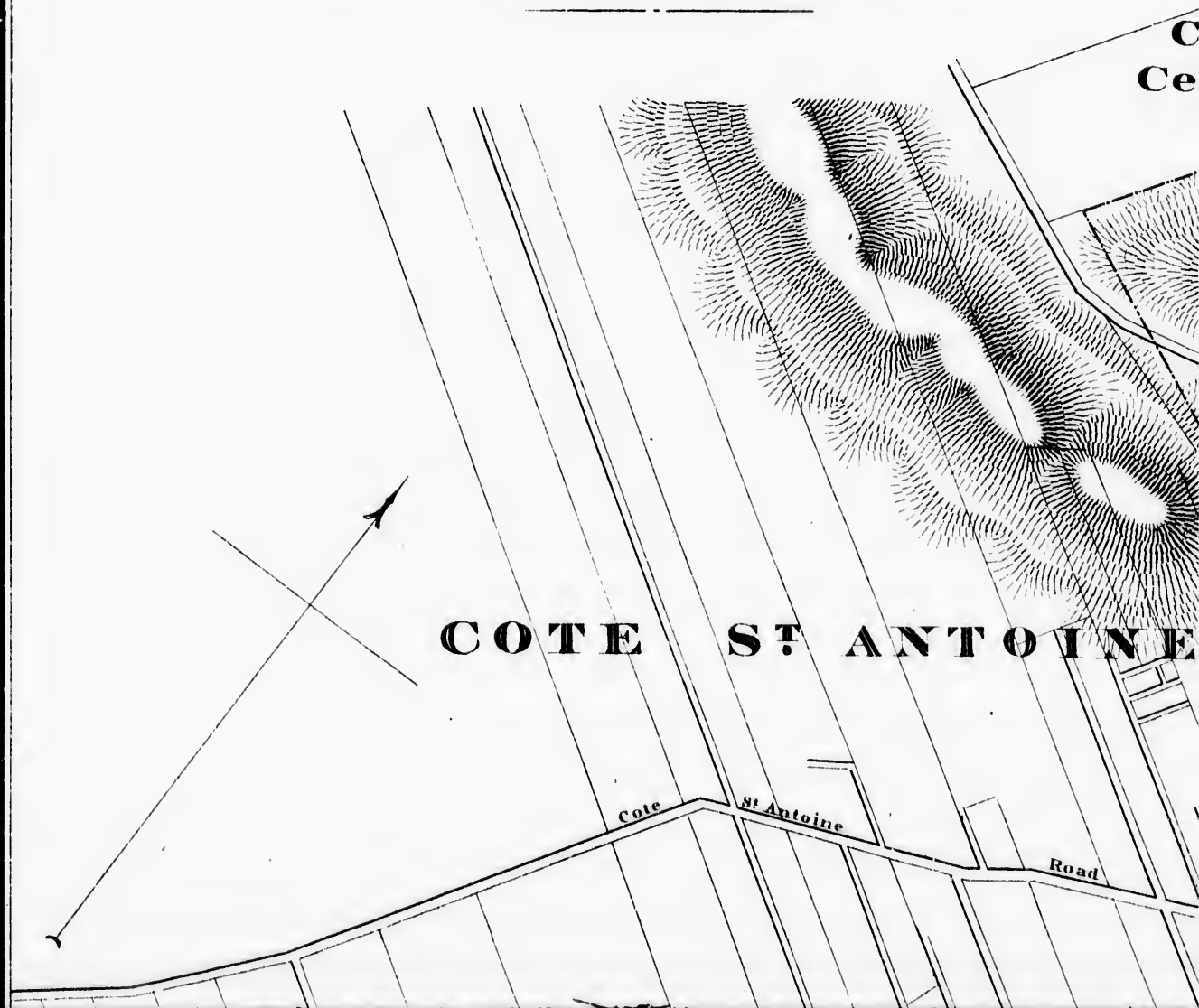




MAP OF THE
CITY OF MONTREAL
AND VICINITY.

0 300 600 1200 1800 2400 3000 3600 4200 4800

Scale 1200 Feet to the inch.



E
MONTREAL

Y.

4200 4800

COTE ST. CATHERINE

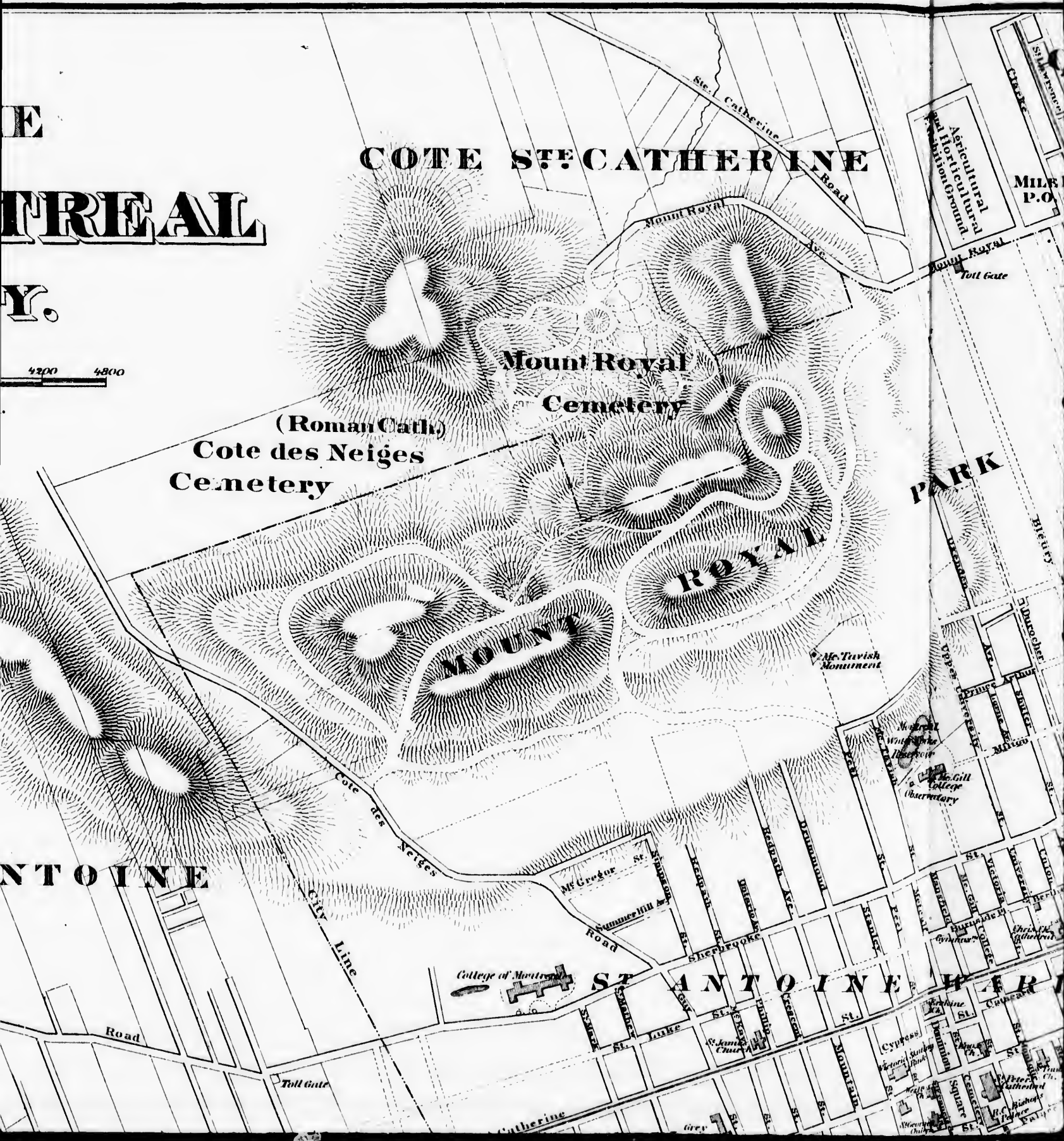
(Roman Cath.)
Cote des Neiges
Cemetery

Mount Royal
Cemetery

PARK

ANTOINE

ST ANTOINE



COTE ST LOUIS

NE

MILK EXHIBITION
P.O.

ST JEAN BAPTISTE
P.O.

PARK

ST LAWRENCE

WARD

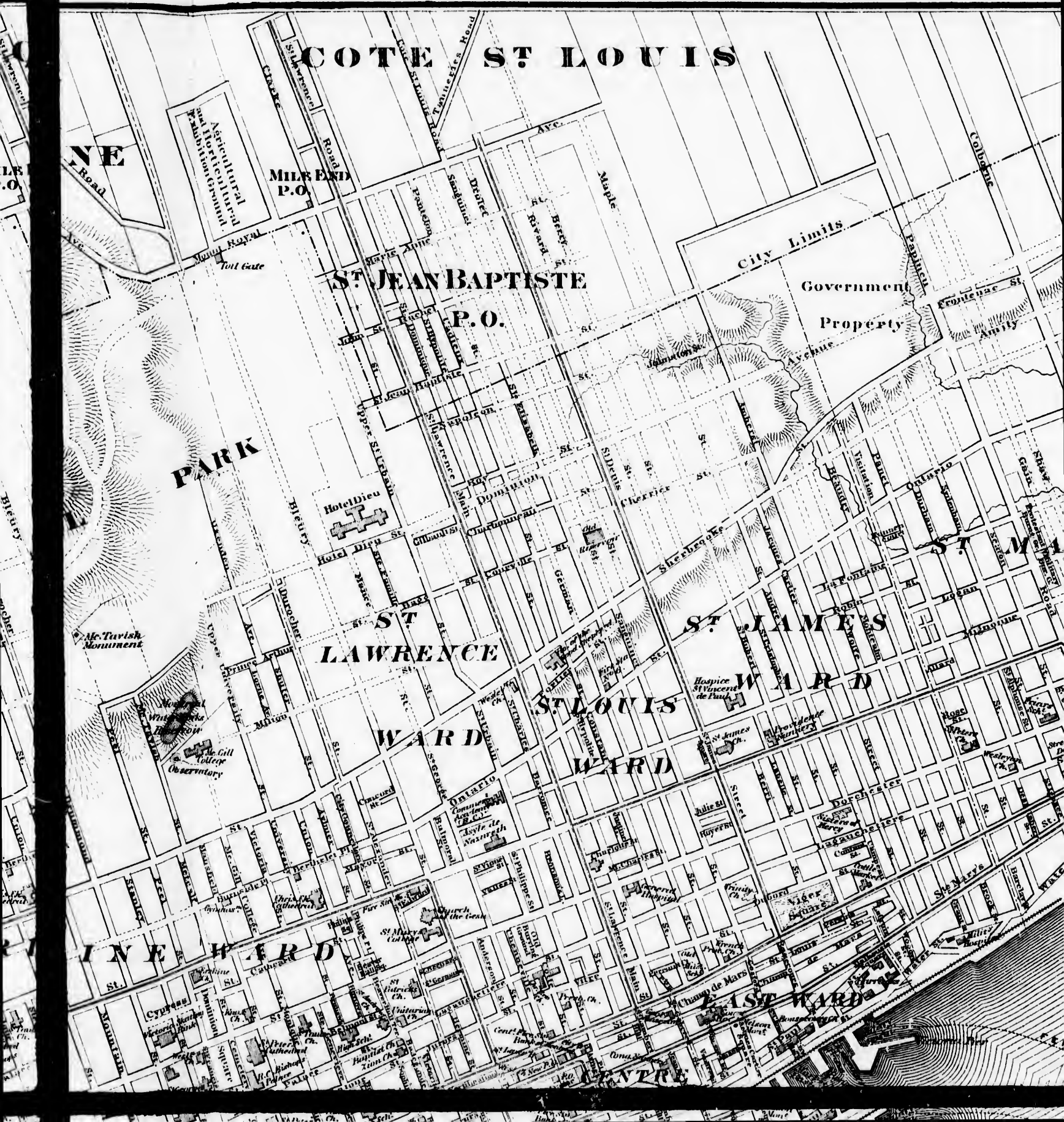
ST LOUIS
WARD

ST JAMES
WARD

INE WARD

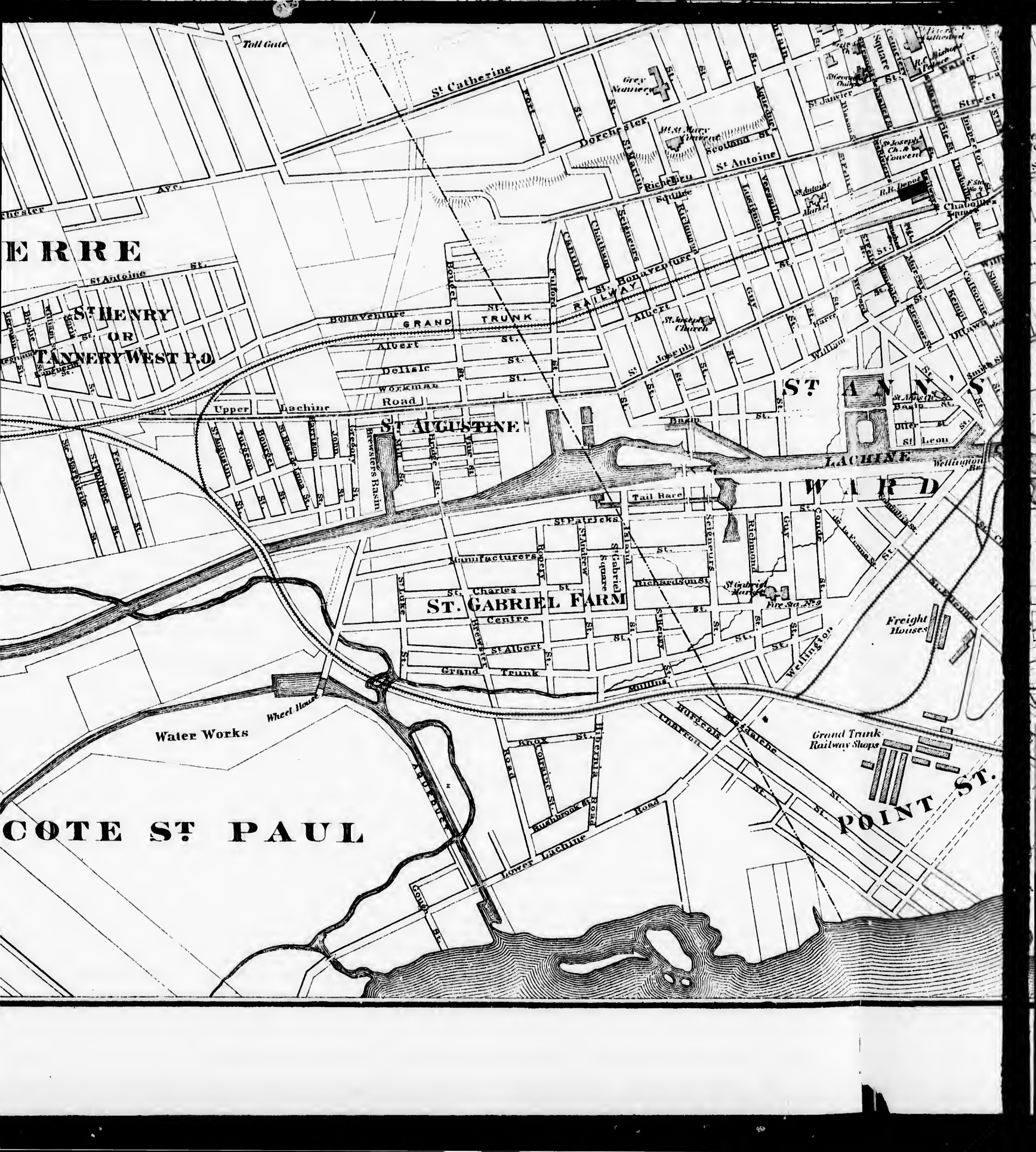
ST WARD

CENTRE





[illegible]



ERRE

ST HENRY
OR
TANNERY WEST P.O.

ST AUGUSTINE

ST ANNE'S

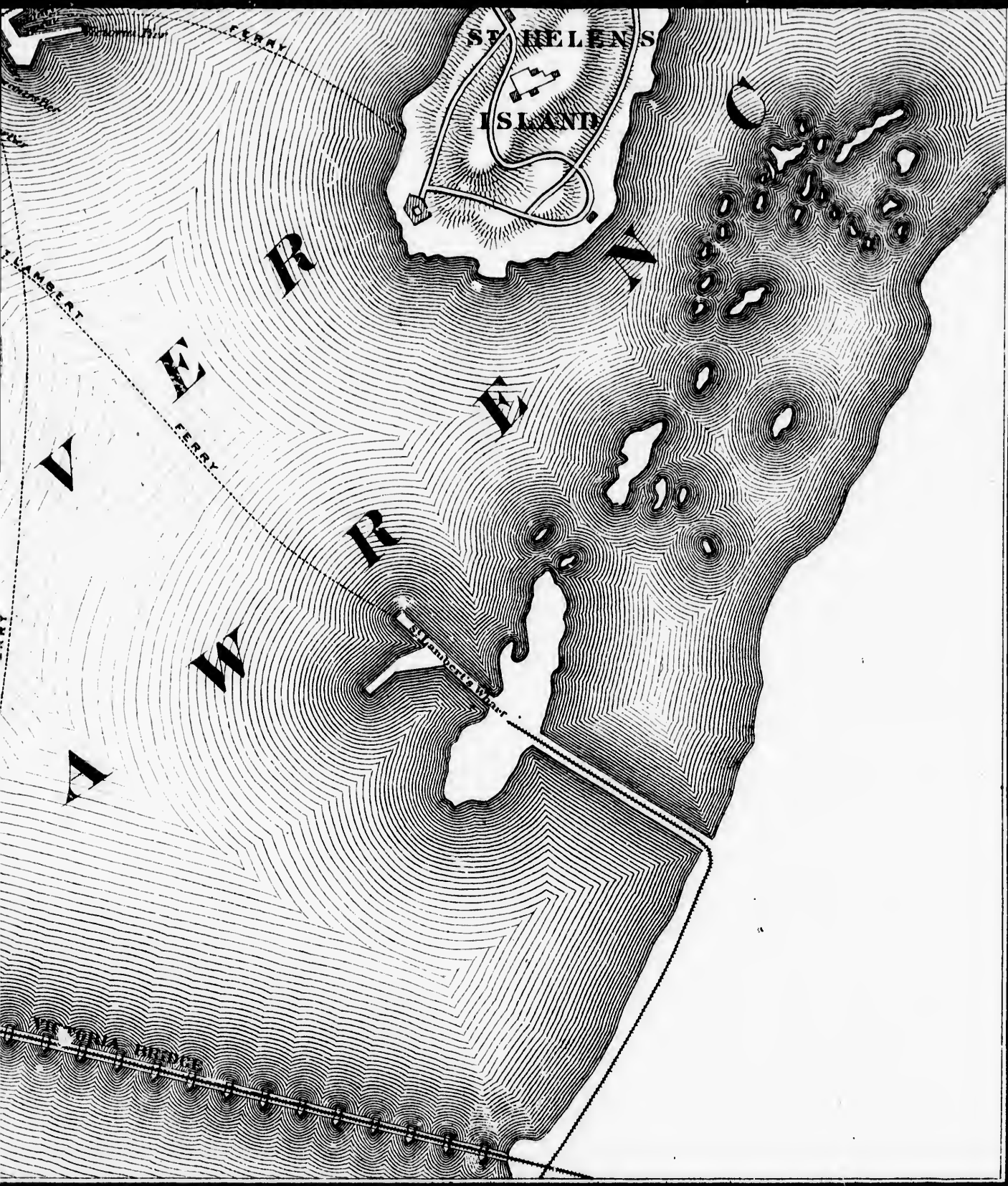
WARD

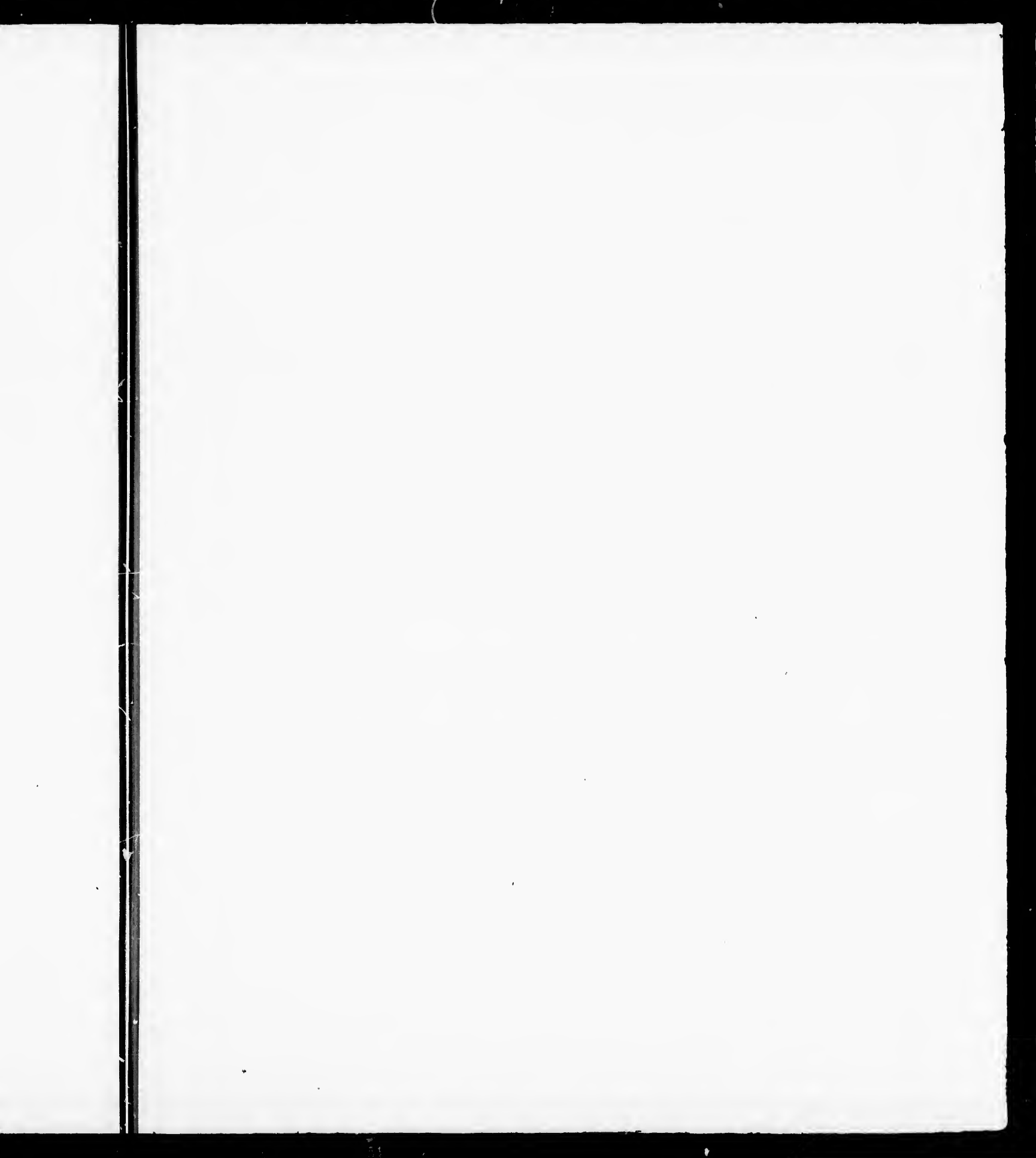
ST. GABRIEL FARM
Centre

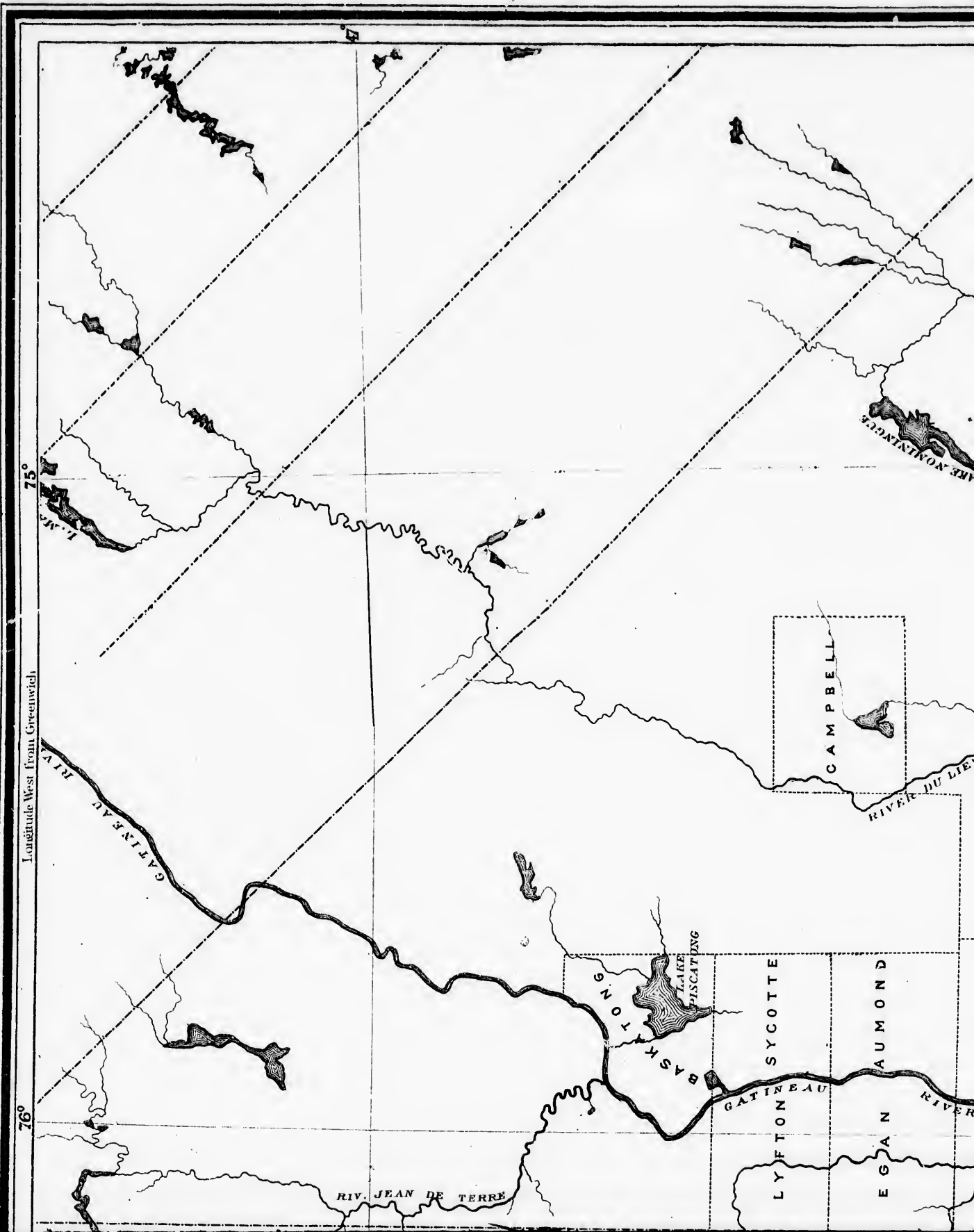
COTE ST PAUL

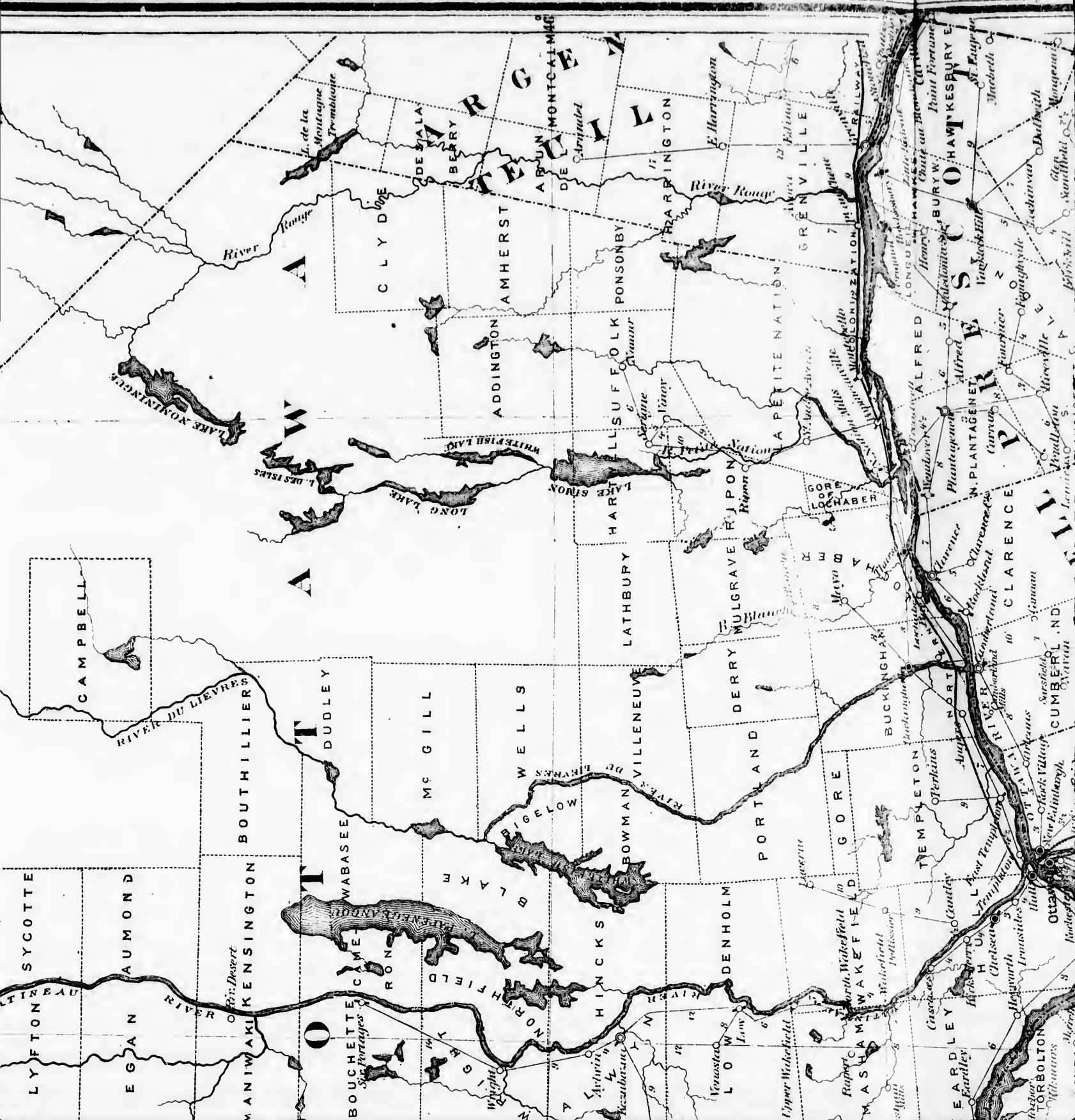
POINT ST.

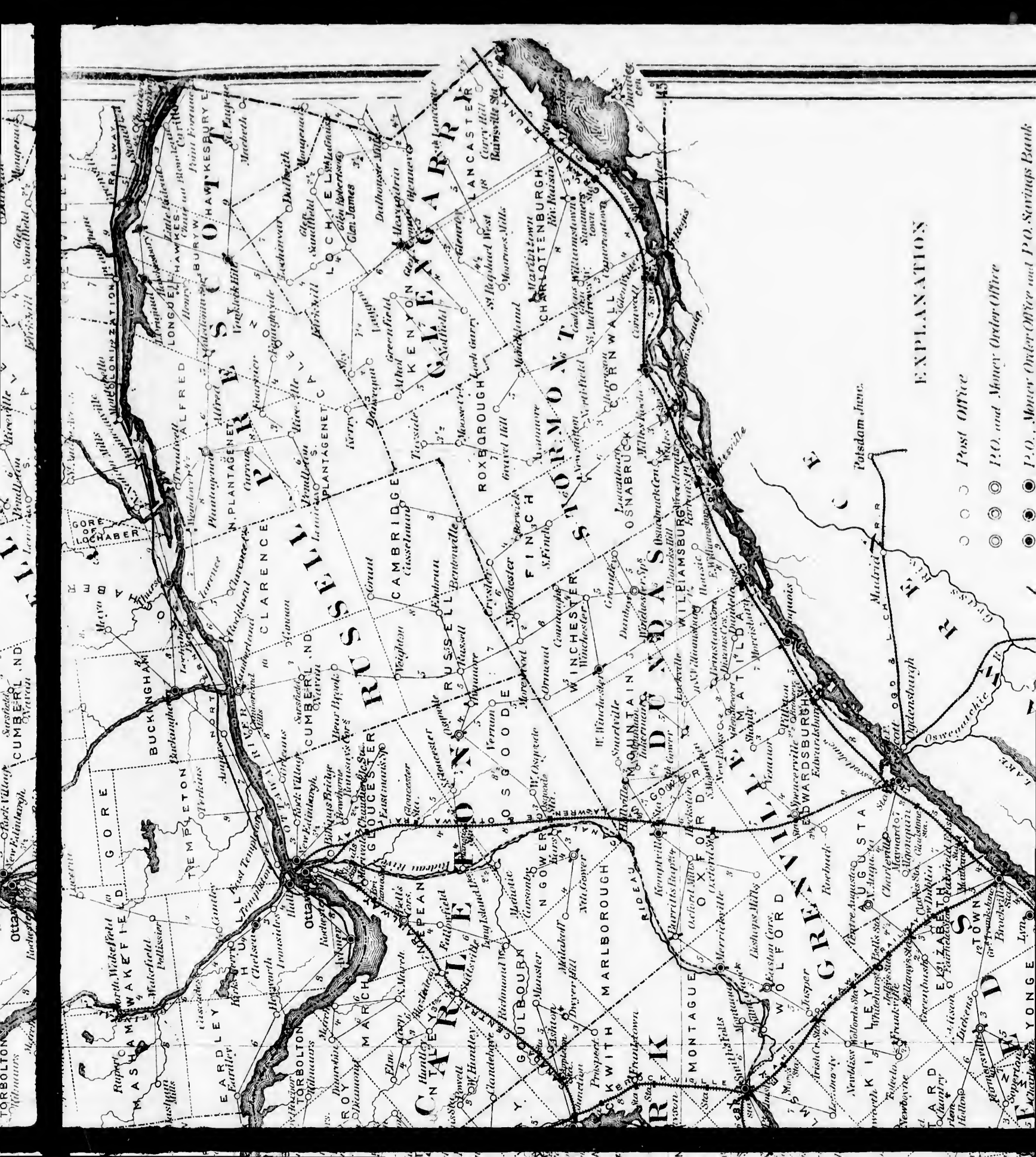






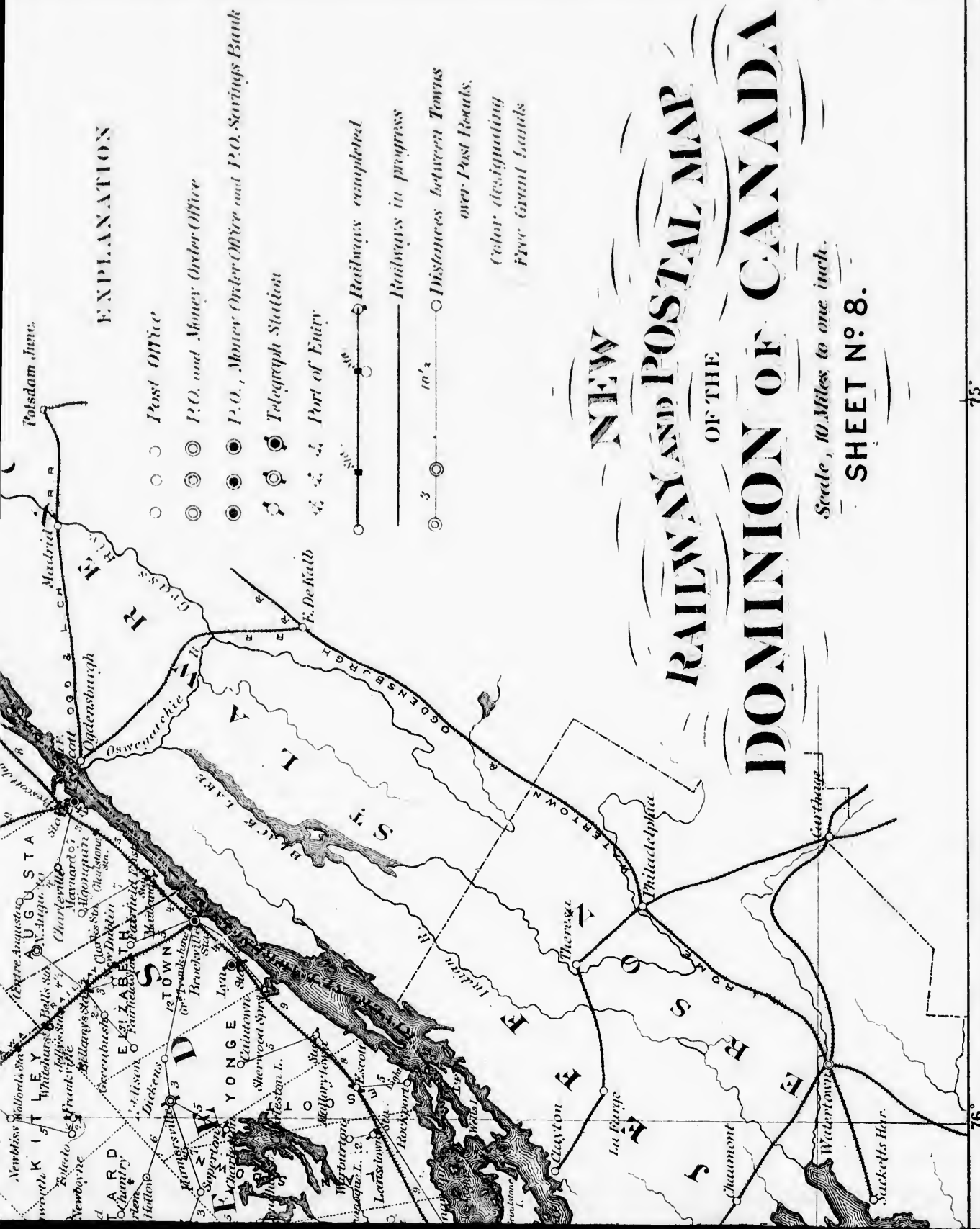


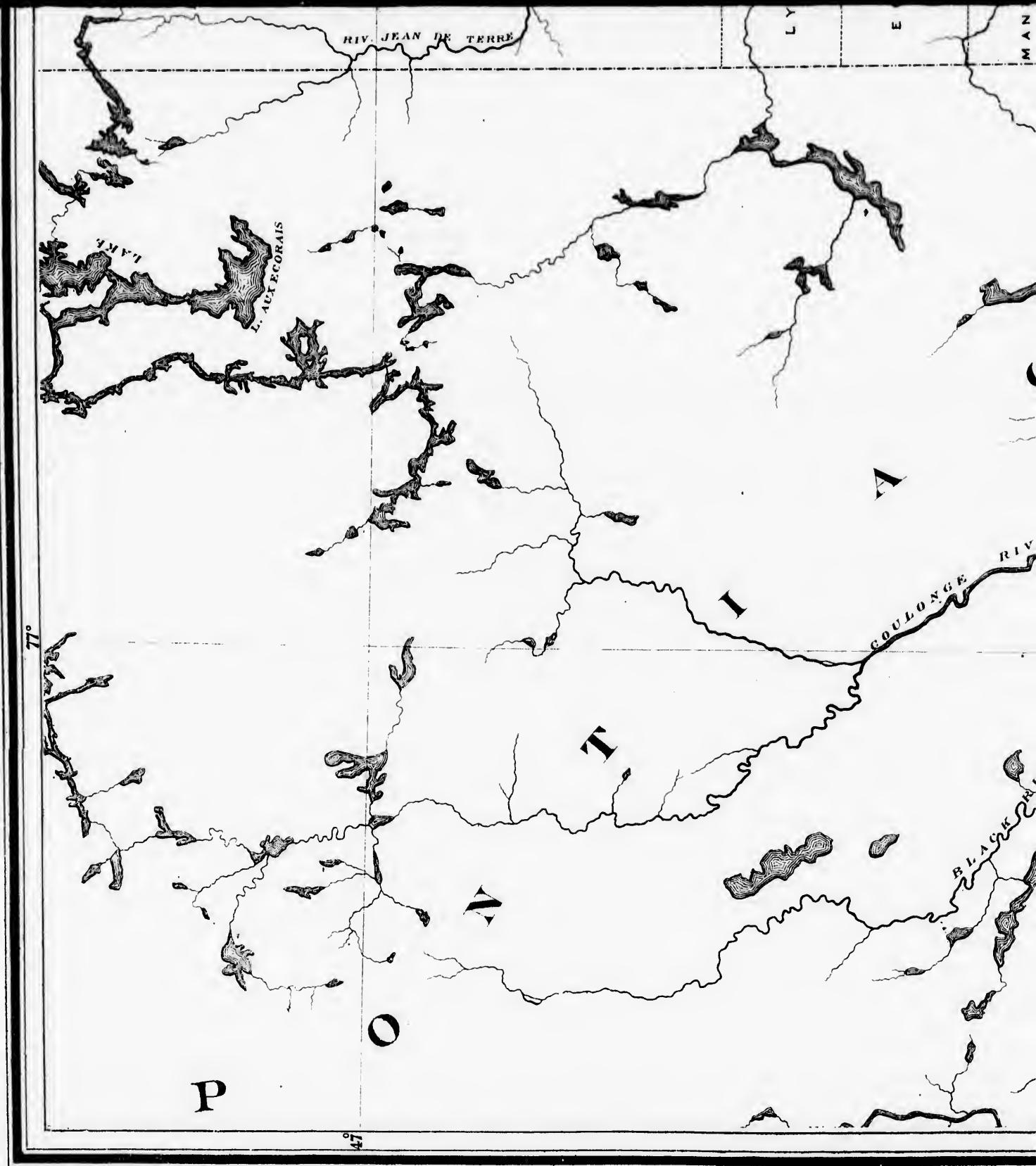


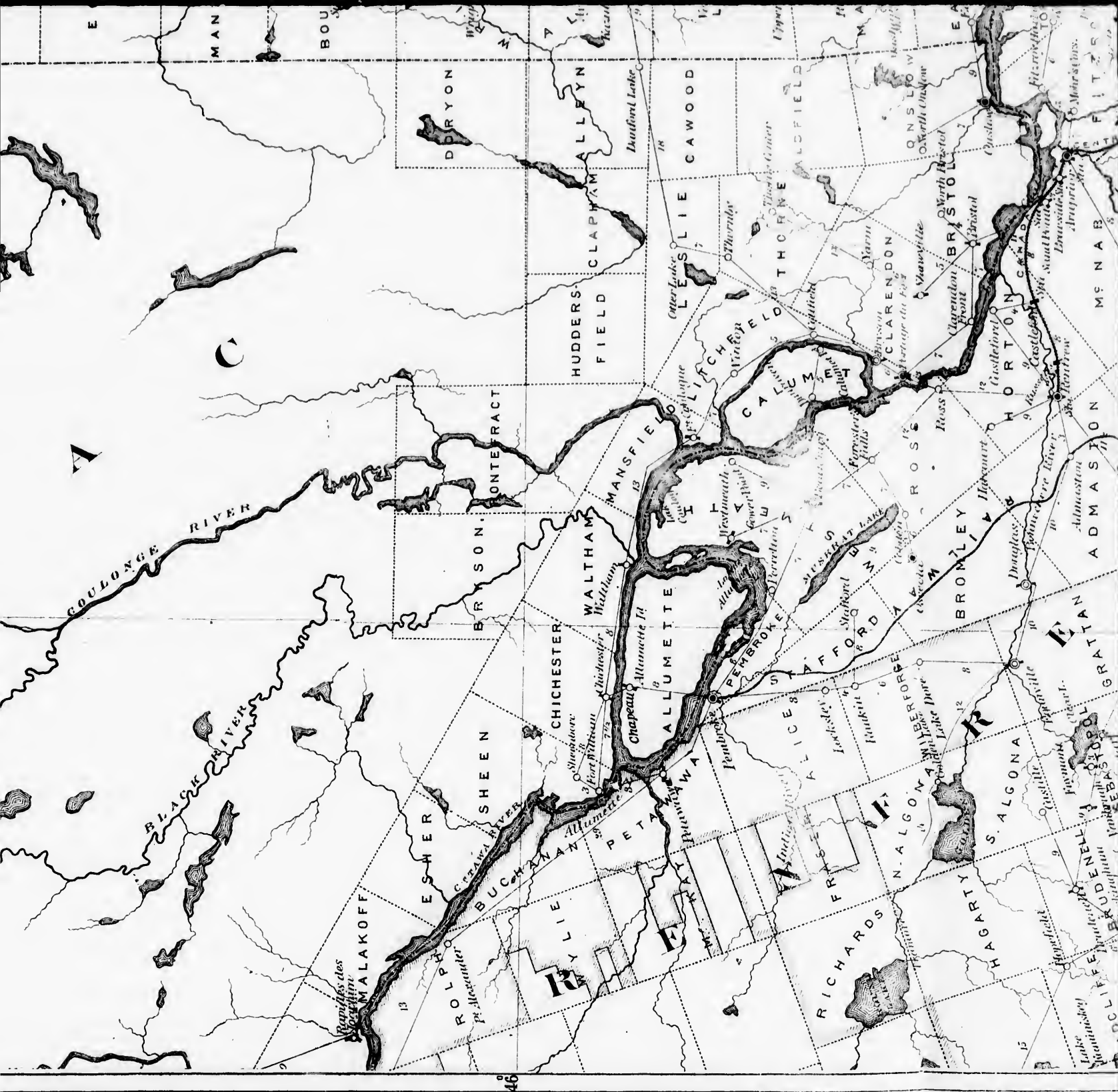


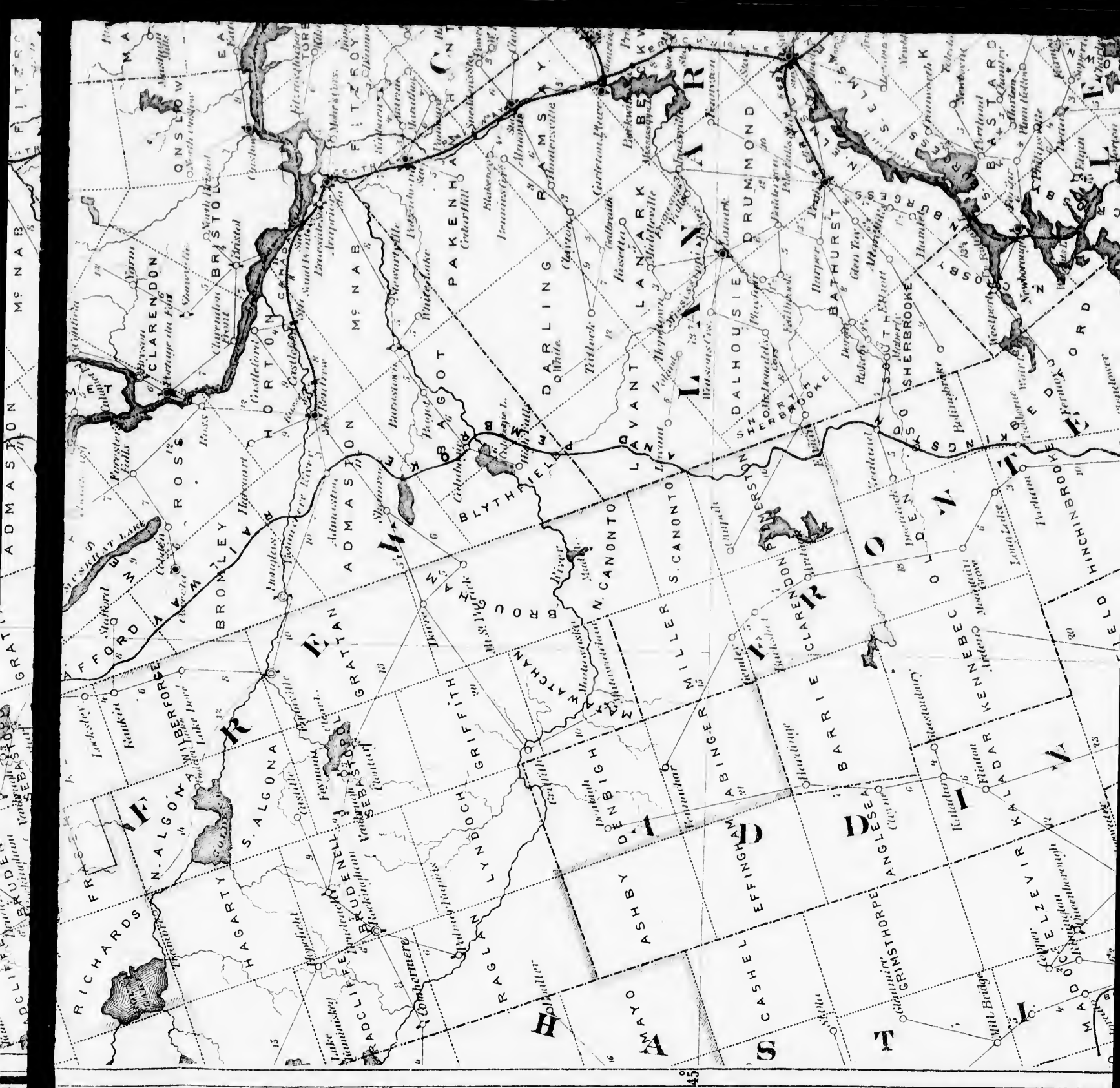
EXPLANATION

- ○ ○ Post Office
- ● ● P.O. and Money Order Office
- ● ● P.O., Money Order Office and P.O. Savings Bank











Locatable West from Greenwich

POPULATION (Census 1870-71)	
Willington Ward	4020
Victoria	3156
St Georges	3474
Py	5138
Ottawa	5138
Total	21245
Hull	5200



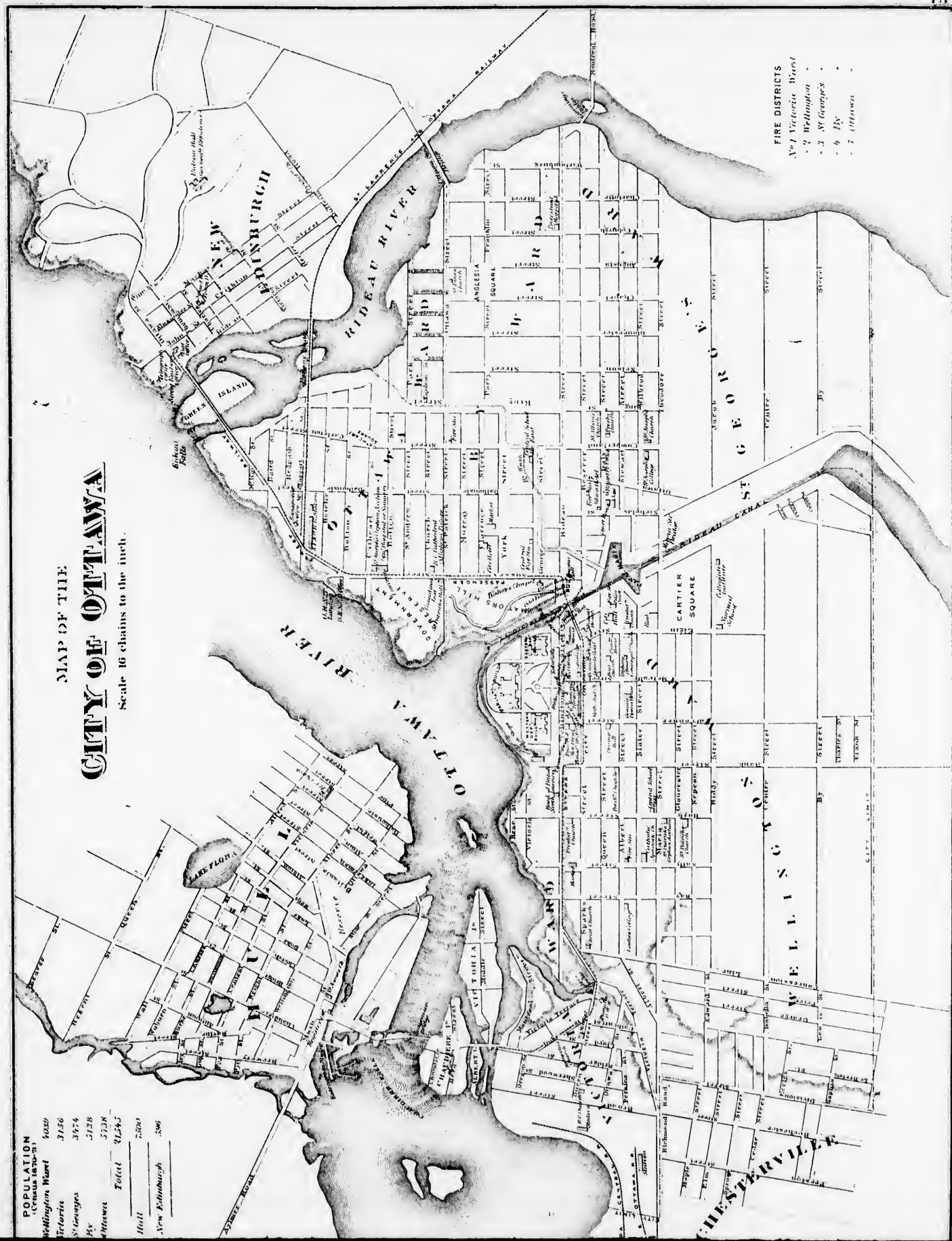
MAP OF THE
CITY OF OTTAWA
Scale 16 chains to the inch.



POPULATION	
(Census 1880-81)	
Wellington Ward	4029
Victoria	3156
St Georges	3674
By	3128
Ottawa	5738
Total	91545
Hull	7500
New Edinburgh	596

MAP OF THE CITY OF OTTAWA Scale 10 chains to the inch.

- FIRE DISTRICTS
- 1 Victoria Ward
 - 2 Wellington
 - 3 St Georges
 - 4 By
 - 5 Ottawa



POPULATION	
(Census of 1881)	
Willingdon Ward	4,000
Victoria	31,156
S. Georges	14,774
R. A.	21,228
Ottawa	22,238
Total	1,274,275
Multi	2,200



MAP OF THE CITY OF OTTAWA Scale 16 chains to the inch

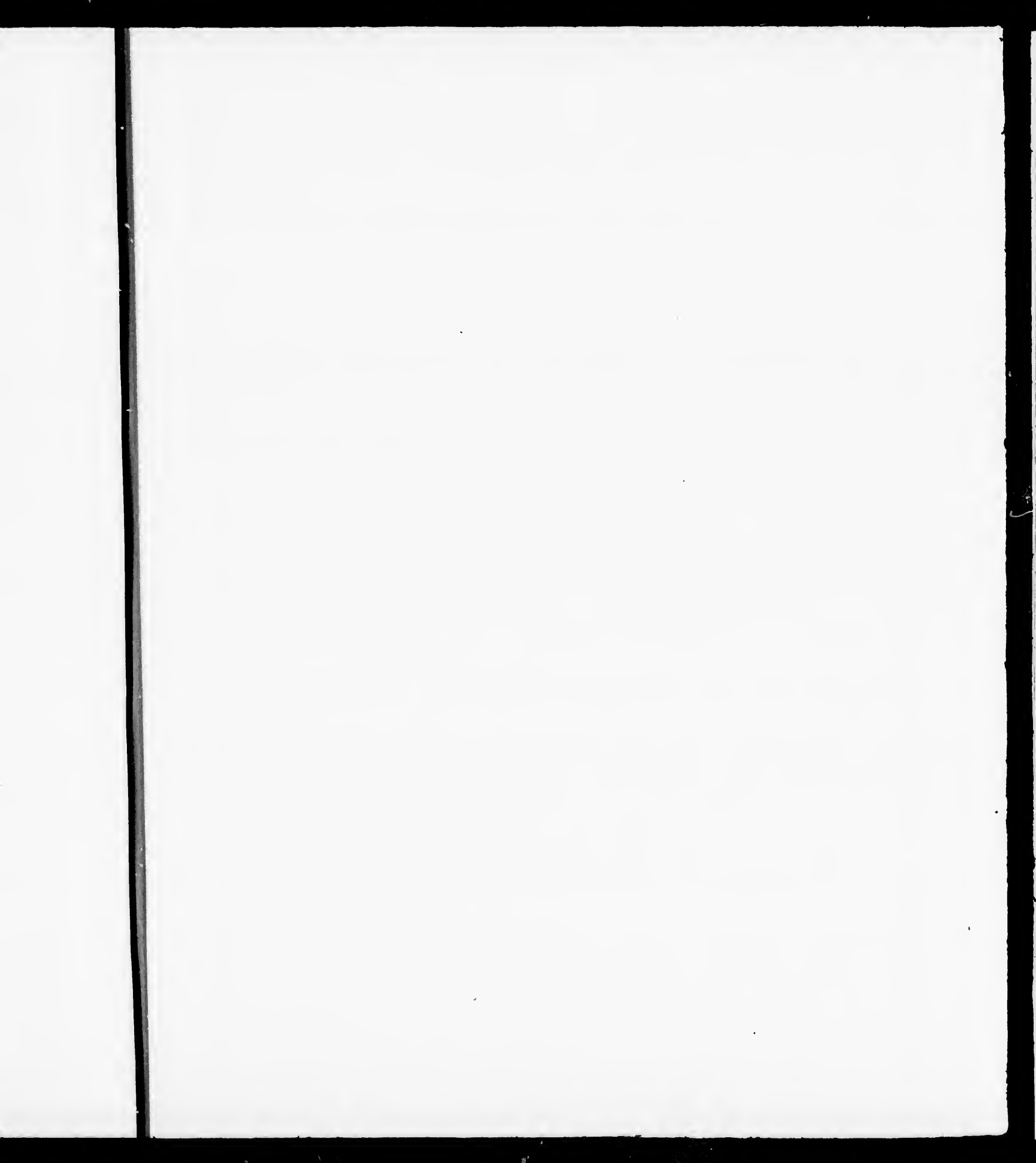
POPULATION (CENSUS 1870-71)	
Wellington Ward	4430
Victoria	3156
St Georges	3474
By	5128
Ottawa	5238
Total	24563
Male	5203
New Edinburgh	506

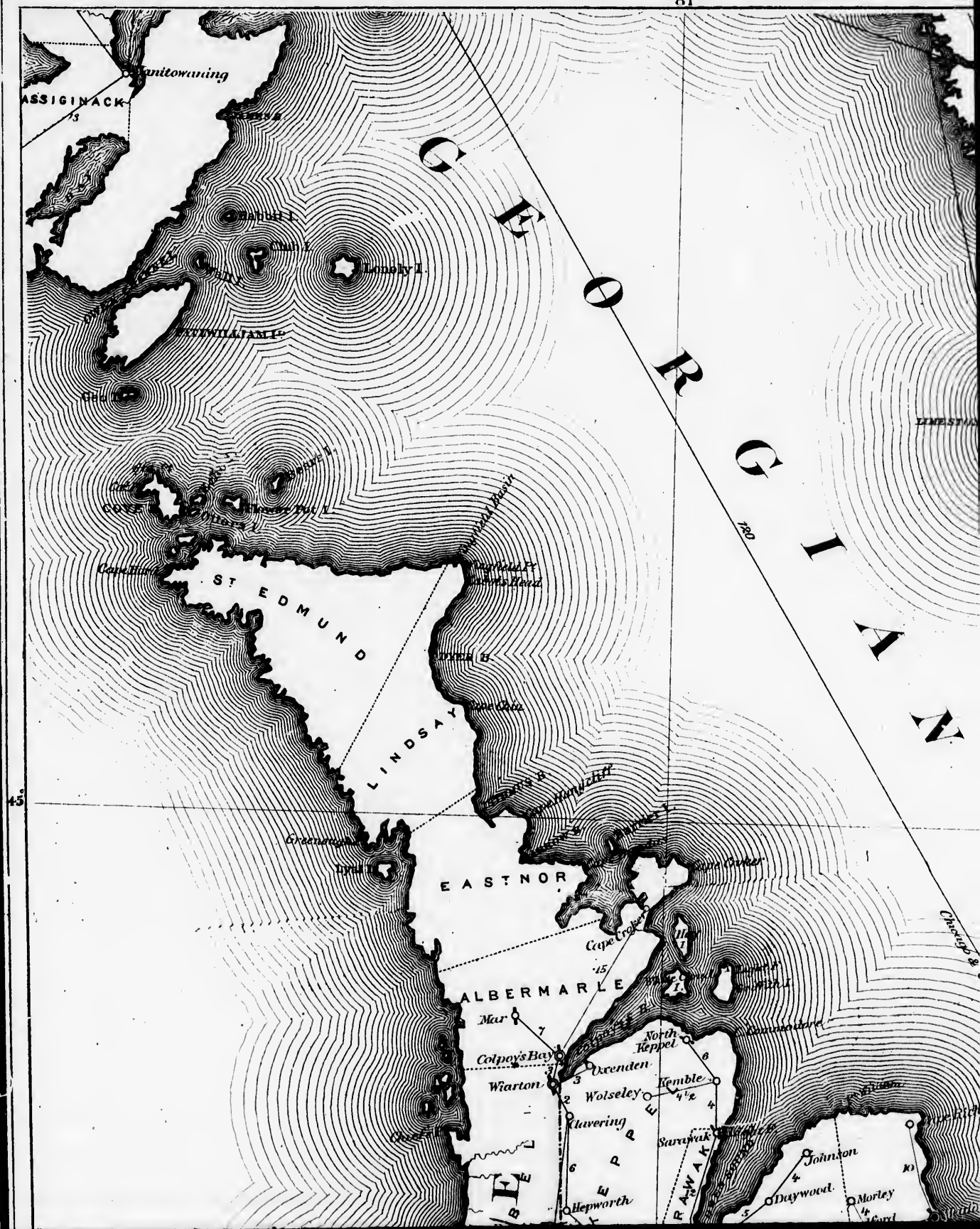
MAP OF THE

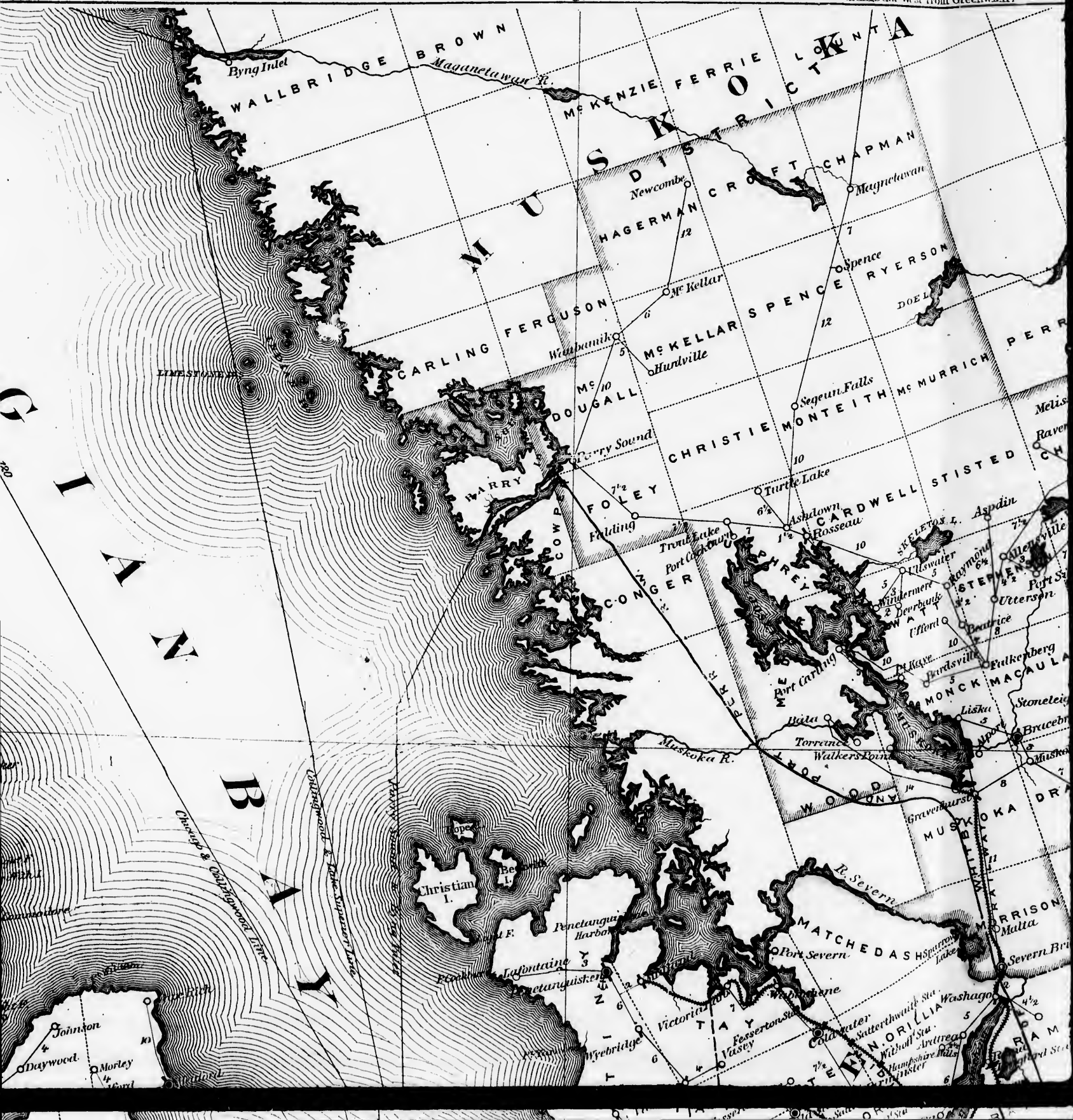
CITY OF OTTAWA

Scale 16 chains to the in









EXPLANATION

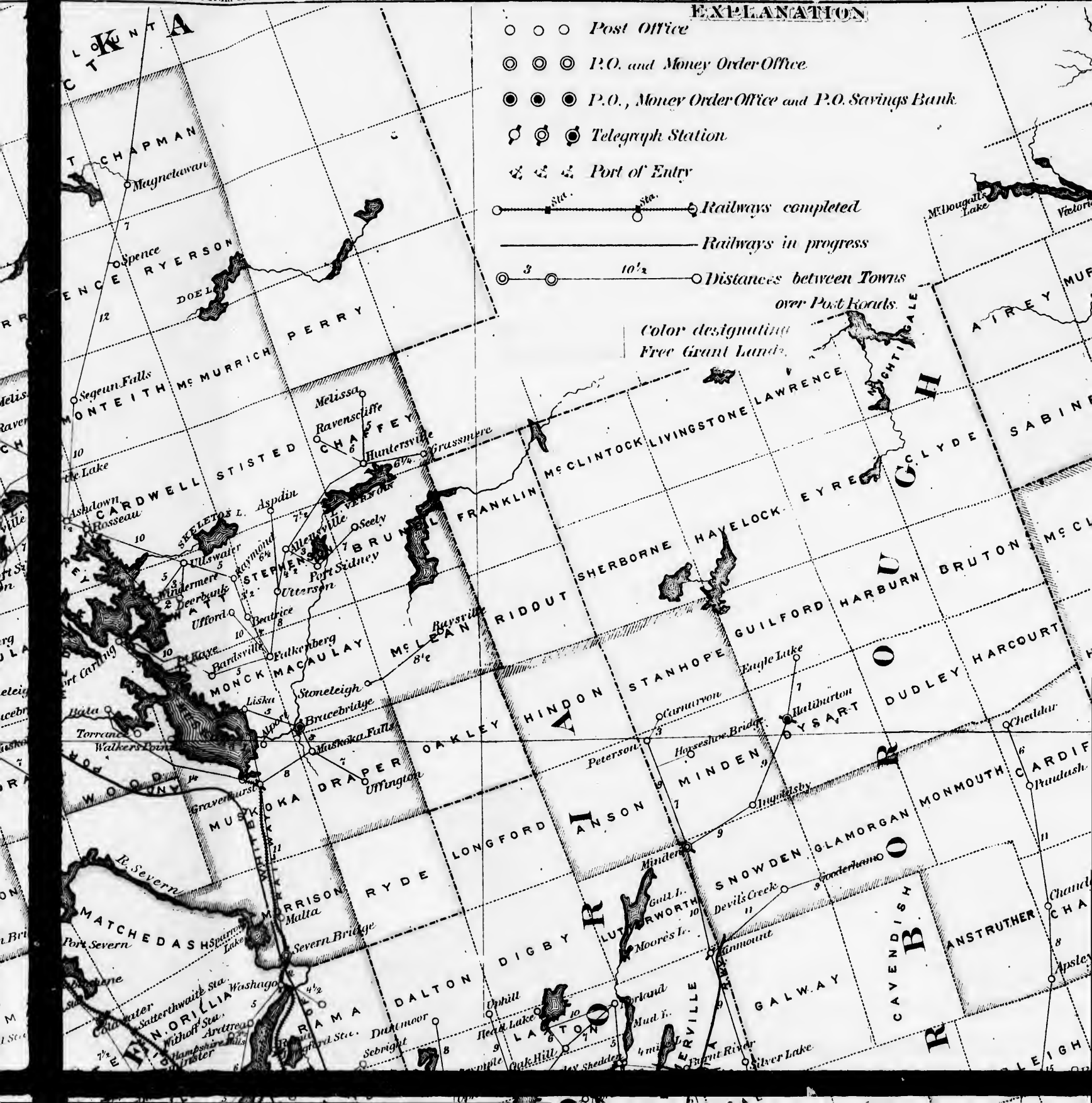
- ○ ○ Post Office
- ⊙ ⊙ ⊙ P.O. and Money Order Office
- ⊙ ⊙ ⊙ P.O., Money Order Office and P.O. Savings Bank
- ⊕ ⊕ ⊕ Telegraph Station
- ⚓ ⚓ ⚓ Port of Entry

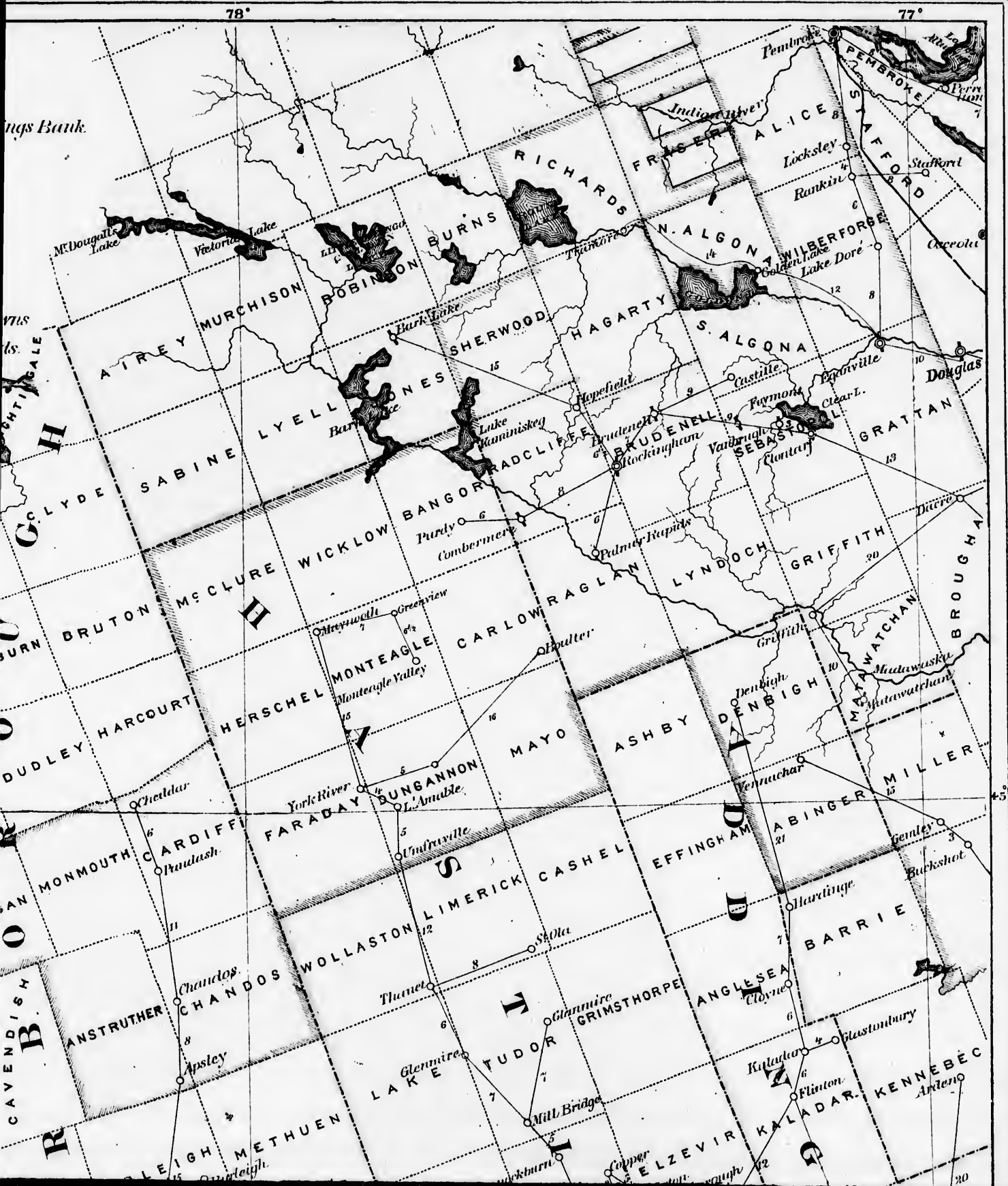
— Sta. — Sta. — Railways completed

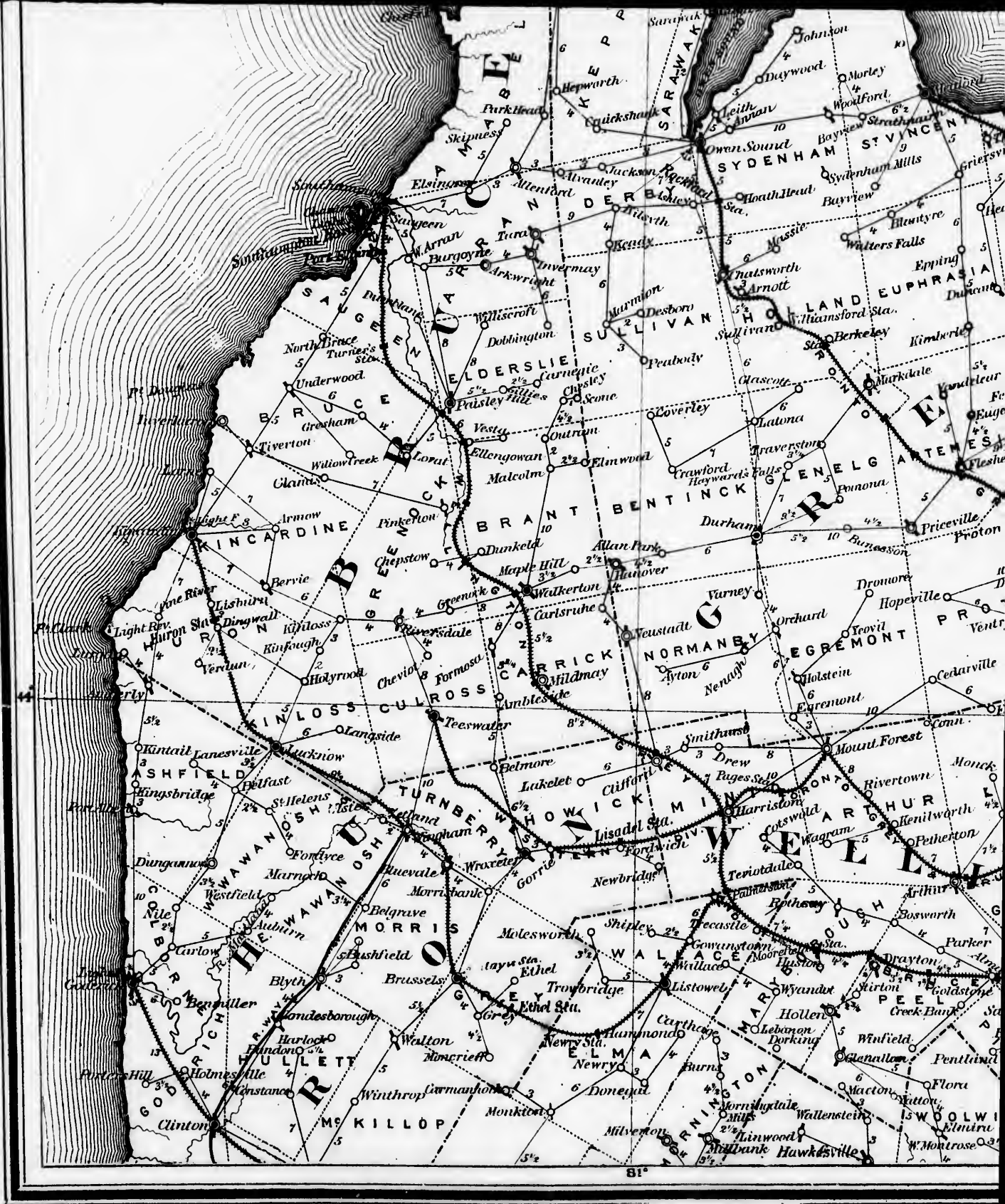
— Railways in progress

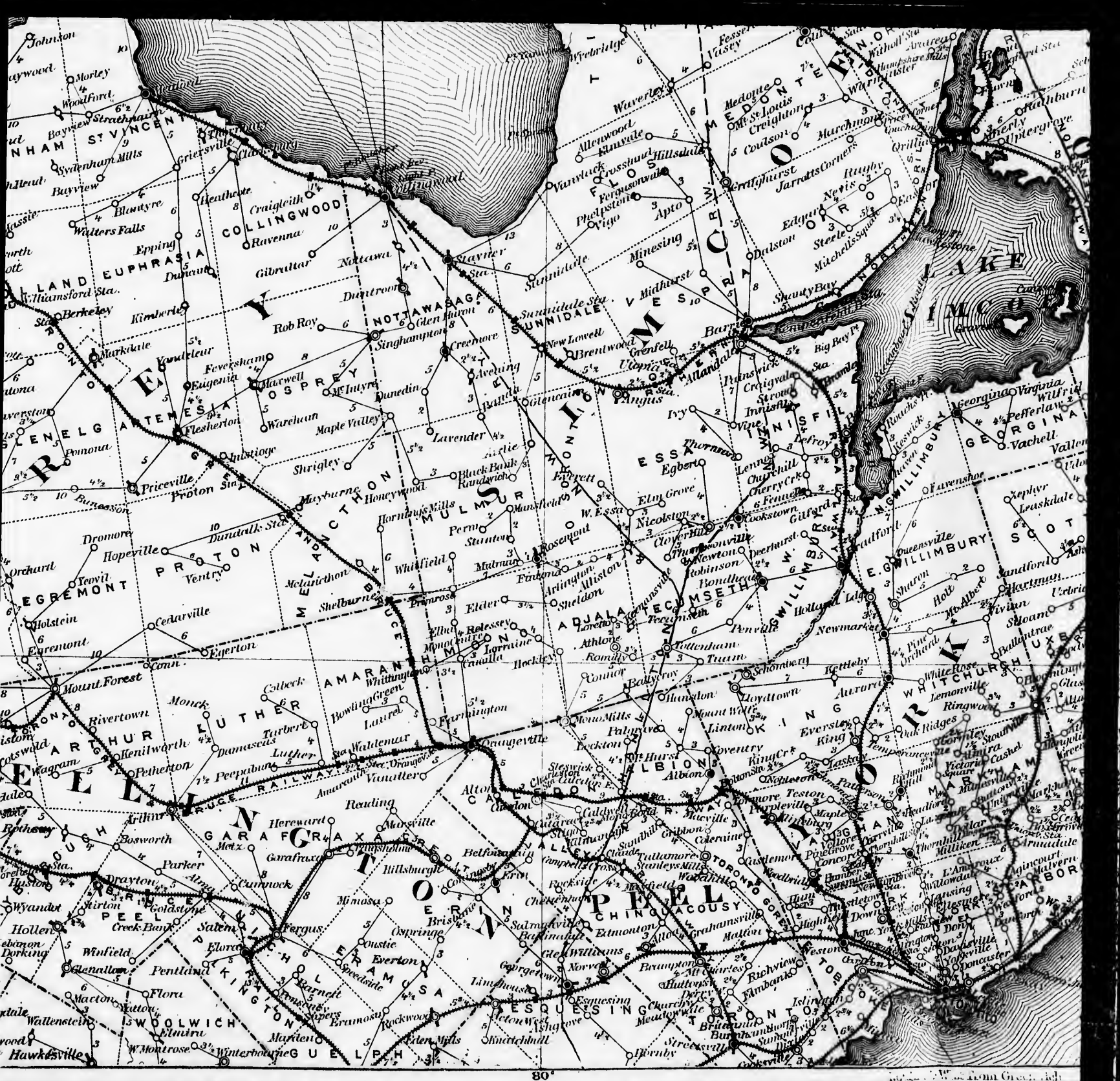
○ 3 — 10 1/2 — ○ Distances between Towns over Post Roads.

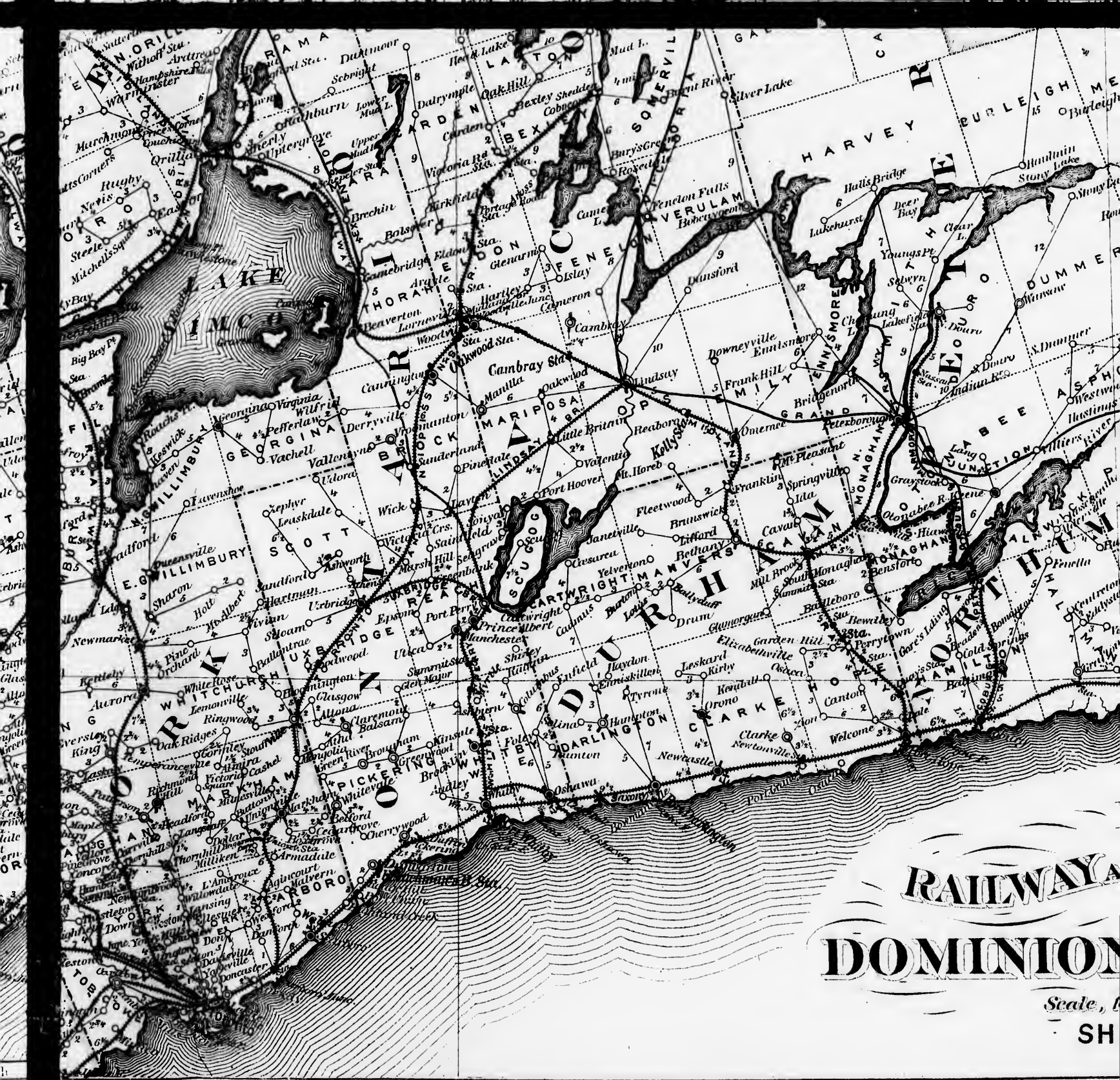
Color designating Free Grant Land.











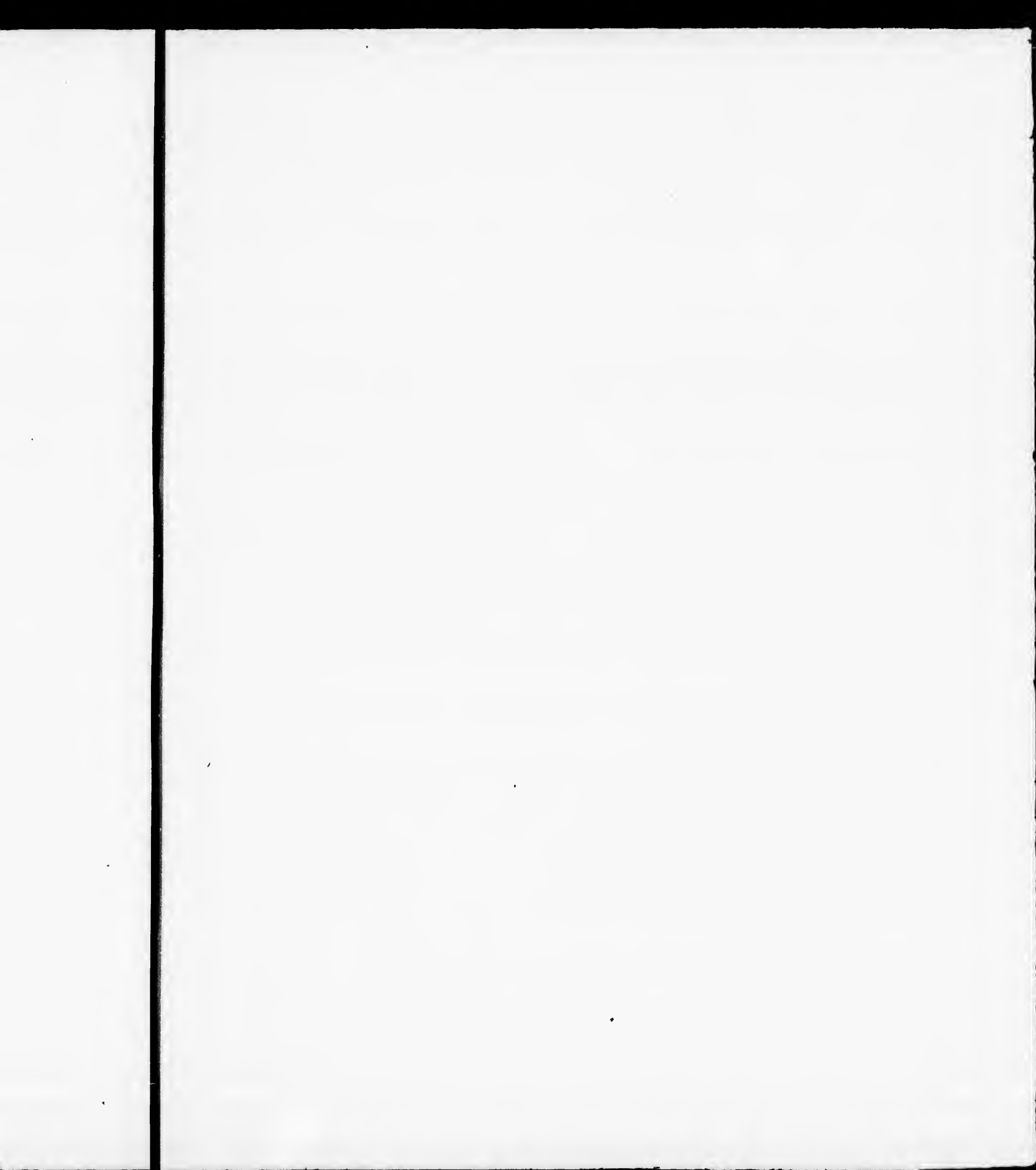
Published by the Ordnance Survey, London.



NEW
RAILWAY AND POSTAL MAP
OF THE
PROVINCE OF NEW BRUNSWICK

Scale, 10 Miles to one inch.

SHEET N° 9.





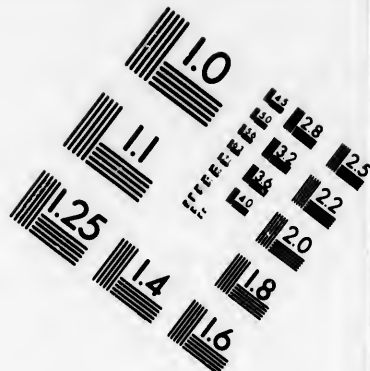
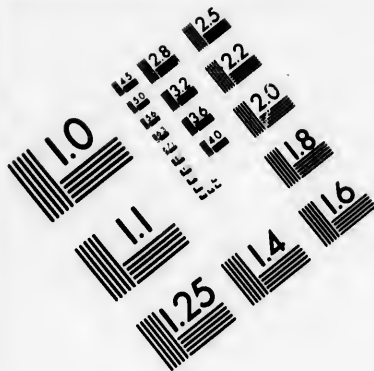
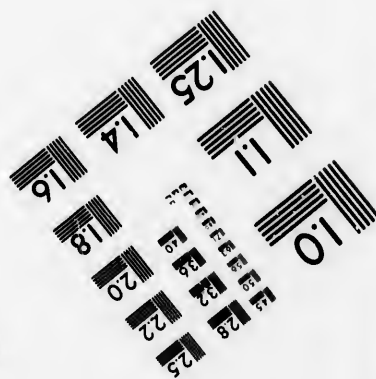
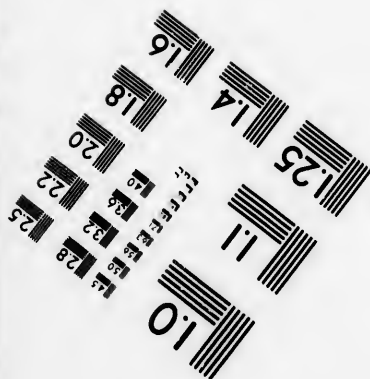
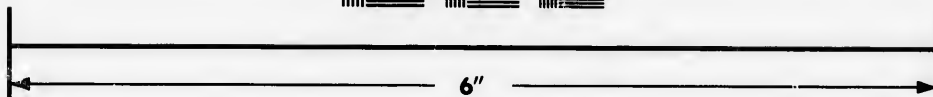
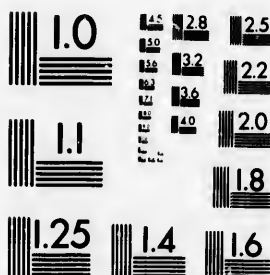


IMAGE EVALUATION TEST TARGET (MT-3)

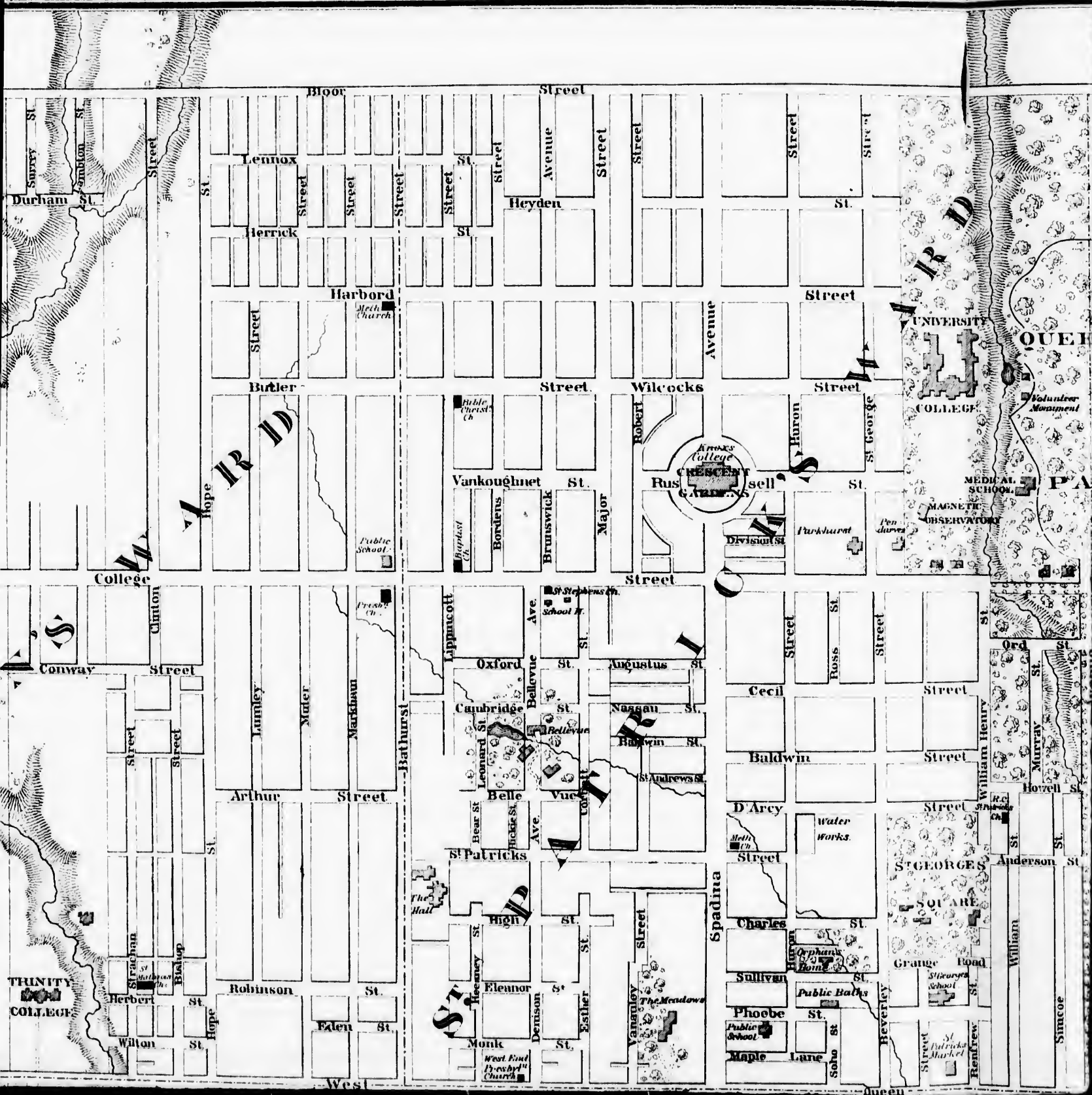


Photographic
Sciences
Corporation

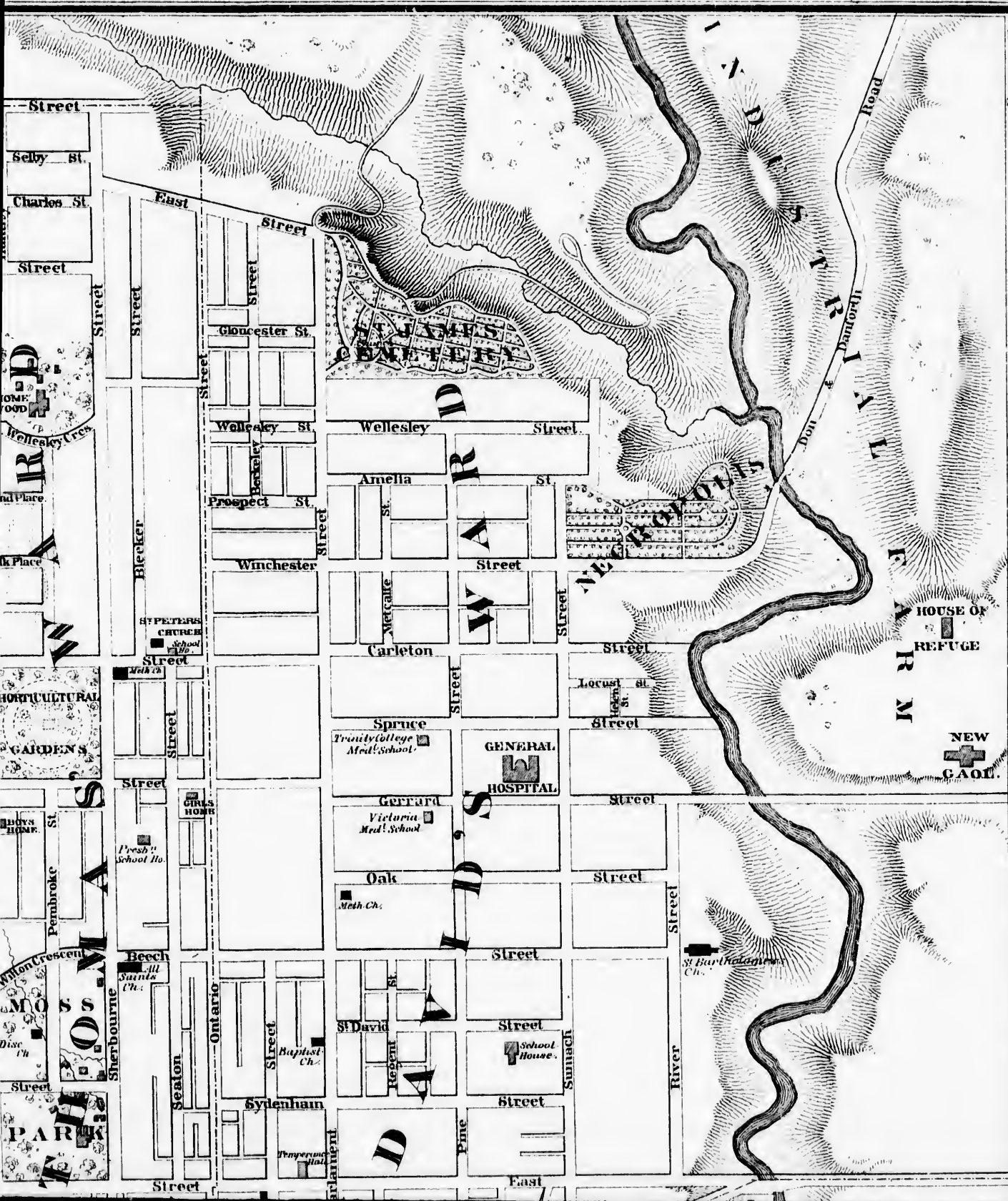
23 WEST MAIN STREET
WEBSTER, N.Y. 14580
(716) 872-4503

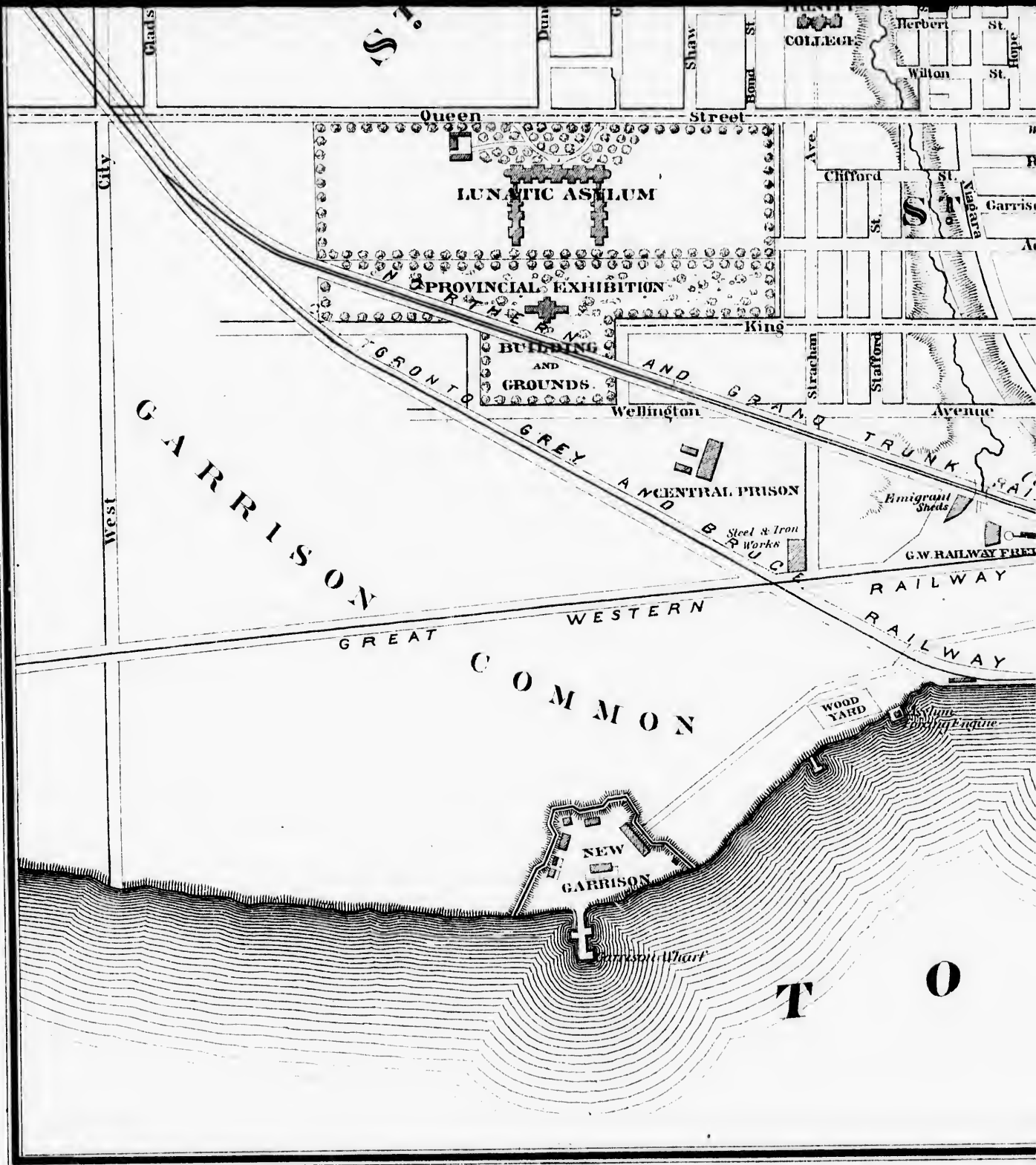
10
1.6
1.8
2.0
2.2
2.5
2.8
3.2
3.6
4.0
4.5
5.0
5.6
6.3
7.1
8.0
9.0
10
11
12.5
14
16
18
20
22
25
28
32
36
40
45
50
56
63
71
80
90
100

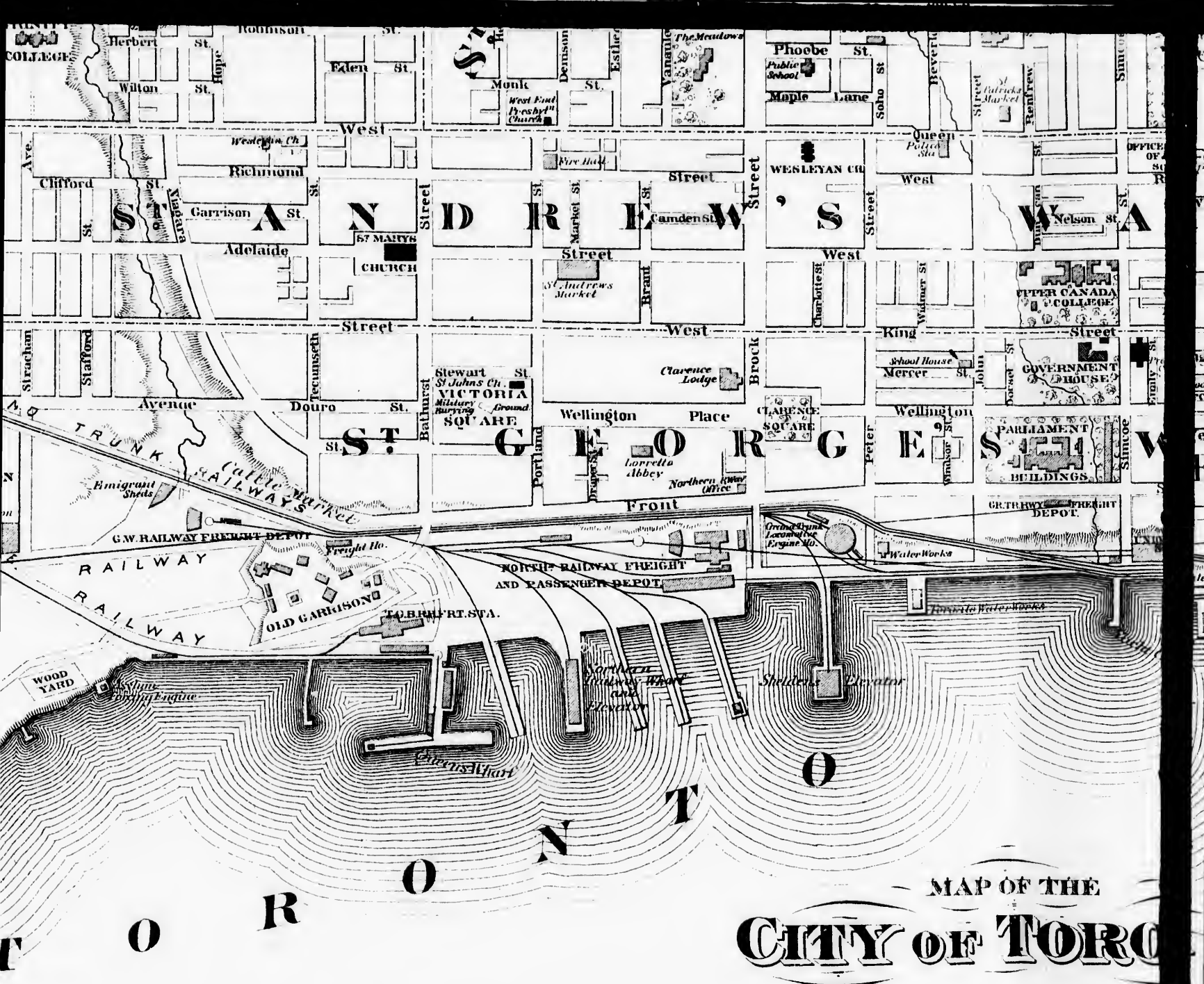
10
11
12.5
14
16
18
20
22
25
28
32
36
40
45
50
56
63
71
80
90
100



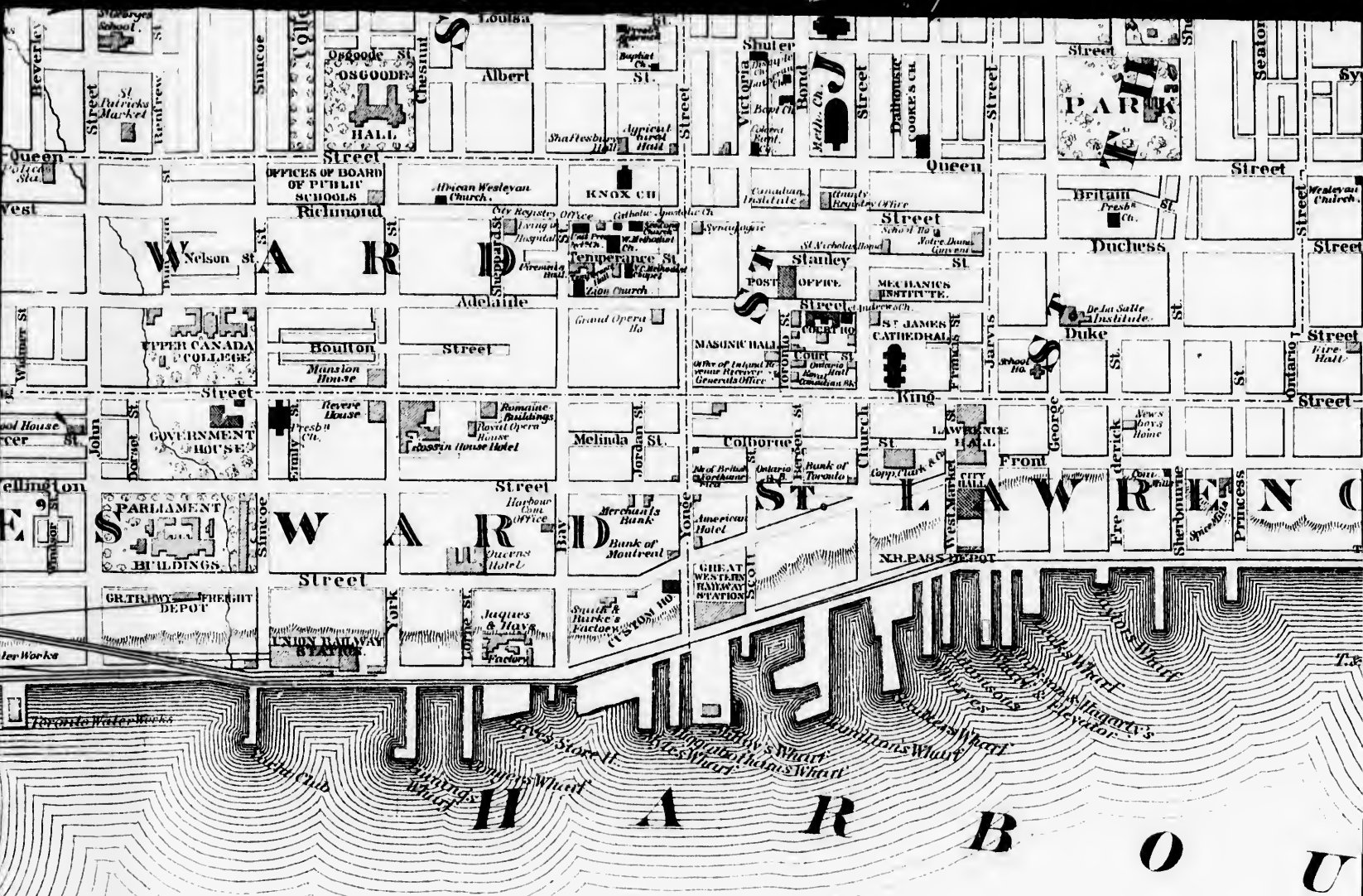








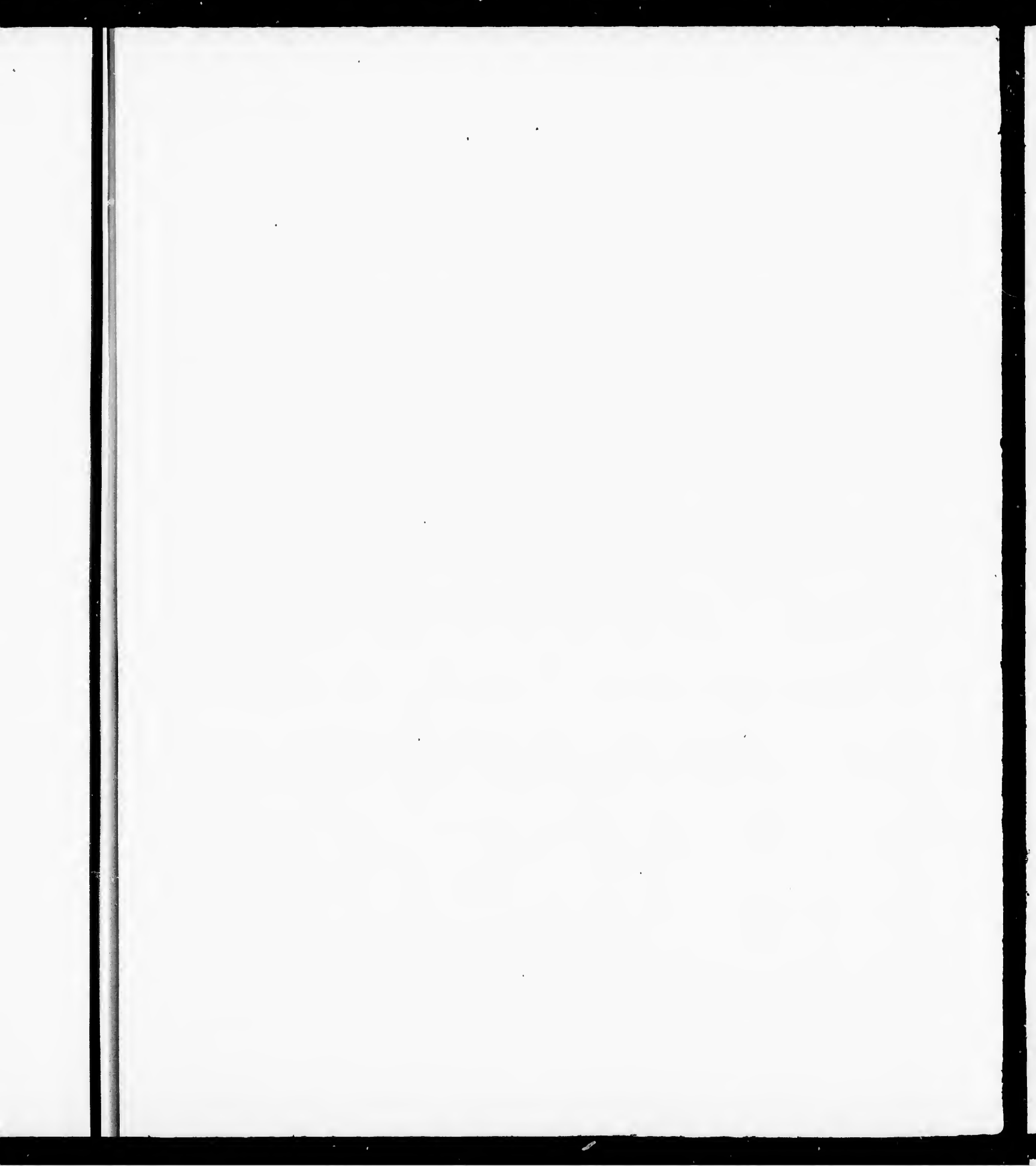
500 1000 2000 3000 4000
SCALE.

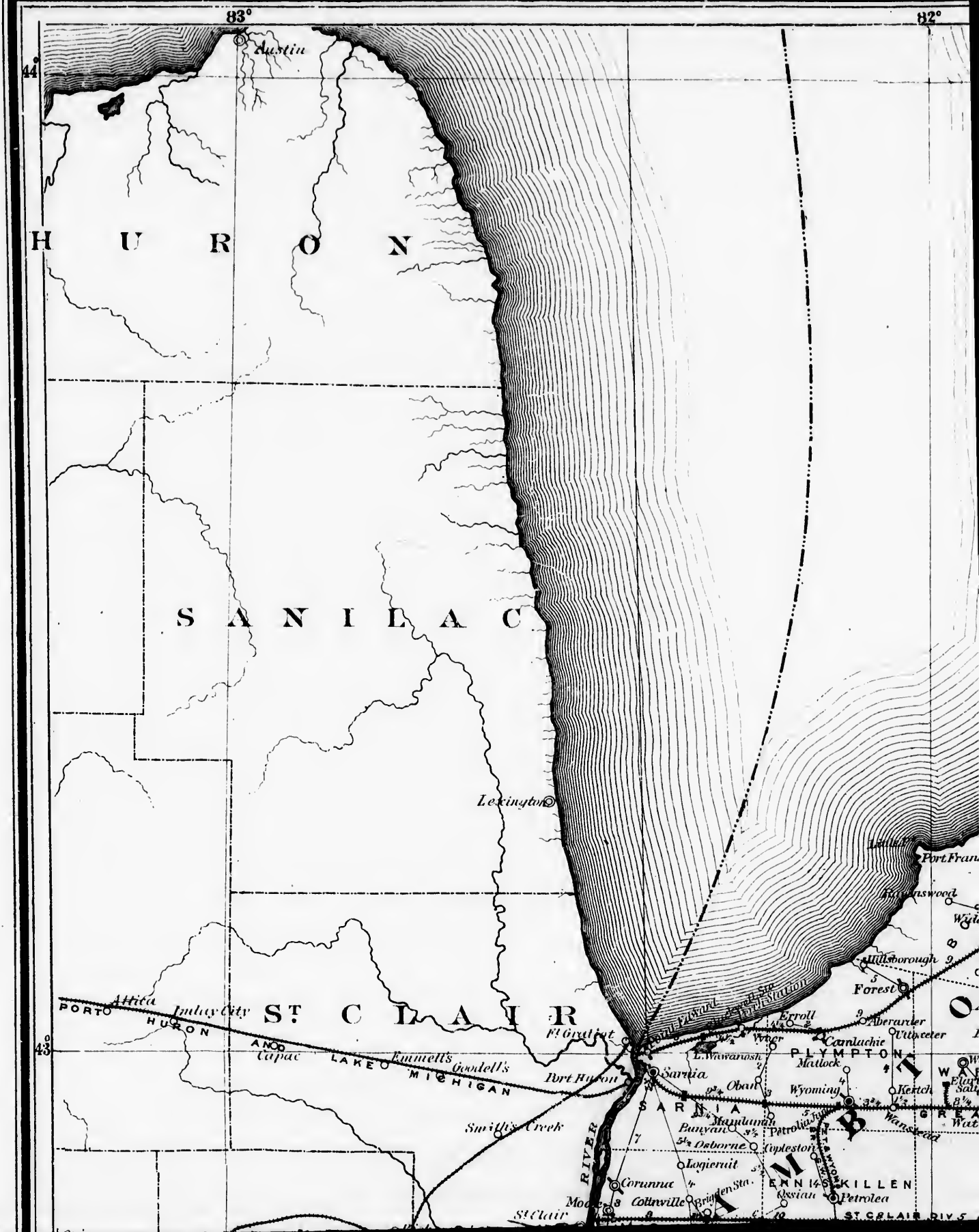


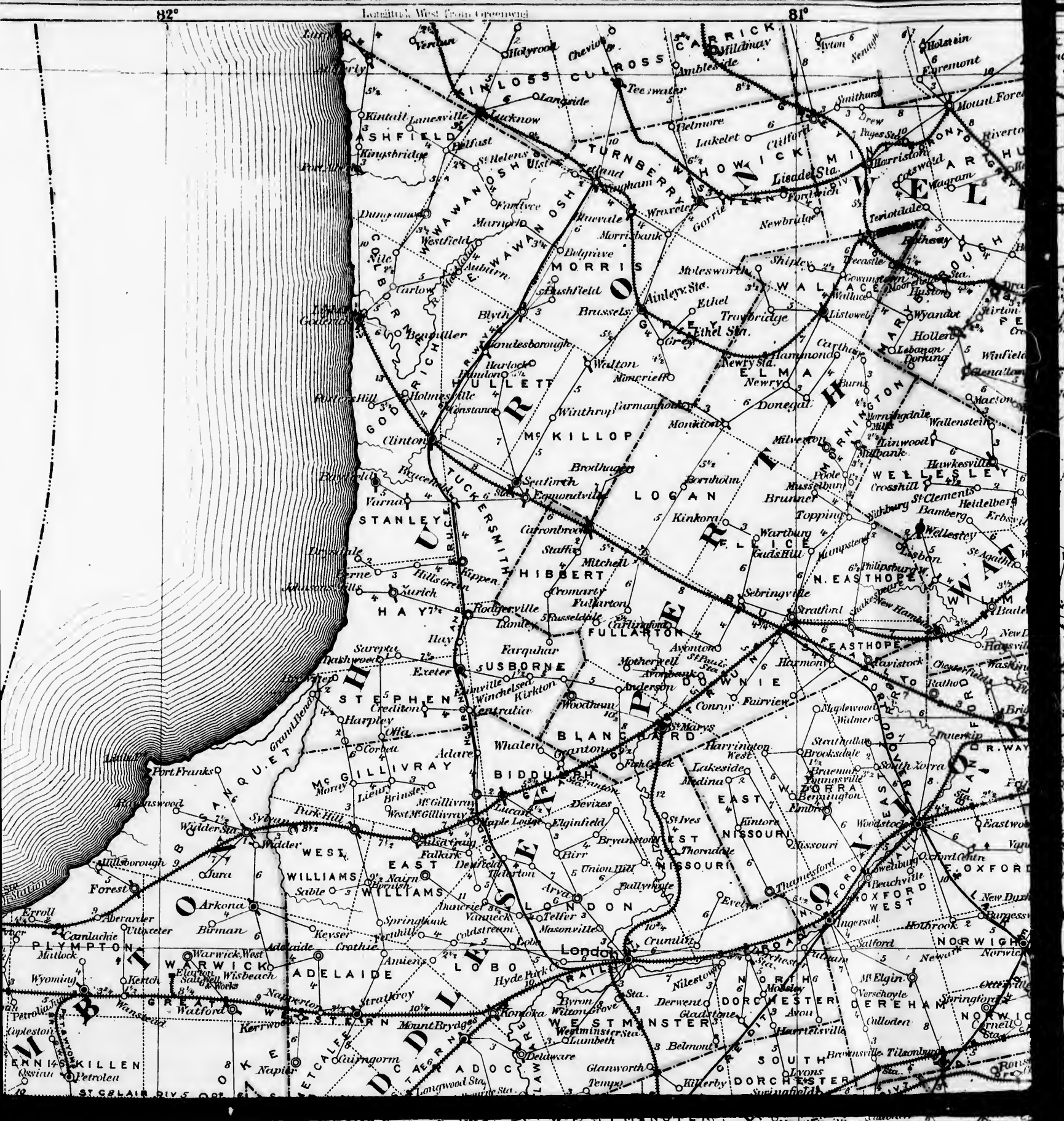
MAP OF THE OF TORONTO

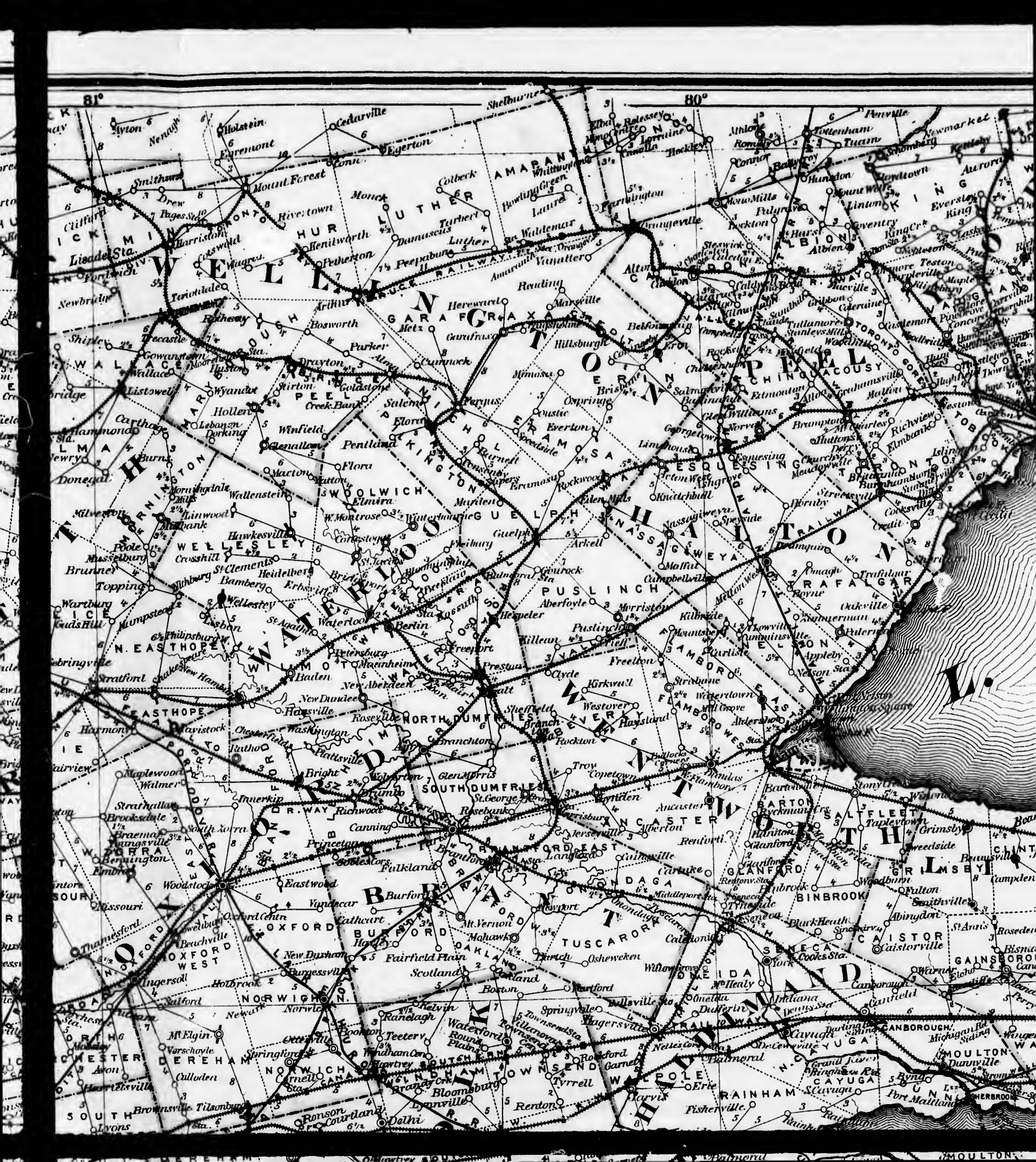
3000 4000 5000 6000 Feet
SCALE.



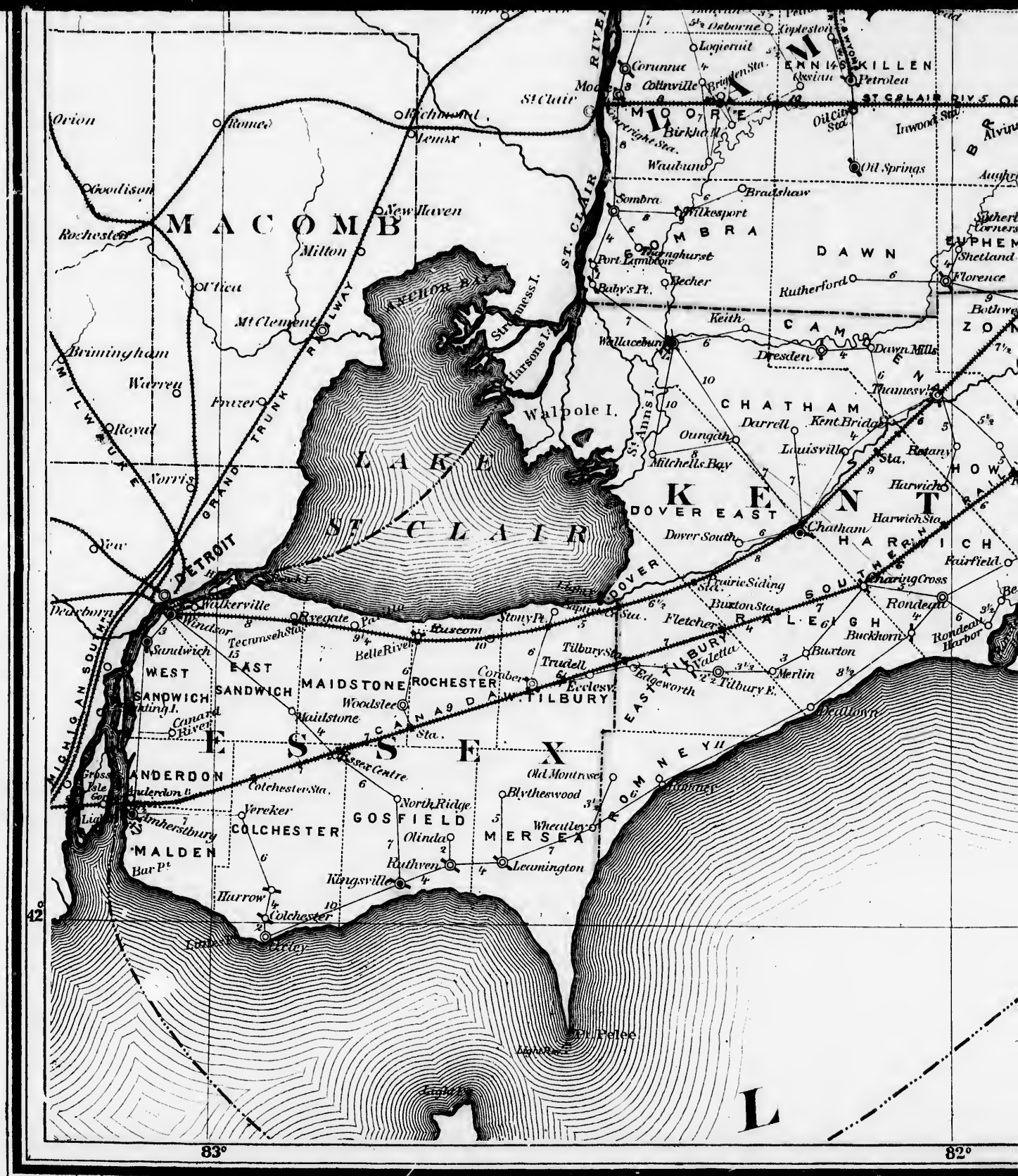




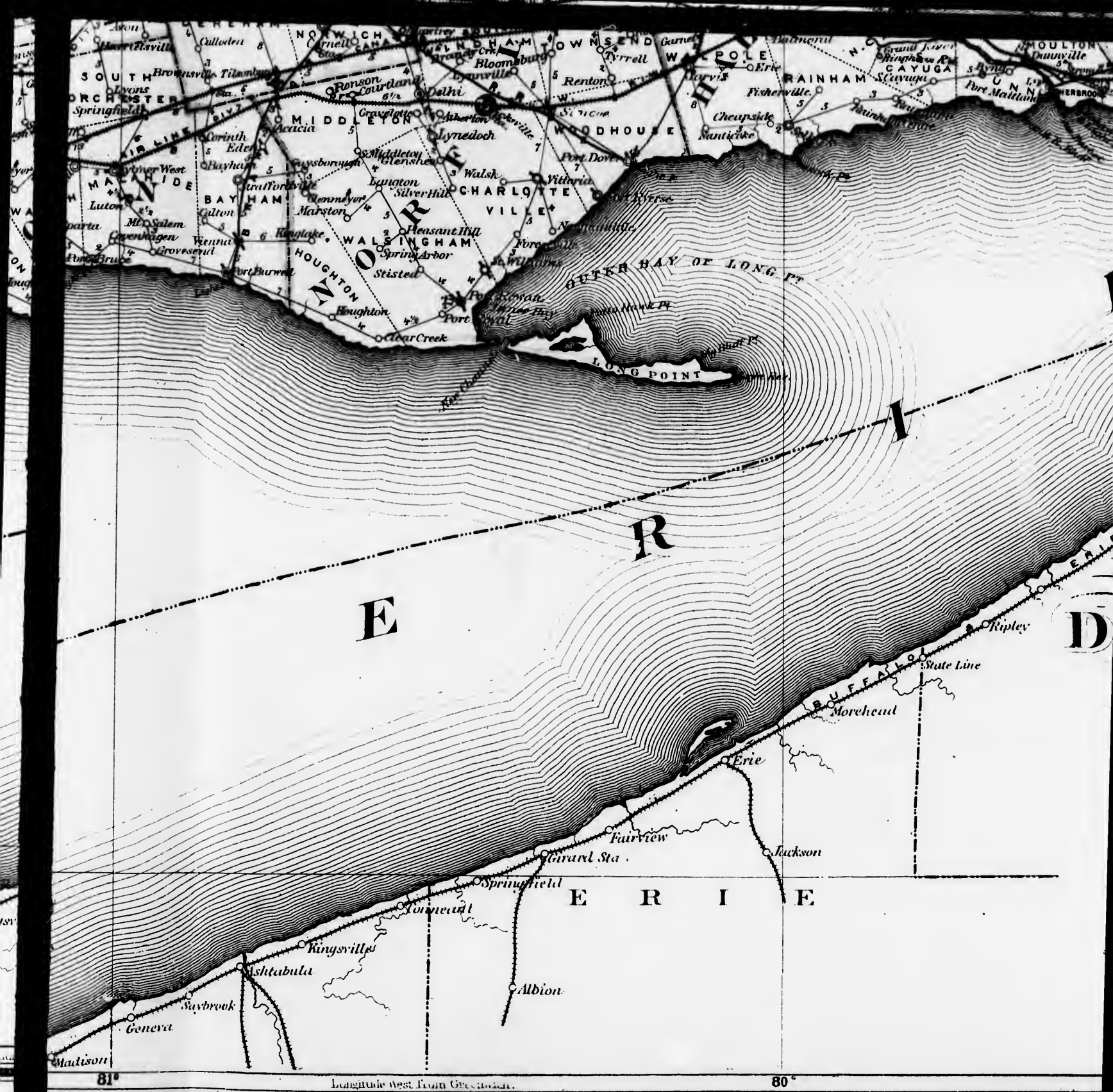








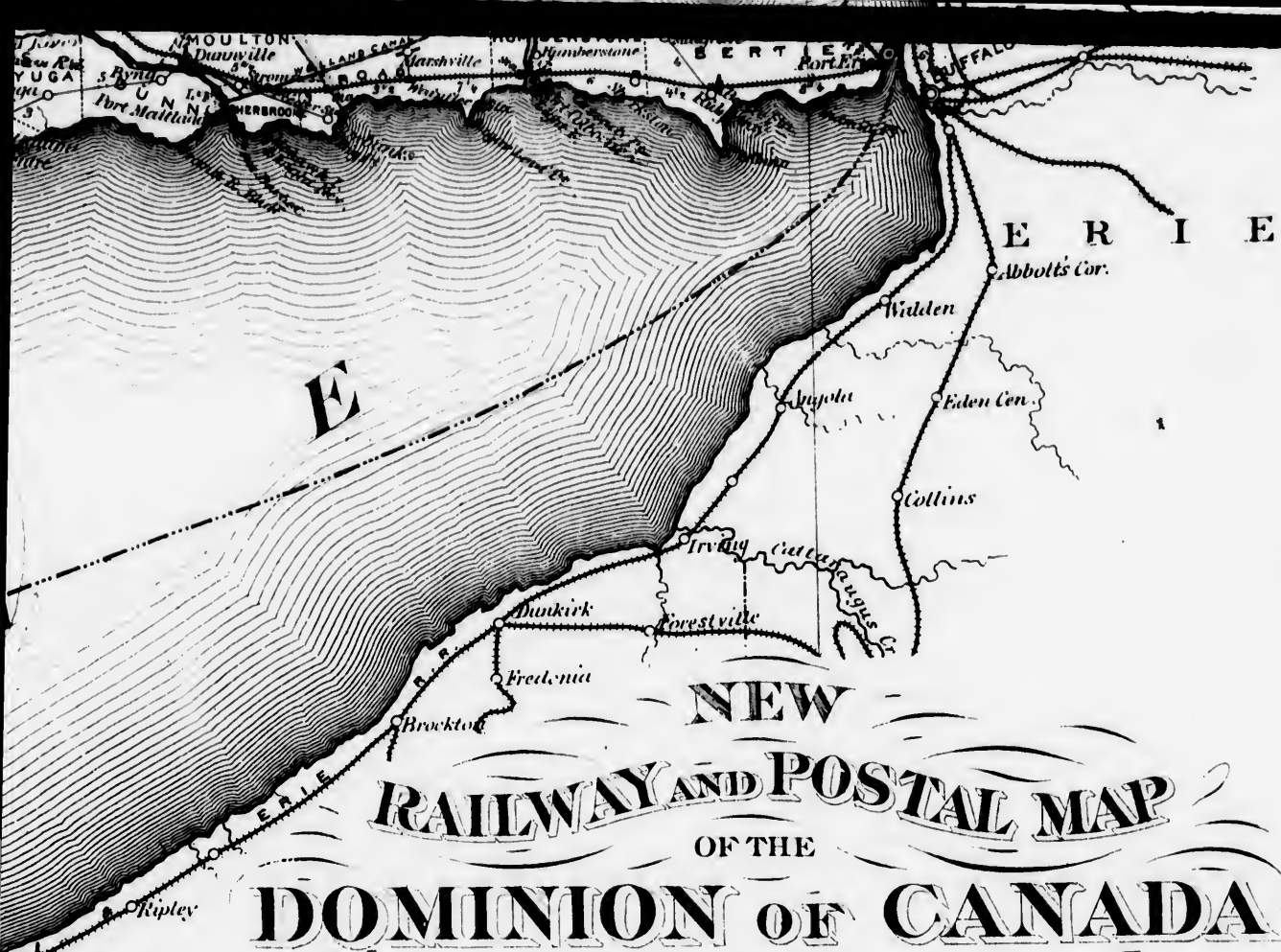




81°

Longitude West From Greenwich.

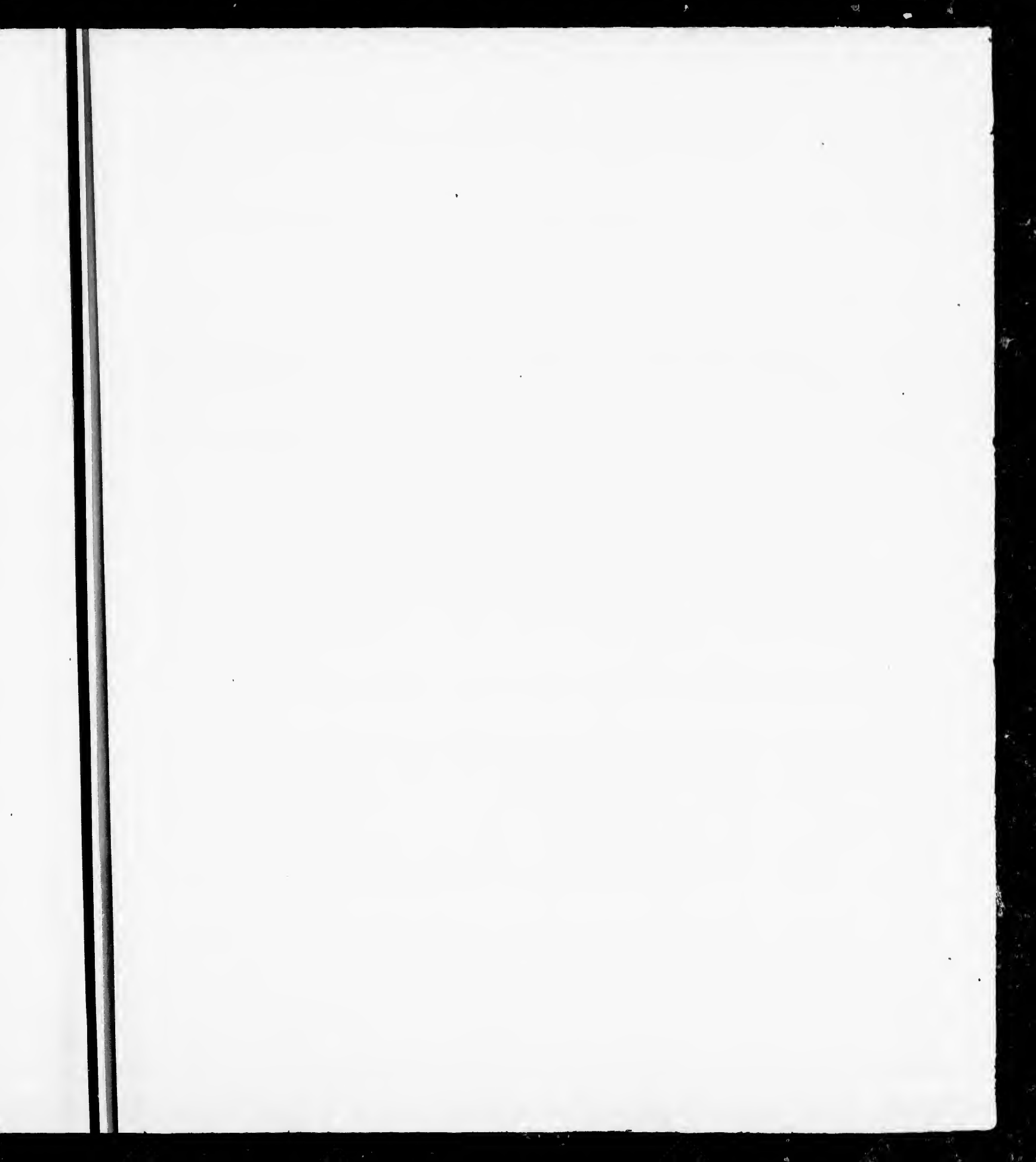
80°

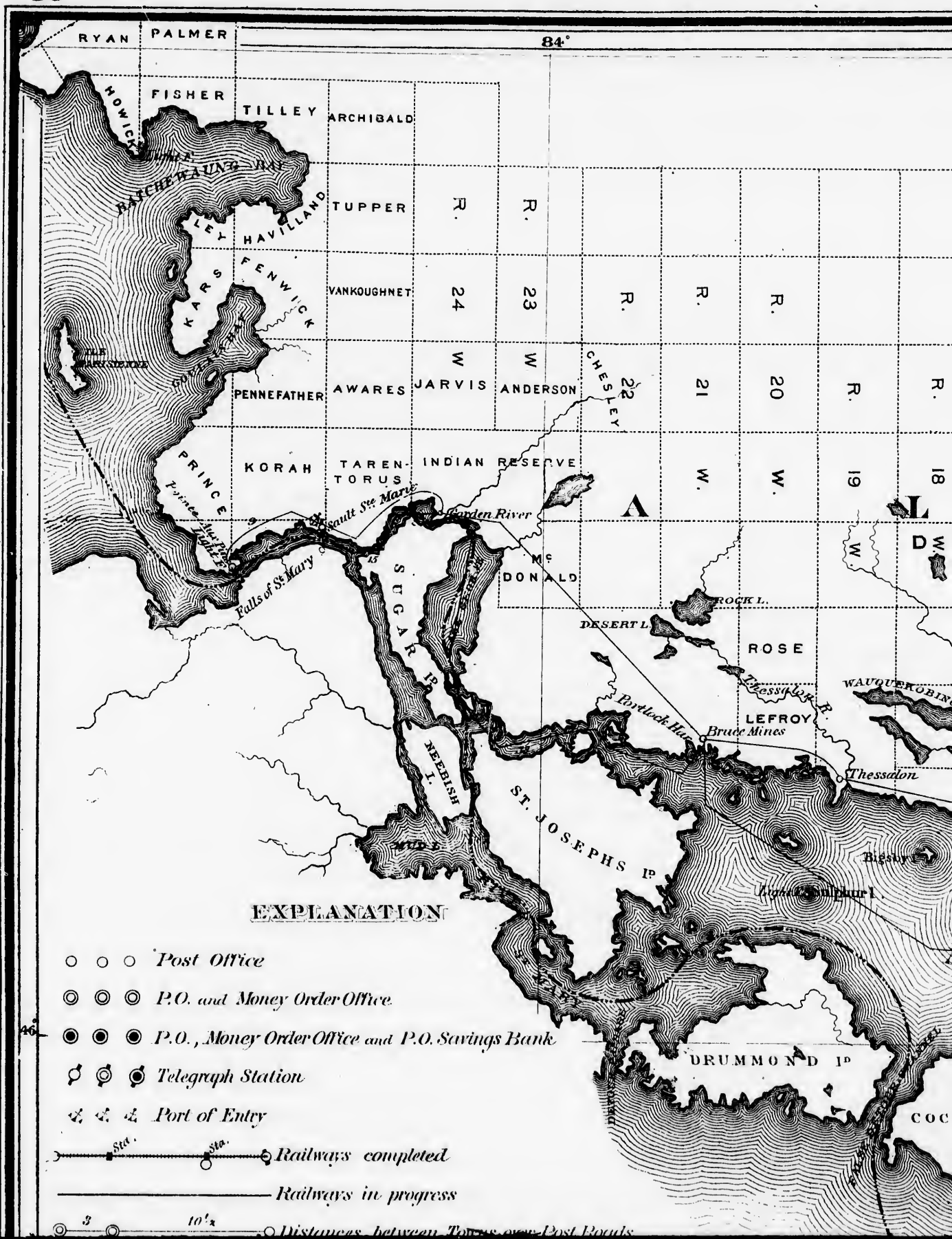


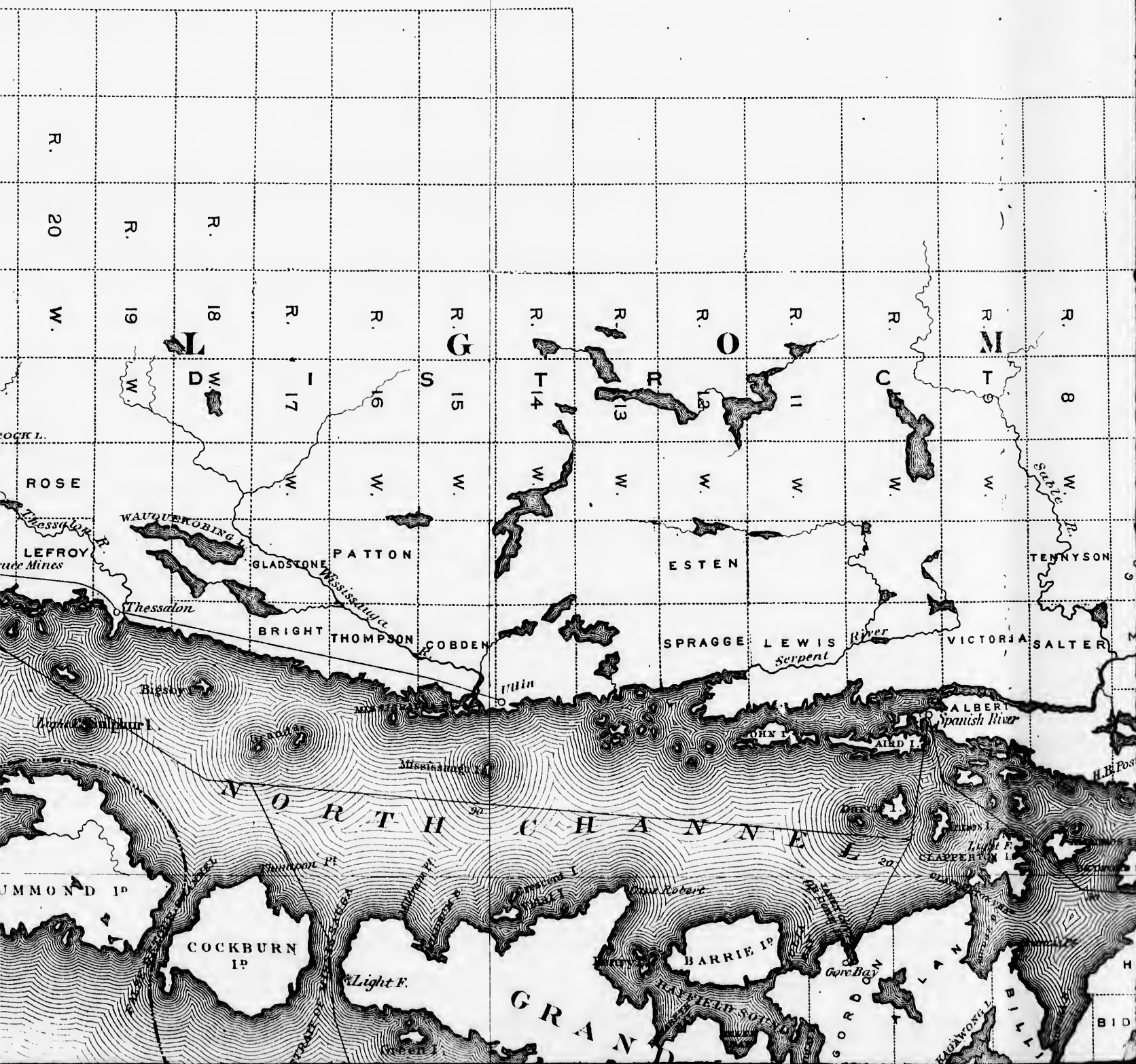
Scale, 10 Miles to one inch.
SHEET N° 10.

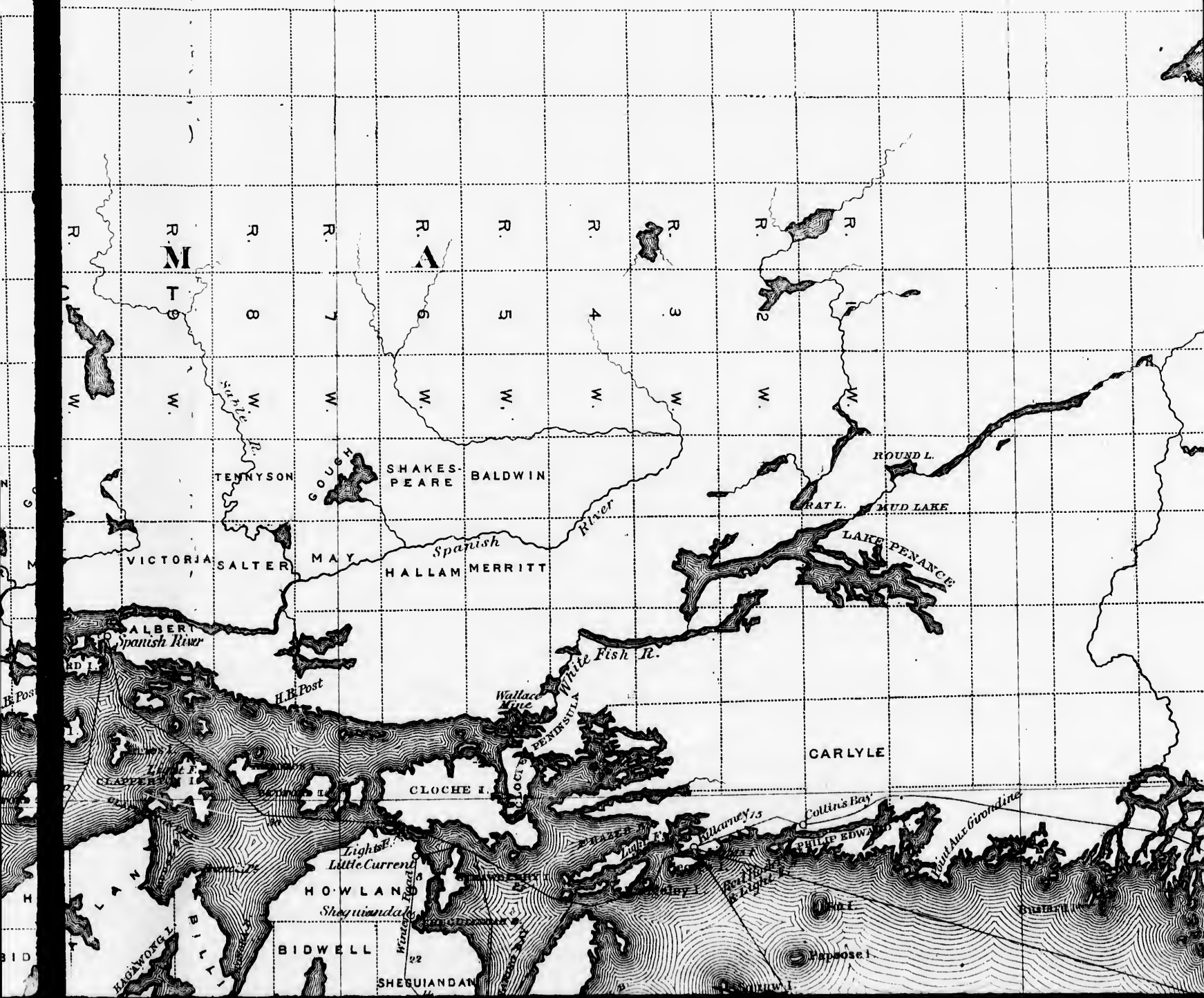
EXPLANATION

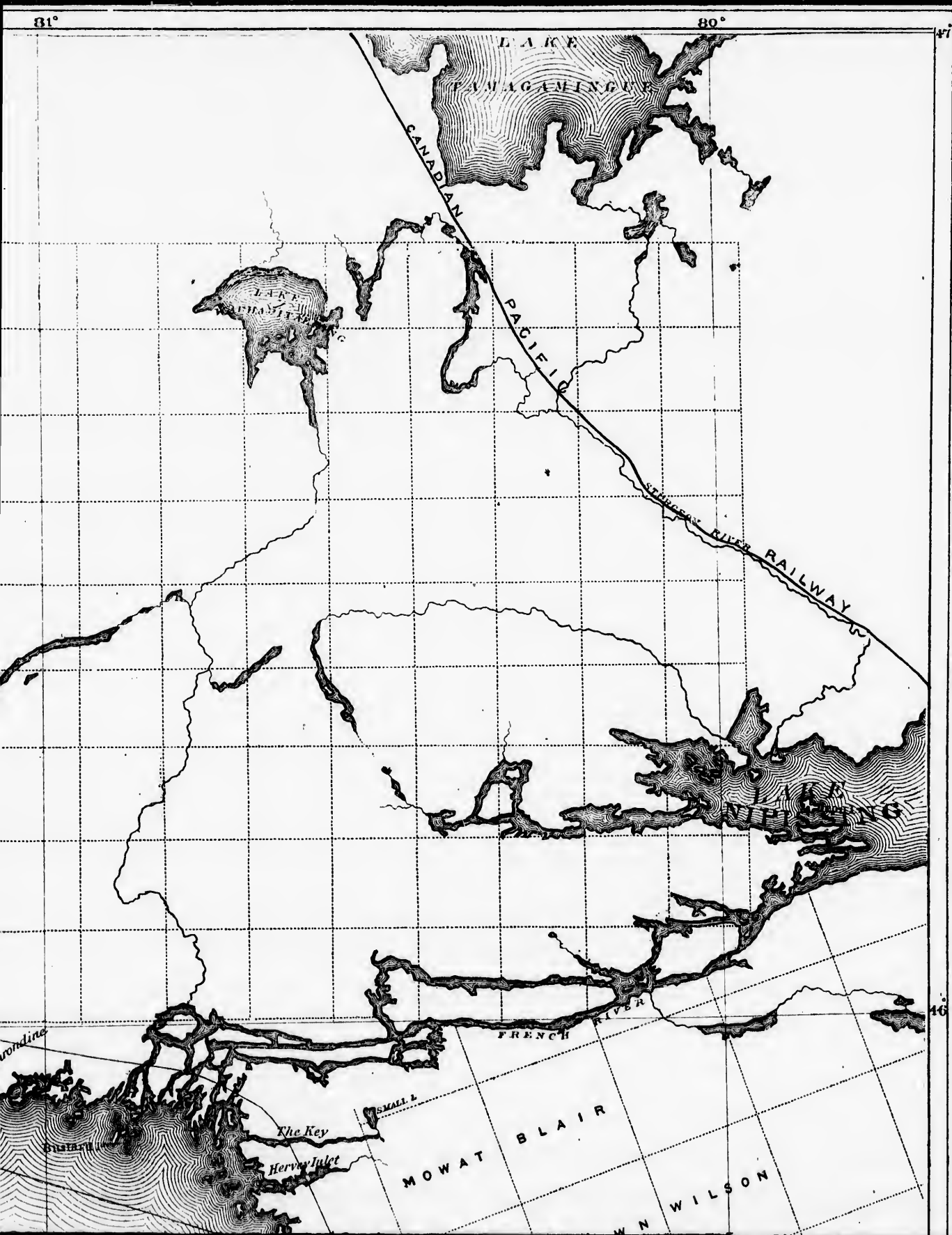
- ○ ○ *Post Office*
- ⊙ ⊙ ⊙ *P.O. and Money Order Office*
- ⊙ ⊙ ⊙ *P.O., Money Order Office and P.O. Savings Bank*
- ♂ ♂ ♂ *Telegraph Station*
- ⚓ ⚓ ⚓ *Port of Entry*
- *Railways completed*
- *Railways in progress*
- ⊙ — 3 — 10 1/2 — ○ *Distances between Towns over Post Routes*











Railways in progress
3 10 1/2 0 Distances between Towns over Post Roads.

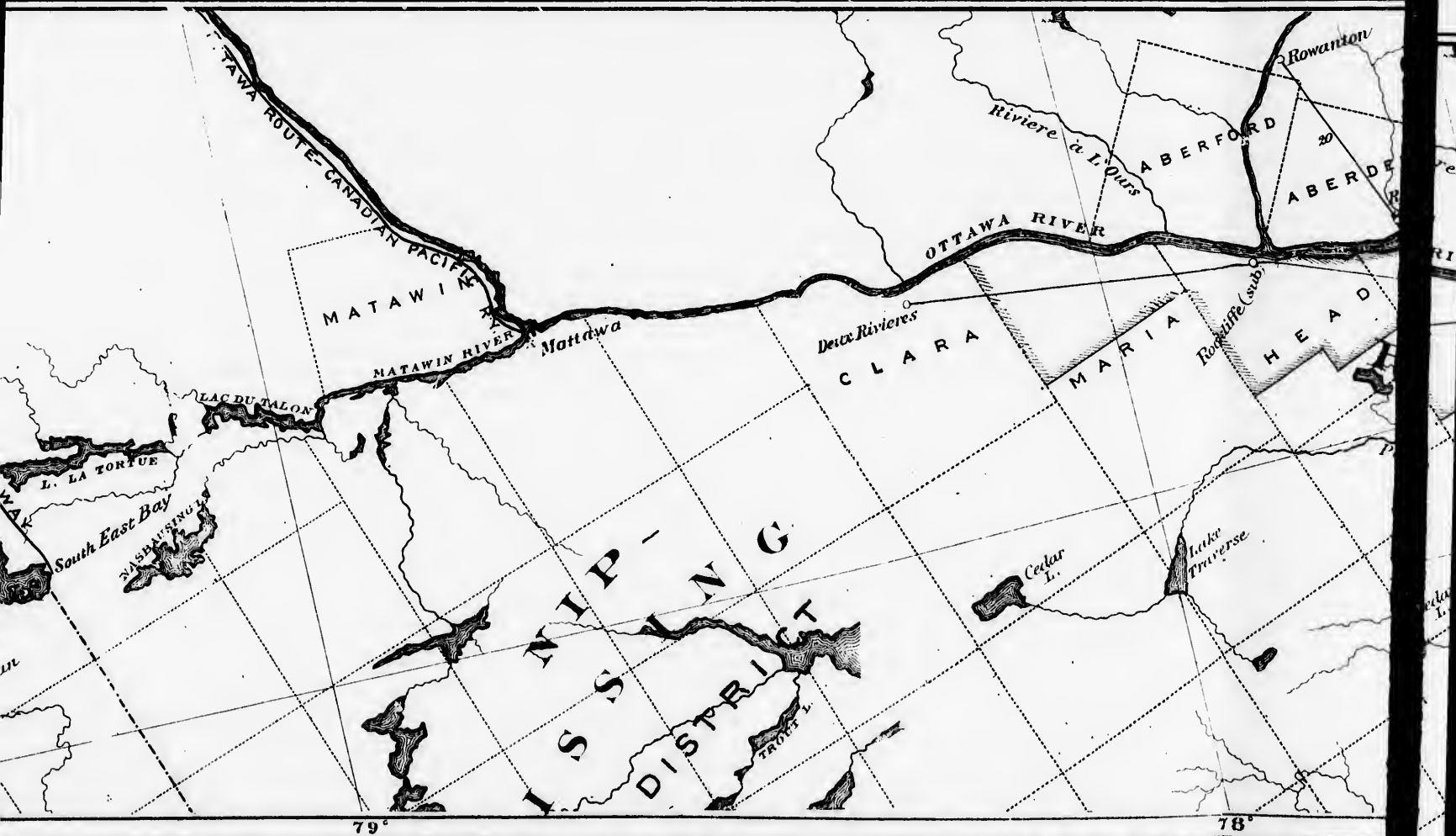
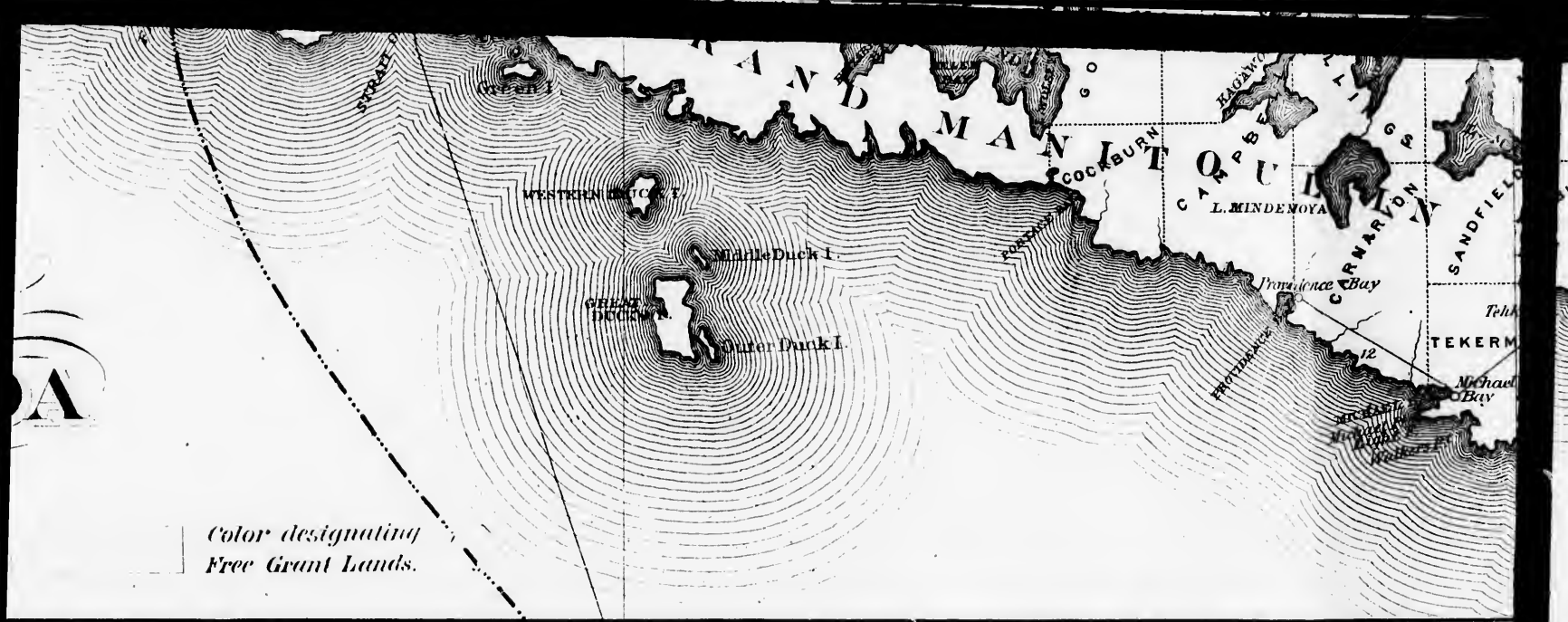
NEW RAILWAY AND POSTAL MAP OF THE DOMINION OF CANADA

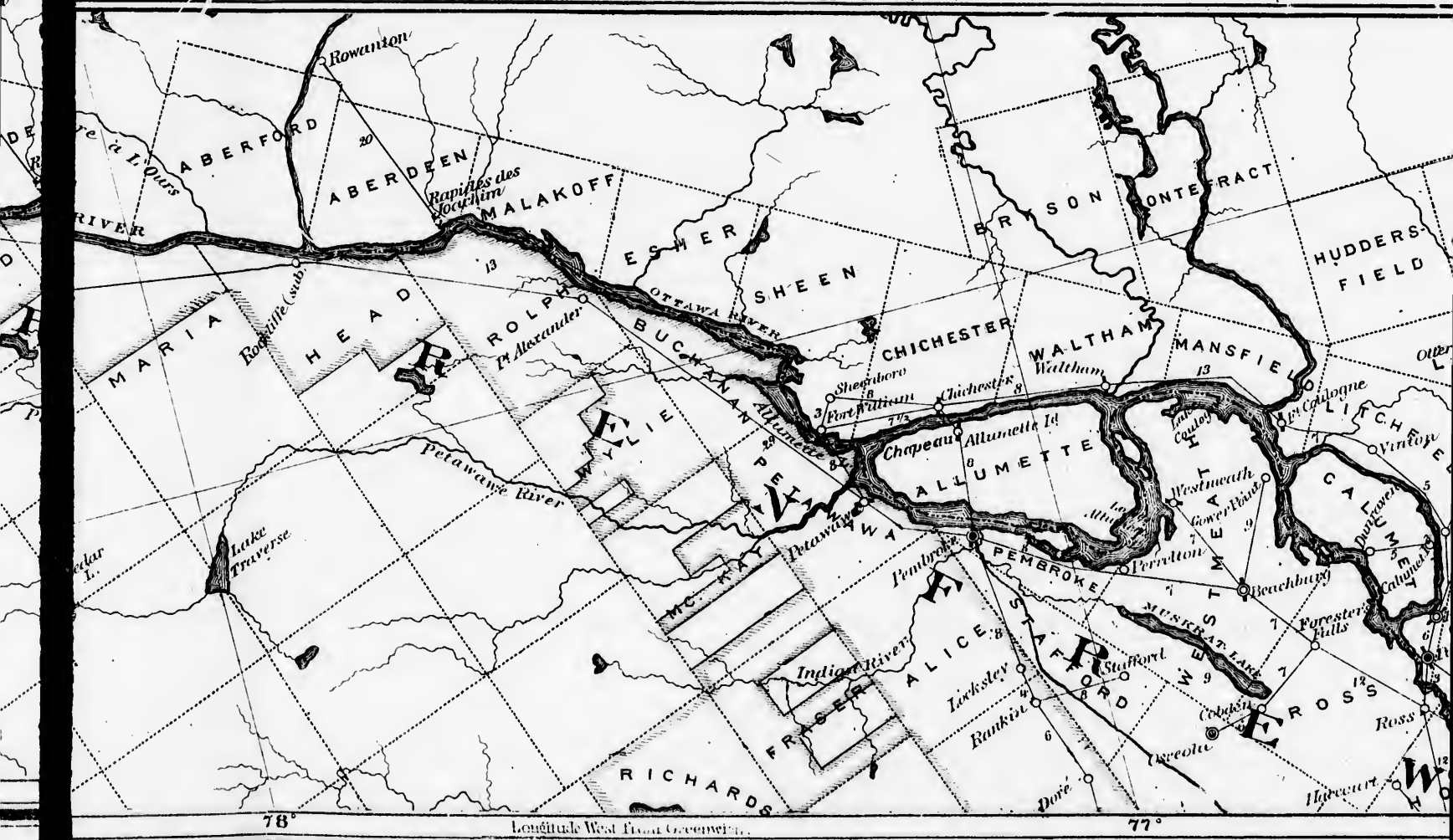
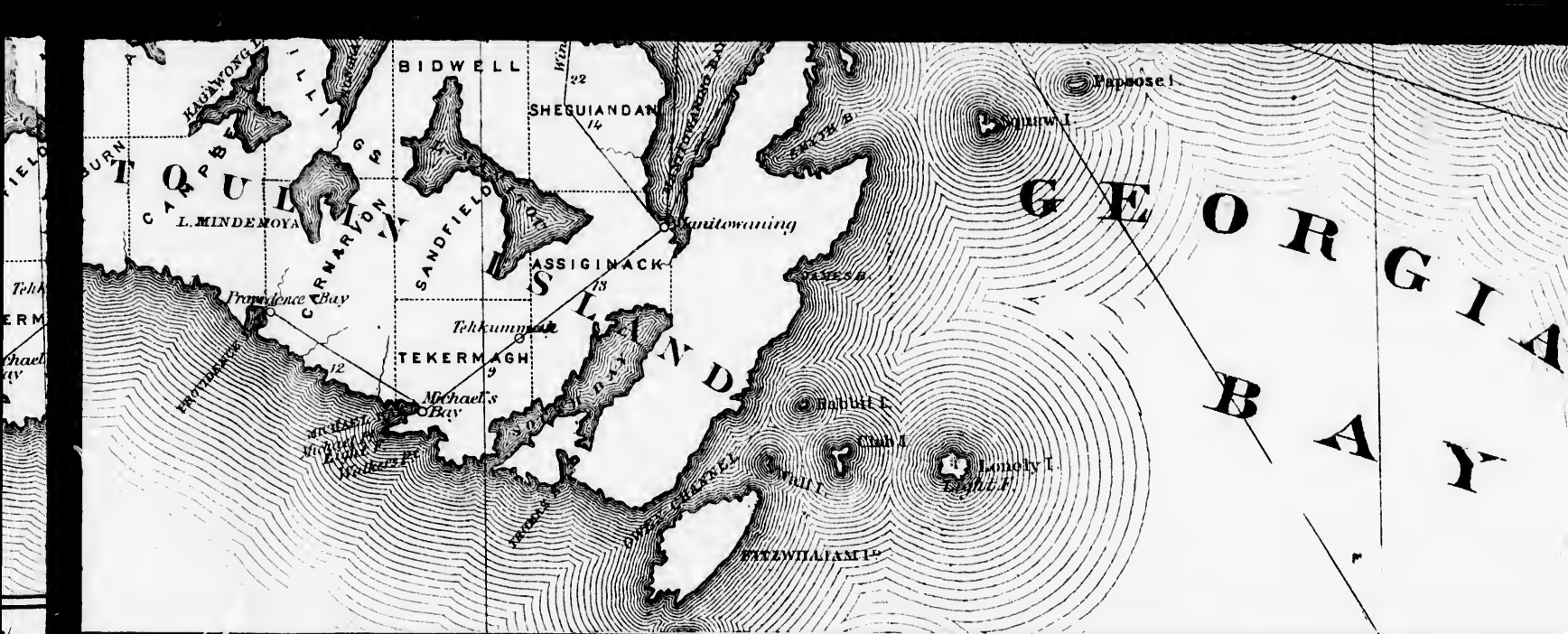
Scale, 10 Miles to one inch.

SHEET N° II.

*Color de
Free Gra*







78°

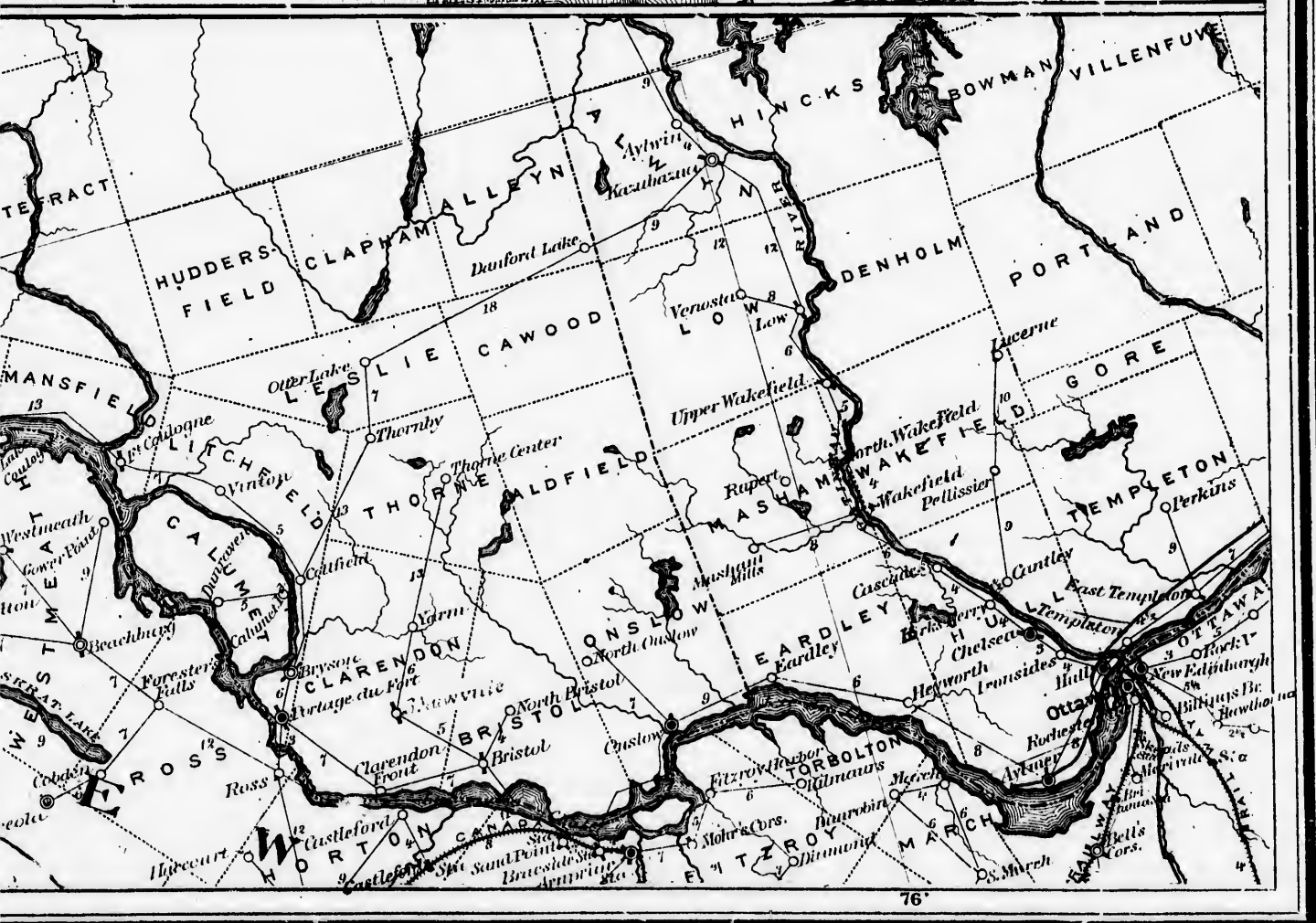
Longitude West From Greenwich

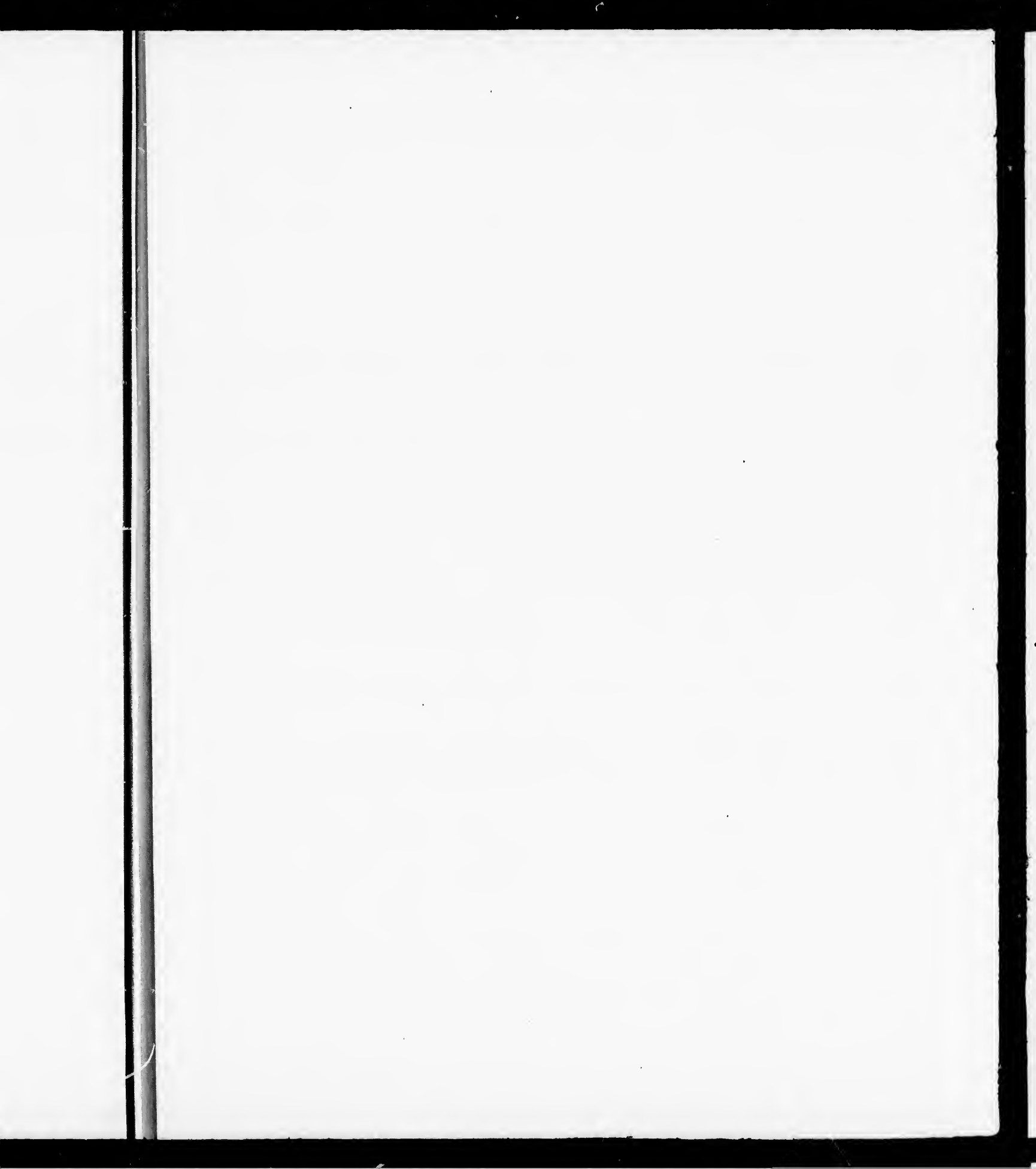
77°

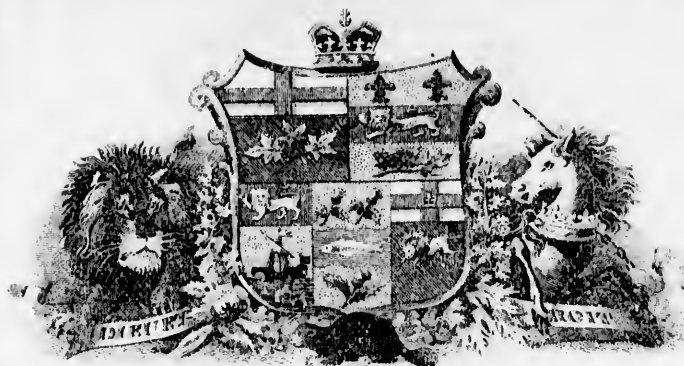
RAY

MUSKOGEE

KAGAN DISTRICT







MAP OF THE PROVINCE OF MANITOBA

Published under the Authority
OF
THE HON. DAVID LAIRD,
MINISTER OF THE INTERIOR.

A. S. Dennis

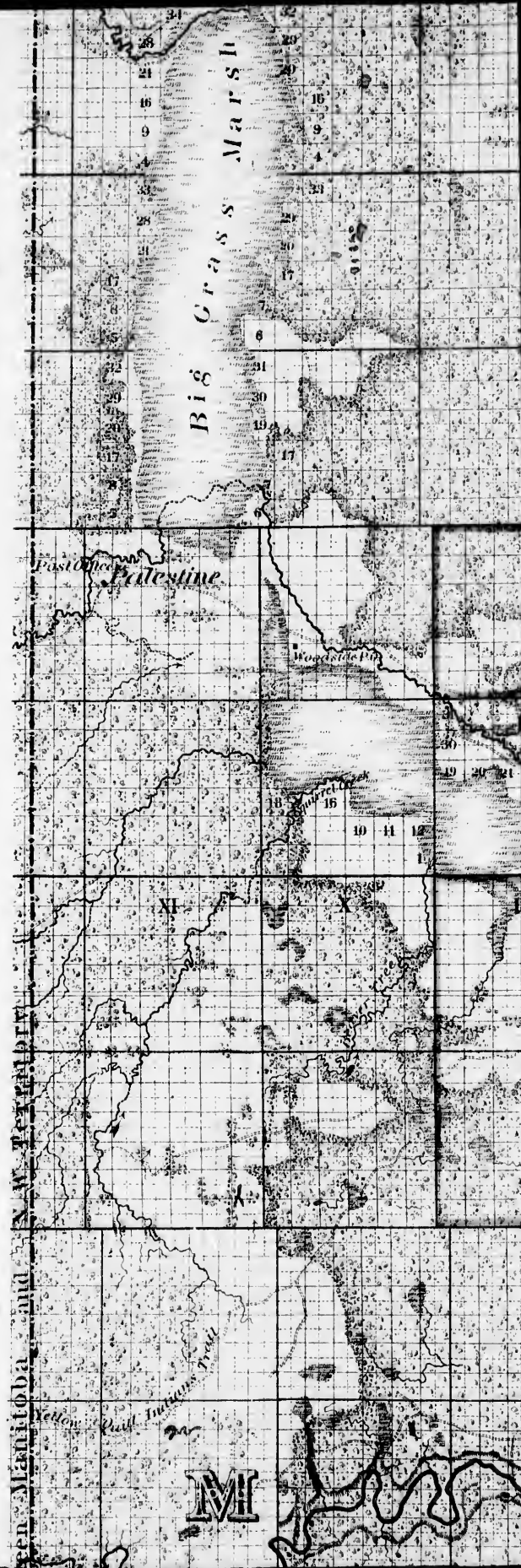
SURVEYOR GENERAL.

Dominion Lands Branch,
DEPARTMENT OF THE INTERIOR:
J. JOHNSTON, Chief Draftsman.

NOTE: The Surveys exhibited on this Map
were commenced in the Summer of 1871.
The extent of Land laid out for Settlement
to the present time, comprises an Area
(approximately) of 9,695,156 Acres.

REFERENCES:

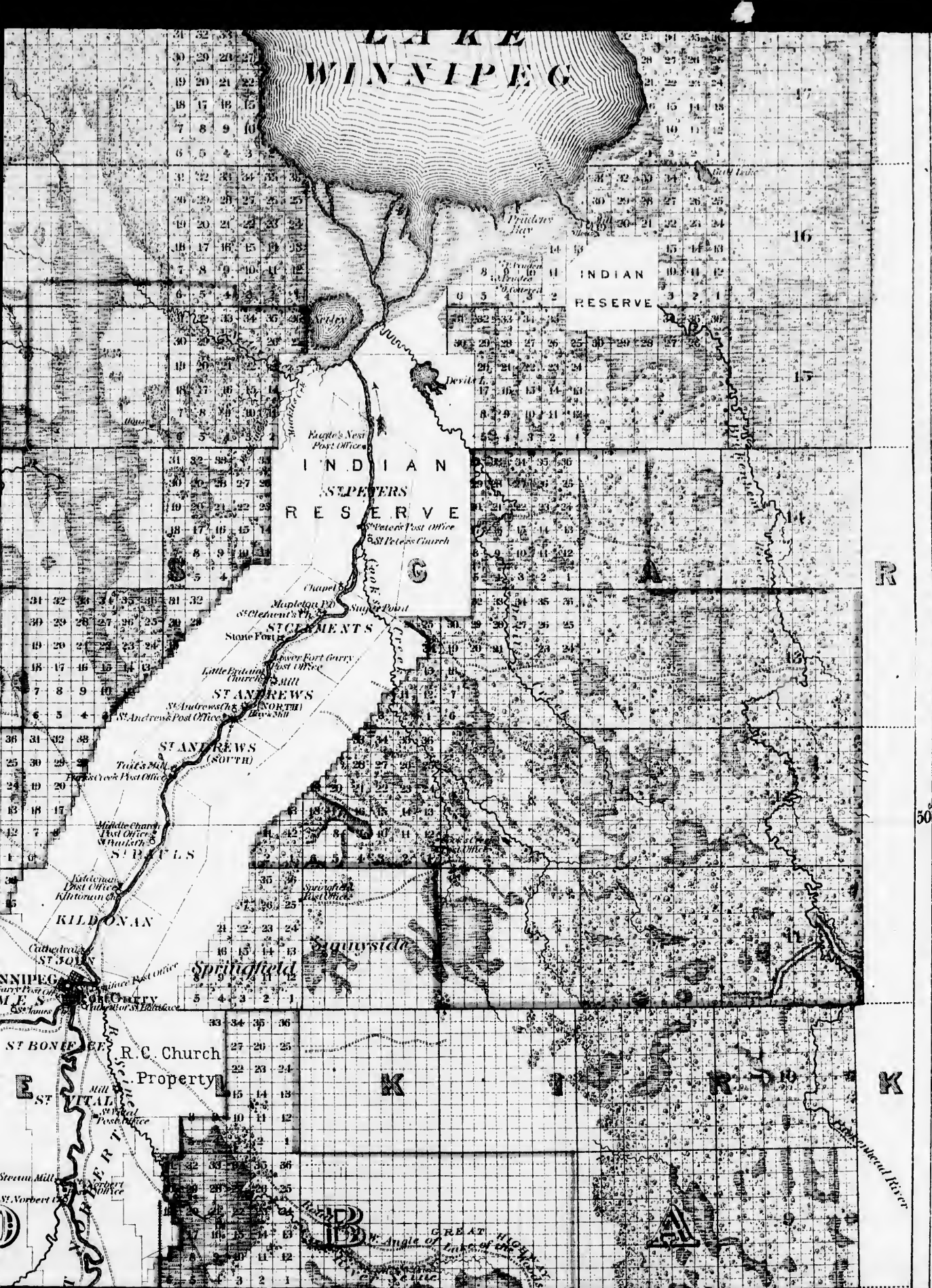
Woodland



L A K E M A N I T O B A







Woodland



Swamp or Muskeg



Prairie and Meadowland



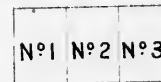
Half Breed Lands



Menonite D^o



Land Districts



Land Offices



Range Numbers I. II. III. IV. V.

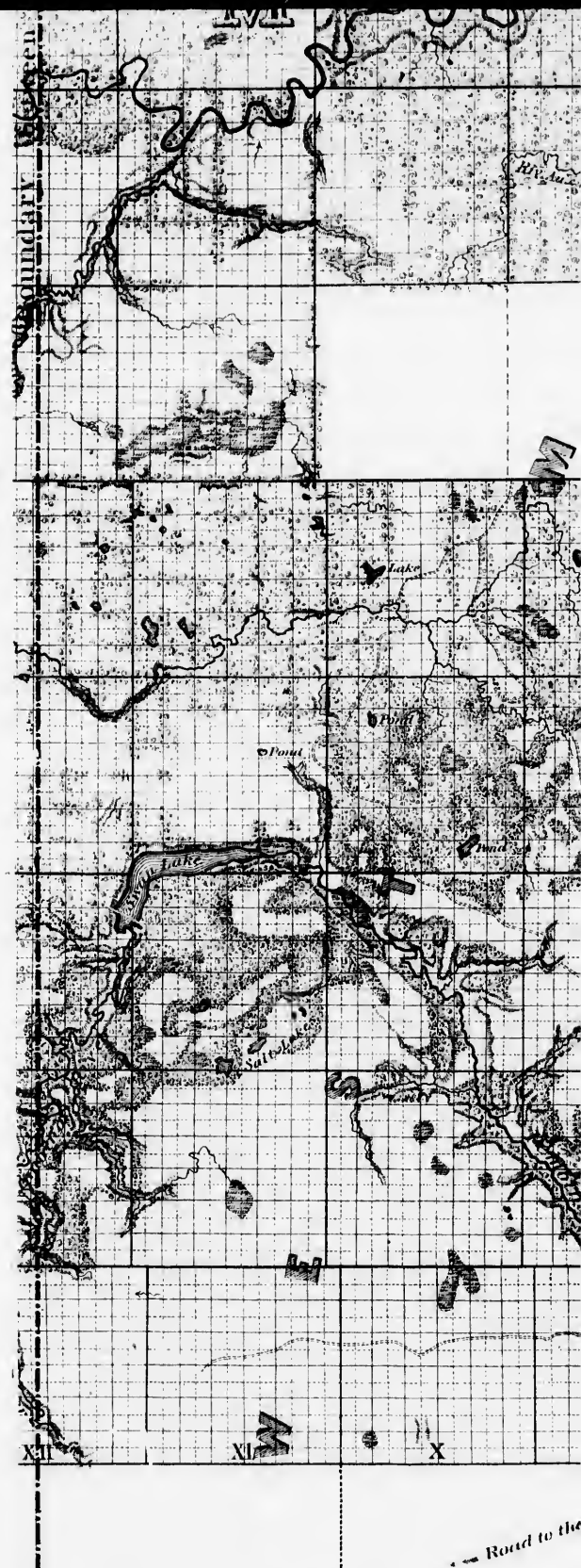
Township D^o 1. 2. 3. 4. 5.

Section D^o 1. 2. 3. 4. 5. 6. 7. 8. 9.

TOWNSHIP DIAGRAM

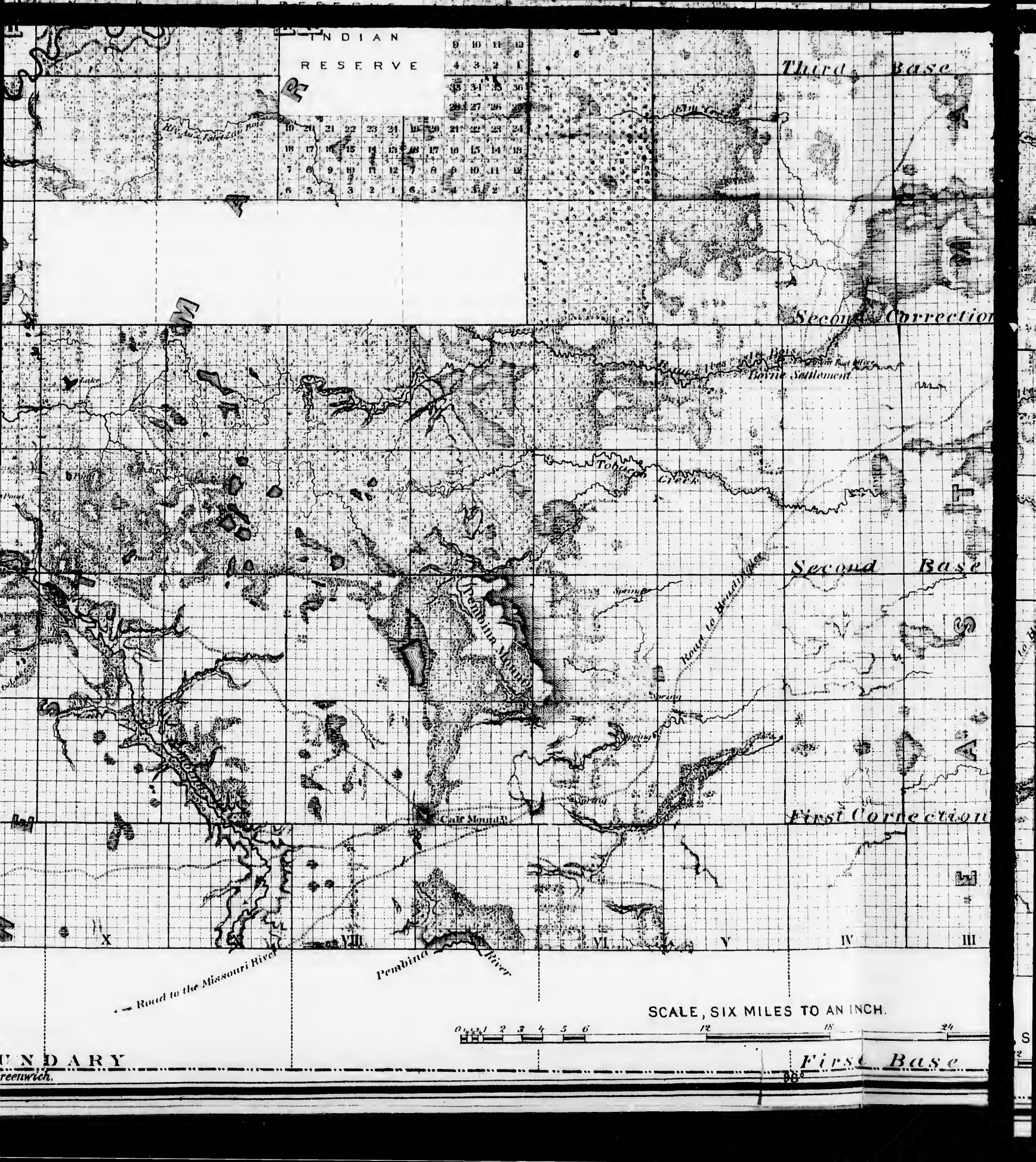
shewing the manner of
NUMBERING THE SECTIONS.

31	32	33	34	35	36
30	29	28	27	26	25
19	20	21	22	23	24
18	17	16	15	14	13
7	8	9	10	11	12
6	5	4	3	2	1



INTERNATIONAL BOUNDARY

99° Longitude West from Greenwich.



Third Base Line

Second Correction Line

Second Base Line

First Correction Line

SIX MILES TO AN INCH.

First Base Line

Principal Meridian

Red River

CANADA

BRANCH

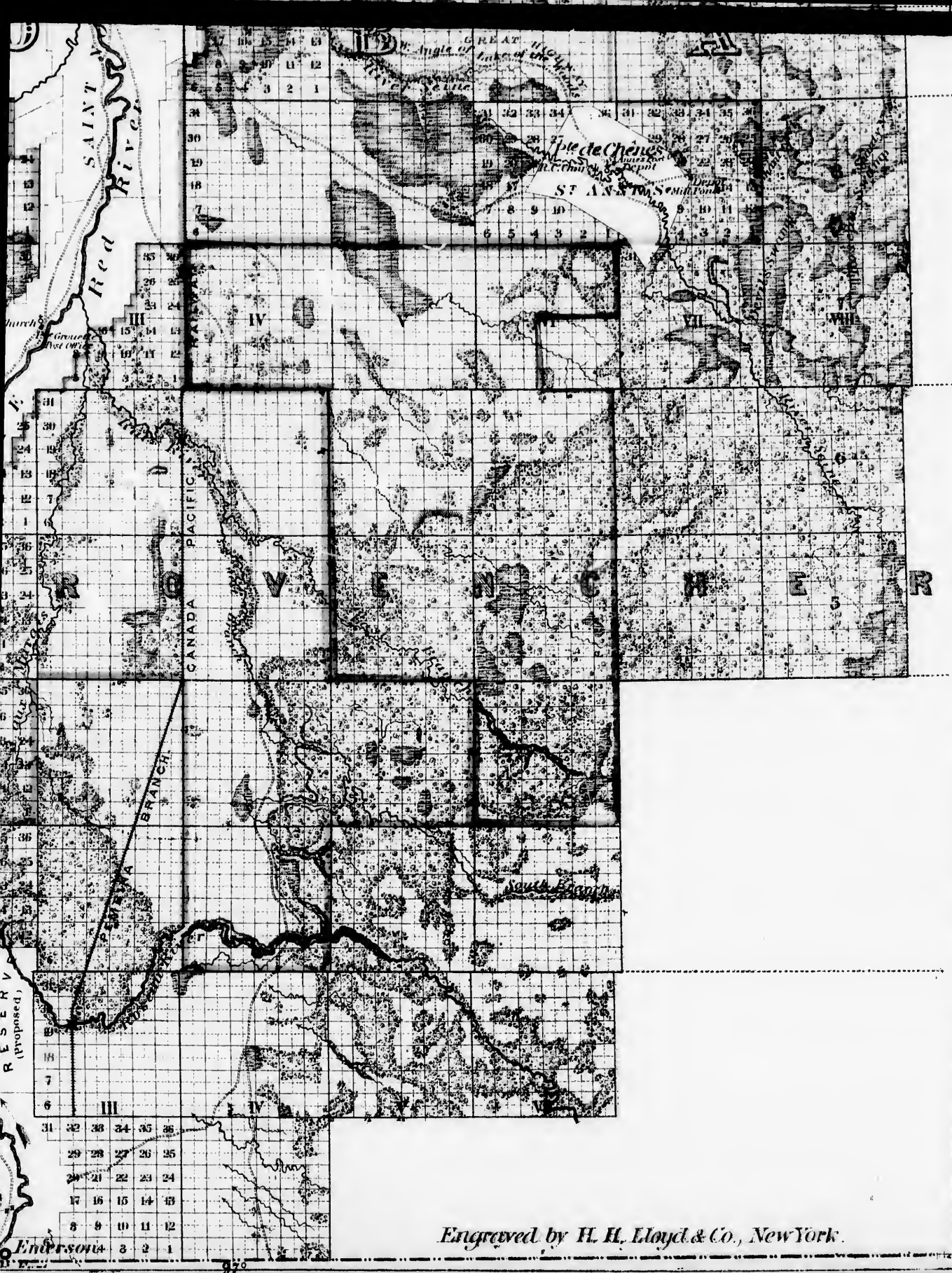
INDIAN RESERVE (proposed)

Duffield

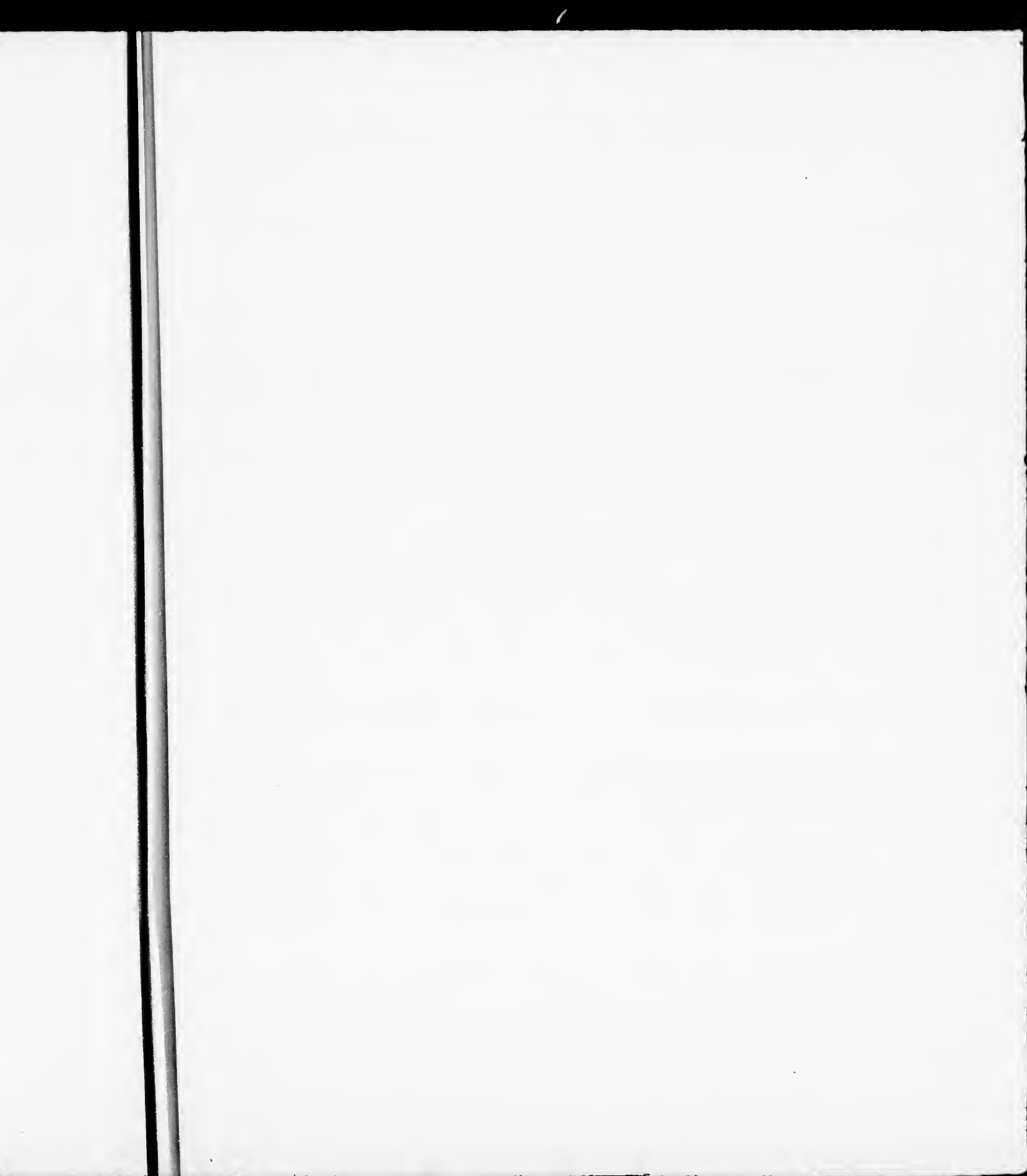
West Lynn

Anderson

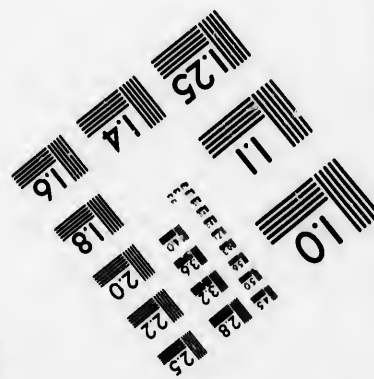
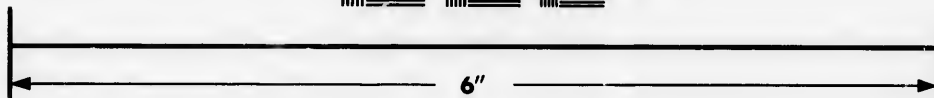
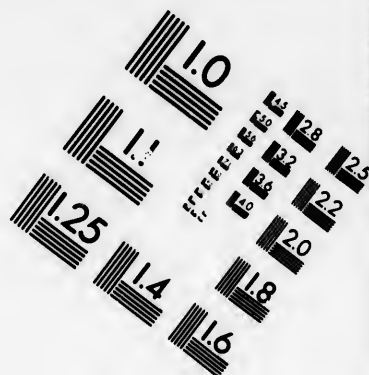
18 24 30 miles



Engraved by H. H. Lloyd & Co., New York.



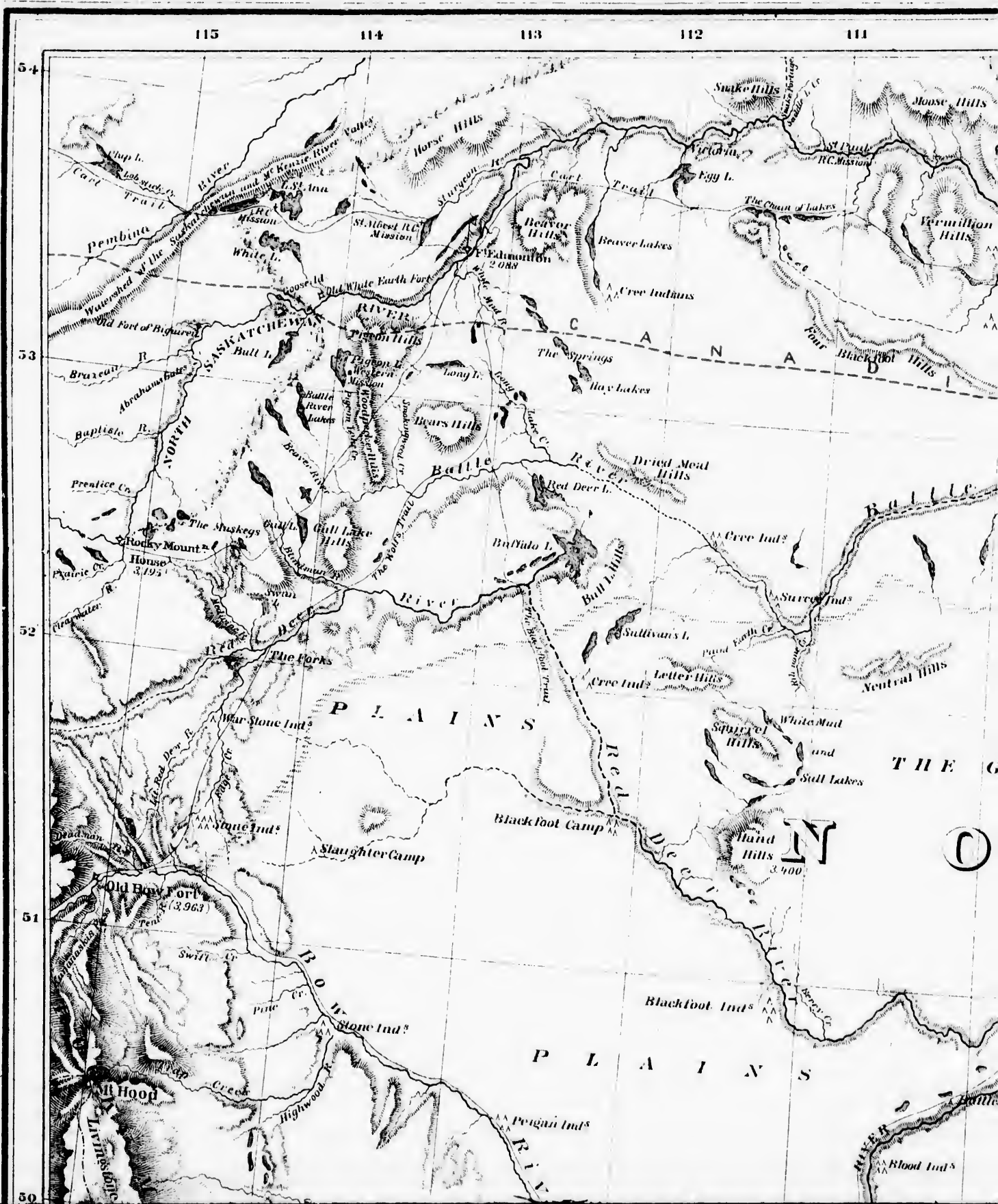


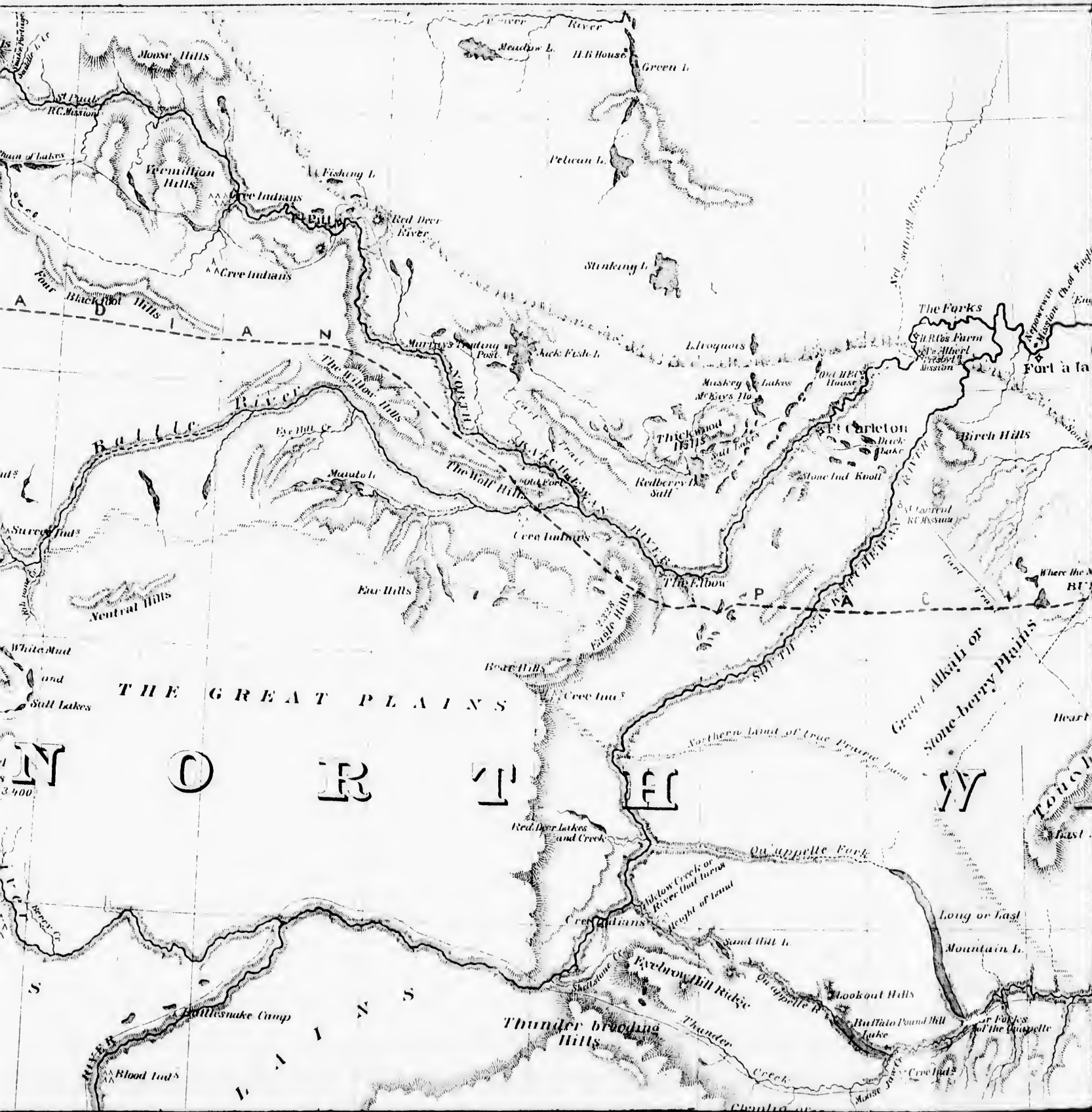


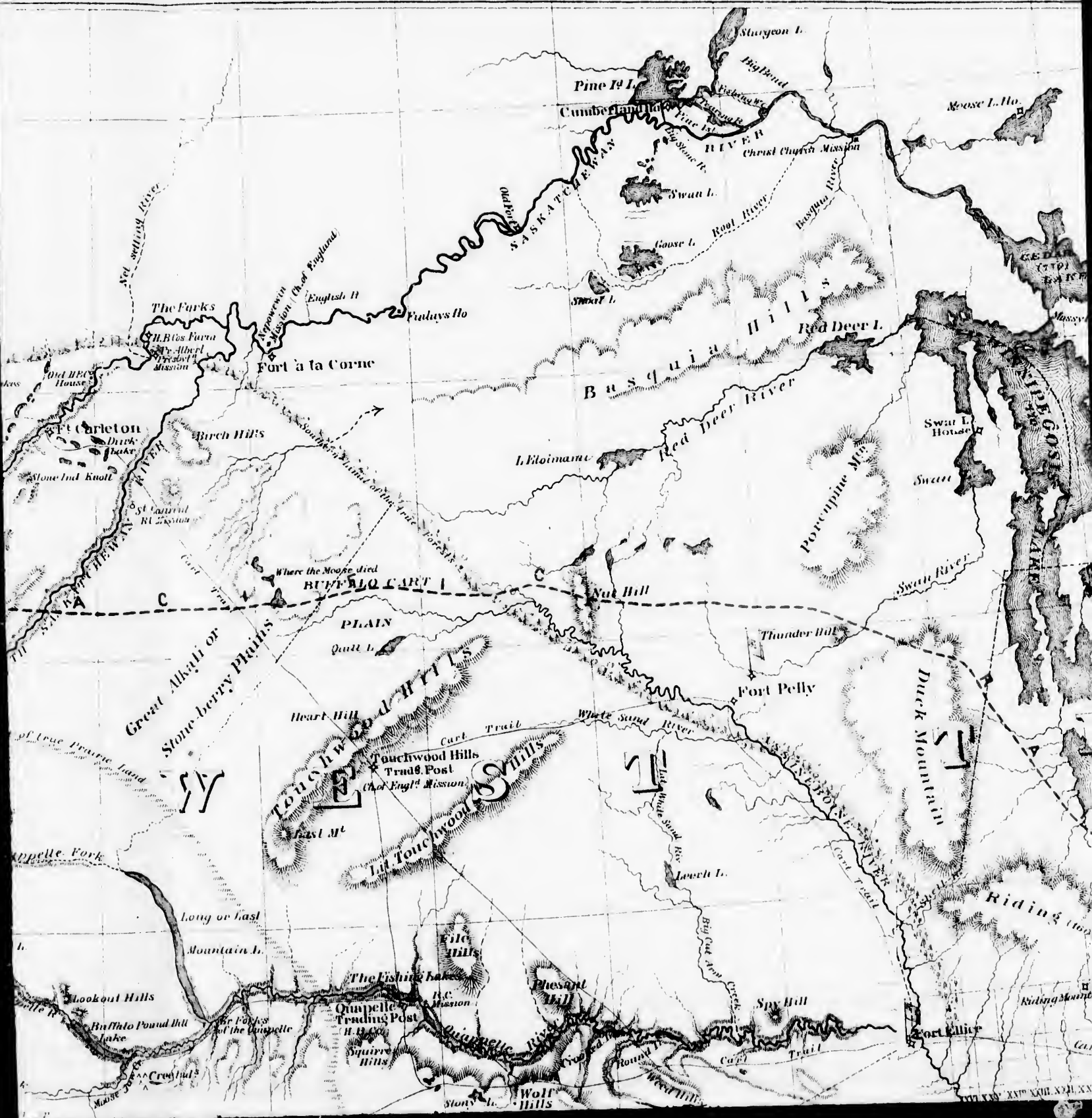
Photographic Sciences Corporation

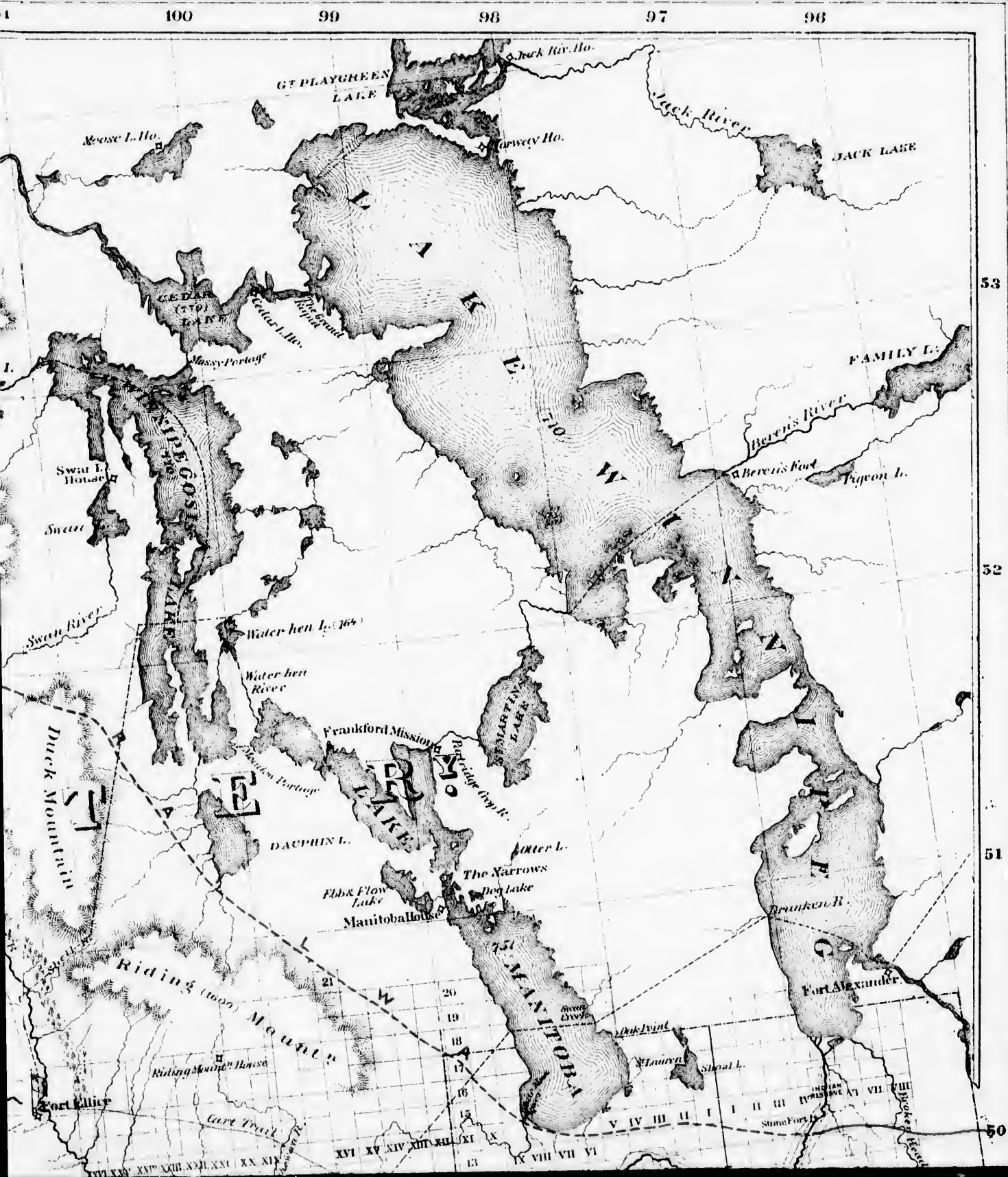
**23 WEST MAIN STREET
WEBSTER, N.Y. 14580
(716) 872-4503**

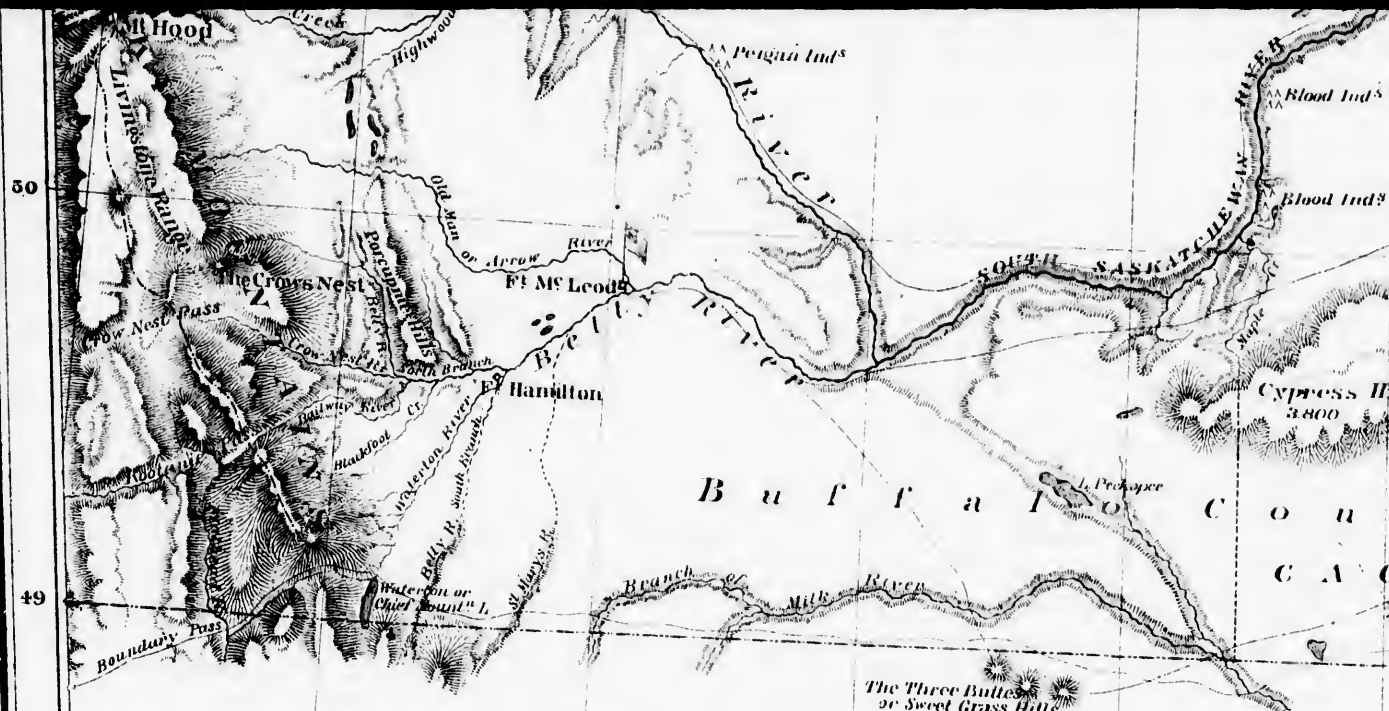




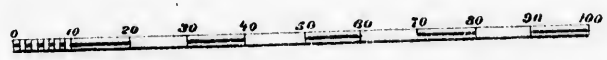




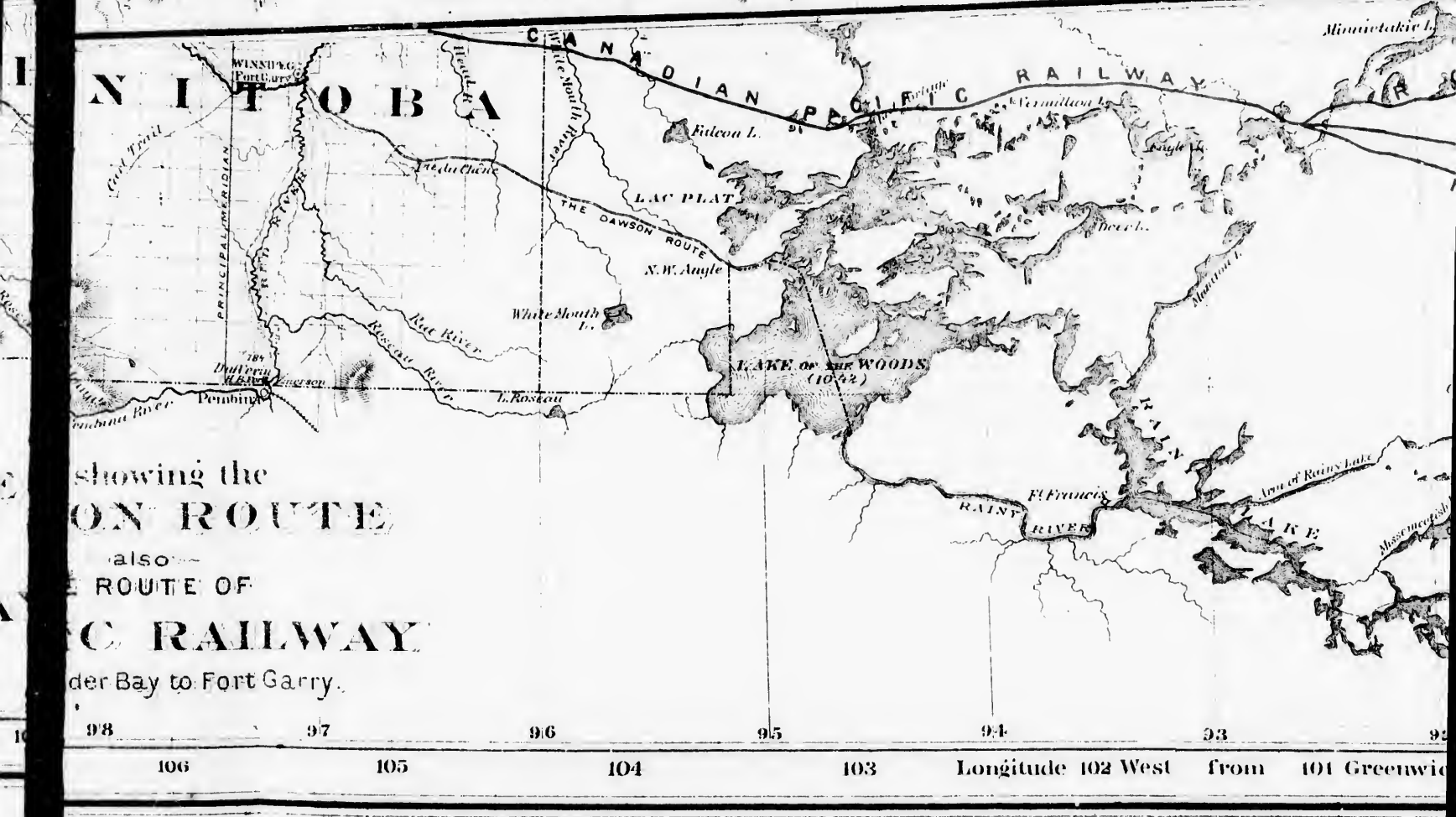
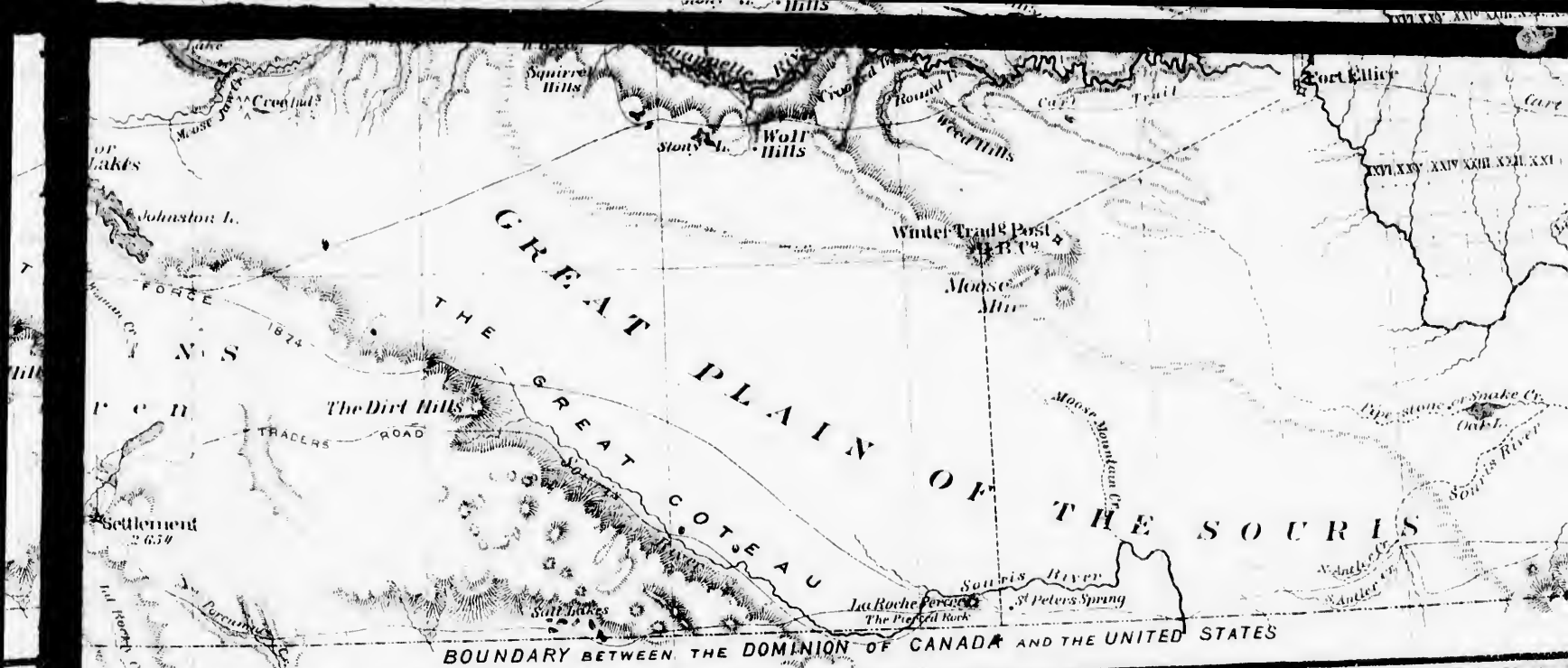




MAP
OF PART OF THE
NORTH WEST TERRITORY
— including the —
PROVINCE OF MANITOBA
SHOWING ALSO THE ROUTE
OF THE
CANADA PACIFIC RAILWAY
From the Reports of
SANDFORD FLEMING, Chief Eng^r



Mount
Indie
Rout
Heigh

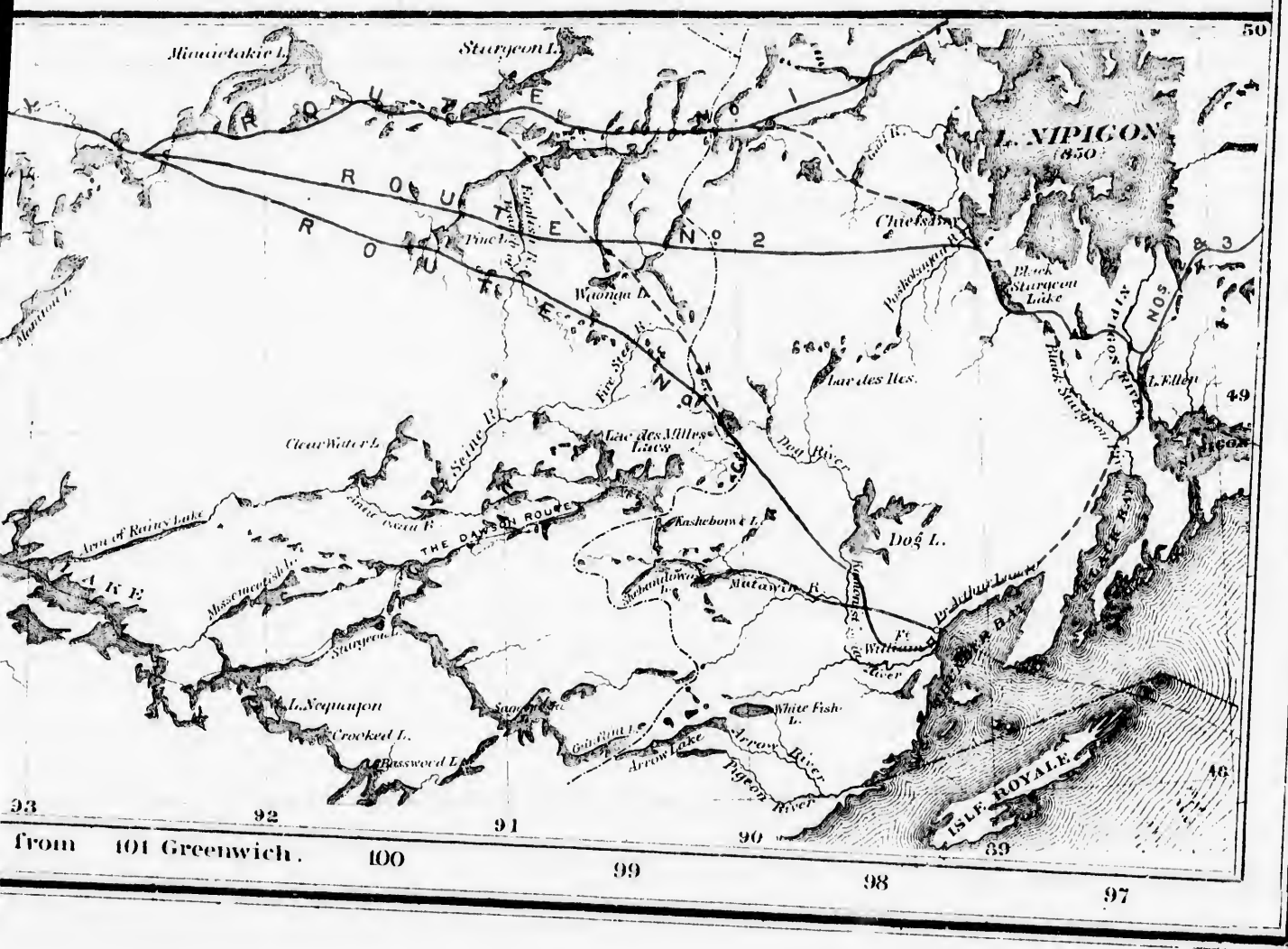


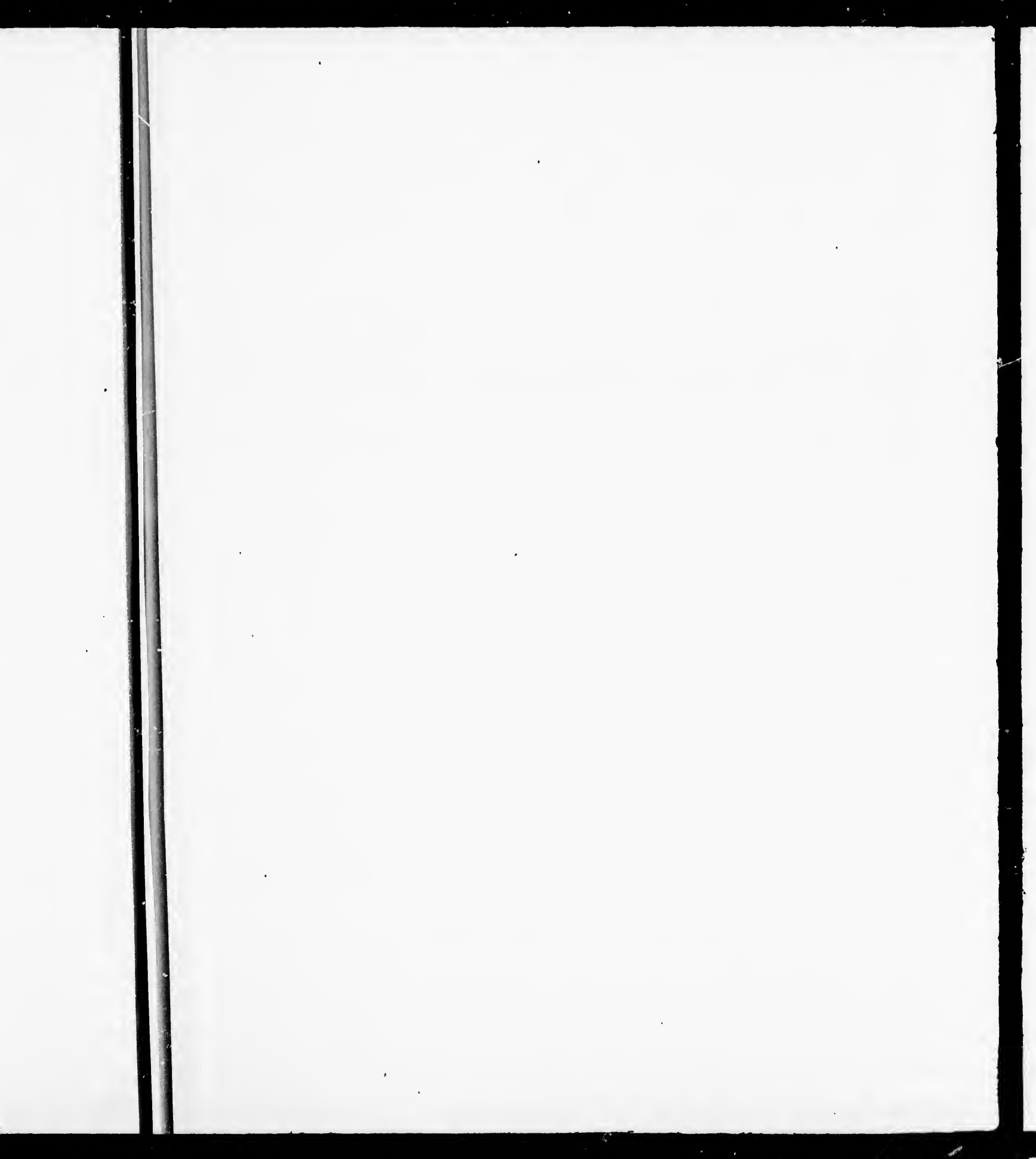
showing the
ON ROUTE

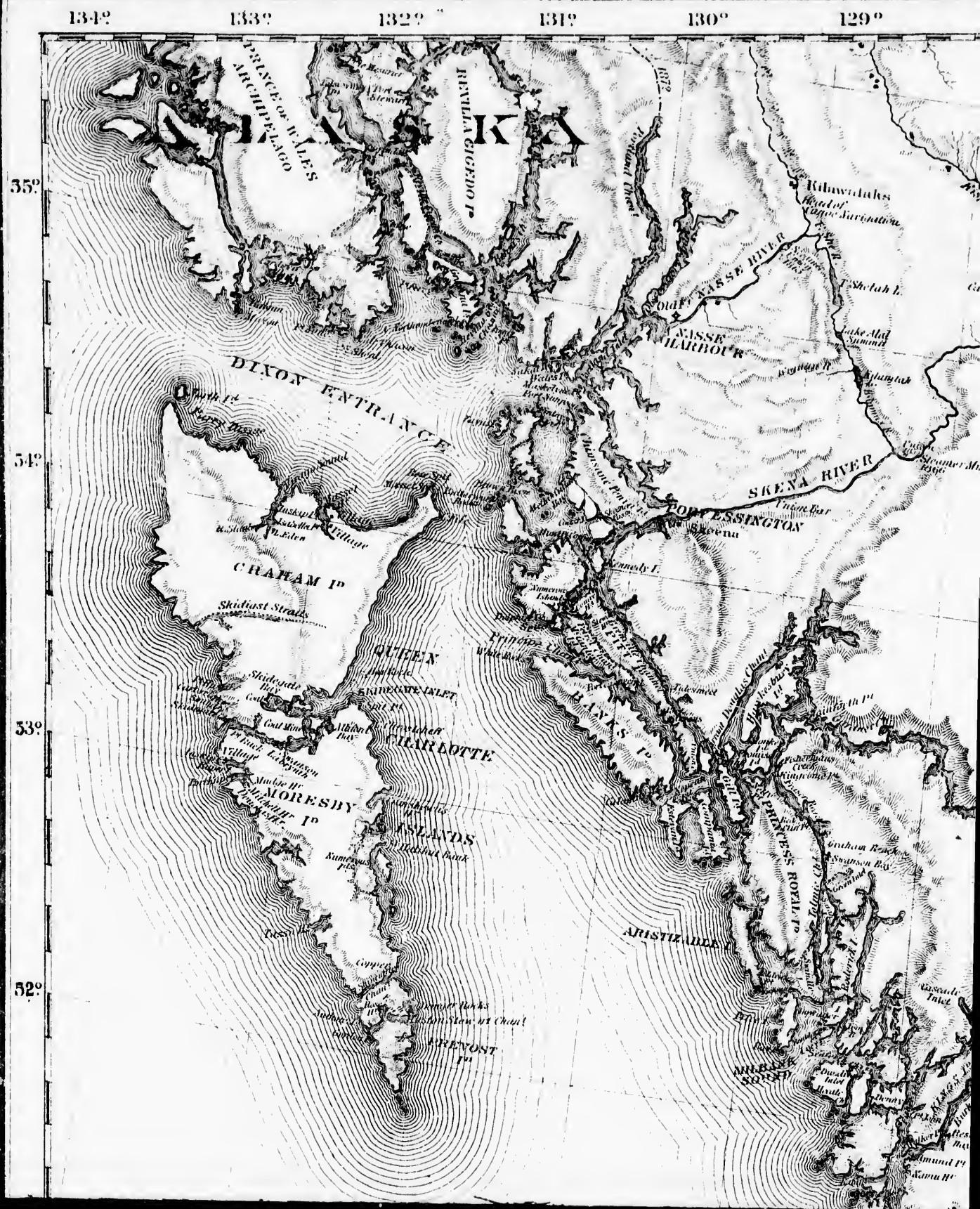
also—
ROUTE OF
C. RAILWAY

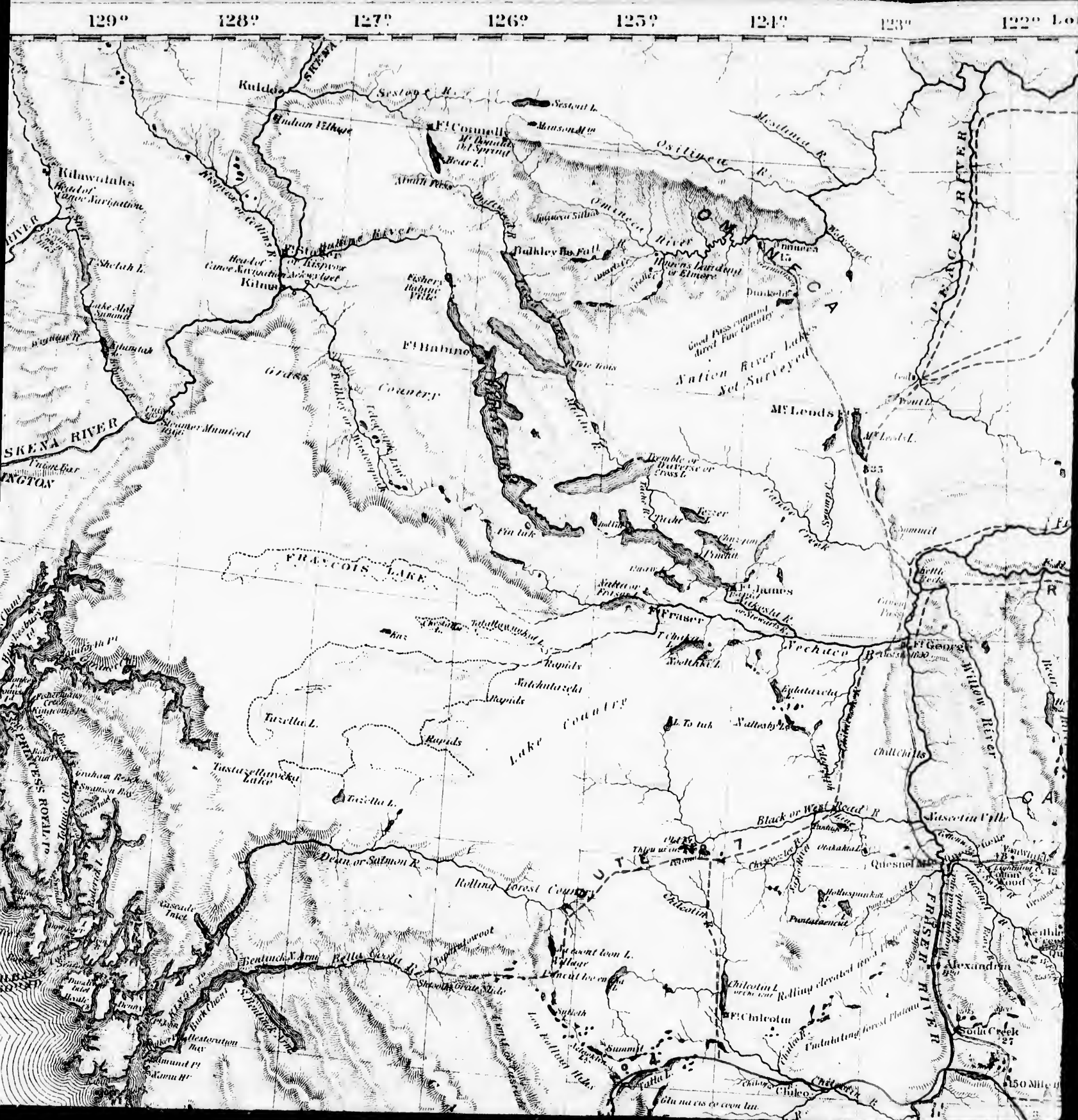
der Bay to Fort Garry.

98 97 96 95 94 93 92
106 105 104 103 Longitude 102 West From 101 Greenwich











117°

116°

115°

114°

113°

112°

56°

MAP OF BRITISH COLUMBIA

COMPILED FROM THE
MAP OF THE PROVINCE
RECENTLY PREPARED

under the direction of the

HON. J. W. TRUTCH

Lieut. Gov^r of the Province

WITH ADDITIONS FROM THE

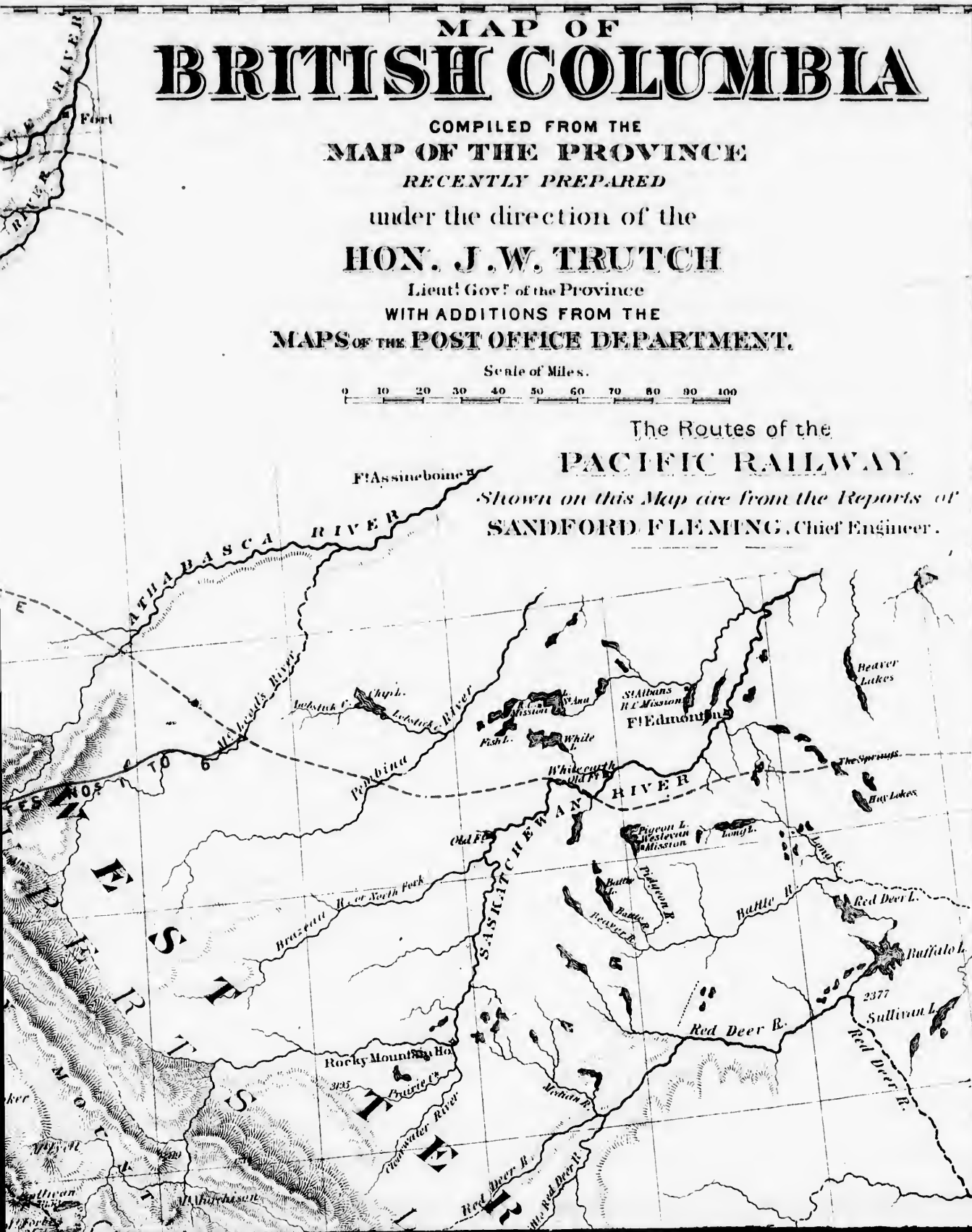
MAPS OF THE POST OFFICE DEPARTMENT.

Scale of Miles.

0 10 20 30 40 50 60 70 80 90 100

The Routes of the
PACIFIC RAILWAY

*Shown on this Map are from the Reports of
SANDFORD FLEMING, Chief Engineer.*



55°

54°

53°

52°

L

51°

50°

49°

48°

132°

131°

130°

129°

128°

N O R T H

P A C I F I C

O C E A N





128°

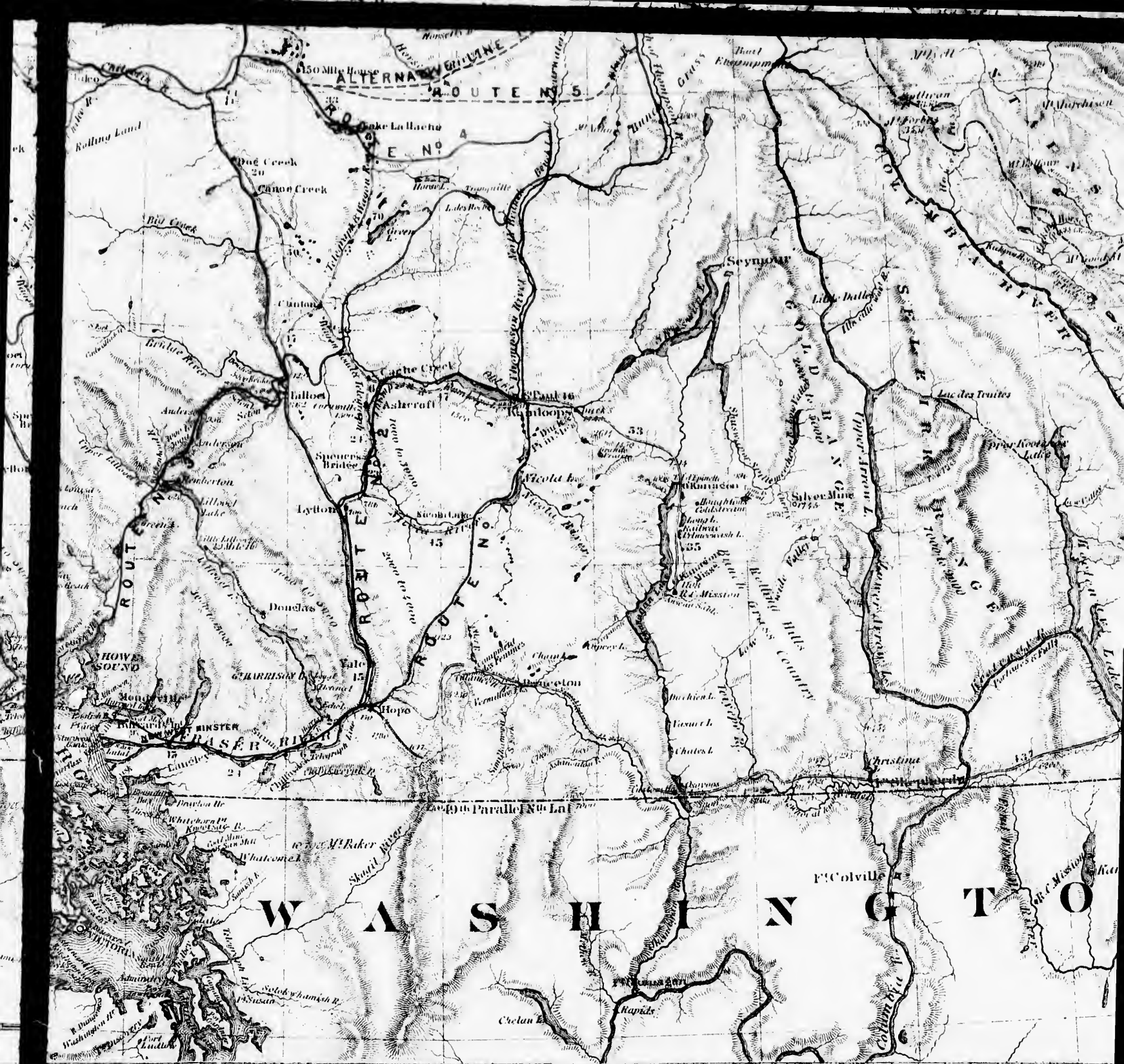
127°

126°

125°

124°

123° Long. W. 122°



123° Long. W. 122° from.

12

fr

12

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're

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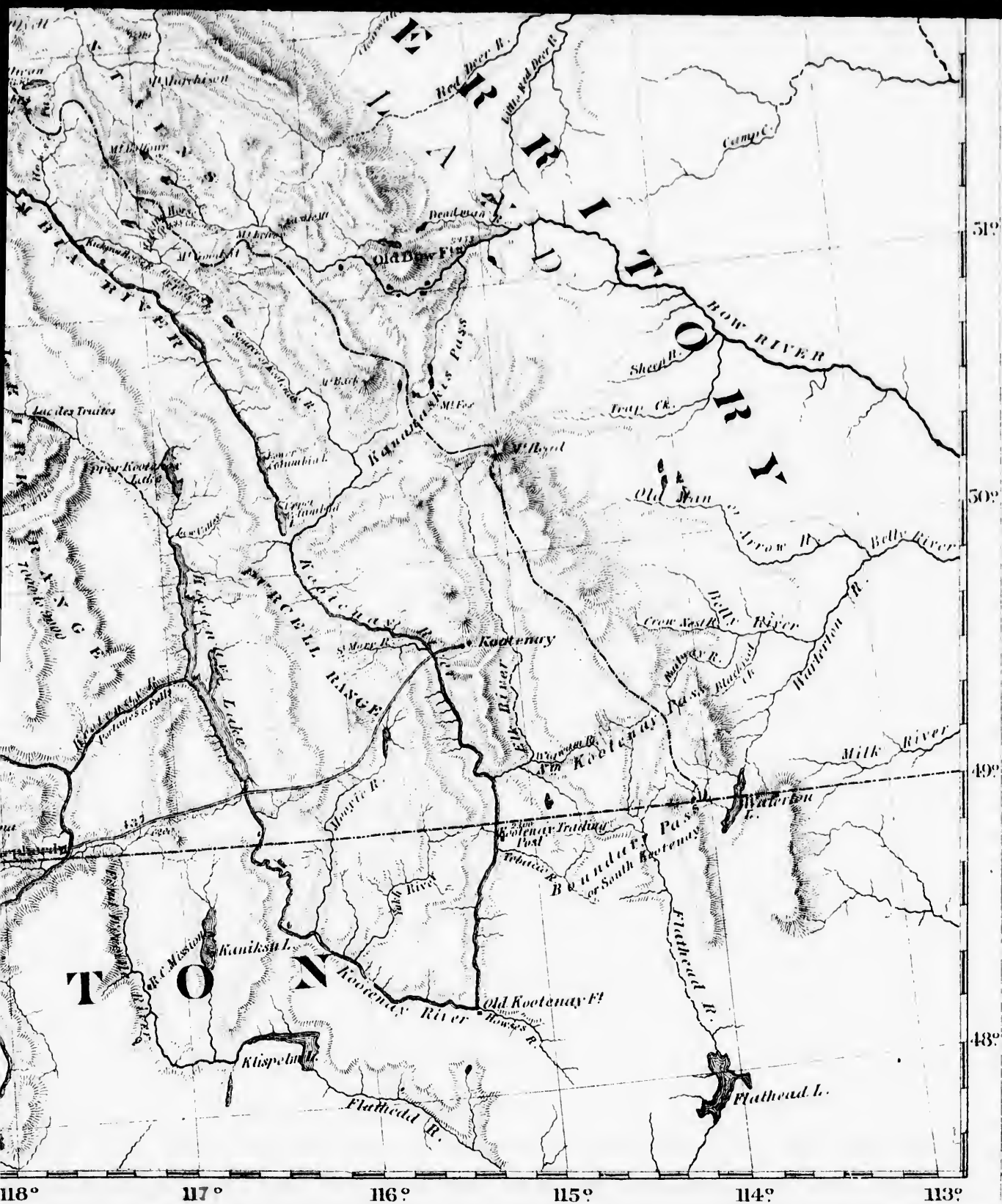
lwi

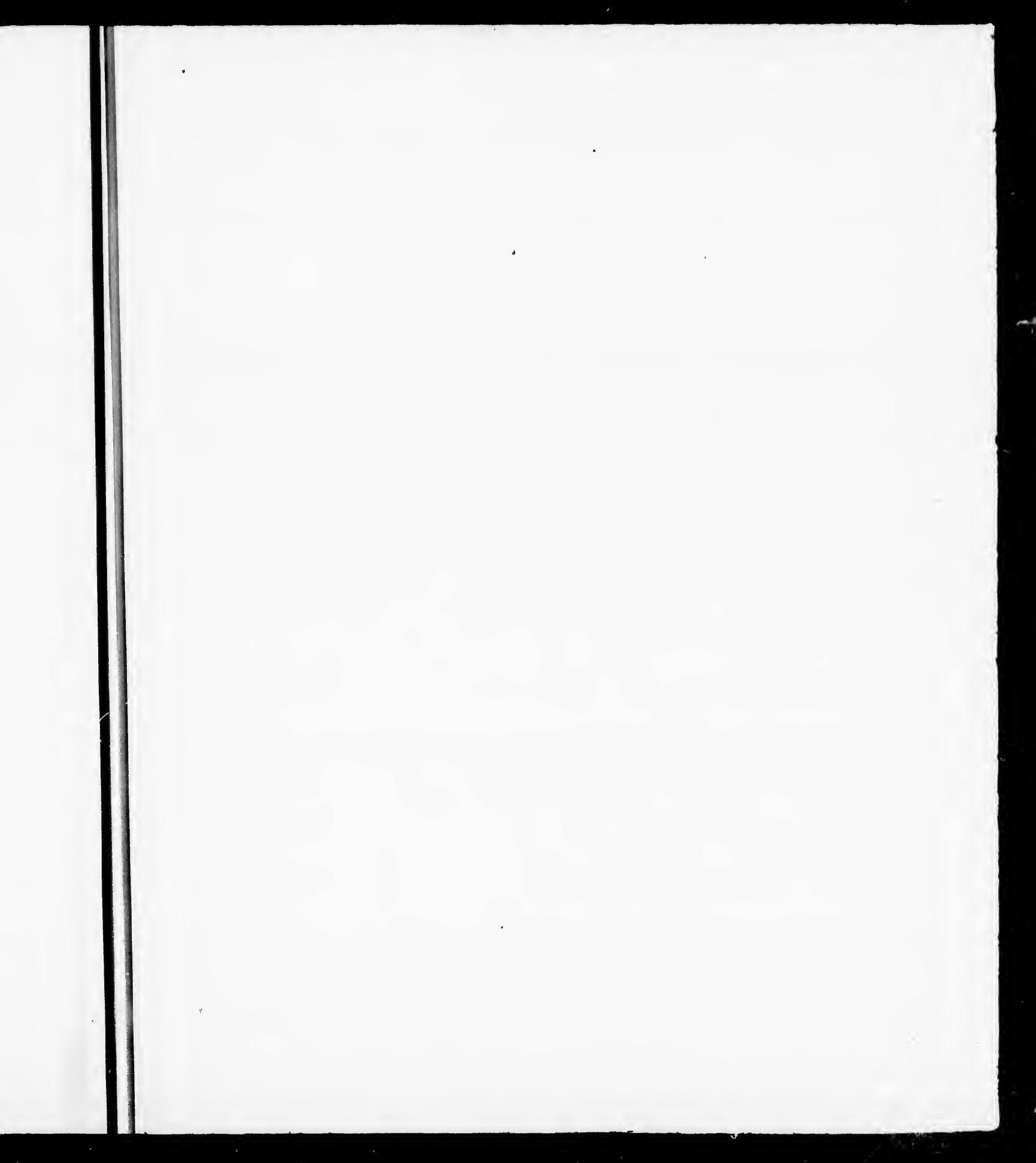
12

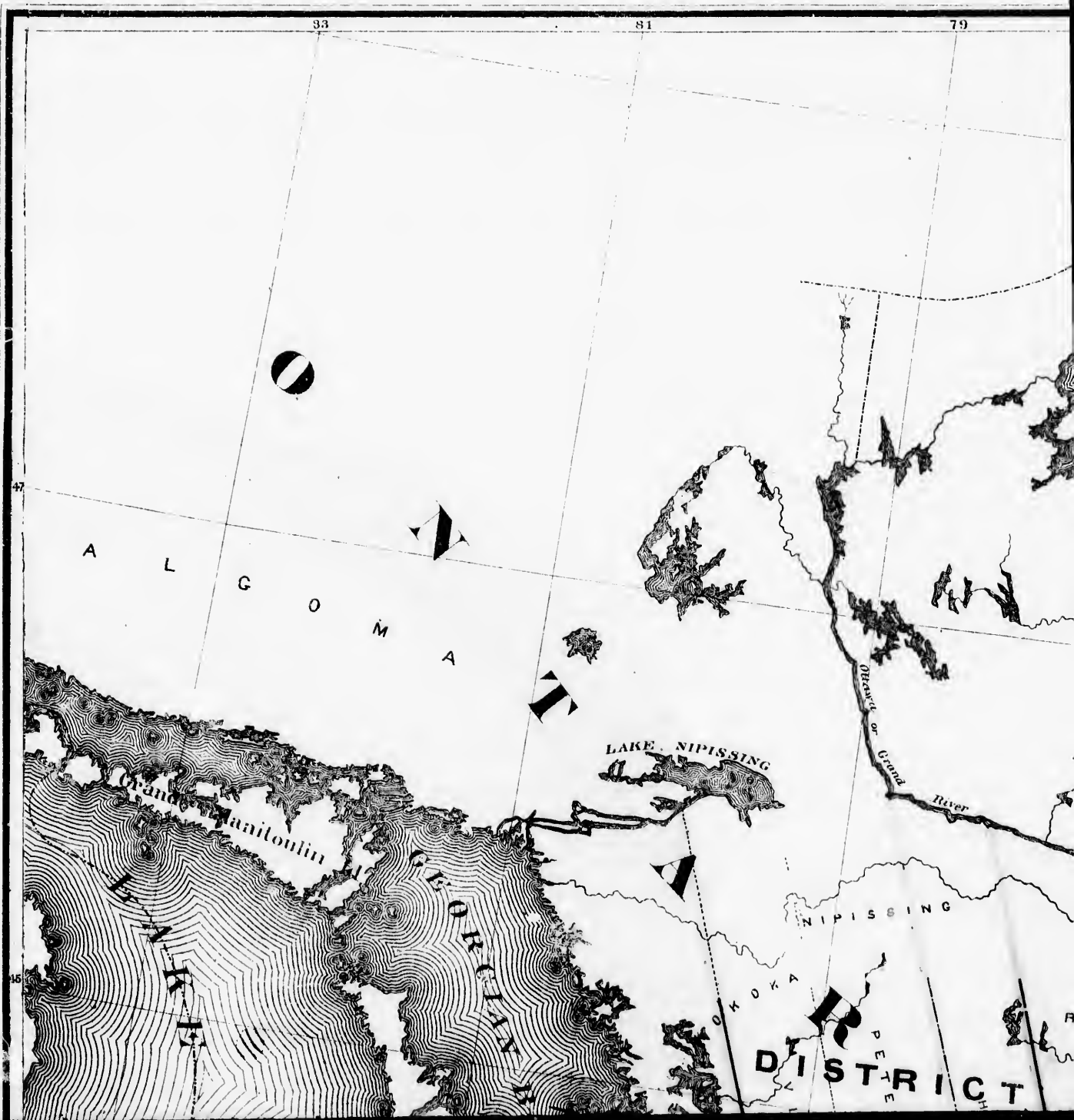
119

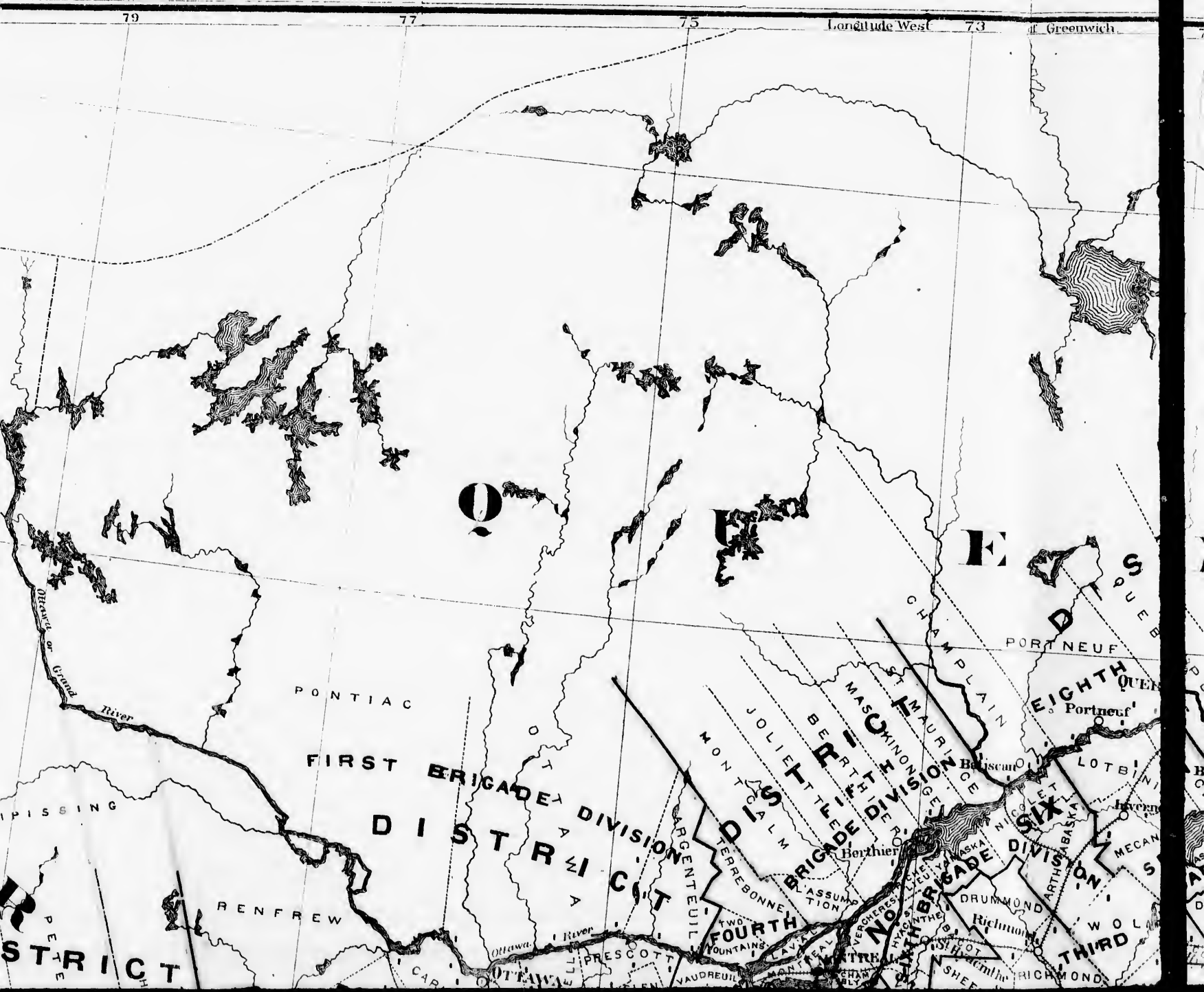
118

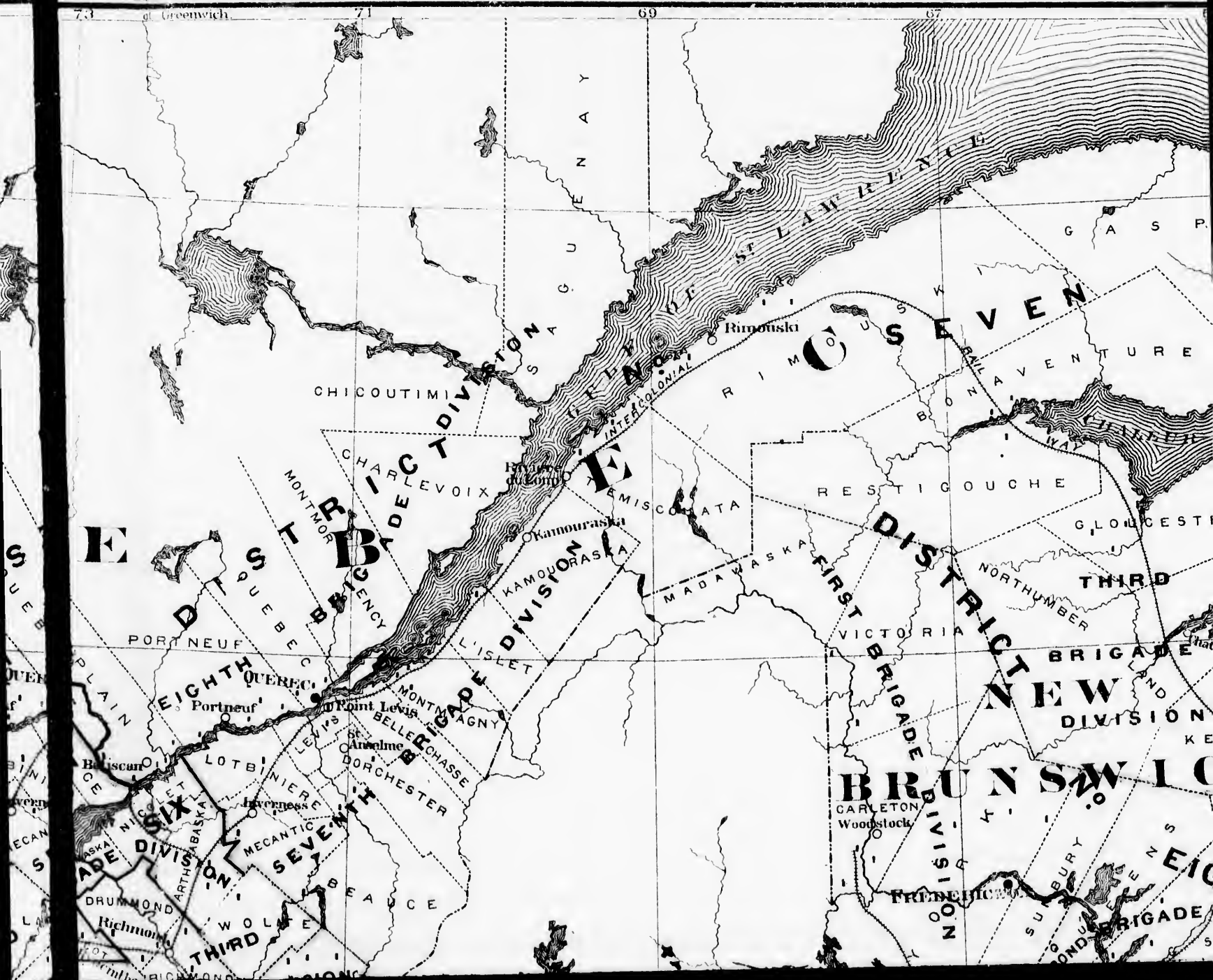
115

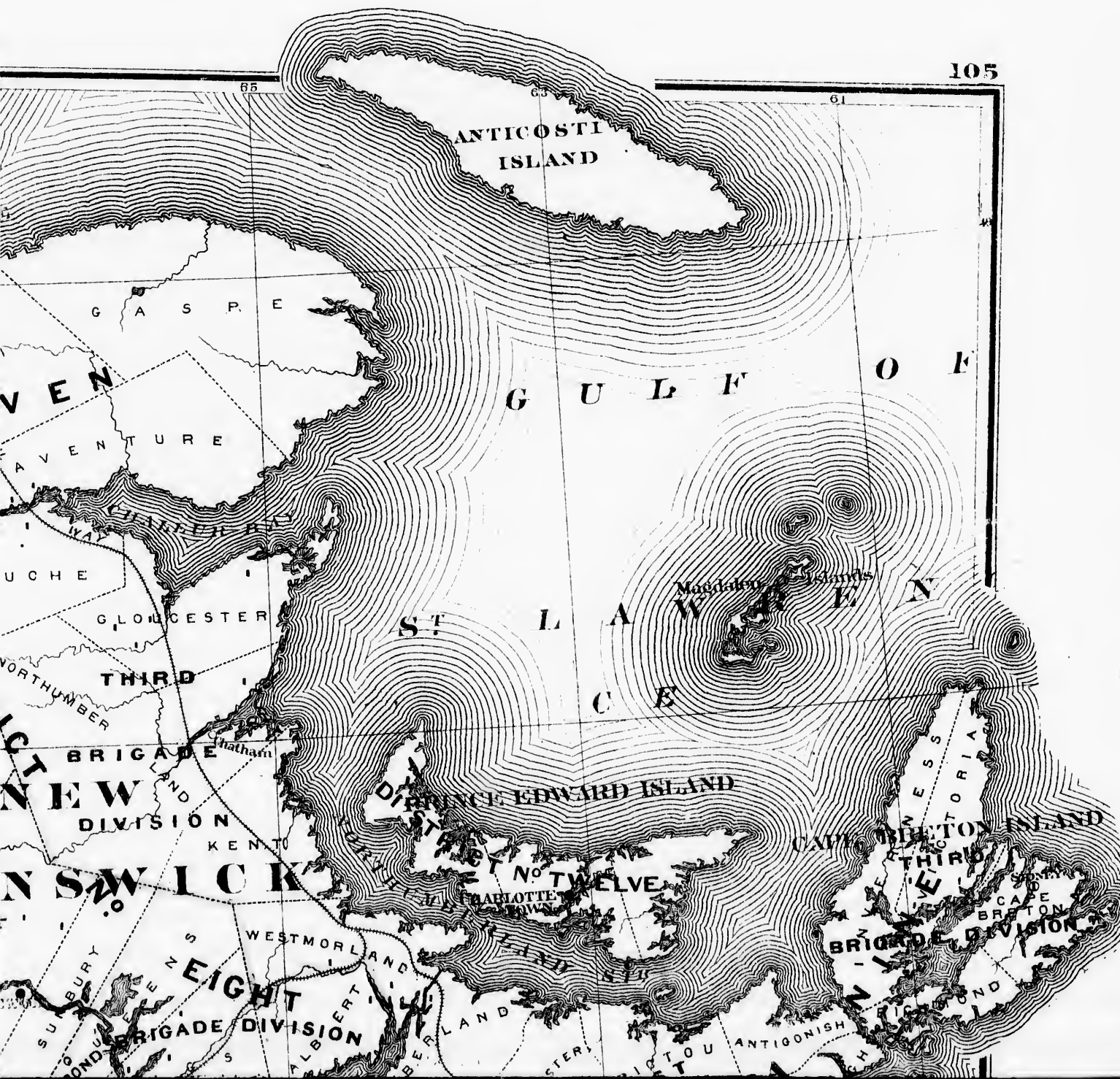


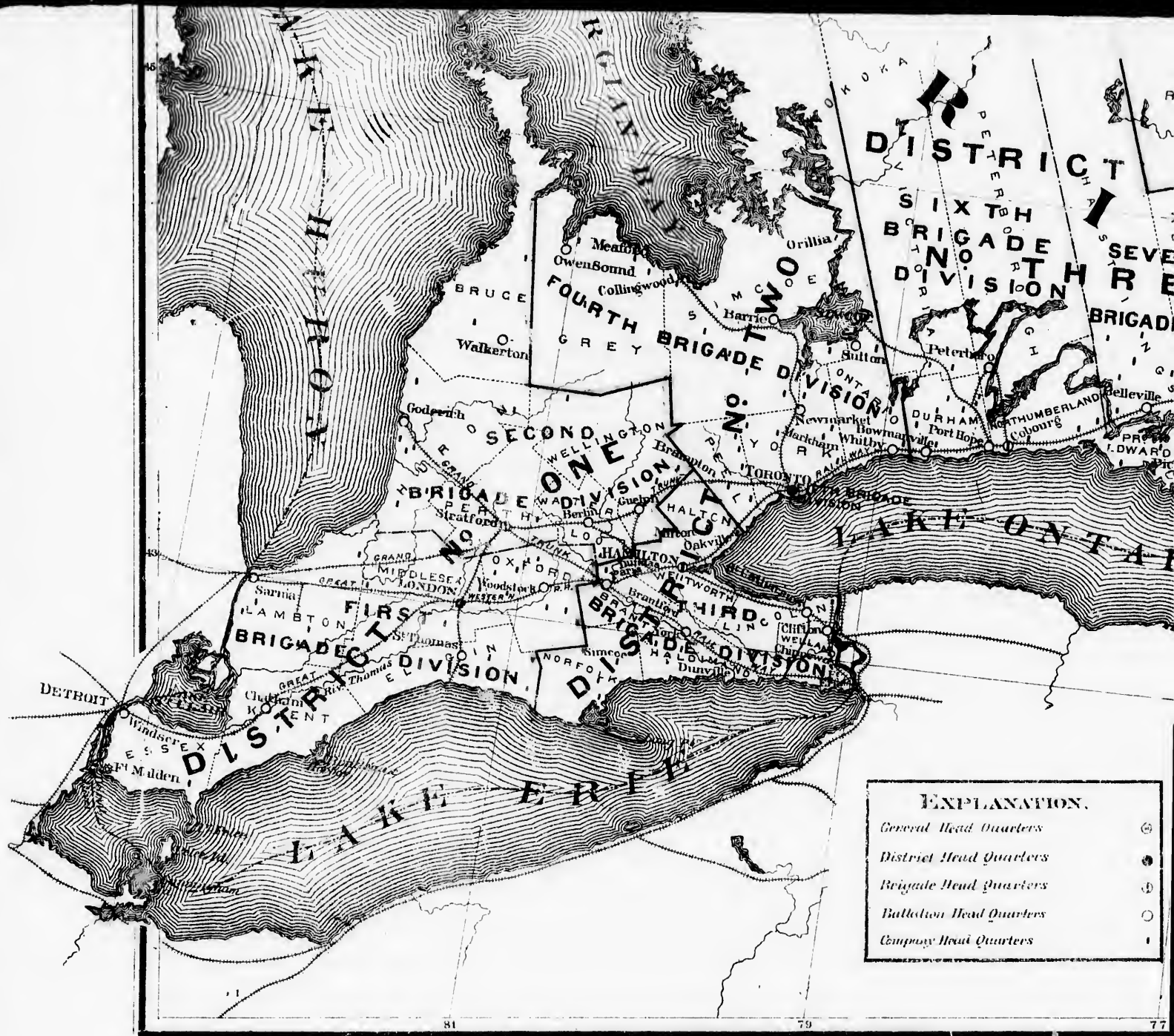




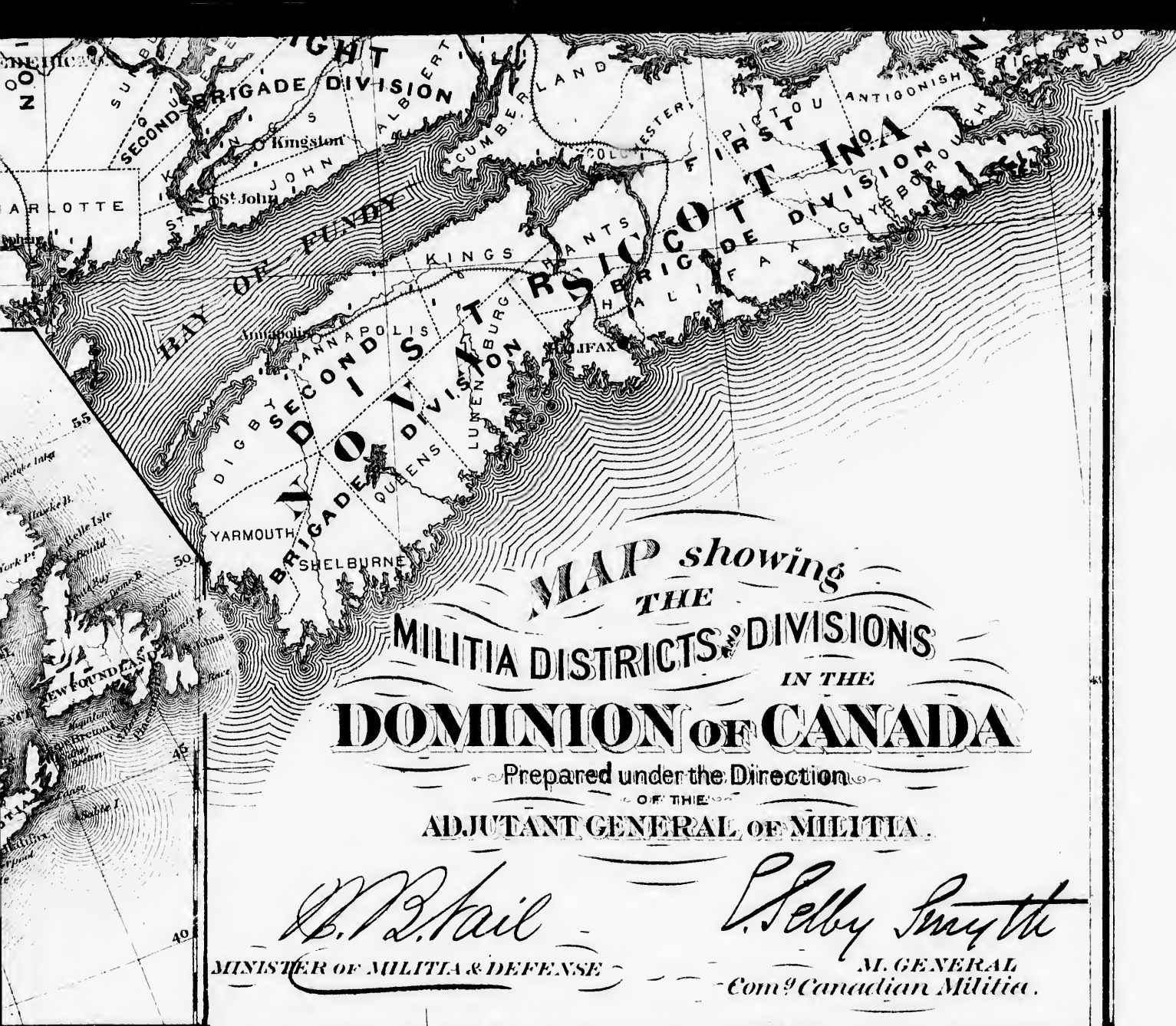












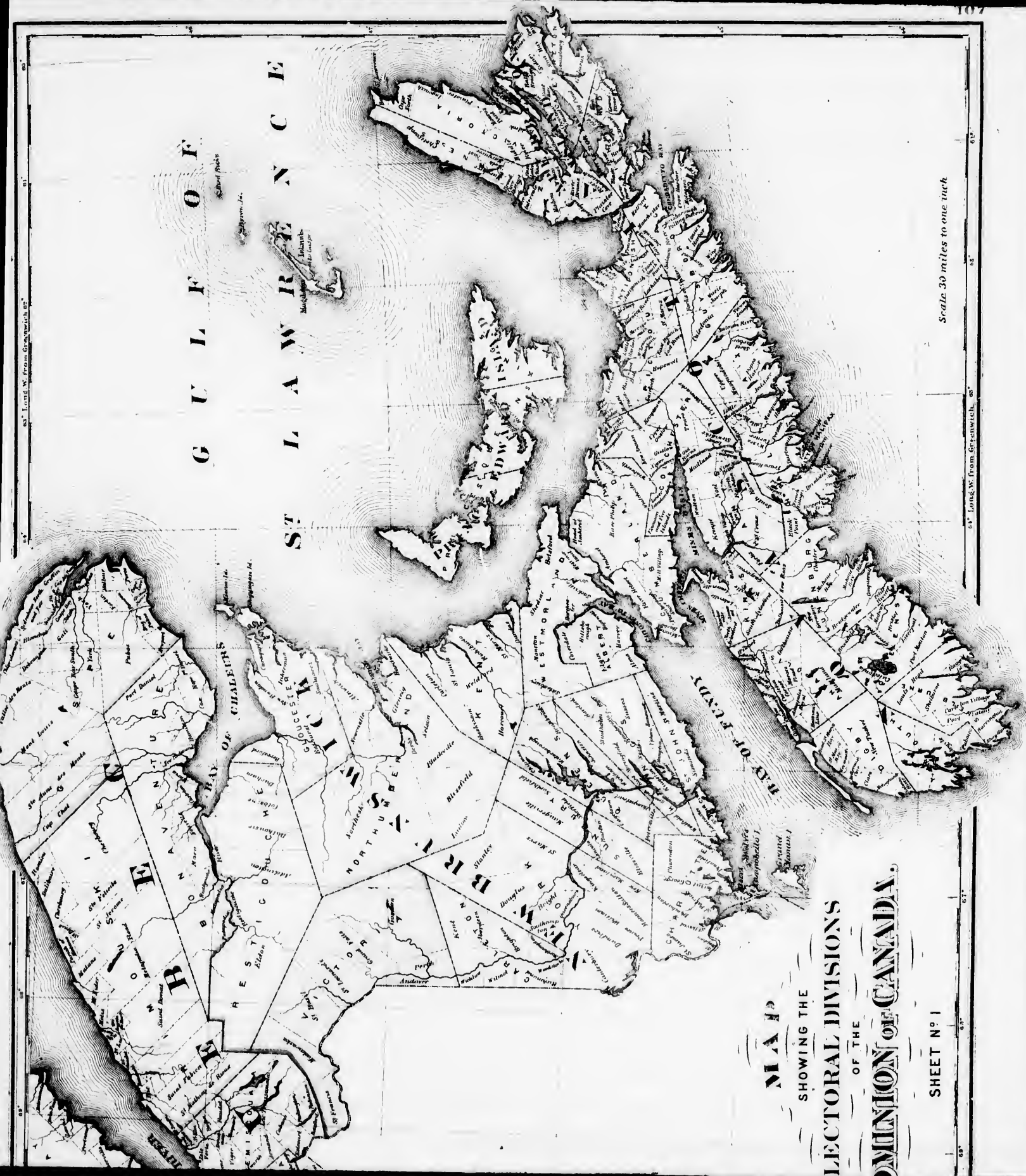
MAP showing
THE
MILITIA DISTRICTS & DIVISIONS
IN THE
DOMINION OF CANADA

Prepared under the Direction
OF THE
ADJUTANT GENERAL OF MILITIA

B. B. Bail
MINISTER OF MILITIA & DEFENSE

P. Selby Smyth
M. GENERAL
Comd Canadian Militia





63° Long. W. from Greenwich, 0°

64°

65°

G U L F O F

S T L A W R E N C E

M A P

SHOWING THE

ELECTORAL DIVISIONS

OF THE

DOMINION OF CANADA.

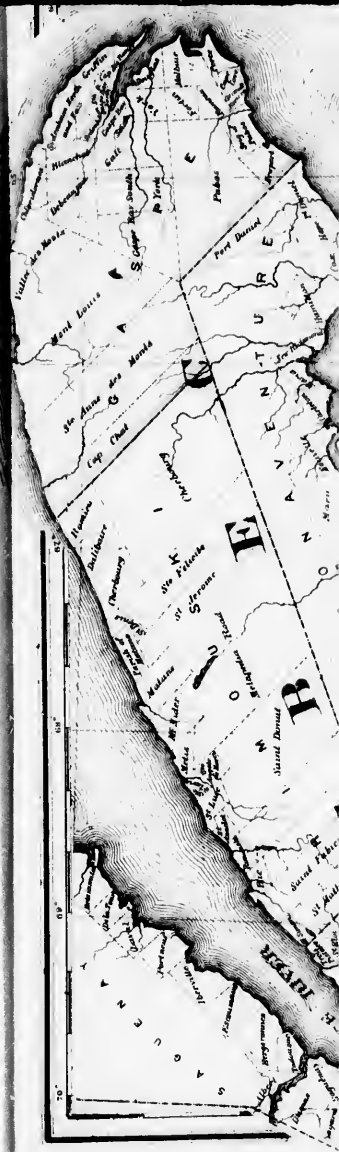
SHEET N° 1

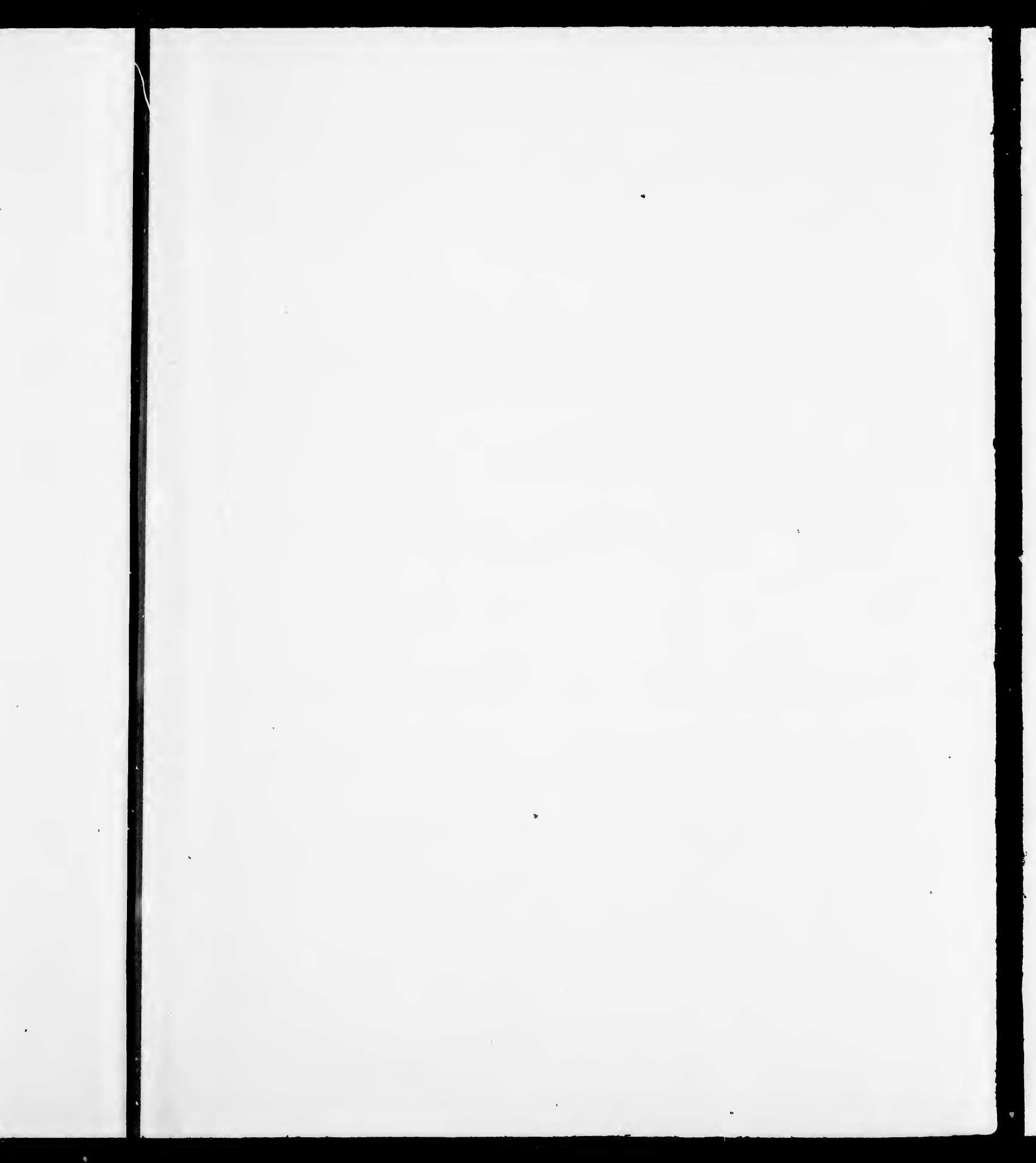
Scale 30 miles to one inch

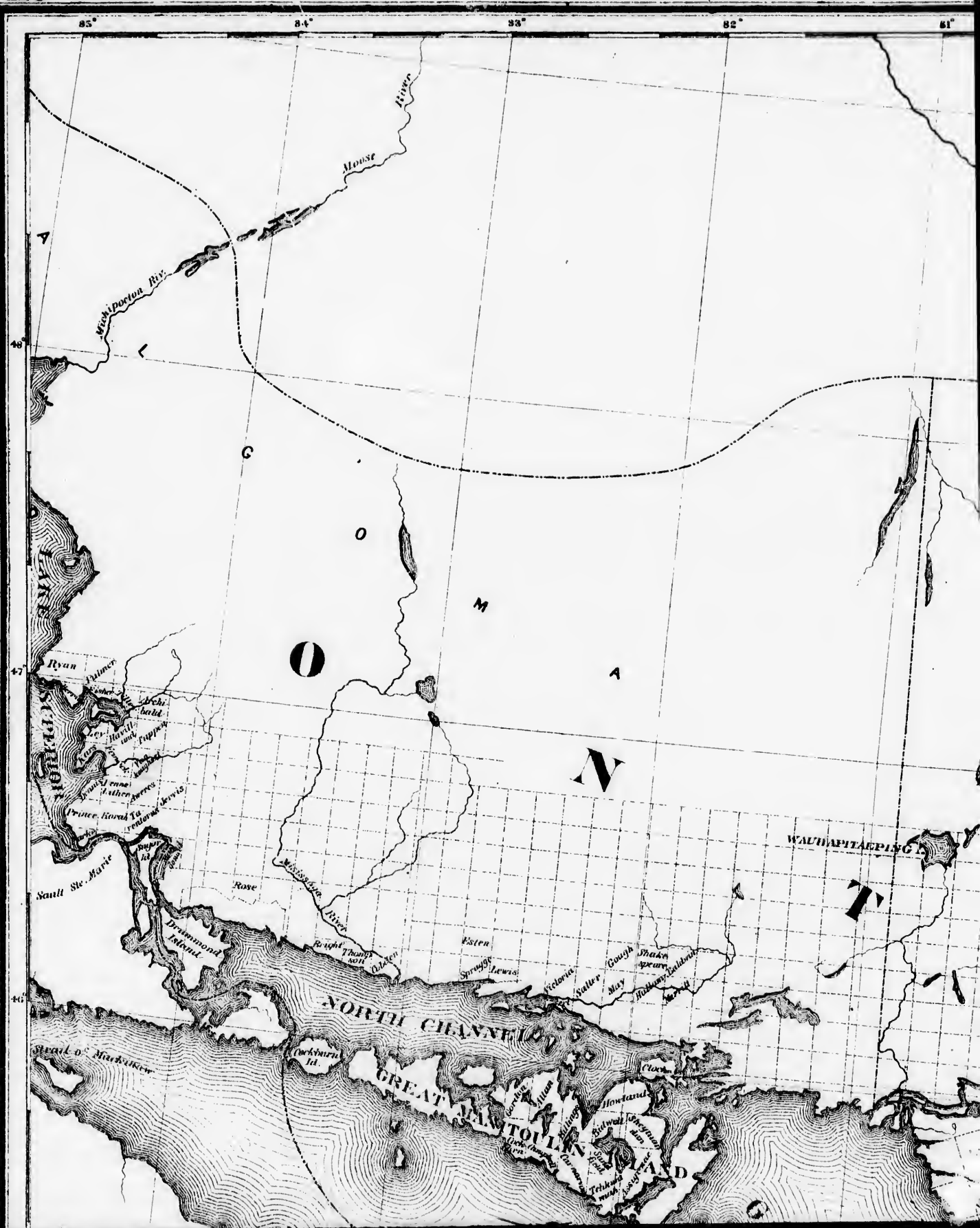
63° Long. W. from Greenwich, 0°

64°

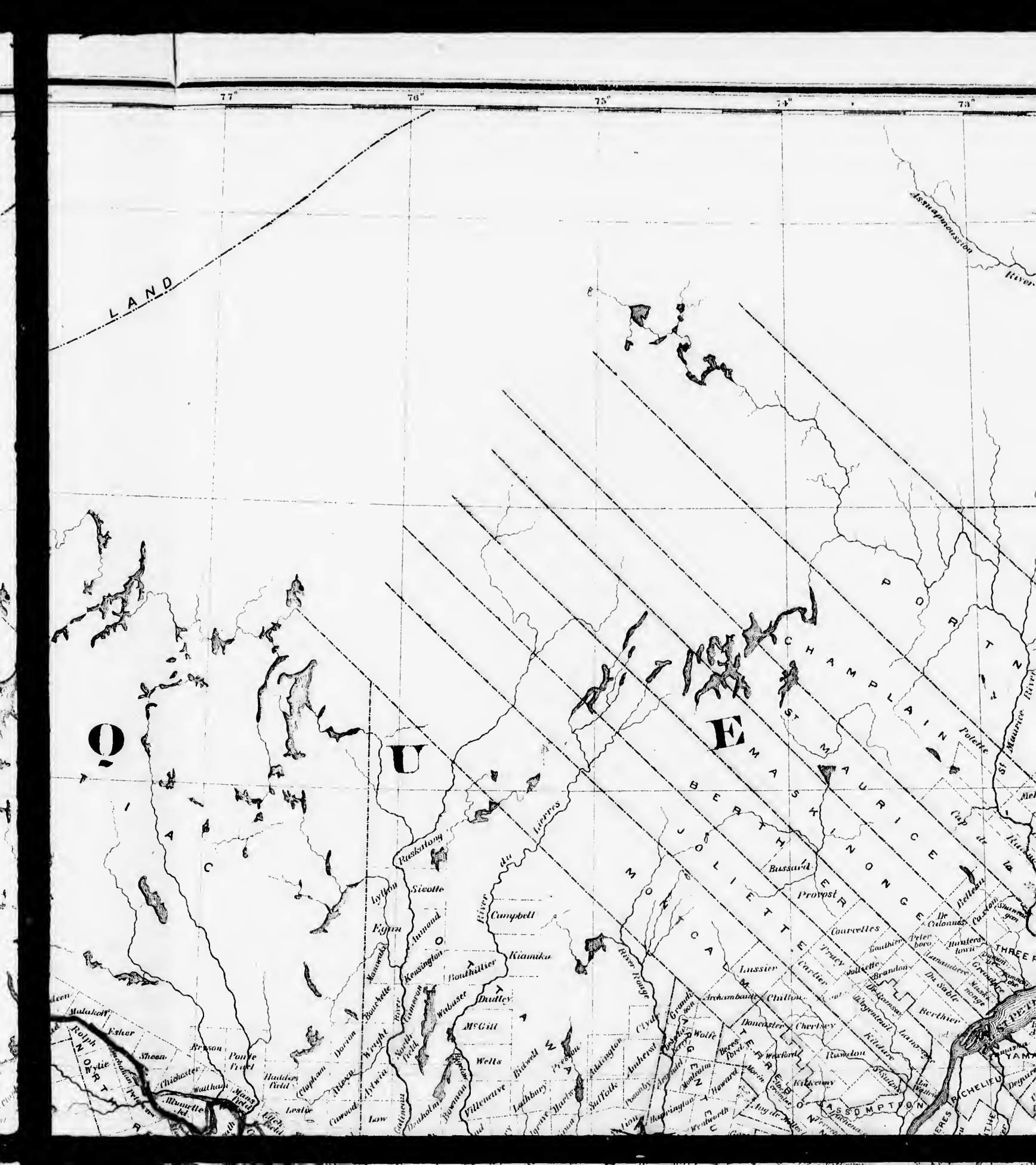
65°

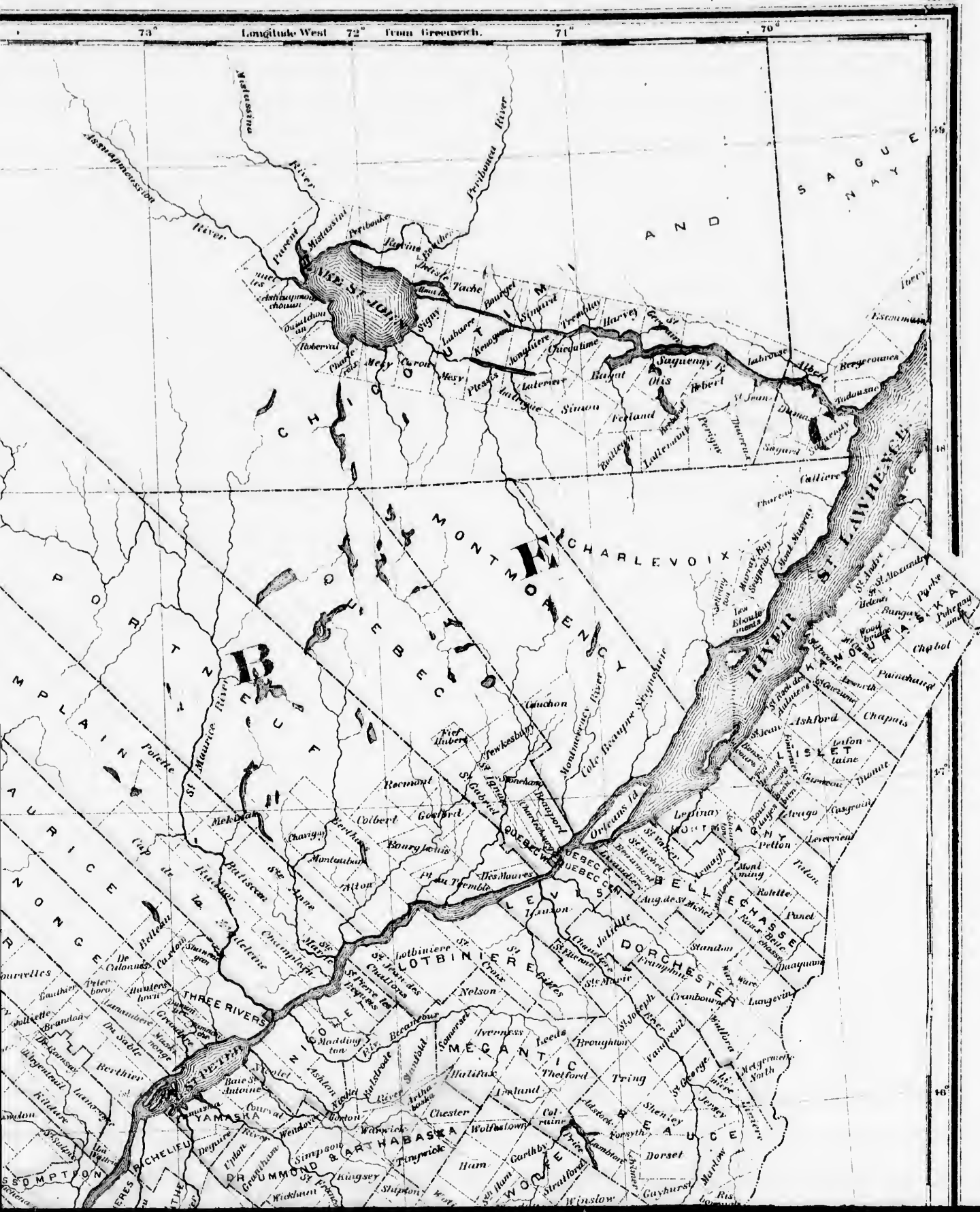


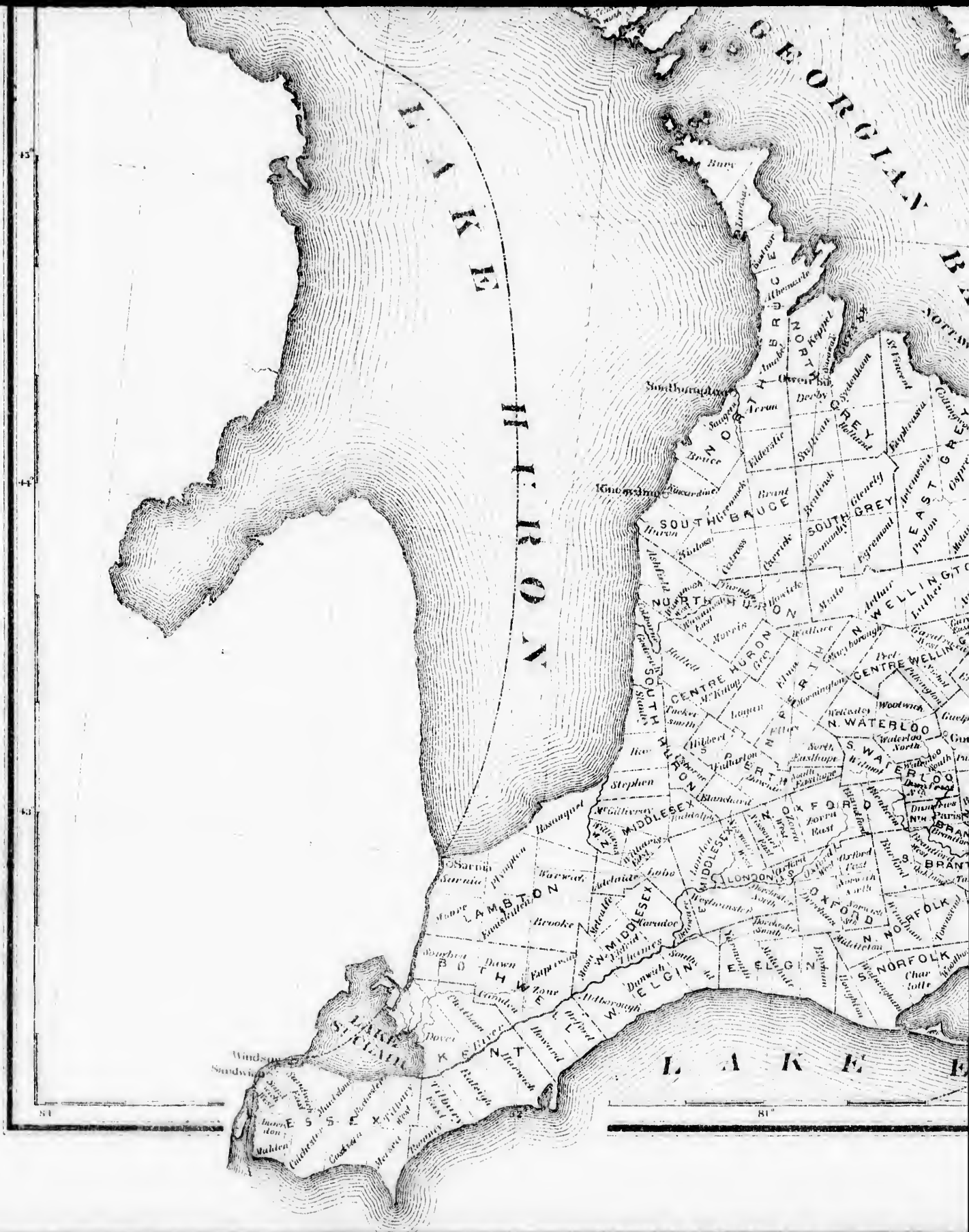




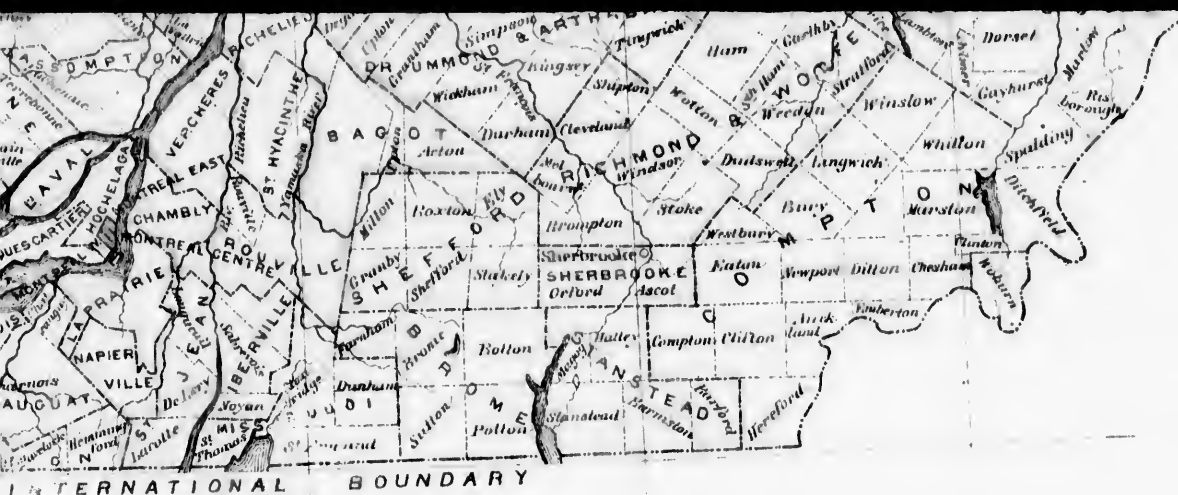












MAP
SHOWING THE
ELECTORAL DIVISIONS
OF THE
DOMINION OF CANADA.

SHEET N^o 2.

Scale 30 Miles to one inch

73°

72°

71°

70°

69°



6

9 9

2 4 2

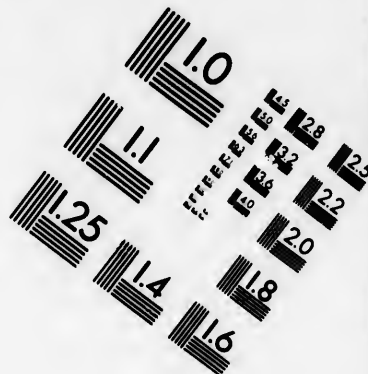
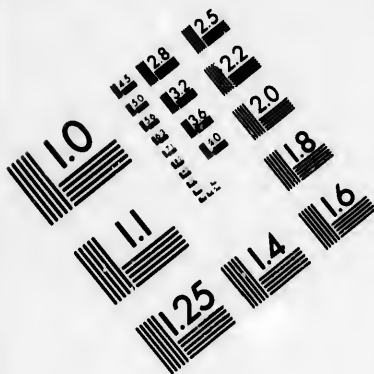
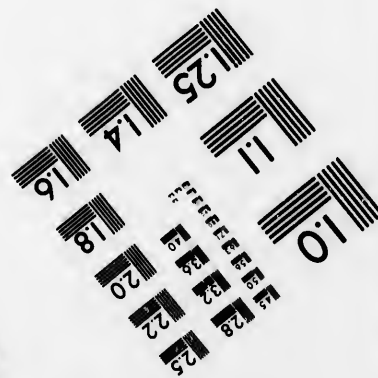
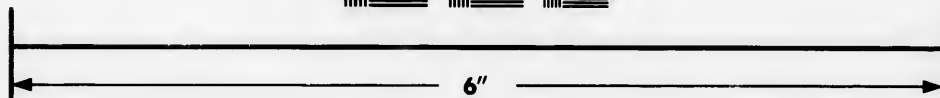
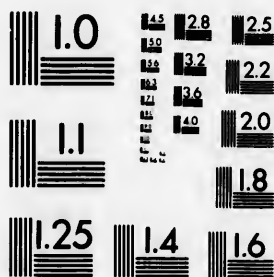


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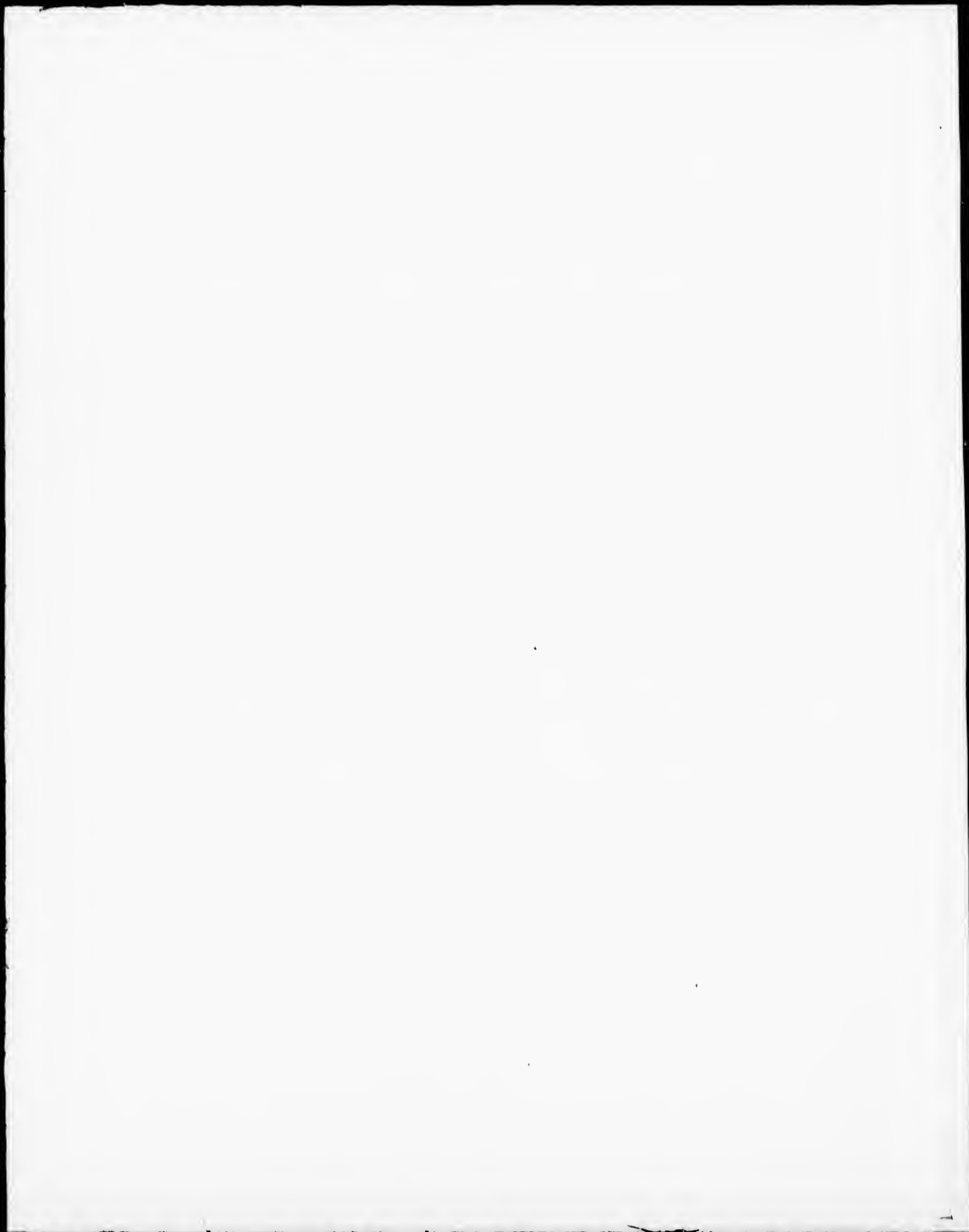


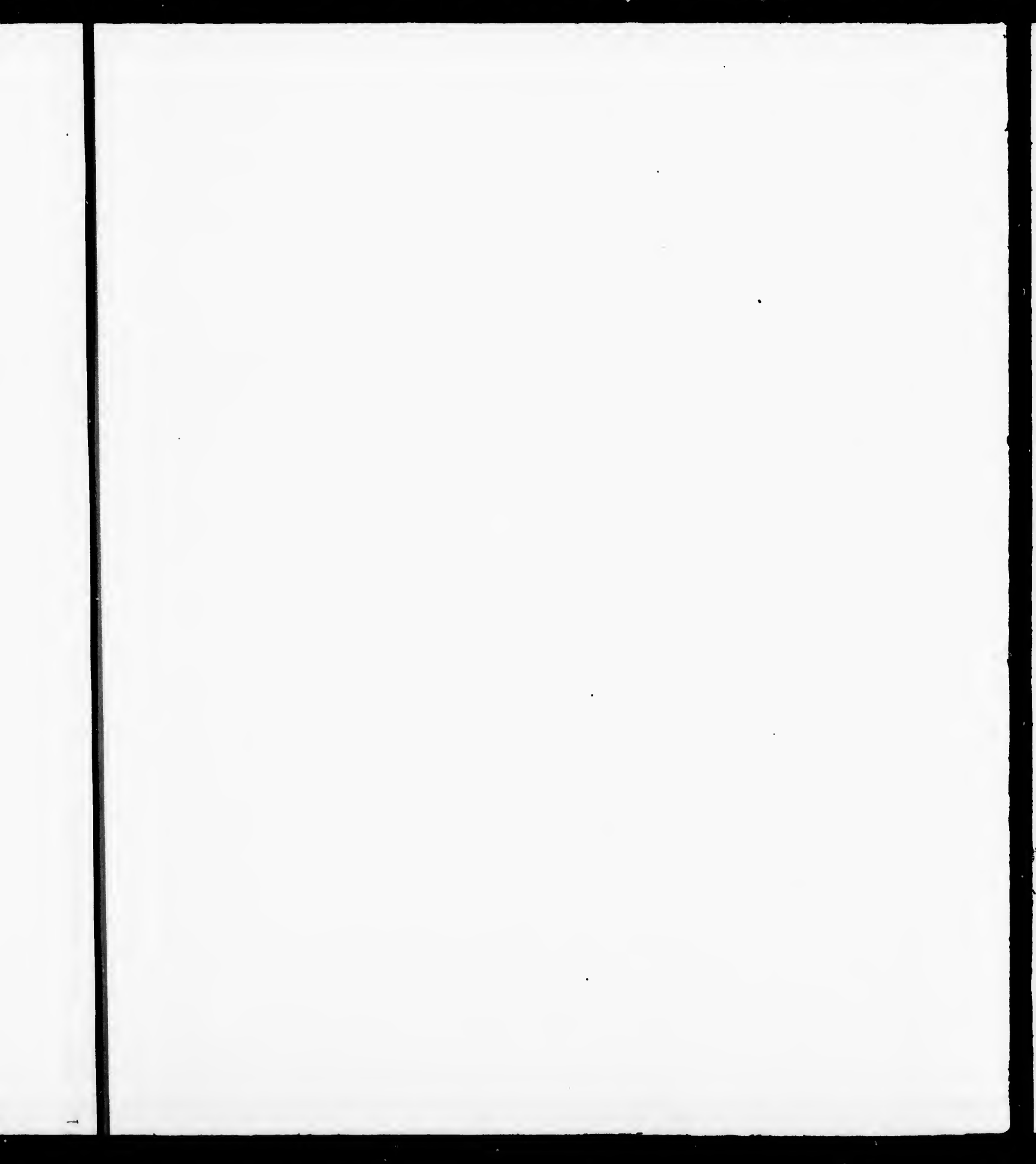
Photographic
Sciences
Corporation

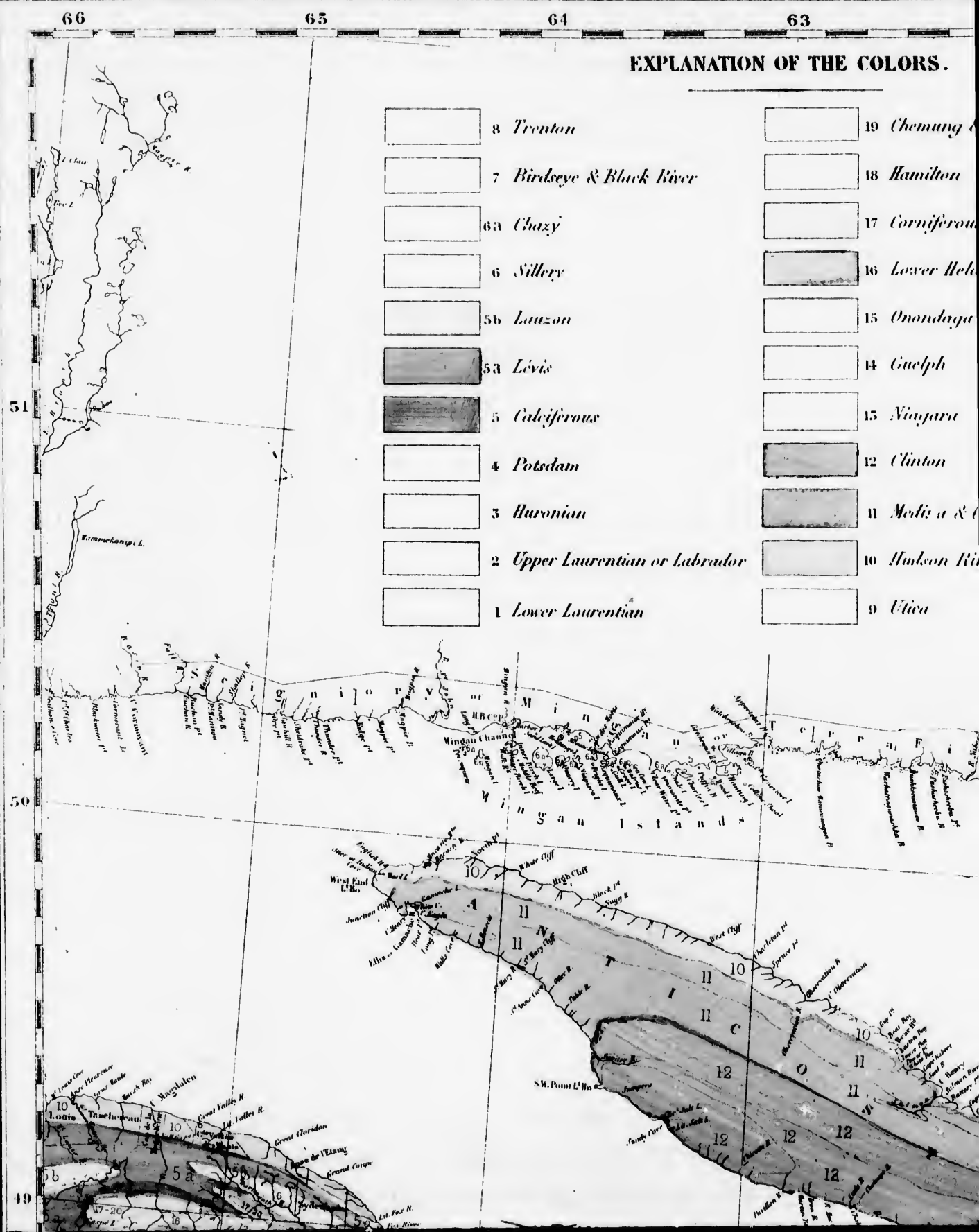
23 WEST MAIN STREET
WEBSTER, N.Y. 14580
(716) 872-4503

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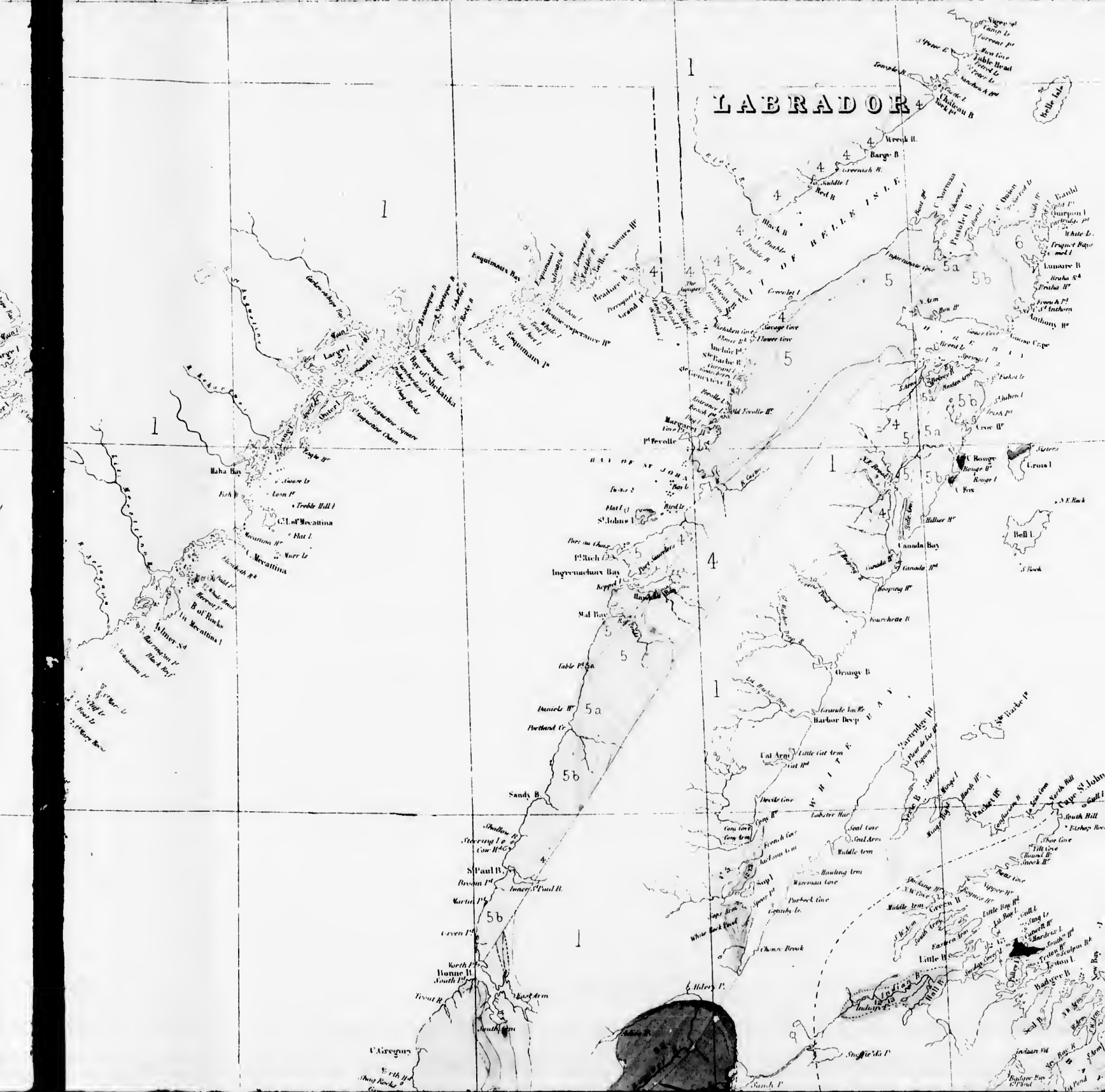




ON OF THE COLORS.

19 *Chemung & Portage*18 *Hamilton*17 *Corniferous & Priskany*16 *Lower Helderberg*15 *Onondaga*14 *Guelph*13 *Niagara*12 *Clinton*11 *Medusa & Onondaga*10 *Hudson River*9 *Ulva*28 *Tertiary*27 *Cretaceous*26 *Trias*25 *Permian ?*24 *Upper Carboniferous limestone*23 *Coal Measures*22 *Bonaventure*21 *Lower Carboniferous limestone*20 *Old red*19 *Greenstone*8 *Granite &c.*

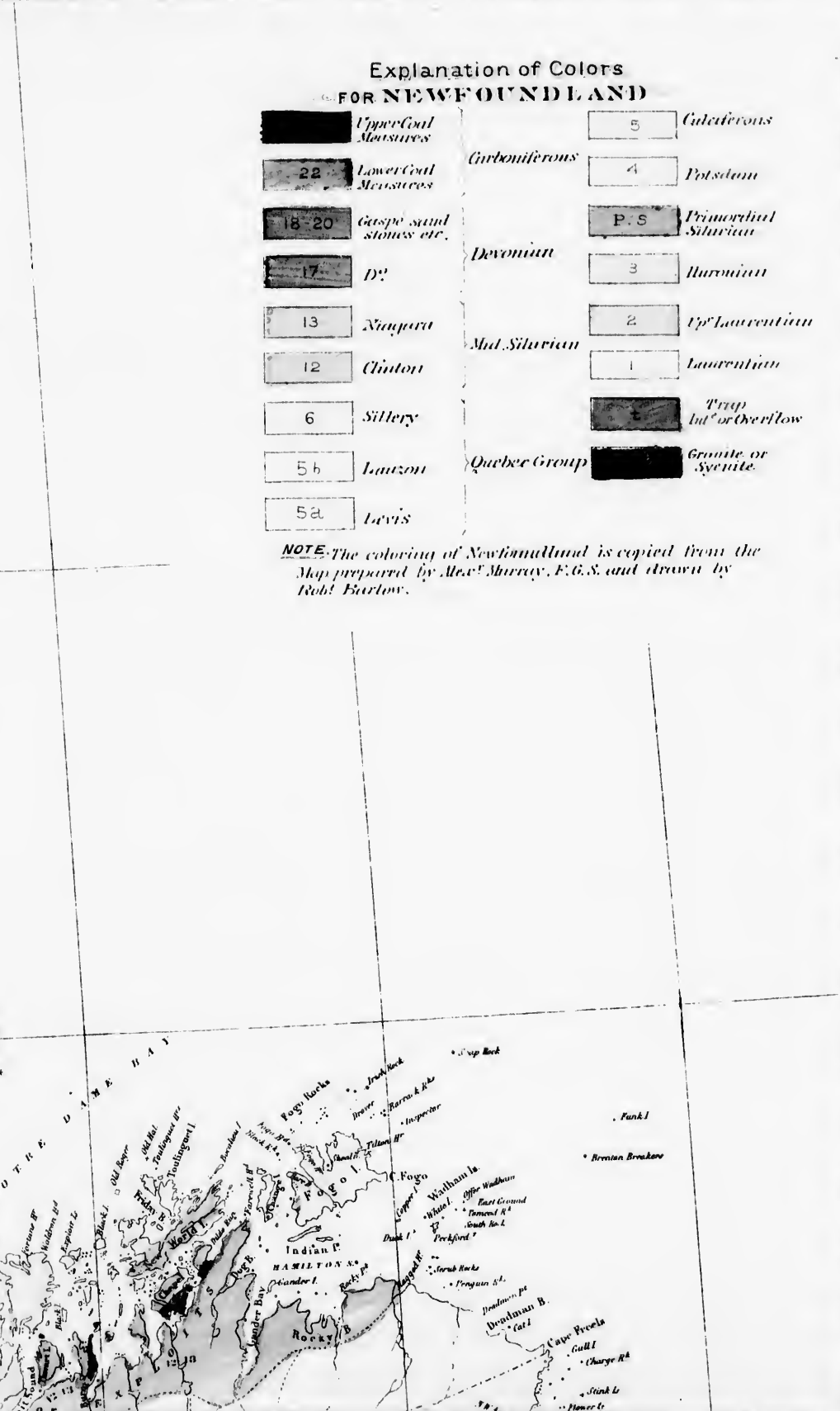
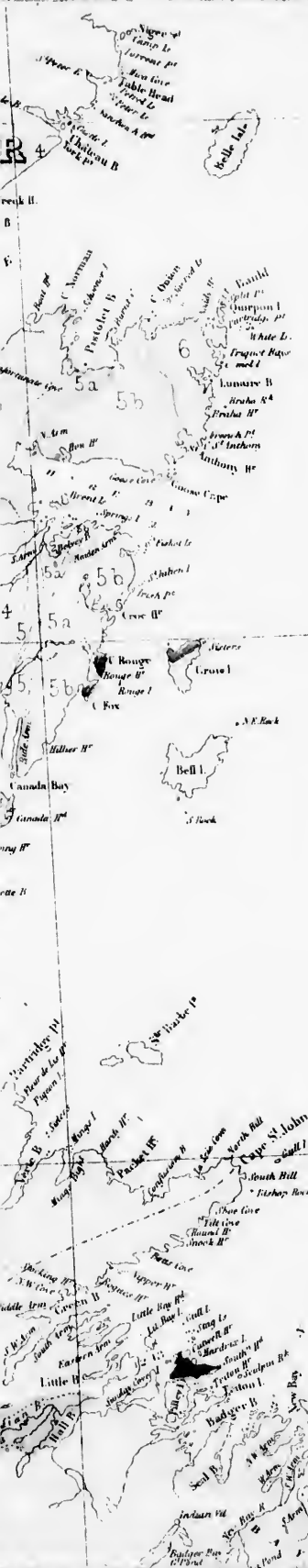
LABRADOR



Explanation of Colors FOR NEWFOUNDLAND

Upper Coal Measures	Carboniferous	5	Calderous
22 Lower Coal Measures	Carboniferous	4	Potsdam
18-20 Gaspé sand stones etc.	Devonian	P.S	Primordial Silurian
17 D ²	Devonian	3	Ilurovian
13 Niagara	Mid. Silurian	2	Up ^r Laurentian
12 Clinton	Mid. Silurian	1	Laurentian
6 Sillery	Quebec Group		Trip but or Overflow
5b Laurion	Quebec Group		Granite or Syenite
5a Levis			

NOTE. The coloring of Newfoundland is copied from the Map prepared by Alex^r Murray, F.G.S. and drawn by Robt Barlow.





GEOLOGICAL MAP OF CANADA AND NEWFOUNDLAND

Derived from the Results of
THE CANADIAN GEOLOGICAL SURVEY

and from the Labors of
DR. J. W. DAWSON, PROFESSORS JAMES ROBB, J. B. JUKES AND OTHERS.

PUBLISHED ORIGINALLY IN 1866,

BY
SIR W. E. LOGAN, F.R.S., ETC.

Late Director of the Geological Survey of Canada.

W. E. Logan F.R.S., F.G.S.

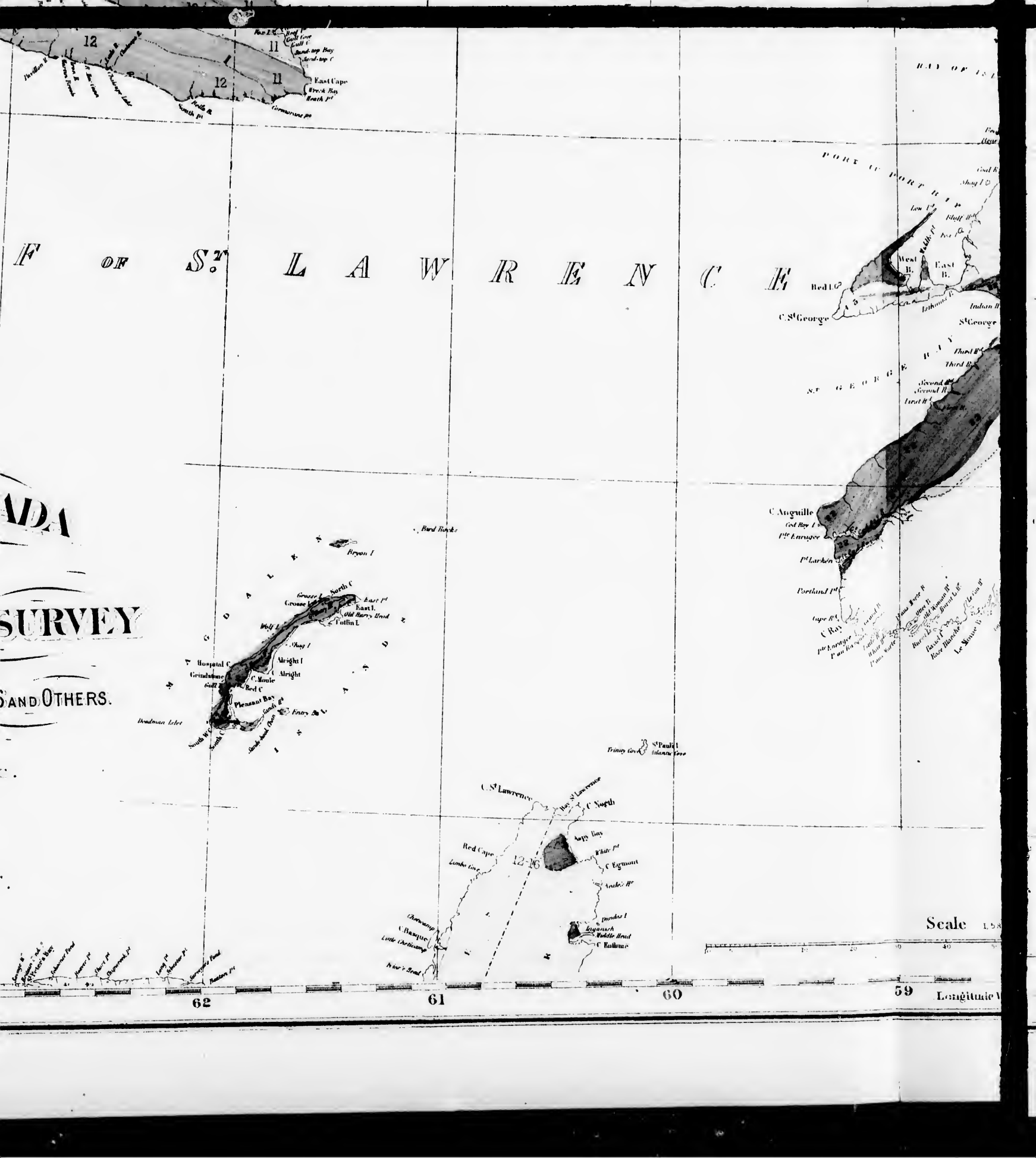
Director of the Geological Survey of Canada.

SHEET N°1

05

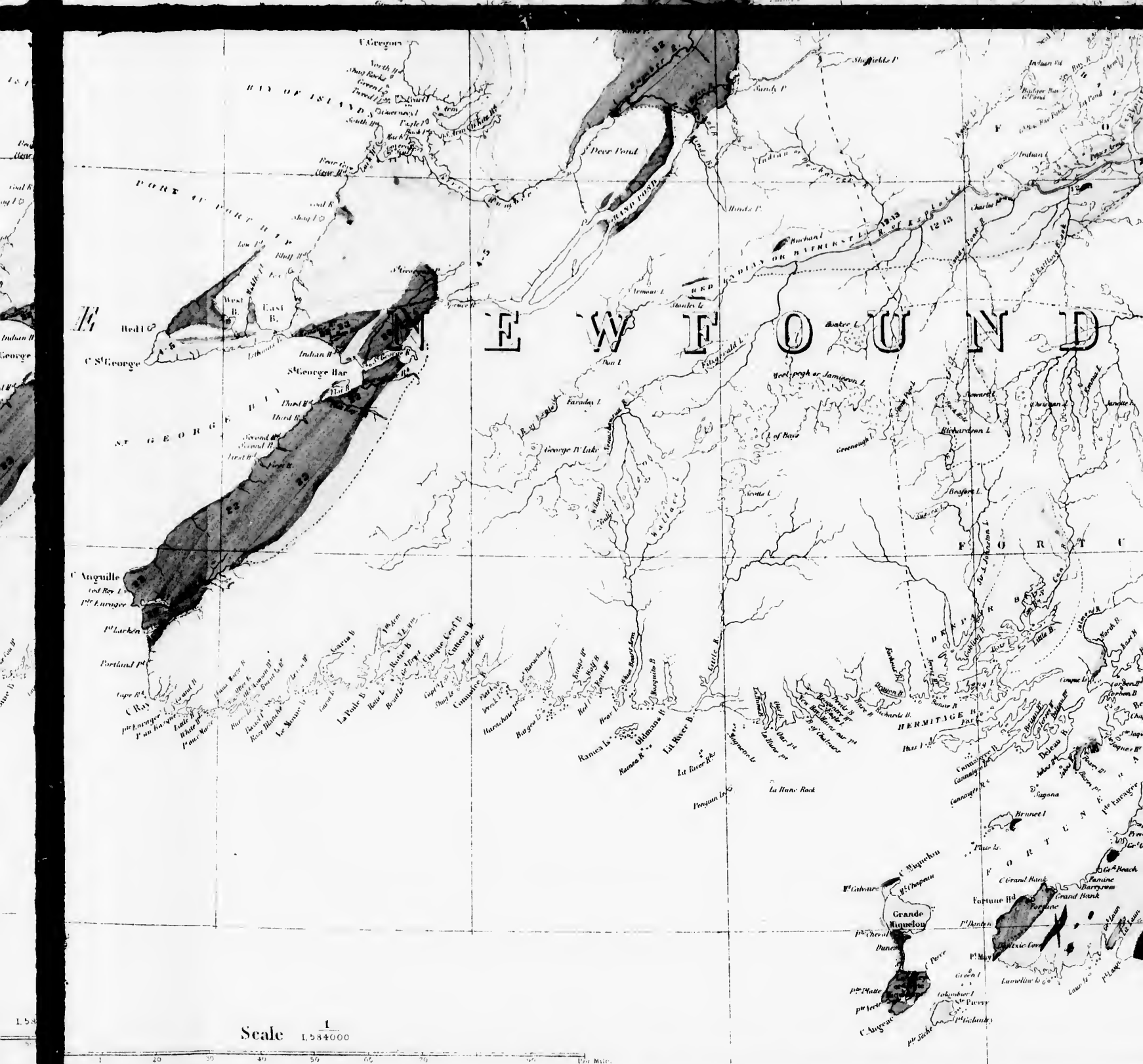
64

63



ADA
SURVEY
AND OTHERS.

Scale 1:50
Longitude



Scale 1
1,584,000

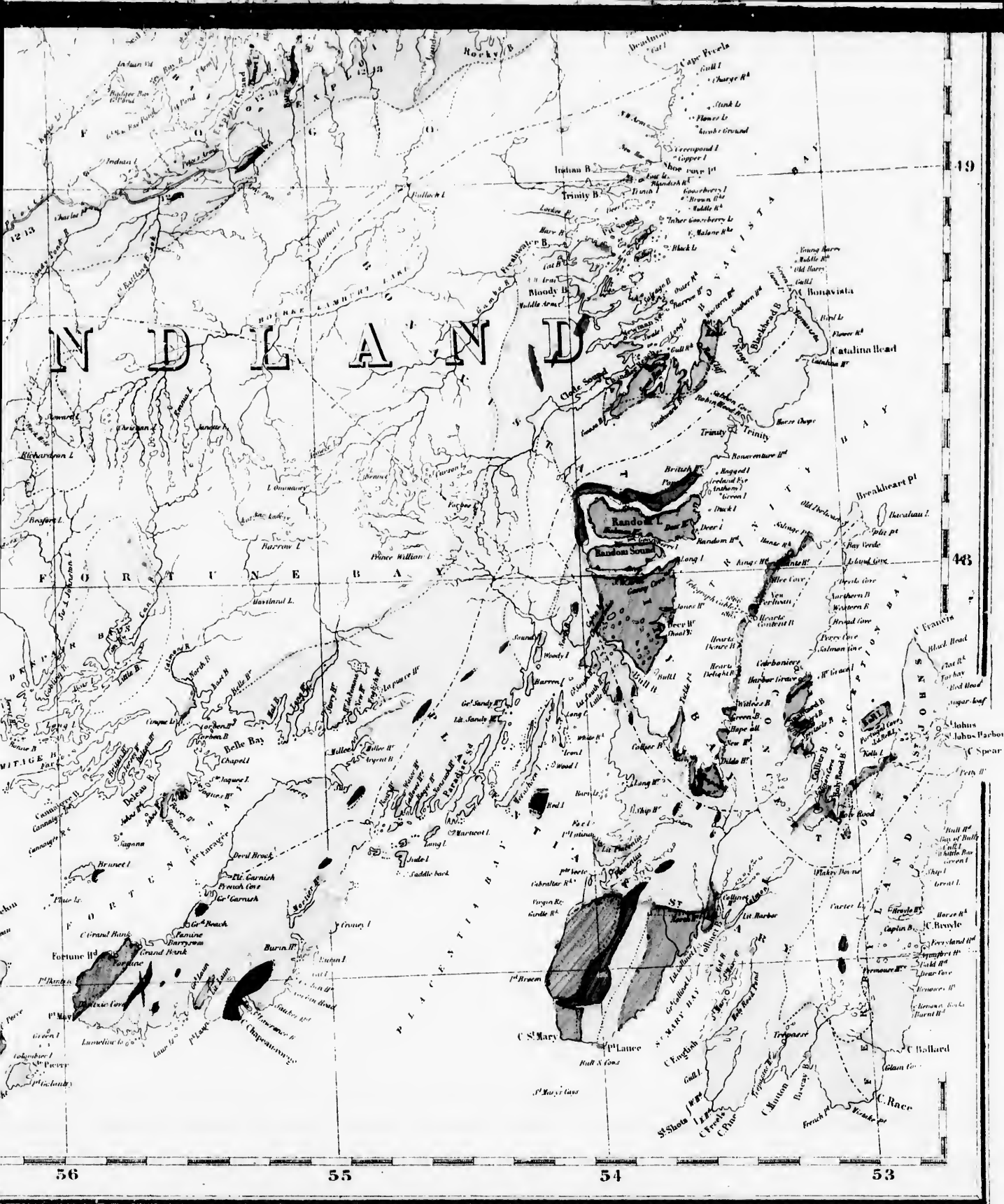
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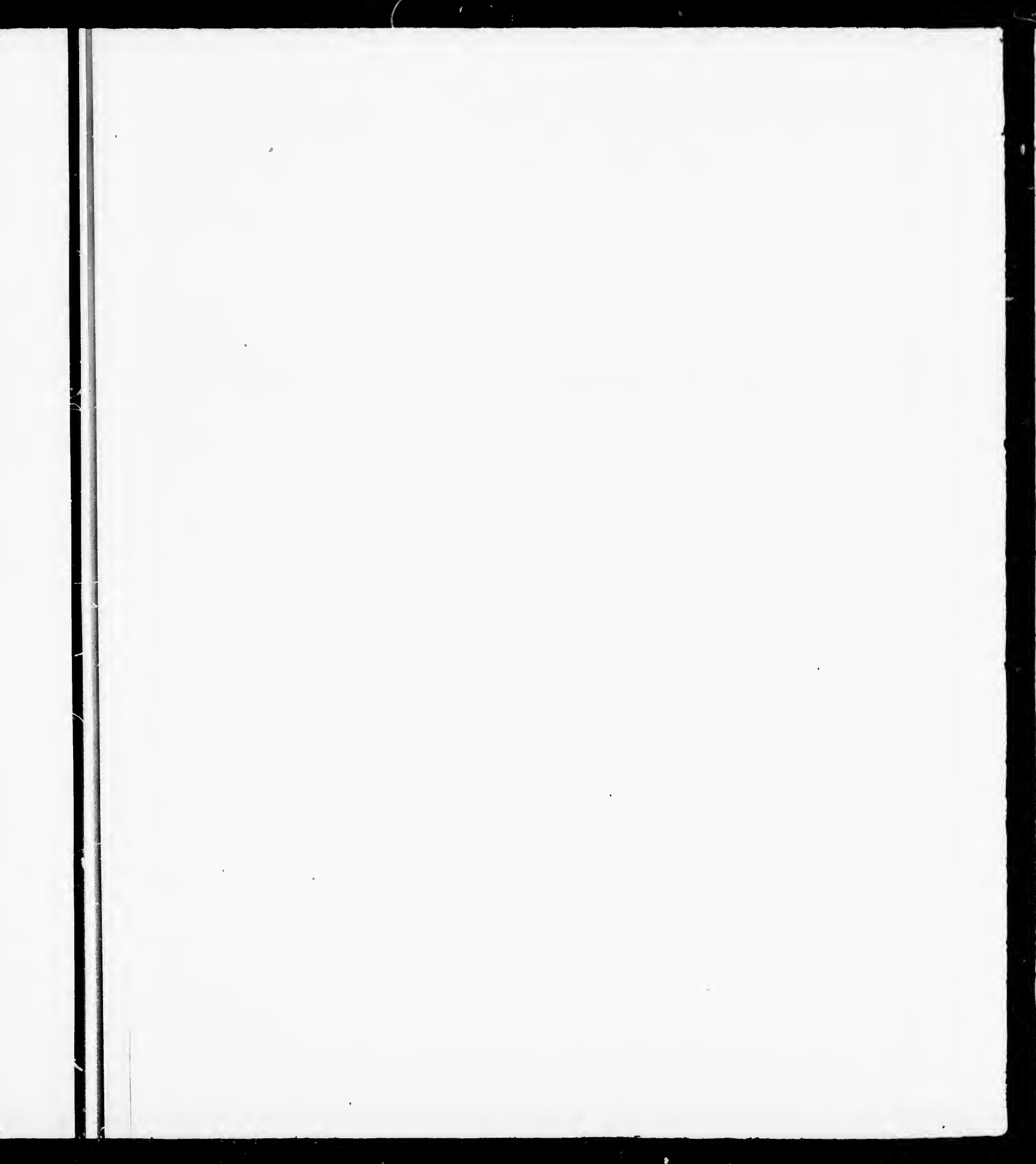
Longitude West from Greenwich.

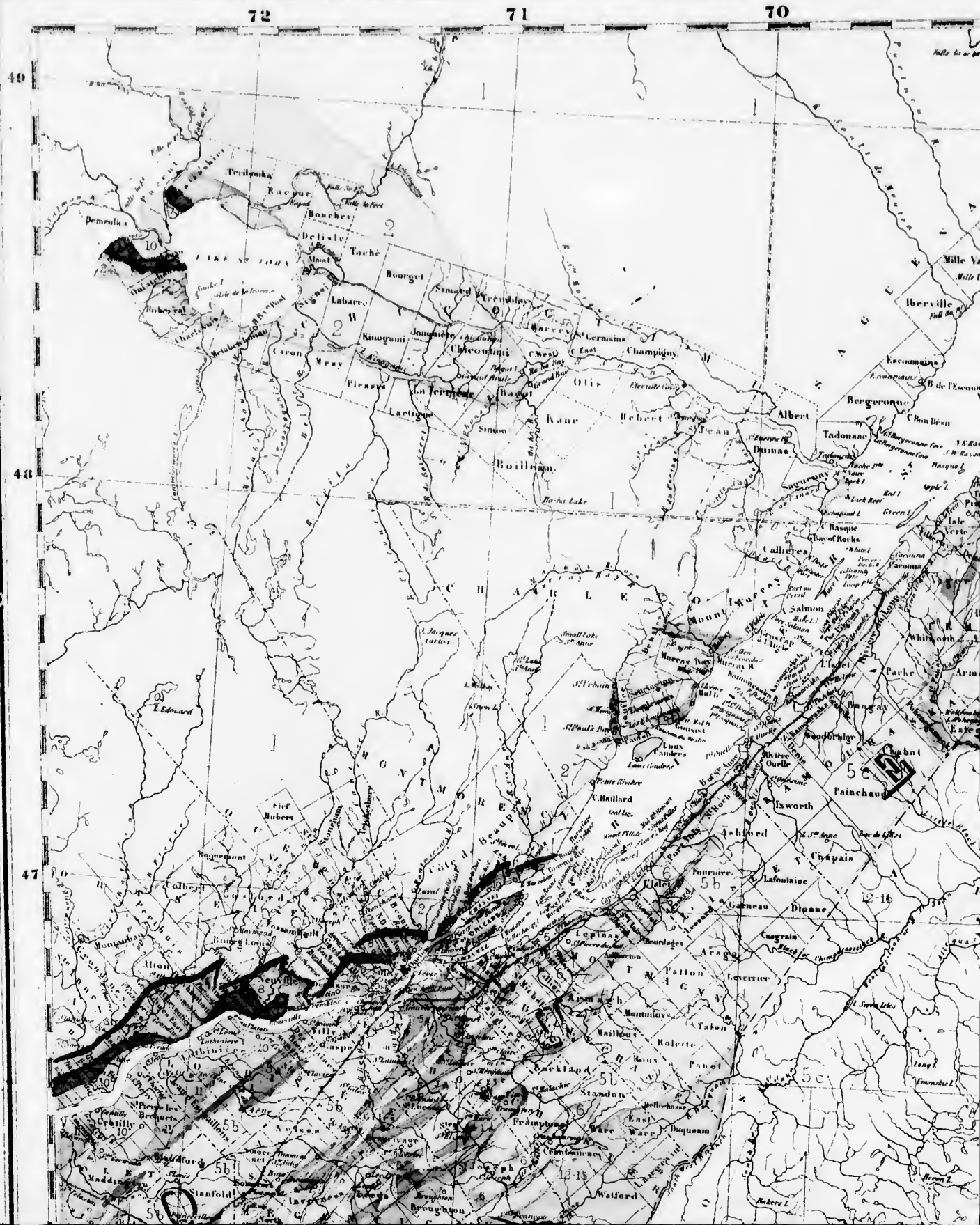
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57

56











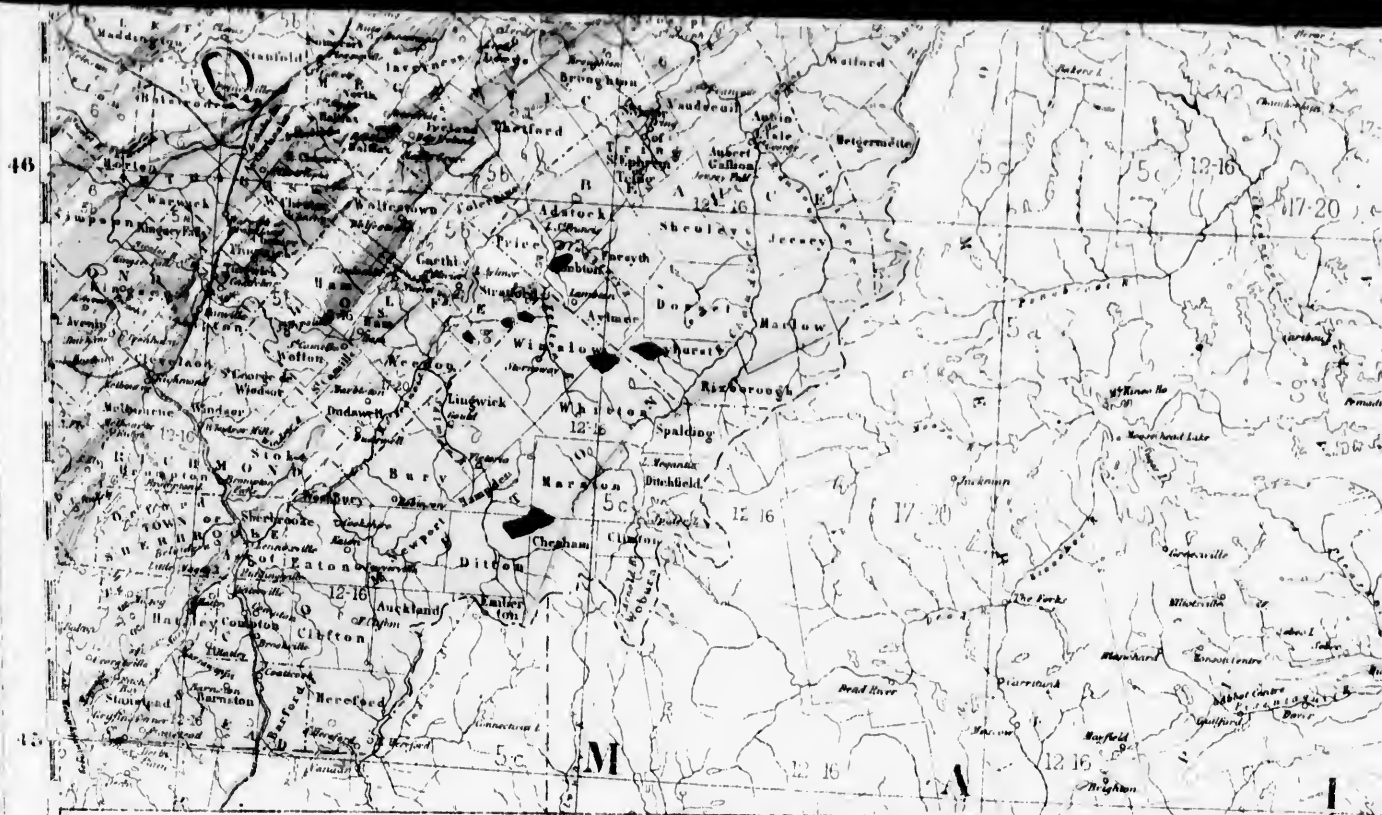
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49

48

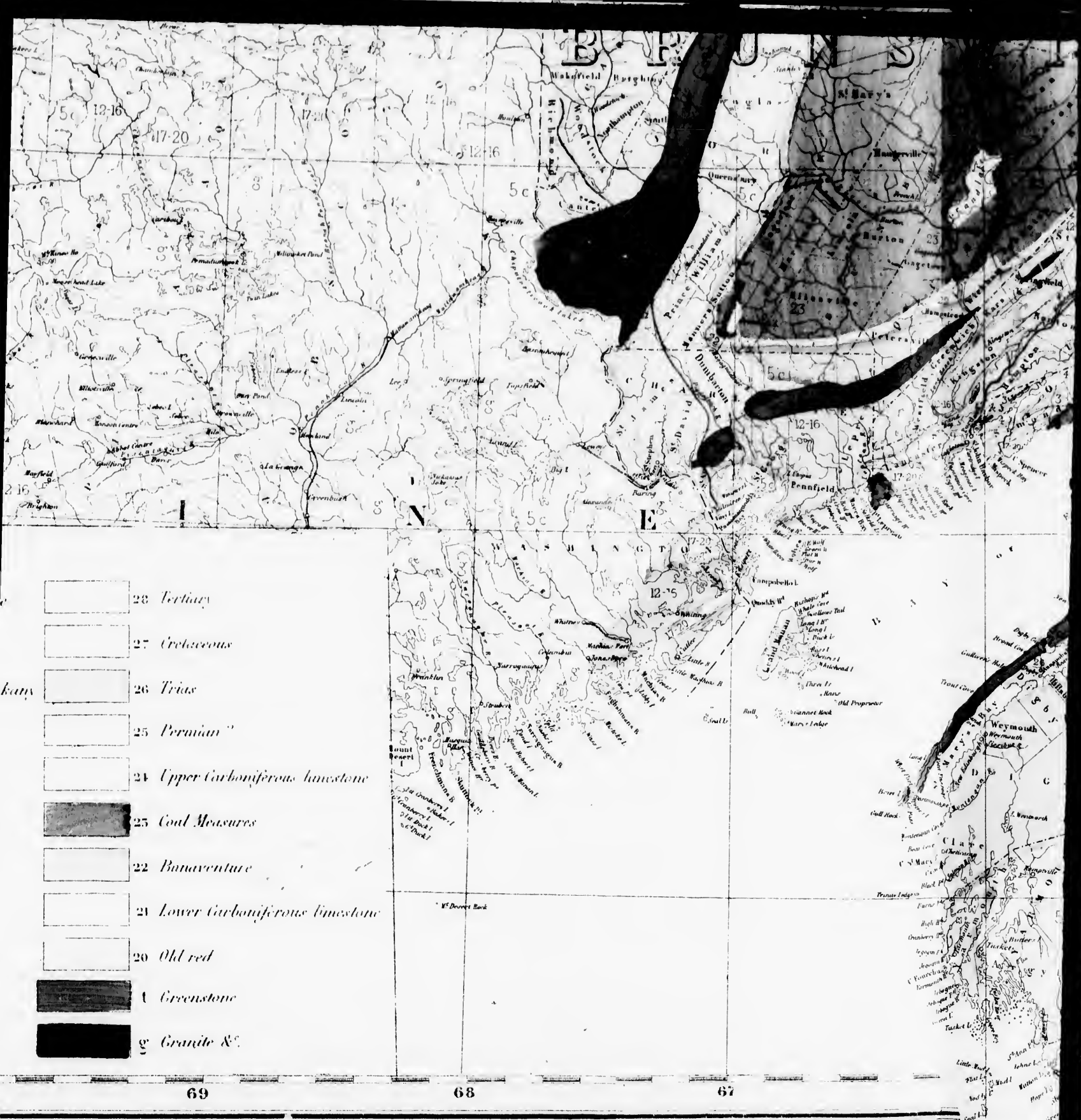
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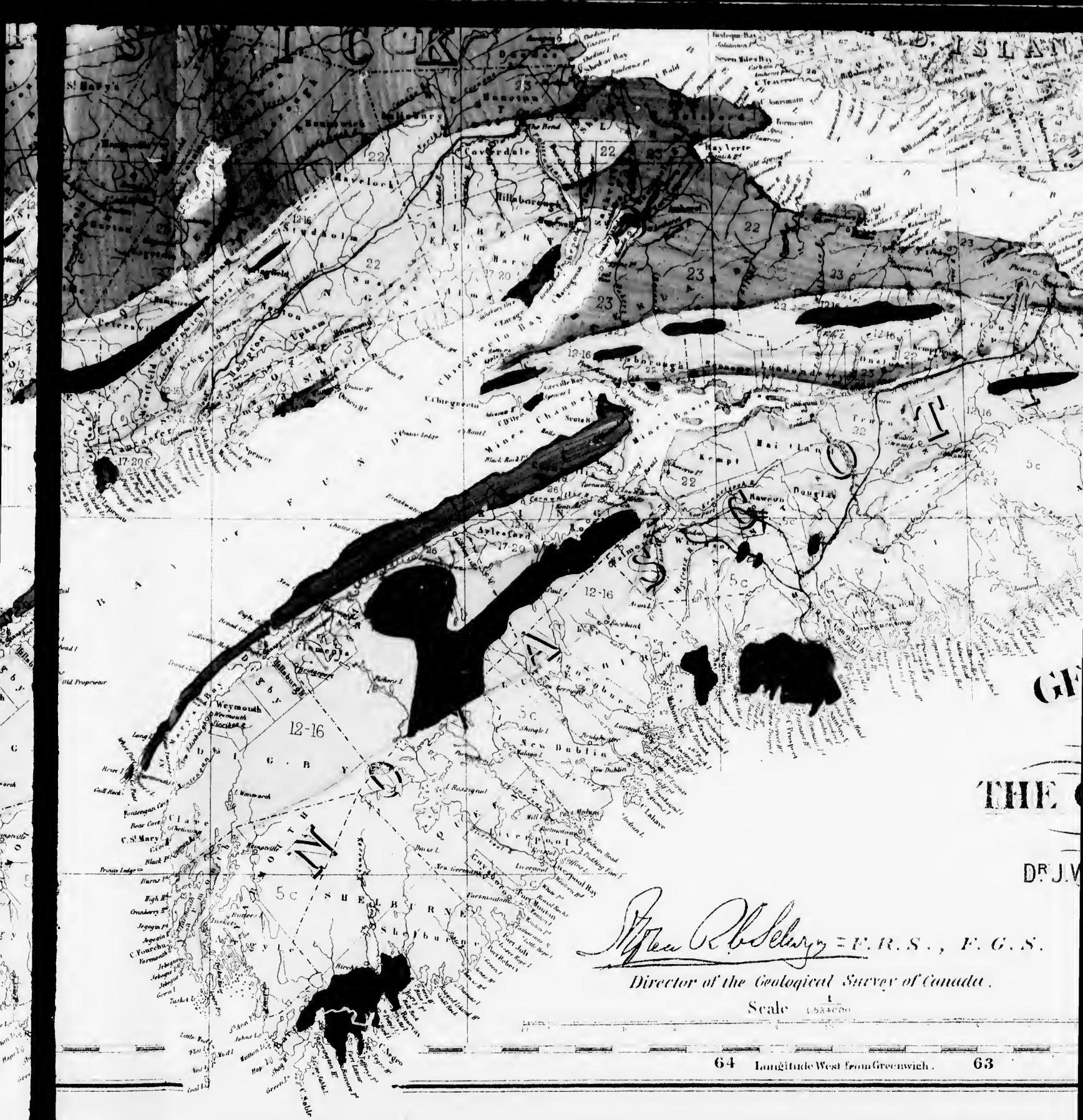
[illegible]



EXPLANATION OF THE COLORS.

8 Trenton	19 Chemung & Portage	28 Tertian
7 Birdseye & Black River	18 Hamilton	27 Cretaceous
6a Thorv	17 Corniferous & Priskany	26 Trias
6 Silice	16 Lower Helderberg	25 Permian
5b Lazon	15 Onondaga	24 Upper Cretaceous
5a Lévis	14 Guelph	23 Coal Measures
5 Cretaceous	13 Niagara	22 Banana
4 Potsdam	12 Clinton	21 Lower Cretaceous
3 Huronian	11 Medina & Onondaga	20 Old red
2 Upper Laurentian or Labrador	10 Hudson River	19 Greensand
1 Lower Laurentian	9 Utica	8 Granite

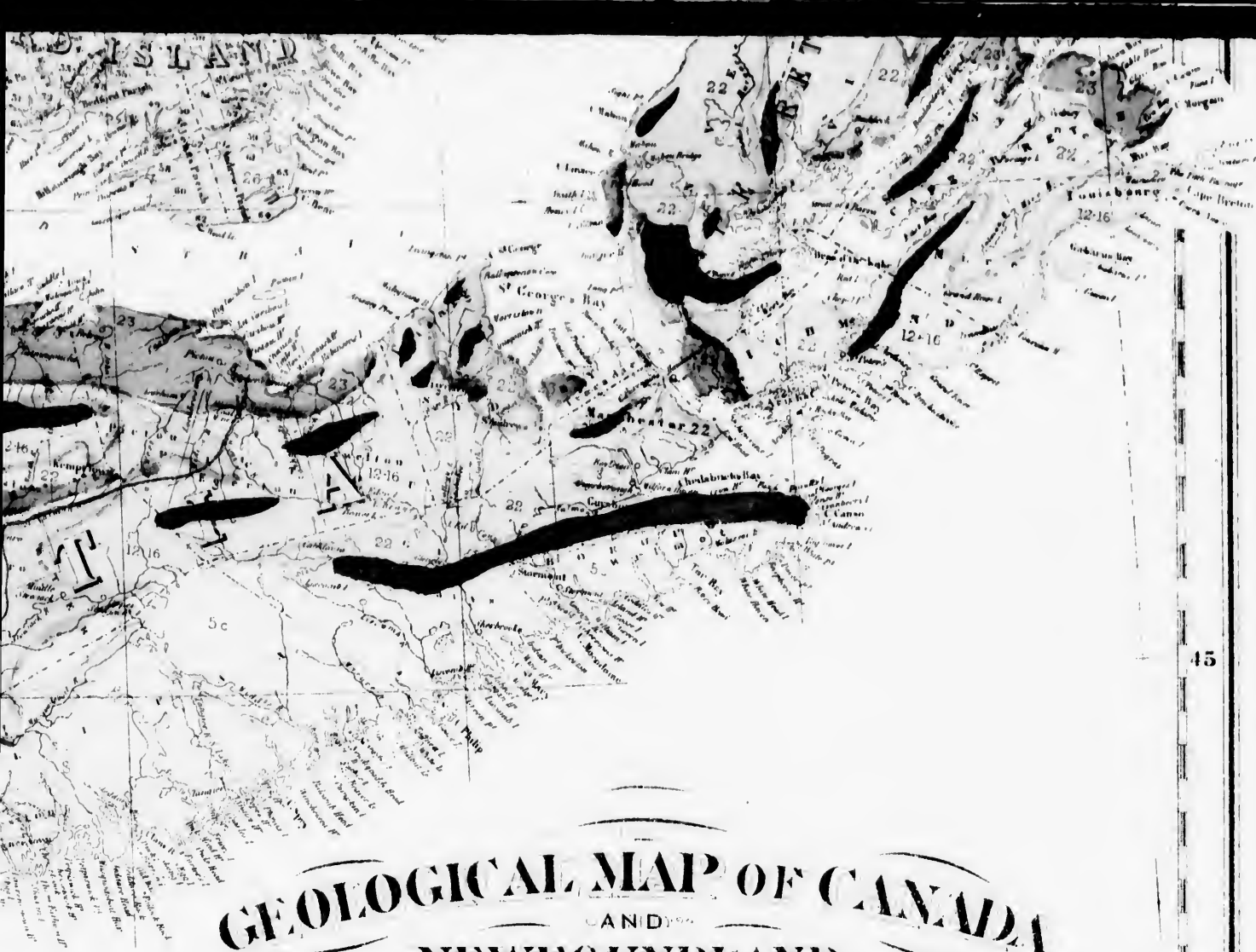




J. H. Storer = F.R.S., F.G.S.

Director of the Geological Survey of Canada.

Scale 1:554000



GEOLOGICAL MAP OF CANADA AND NEWFOUNDLAND

Derived from the Results of

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PUBLISHED ORIGINALLY IN 1866,

BY

R. S., F. G. S.

SIR W. F. LOGAN, F. R. S., ETC.

Survey of Canada.

Late Director of the Geological Survey of Canada

SHEET N^o 2.

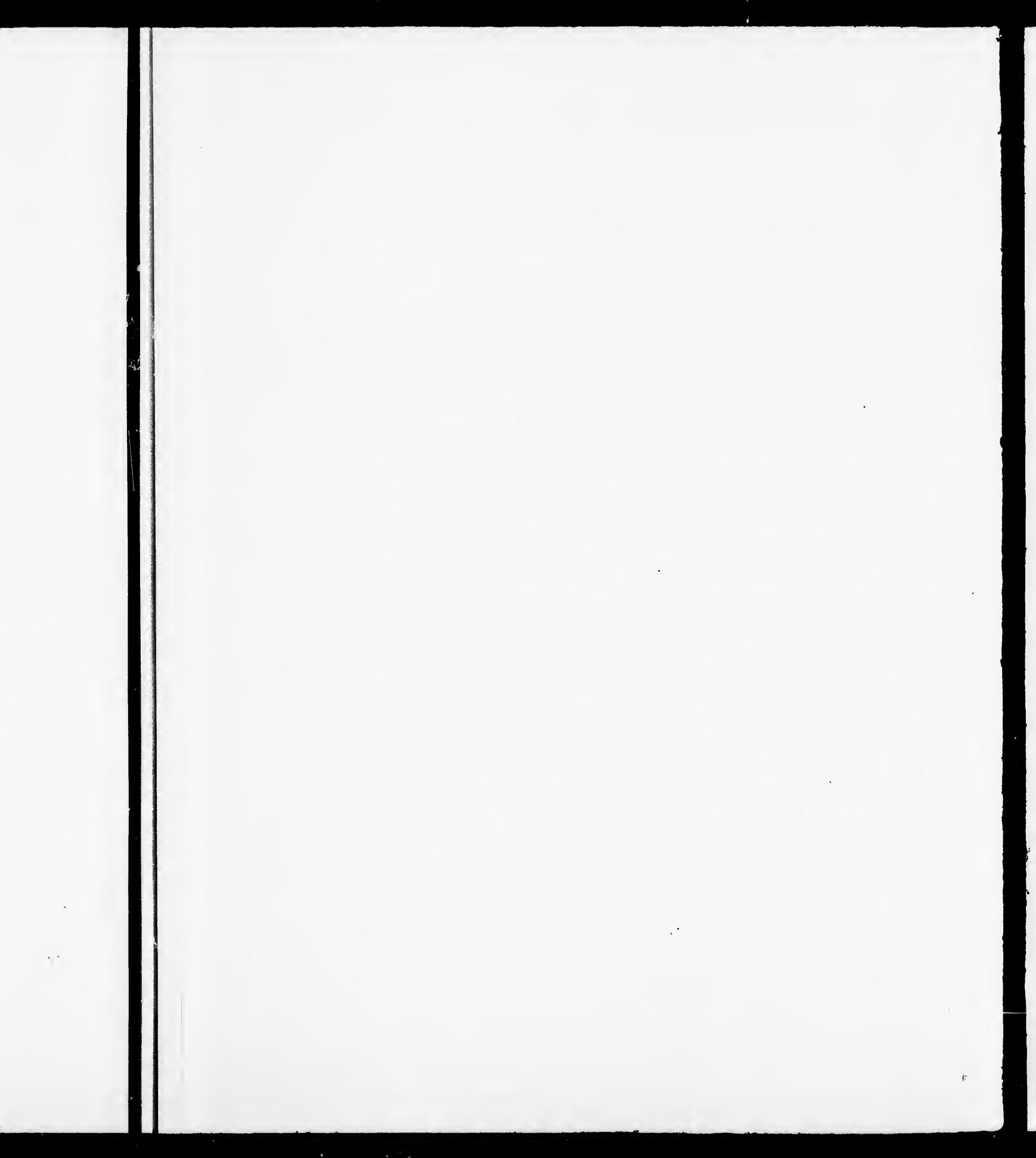
Greenwich.

63

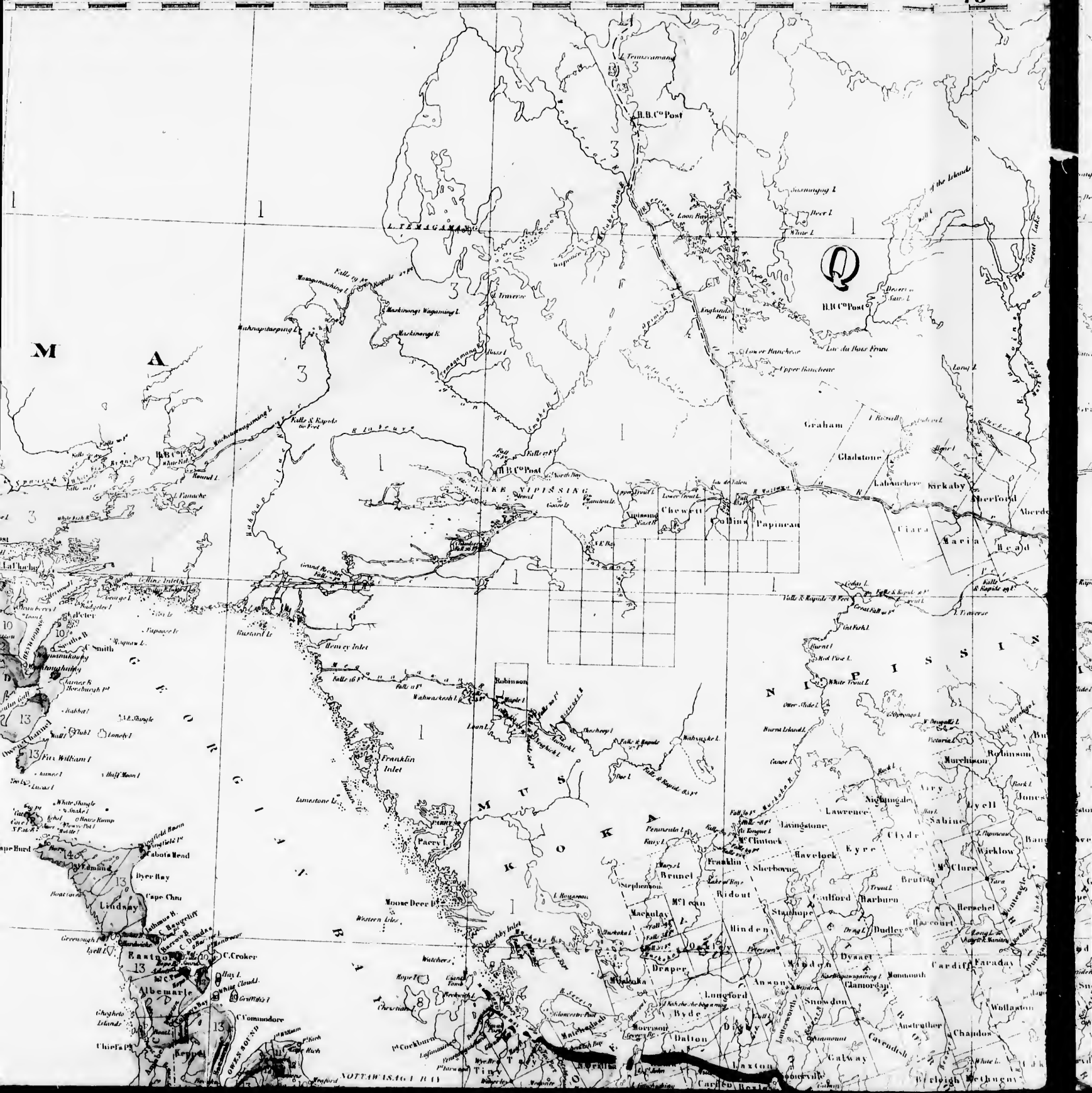
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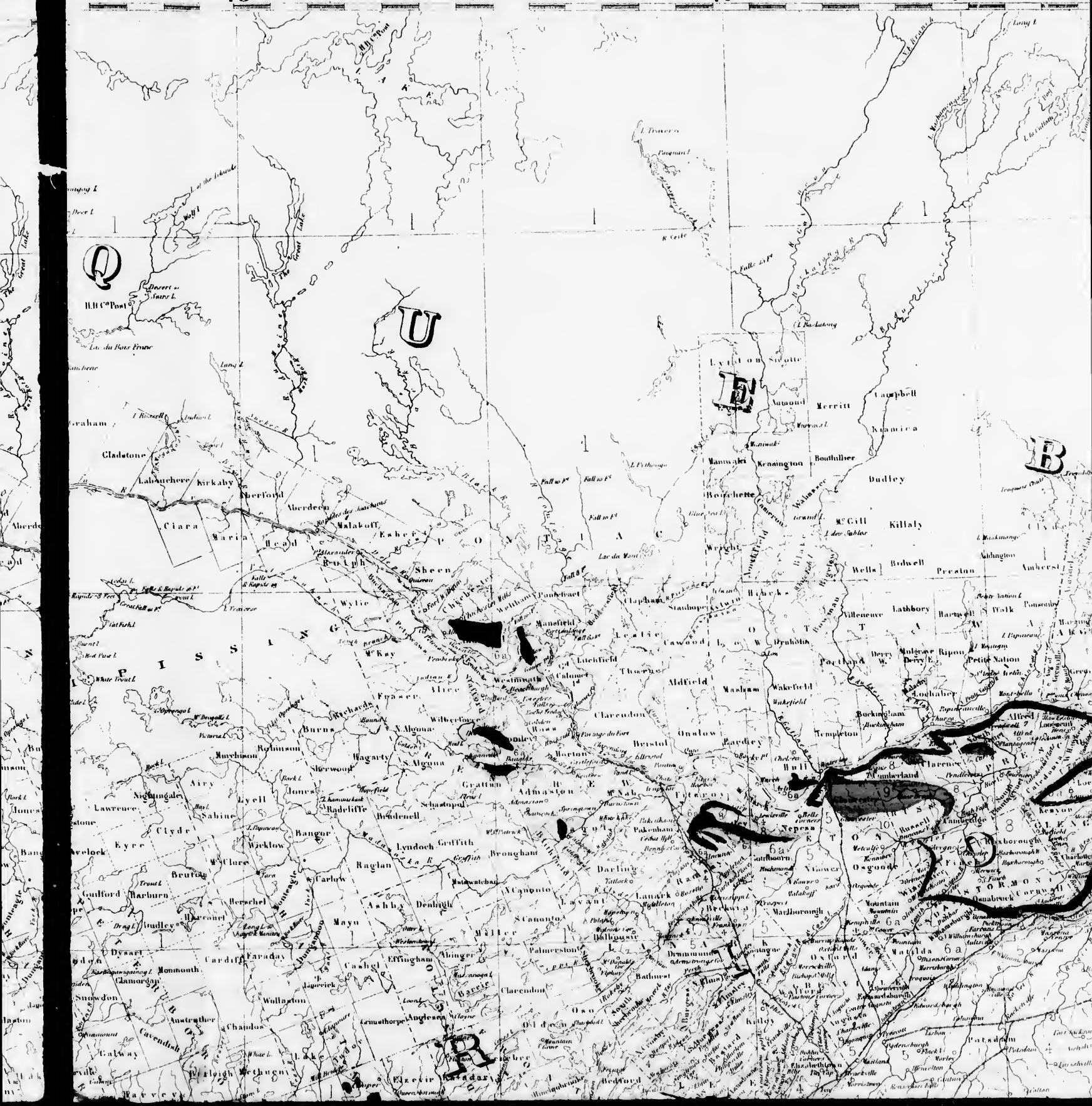
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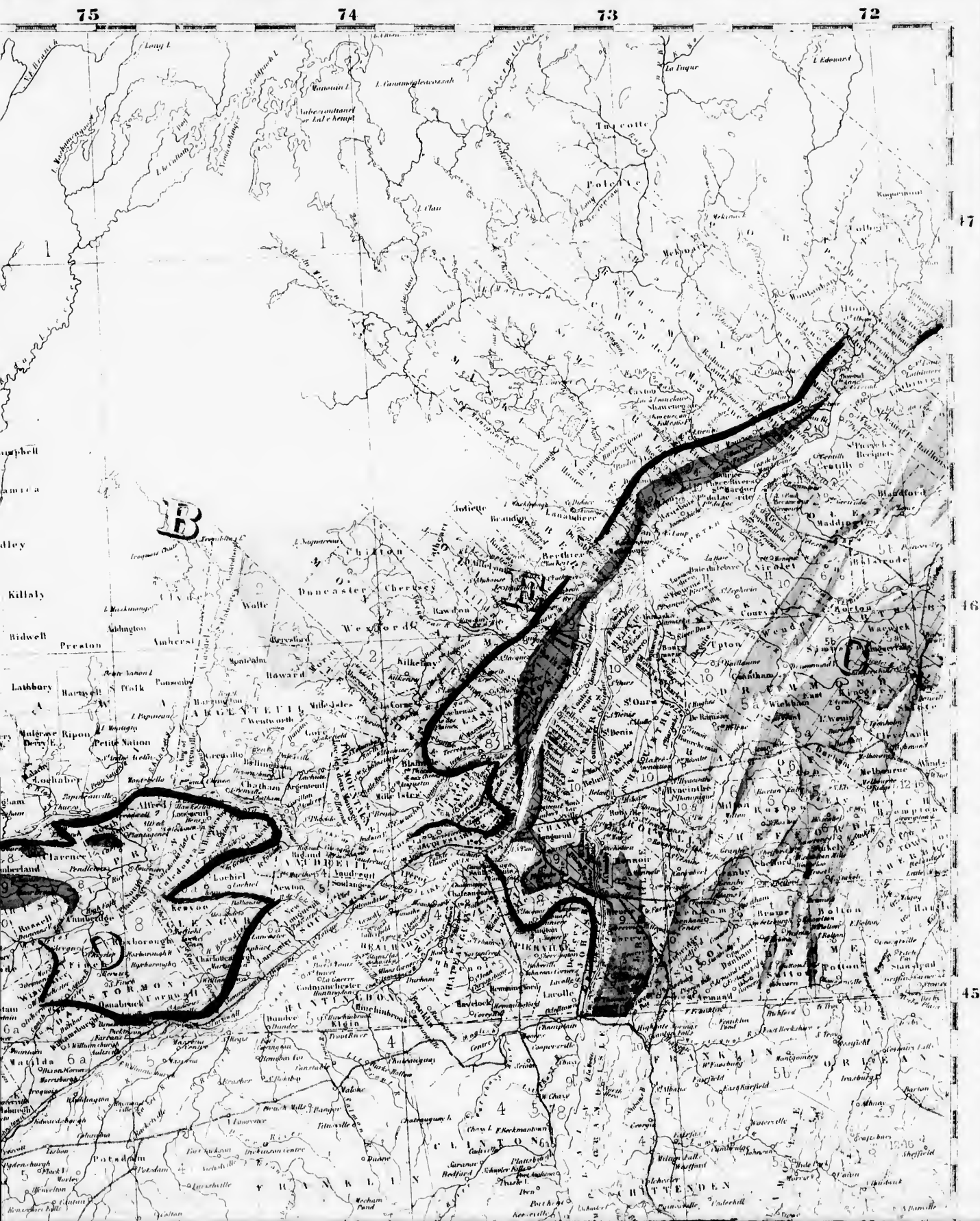
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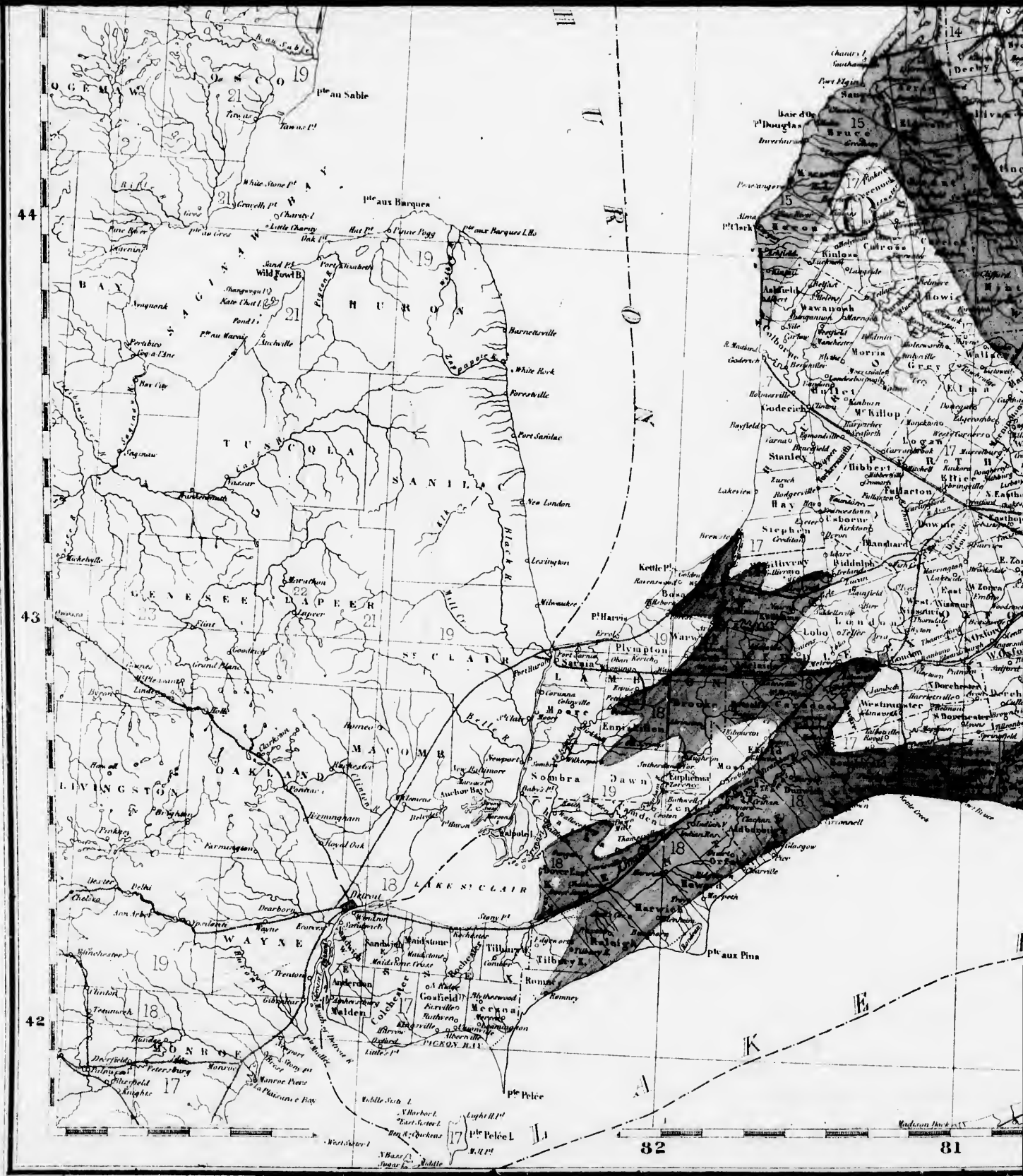














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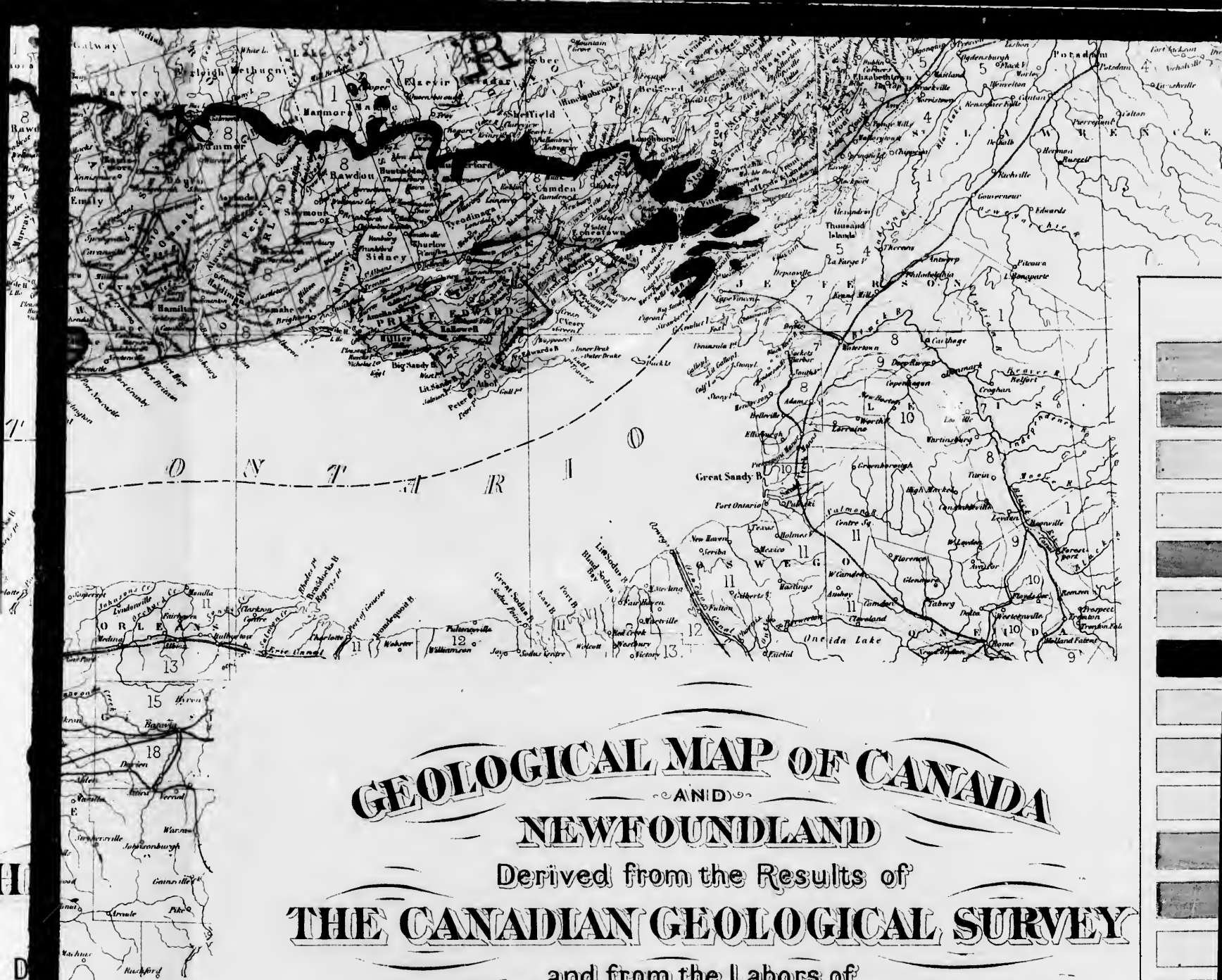
81

80

79

Longitude West from Greenwich.

78



GEOLOGICAL MAP OF CANADA (AND) NEWFOUNDLAND

Derived from the Results of
THE CANADIAN GEOLOGICAL SURVEY

and from the Labors of

DR. J.W. DAWSON, PROFESSORS JAMES ROBB, J.B. JUKES AND OTHERS.

PUBLISHED ORIGINALLY IN 1866,

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Late Director of the Geological Survey of Canada.

SHEET N°3.

F.R.S., F.G.S.

Survey of Canada.

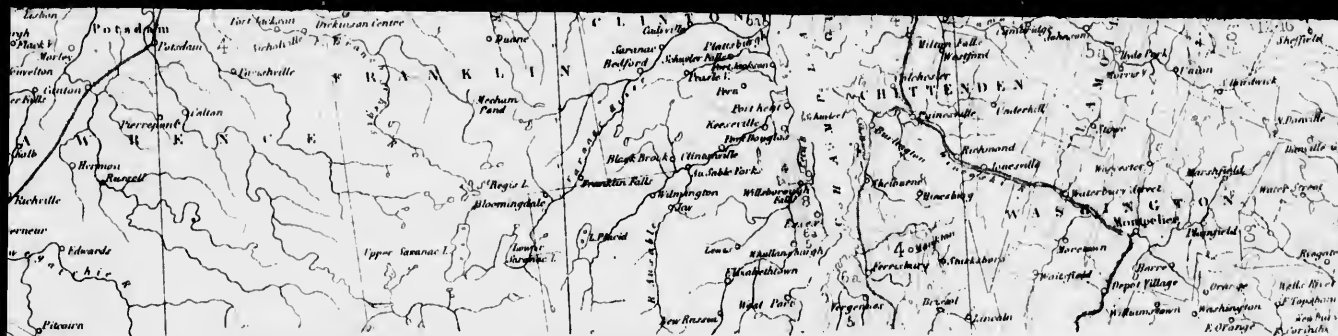
East from Greenwich.

78

77

76

75



EXPLANATION OF THE COLORS.

15	Niagara	28	Tertiary
12	Clinton	27	Cretaceous
11	Medina & Onondaga	26	Trias
10	the Ton River	25	Permian ?
9	Utica	24	Upper Carboniferous limestone
8	Trenton	23	Coal Measures
7	Birdseye & Black River	22	Bonaventure
6a	Chazy	21	Lower Carboniferous limestone
6	Sillery	20	Old red
5b	Lauzon	19	Chemung & Portage
5a	Lévis	18	Hamilton
5	Calceiferous	17	Corniferous & Priskany
4	Potsdam	16	Lower Helderberg
3	Huronian	15	Onondaga
2	Upper Laurentian or Labrador	14	Guelph
1	Lower Laurentian	1	Greenstone
		g	Granite &c

DA
URVEY
ND OTHERS.

62° 46'

62° 40'

62° 35'

62° 30'

Longitude West from Greenwich.

Scale One Inch to a Mile

GEOLOGICAL SURVEY OF CANADA.

MAP

of the

PROVINCE OF NOVA SCOTIA

by

Sir William E. Logan, F.R.S.

1892



GEOLOGICAL SURVEY OF CANADA.

MAP

of the

PITON (CALFIELD)

PROVINCE OF NOVA SCOTIA

by

St. William E. Logan, F.R.S.

and

Edward Barley, F.R.S.

EXPLANATION OF SIGNS

Road bridge

1" double line

Direction of dip 1"

Old route & private roads

Rail paths

Water channels

Longitude West from Greenwich.

62° 40'

62° 35'

62° 30'

62° 25'

62° 20'

62° 15'

62° 10'

62° 5'

62° 0'

Scale One Inch to a Mile

1"

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1"

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1"

62° 30'

62° 25'

62° 20'

62° 15'

62° 10'

62° 5'

62° 0'

62° 5'

62° 0'

62° 0'

62° 45'

62° 40'

62° 35'

62° 30'

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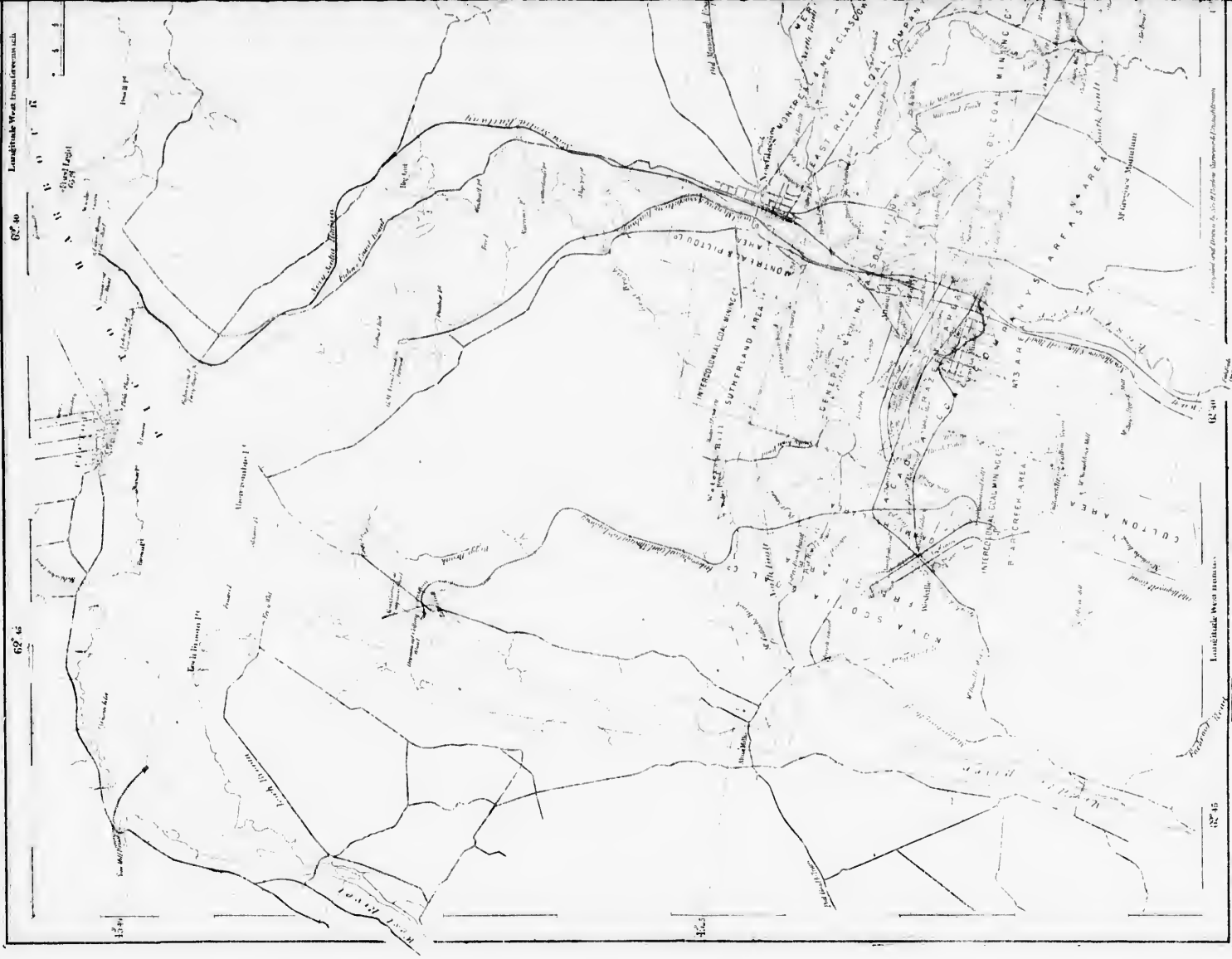
Longitude West from Greenwich



62° 45'

62° 40'

Longitude West from Greenwich

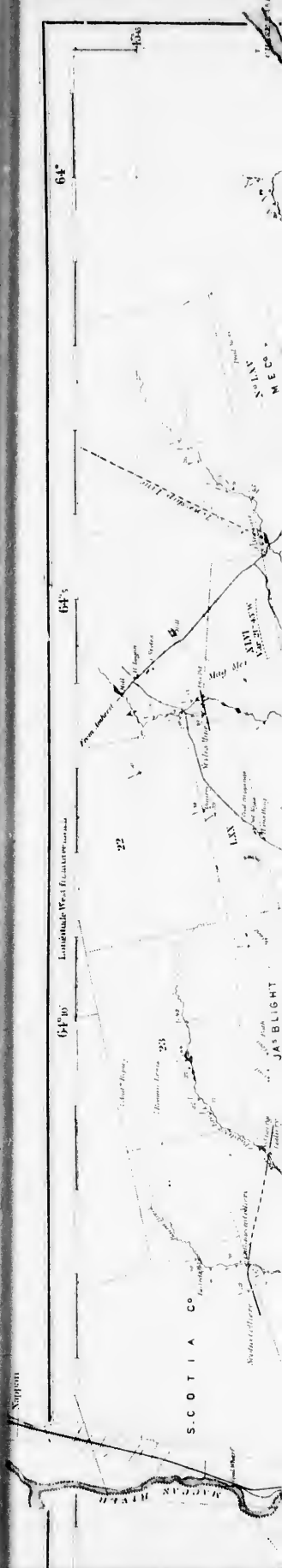


62° 45'

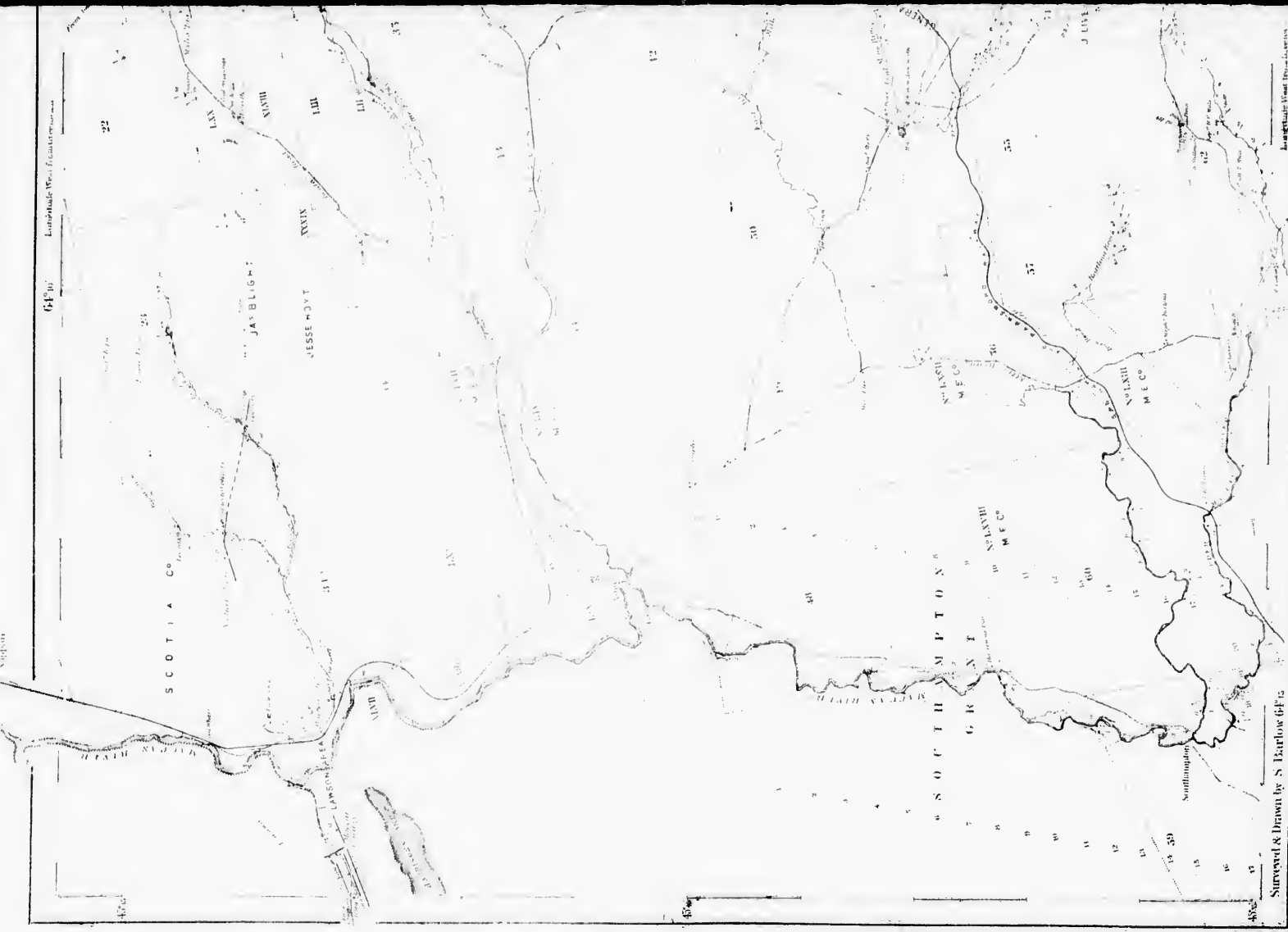
62° 40'

Longitude West from Greenwich

Geological Map of the Montreal Area







Surveyed & Drawn by S. Barlow 67

Longitudinal View from East



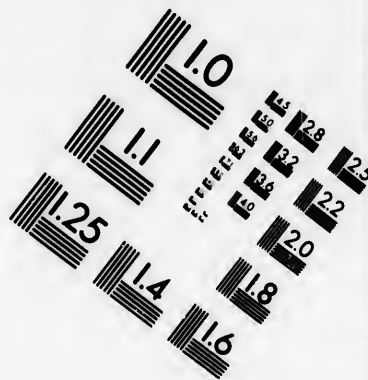
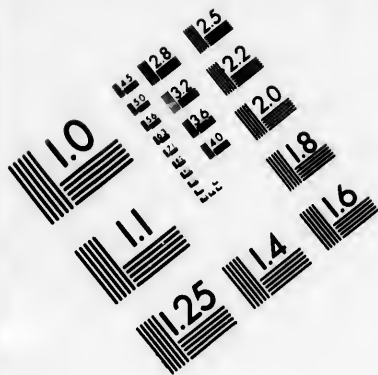
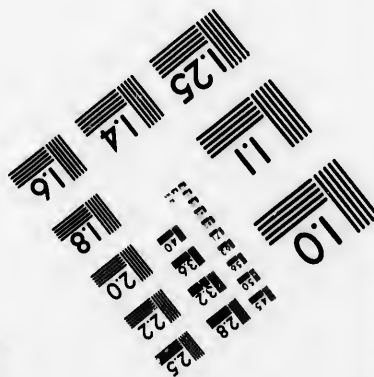
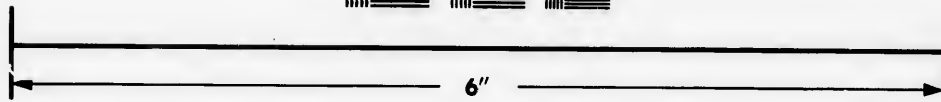
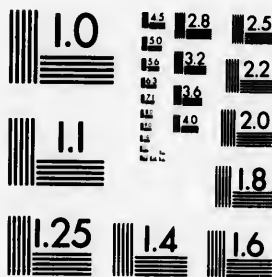


IMAGE EVALUATION TEST TARGET (MT-3)



Photographic Sciences Corporation

**23 WEST MAIN STREET
WEBSTER, N.Y. 14580
(716) 872-4503**

10
F6 F8 F10 F12 F15 F18 F20 F22 F25 F28

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1.1
1.2
1.5
1.8
2.0
2.2
2.5
2.8

STURVEY & CANADA

MAP

of the

KE COALFIELD

the Counties of

AND SUNBURY.

1871

Longitude West from Greenwich

46°

45°

80°

15°



STRAVEY, CANADA

MAP

KE COALFIELD

of the

Counties of

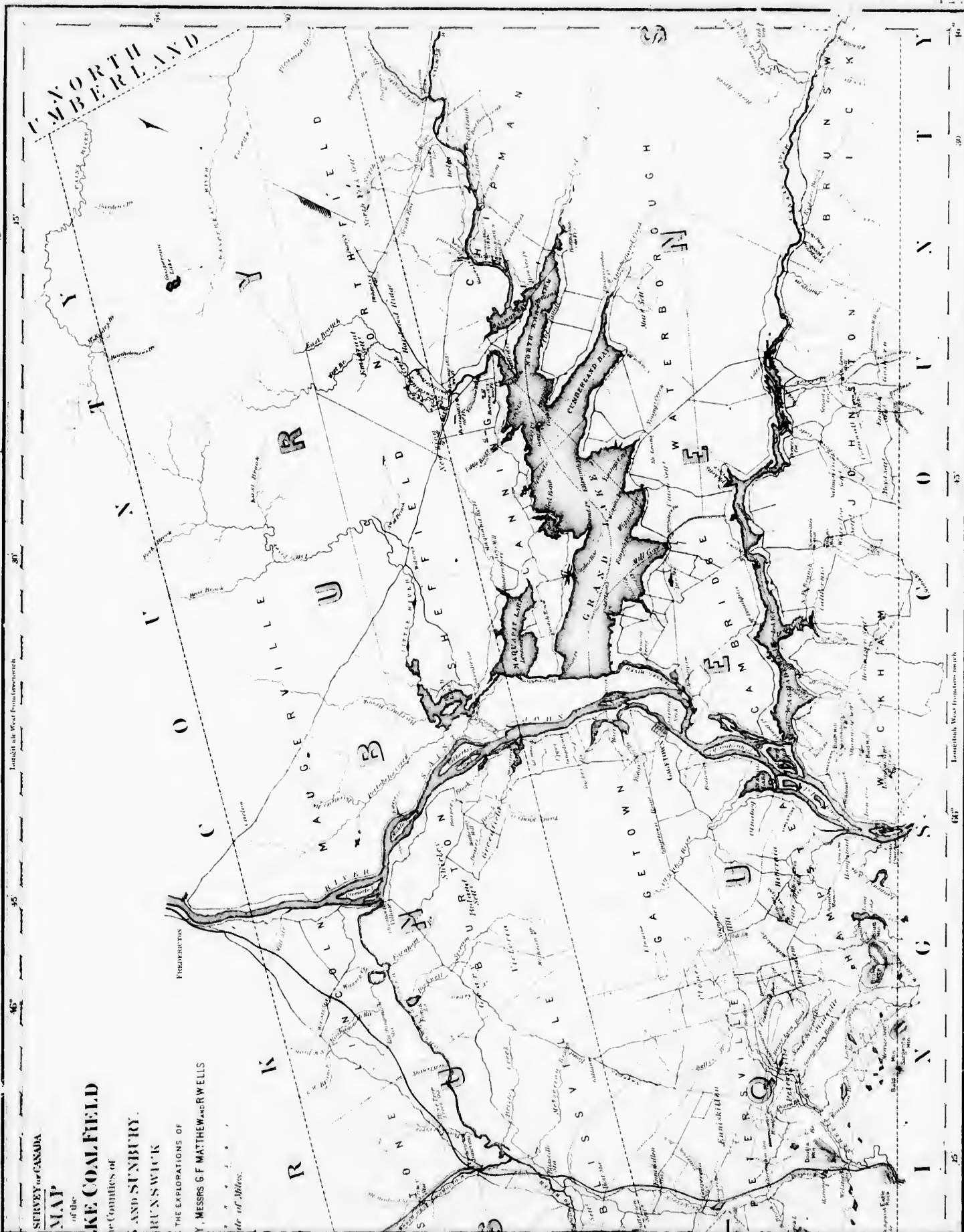
SANDSUNBURY

BRUNSWICK

THE EXPLORATIONS OF

Y. MESSRS G F MATTHEW & C^{OS} R WELLS

Scale of Miles.



Longitude West from Greenwich

Latitude North

Length in West longitude

35°

40°

67°

GEOLOGICAL SURVEY OF CANADA

MAP

of the

GRAND LAKE, COMLFIELD

in the Counties of

QUEENS AND SUNBURY.

NEW BRUNSWICK

Longitudinal West from Greenwich

45°

46°

47°

GEOLOGICAL SURVEY OF CANADA

MAP
of the

GRAND LAKE COMPLETION

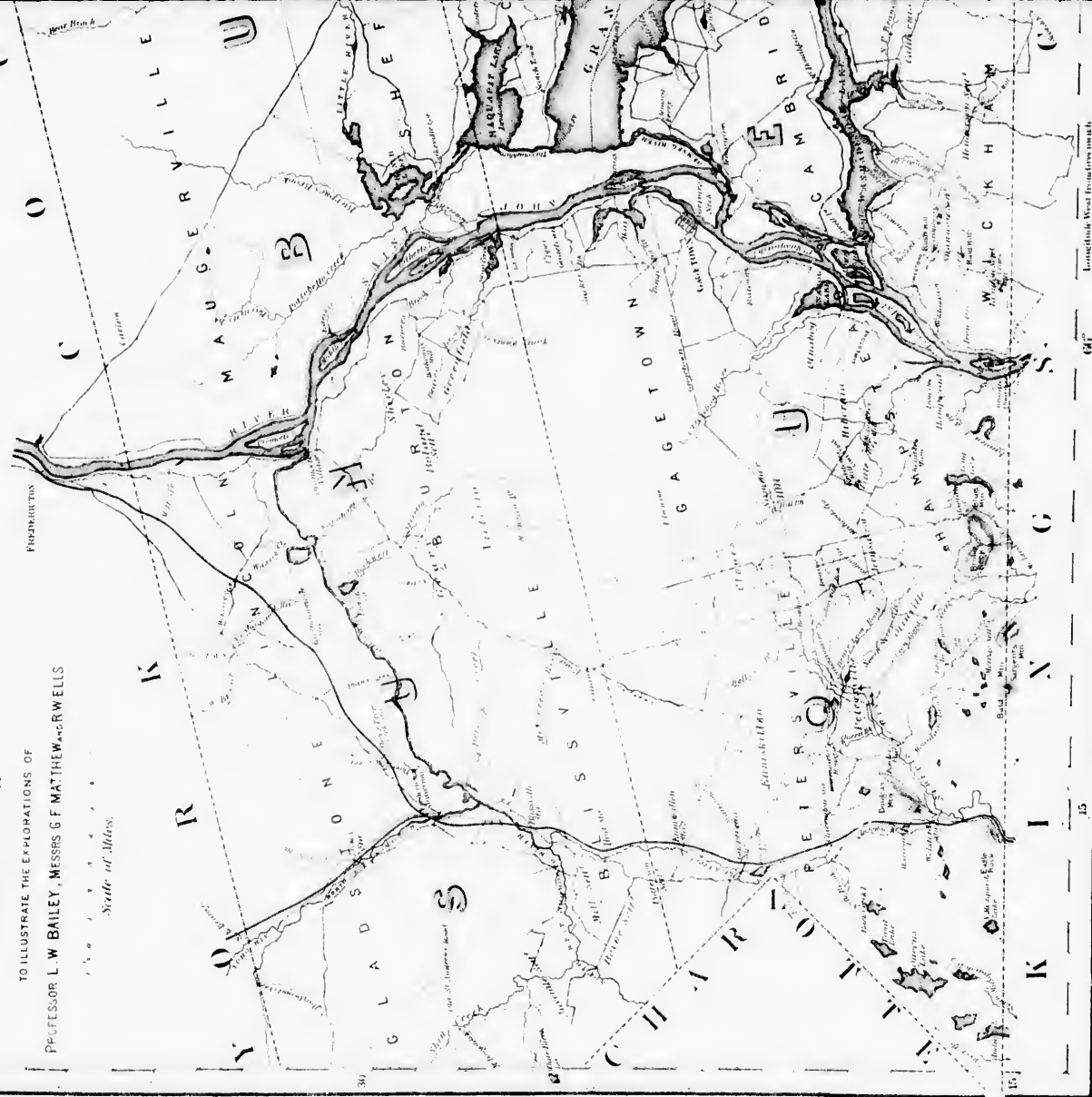
in the Counties of

QUEEN'S AND SUNBURY,

NEW BRUNSWICK

TO ILLUSTRATE THE EXPLORATIONS OF
PROFESSOR L. W. BAILEY, MESSRS G. F. MATTHEW & R. WELLS

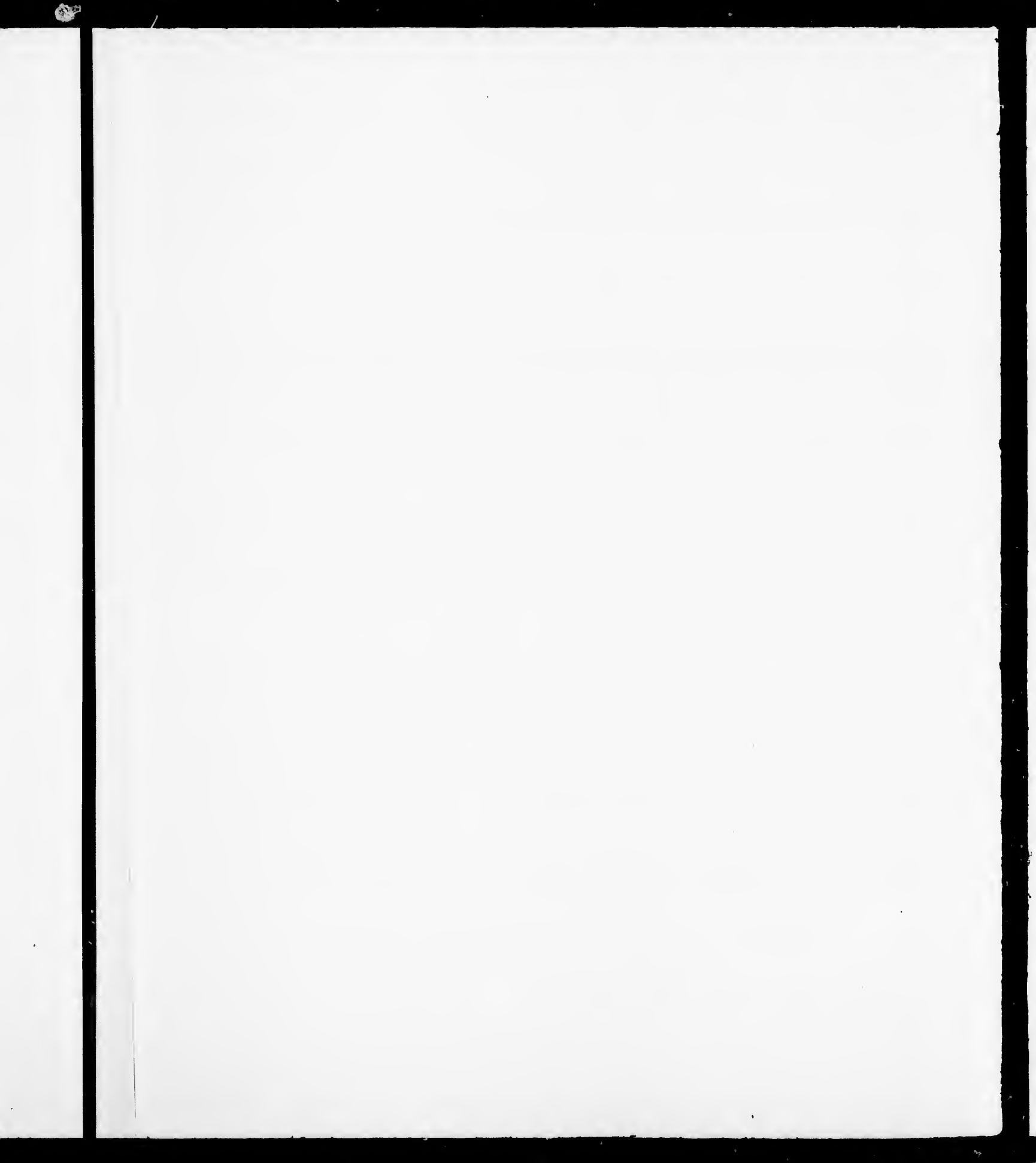
Scale of Miles.

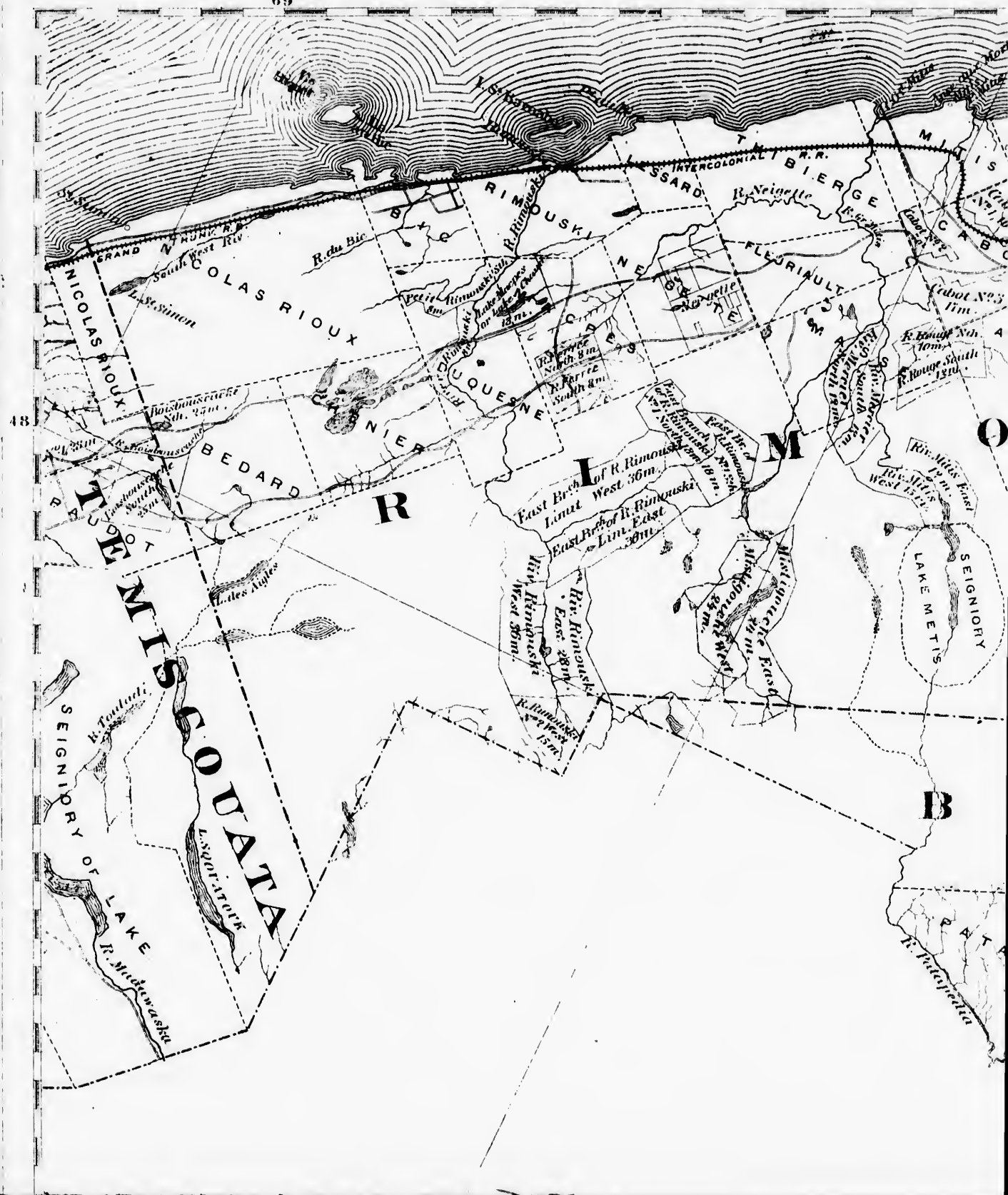


Longitudinal West from Greenwich

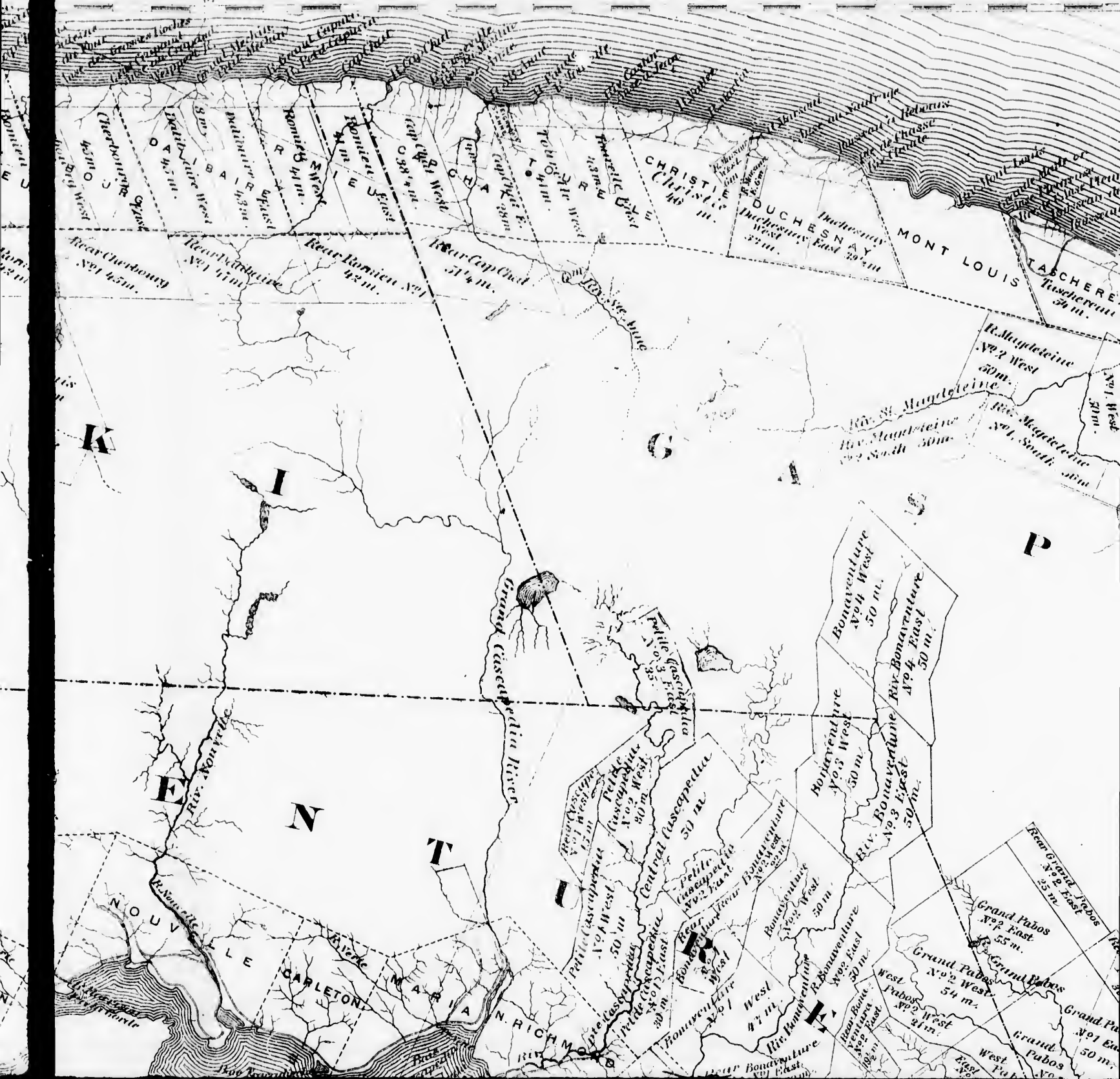
48°

45









TIMBER LANDS MAPS.

QUEBEC

Compiled and Drawn from information

IN THE

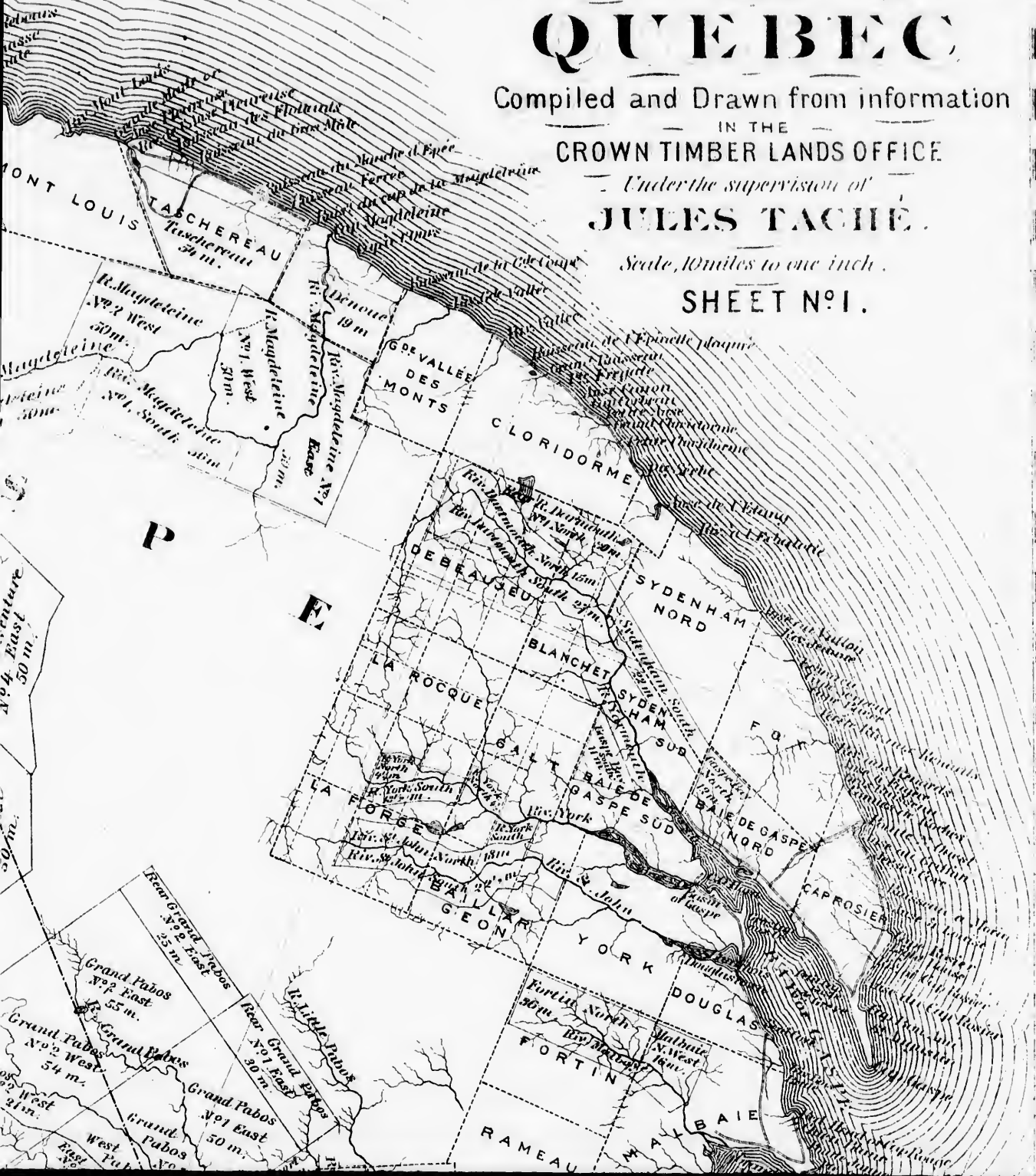
CROWN TIMBER LANDS OFFICE

Under the supervision of

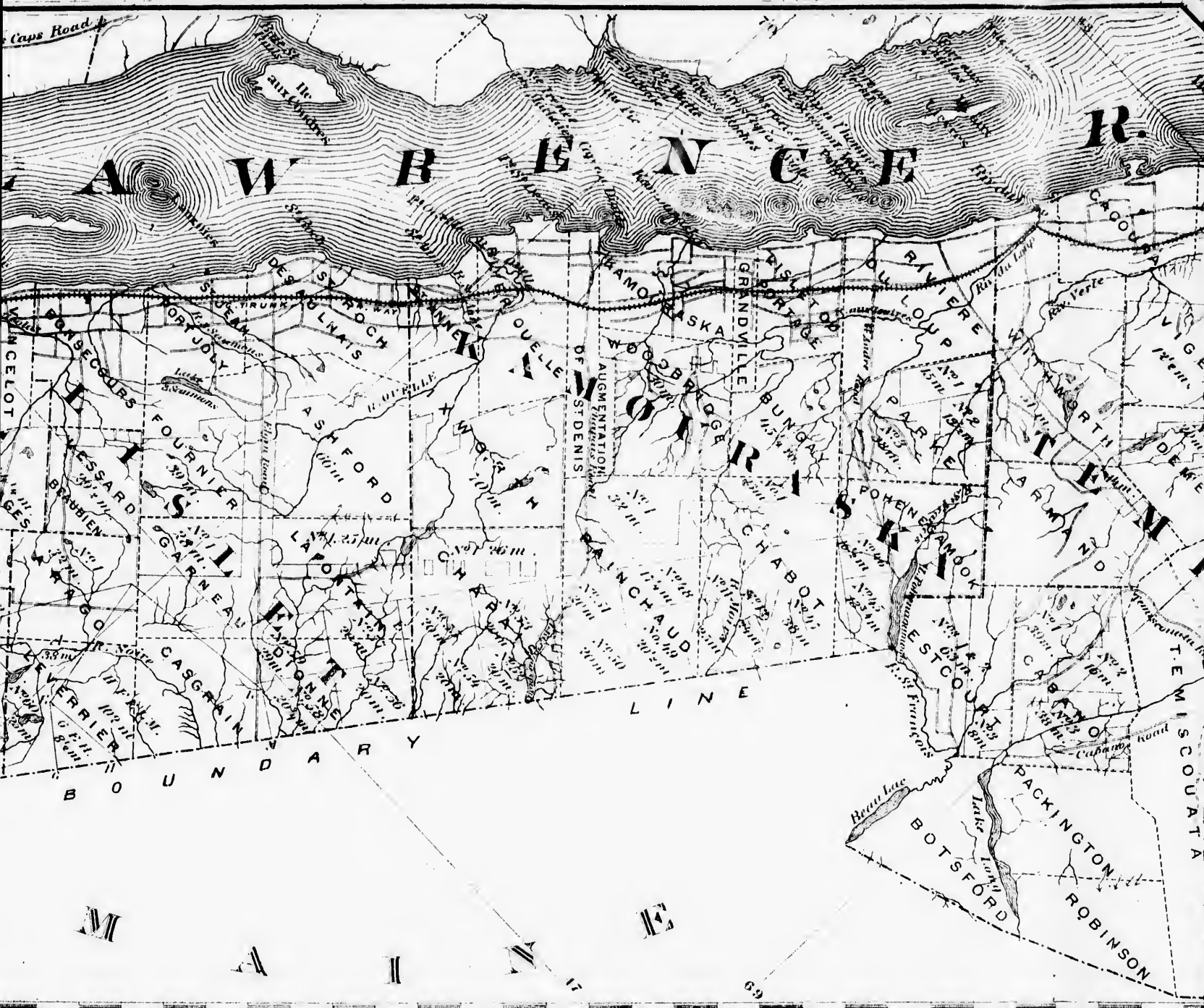
JULES TACHÉ.

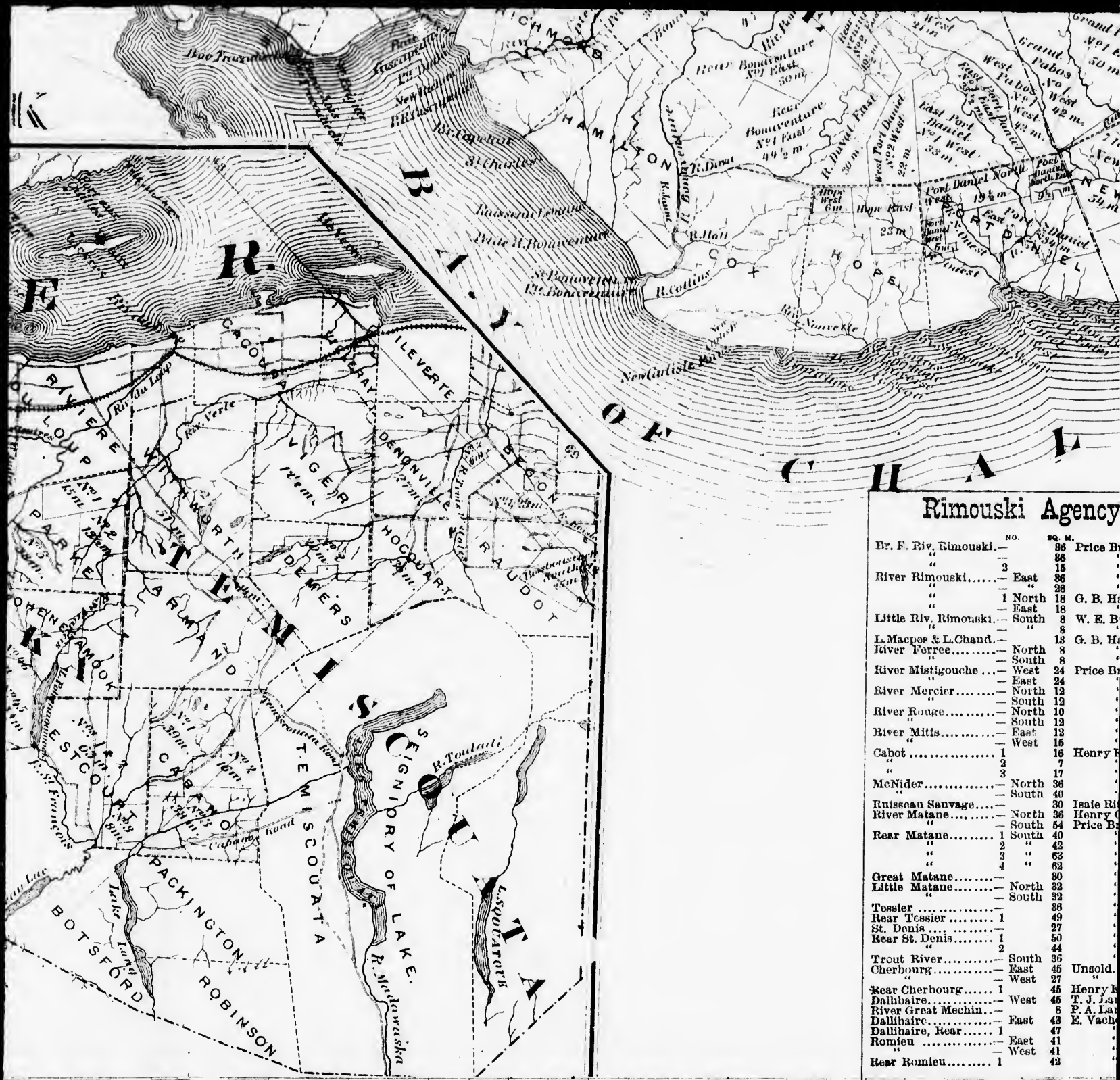
Scale, 10 miles to one inch.

SHEET N°1.



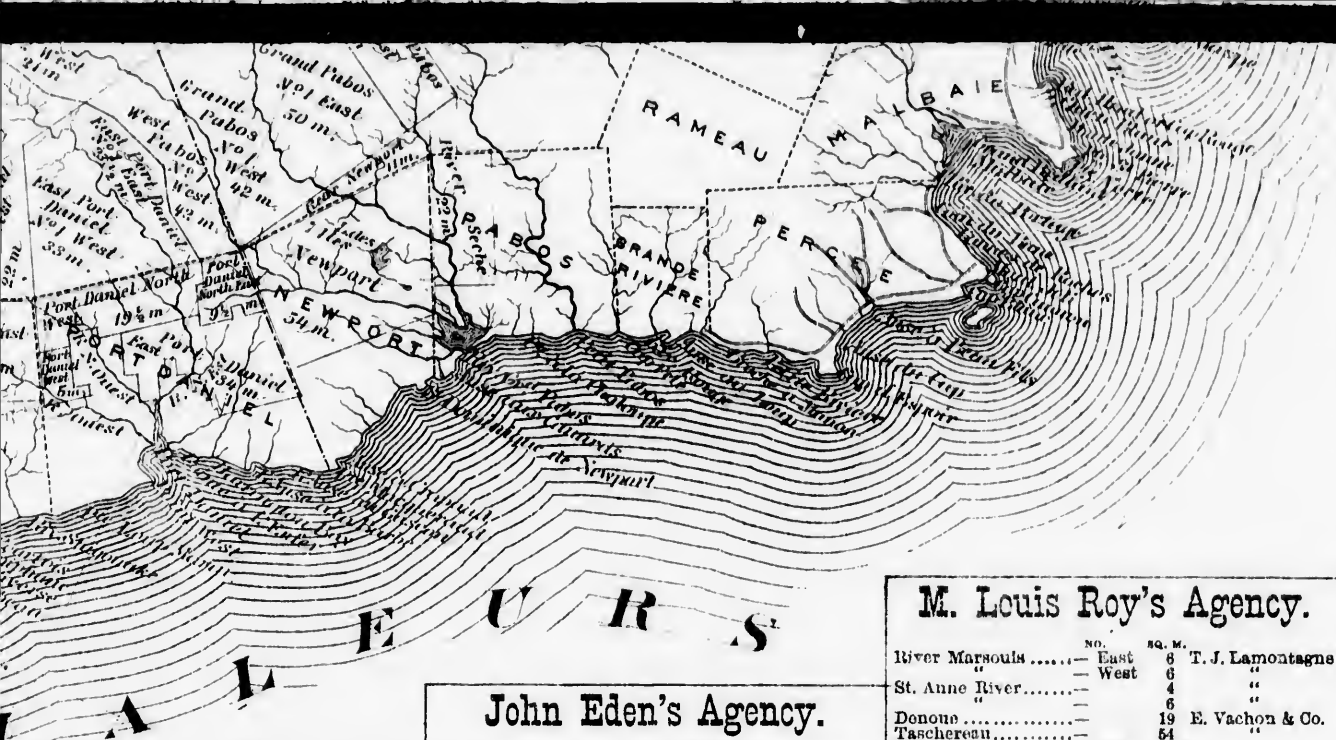
RR





Rimouski Agency

	NO.	SQ. M.	Price B.
Br. E. Riv. Rimouski.	3	86	
River Rimouski.....	3	86	
"	1	15	
"	1	28	
Little Riv. Rimouski.	1	18	G. B. H.
"	1	18	
"	1	8	W. E. B.
L. Macpoe & L. Chaud.	1	13	G. B. H.
River Ferree.....	1	8	
"	1	8	
River Mistigouche ..	1	24	Price B.
"	1	24	
River Mercier.....	1	12	
"	1	12	
River Rouge.....	1	10	
"	1	12	
River Mitis.....	1	13	
"	1	16	
Cabot.....	1	16	Henry K.
"	3	17	
McNider.....	1	36	
"	1	40	
Ruisseau Sauvage.....	1	30	Isale R.
River Matane.....	1	36	Henry C.
"	1	64	Price B.
Rear Matane.....	1	40	
"	2	42	
"	3	63	
"	4	63	
Great Matane.....	1	90	
Little Matane.....	1	32	
"	1	32	
Tessier.....	1	36	
Rear Tessier.....	1	49	
St. Denis.....	1	27	
Rear St. Denis.....	1	50	
"	2	44	
Trout River.....	1	36	
Cherbourg.....	1	45	
"	1	27	
Rear Cherbourg.....	1	45	Henry K.
Dallibaire.....	1	45	T. J. L.
River Great Mechin.....	1	8	P. A. L.
Dallibaire.....	1	43	E. Vach.
Rear Dallibaire.....	1	47	
Romieu.....	1	41	
"	1	41	
Rear Romieu.....	1	42	



Rimouski Agency.

	NO.	SQ. M.	
E. Riv. Rimouski.....	86	86	Price Bro's & Co.
"	86	86	"
"	2	15	"
er Rimouski.....	East	86	"
"	1 North	28	"
"	East	18	G. B. Hall.
"	South	18	"
le Riv. Rimouski.....	South	8	W. E. Butchart.
"	8	8	"
Jacques & L. Chand.....	North	13	G. B. Hall.
er Perree.....	South	8	"
er Mistigouche.....	West	24	Price Bro's & Co.
"	East	24	"
er Mercier.....	North	12	"
"	South	12	"
er Rouge.....	North	10	"
"	South	12	"
er Mitia.....	East	12	"
"	West	15	"
ot.....	1	16	Henry King & Co.
"	2	7	"
"	3	17	"
Nider.....	North	36	"
"	South	40	"
sscan Sauvage.....	30	30	Isaie Ritchot.
er Matane.....	North	36	Henry C. Borge.
"	South	54	Price Bro's & Co.
er Matane.....	1	40	"
"	2	42	"
"	3	63	"
"	4	63	"
at Matane.....	30	30	"
le Matano.....	North	32	"
"	South	32	"
ier.....	38	38	"
r Tessier.....	1	49	"
Denis.....	27	27	"
r St. Denis.....	1	50	"
"	2	44	"
ut River.....	South	36	"
rbourg.....	East	45	Unsold.
"	West	27	"
r Cherbourg.....	1	45	Henry King & Co.
ubaire.....	West	45	T. J. Lamontagne
er Great Mechin.....	8	51	E. A. Lamontagne
ubaire, Rear.....	East	47	E. Vachon & Co.
"	1	43	"
ubieu.....	East	41	"
"	West	41	"
r Romieu.....	1	43	"

John Eden's Agency.

	NO.	SQ. M.	
St. John's River.....	North	18	Lowndes Bro's.
"	South	23	"
York River.....	"	13	"
"	North	9	"
Darmouth.....	South	27	"
"	North	15	"
Gaspe Bay.....	1	12	"
Sydenham.....	South	23	"
Rear Darmouth Riv.....	1	30	"
Gaspe Bay.....	South	11	"
Fortin.....	North	36	"
Malbale.....	N. W.	16	"

Granville's Agency.

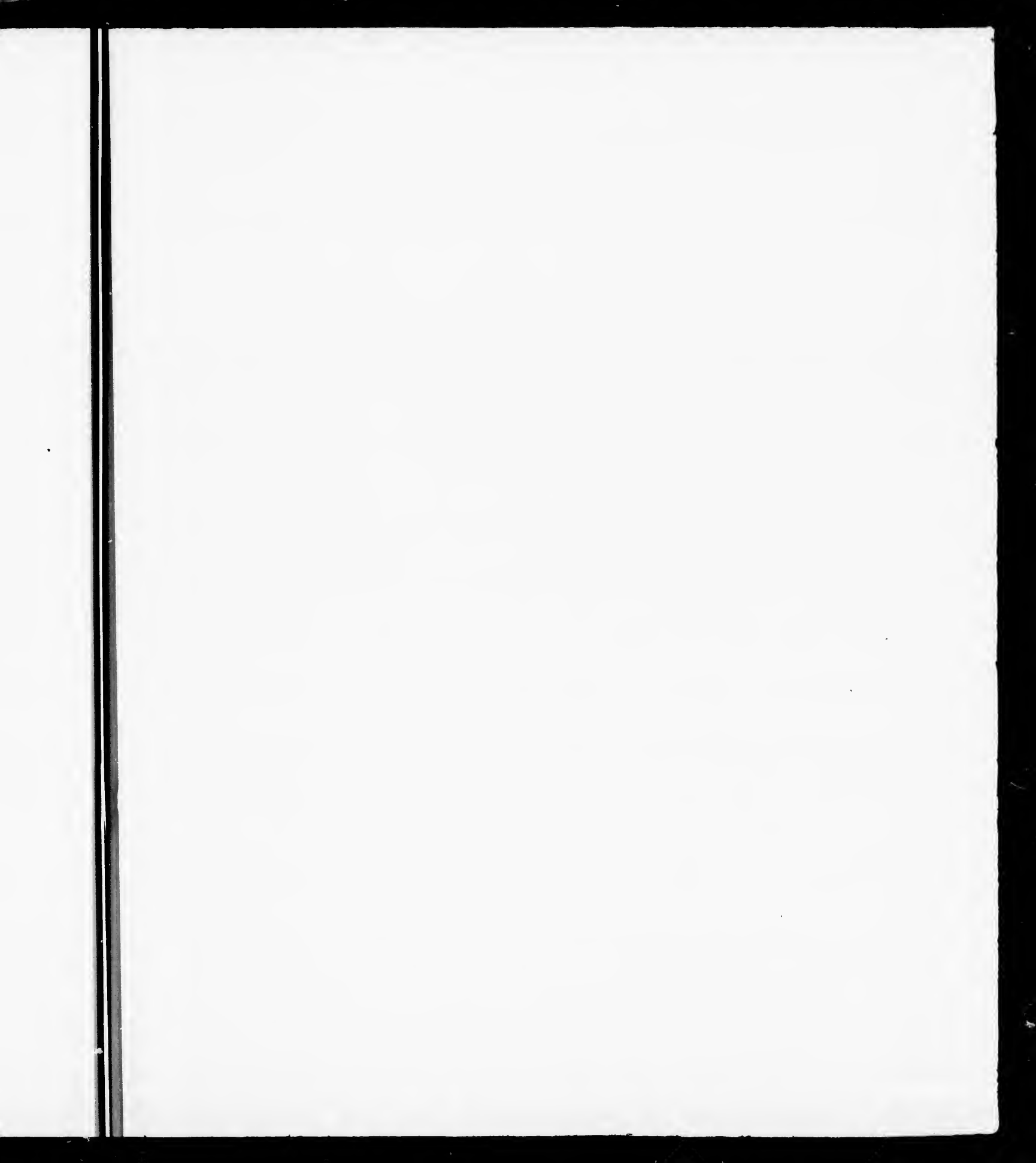
	NO.	SQ. M.	
Township Begon.....	1	23	Marchmont.
"	2	6	"
"	Raudot.....	1	25
"	Bedard.....	1	25
Riv. Bois Bouscache.....	North	—	"
"	South	—	"
Township Denonville.....	27	27	"
"	Hocquart.....	2	22
Pt. Tp. Viger.....	1	12	Carbray & Routh.
"	Demers.....	1	12
"	Whitworth.....	1	51
"	Parke.....	2	18
"	Armand.....	1	14
"	Cabano.....	1	63
"	Escourt.....	1 & 3	63
"	Pohenegamook.....	1	24
"	Cabano.....	8	88
"	Escourt.....	2	16
"	Parke.....	3	38
"	Bungay.....	—	45
"	Woodbridge.....	—	80
"	Painchaud.....	1	82
"	Chabot.....	1	18
"	Ixworth.....	—	70
"	Chapais.....	1	26
"	"	12	24
"	"	11	25
"	"	48	17
"	"	49	20
"	"	50	20
"	"	51	20
"	"	62	20
"	"	63	20
"	"	64	20
"	"	65	20
Parke.....	1	15	Jean B. Pouliots.

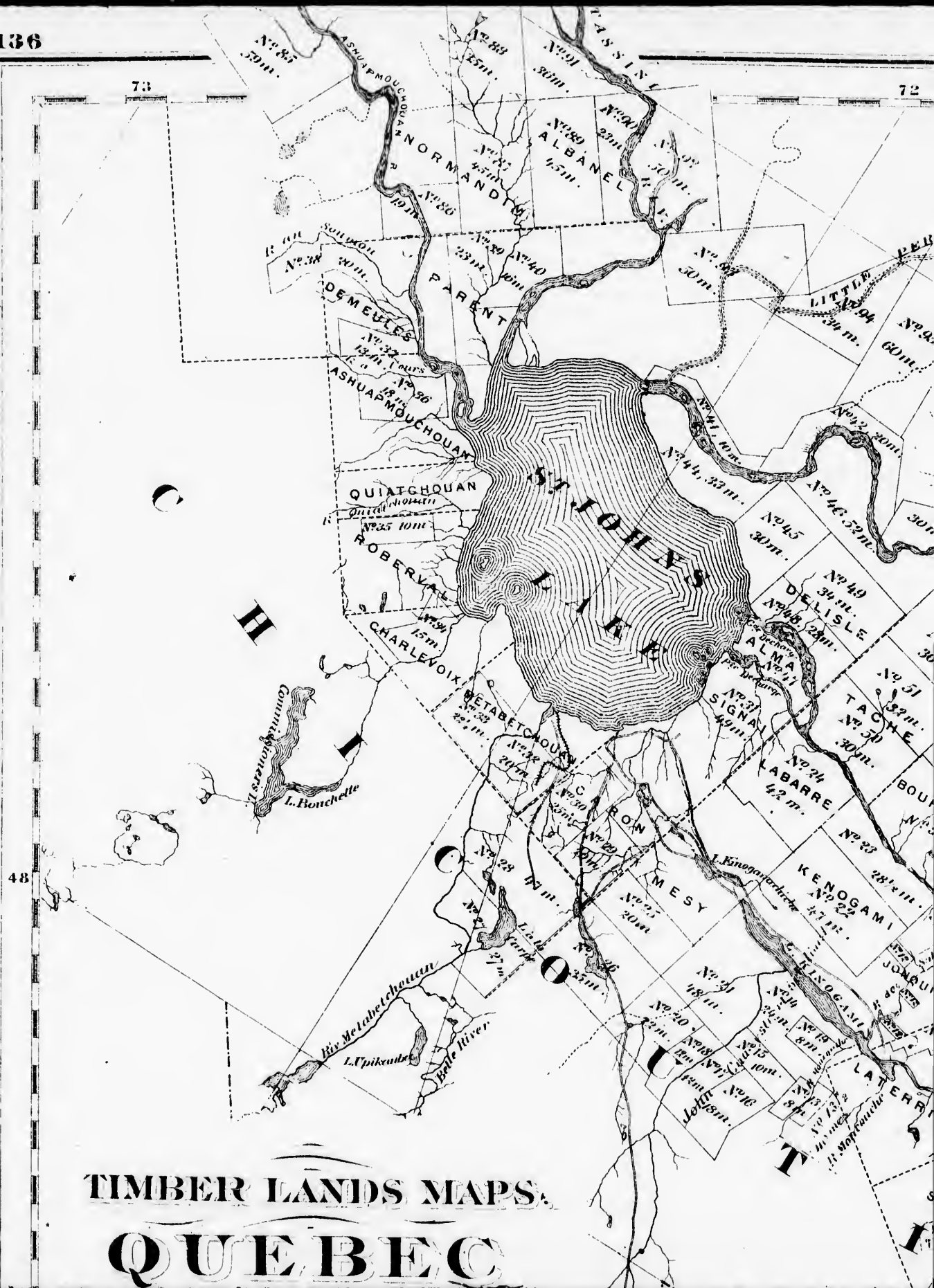
M. Louis Roy's Agency.

	NO.	SQ. M.	
River Marsouls.....	East	6	T. J. Lamontagne
"	West	6	"
St. Anne River.....	—	4	"
"	—	4	"
Donoue.....	—	19	E. Vachon & Co.
Tascherou.....	—	64	"
Duchesnay.....	East	39	"
"	West	33	"
Christie.....	—	46	"
Tourelle.....	East	43	"
"	West	41	"
Cap Chat.....	—	38	"
"	West	39	"
Rear Cap Chat.....	1	61	"
Romieux.....	—	41	"
Magdeleine River.....	1 West	50	"
"	2	50	"
"	1 East	50	"
"	1 South	50	"
"	2	50	"

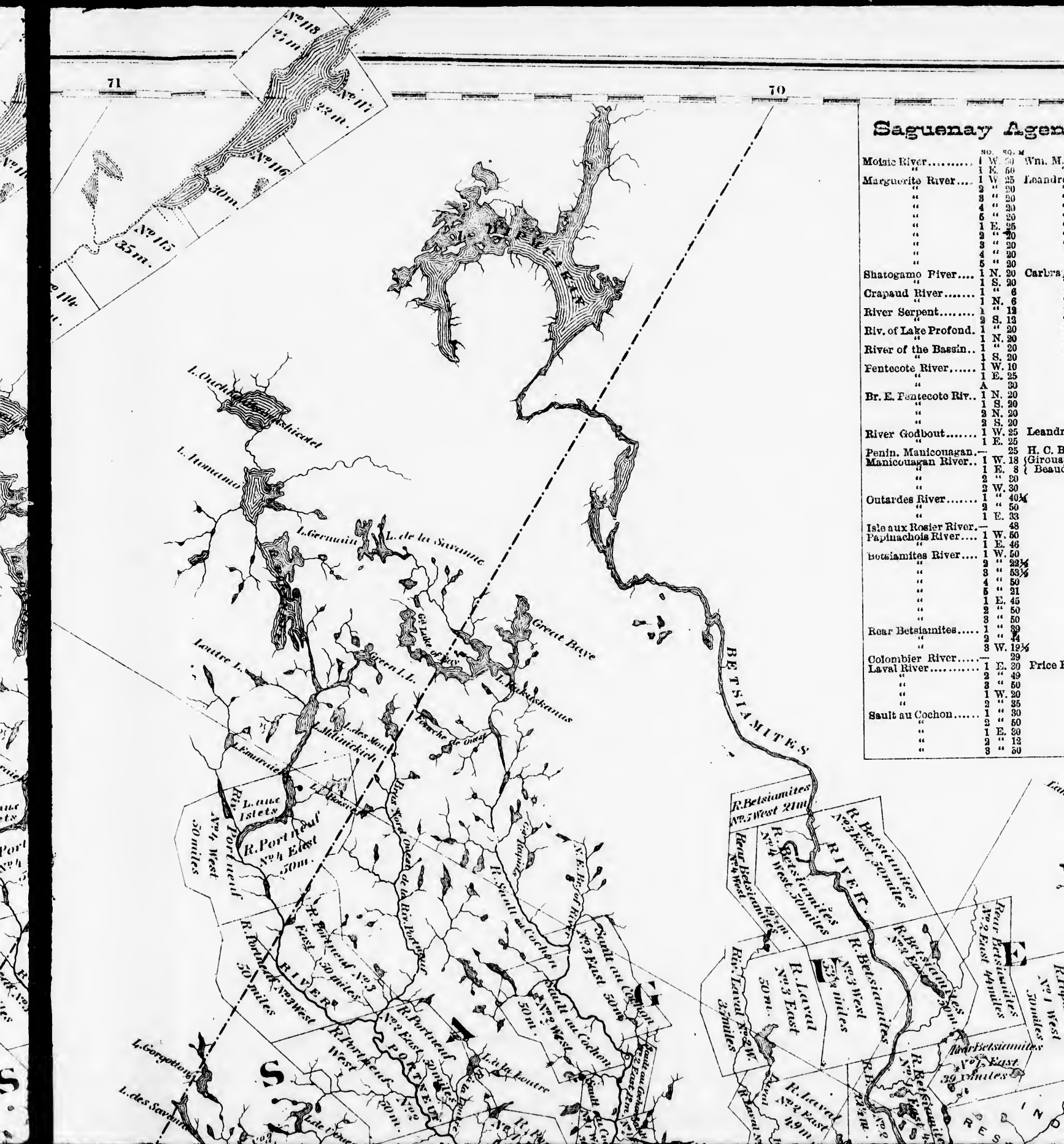
Montmagny Agency.

	NO.	SQ. M.	
Pt. Tp. Ashford.....	—	68	Charles King.
"	Lafontaine.....	1	25
"	Garneau.....	1	28
"	Fournier.....	—	39
"	Lessard.....	—	29
"	Beaubien.....	—	29
"	Arago.....	1	22
"	Bourlages.....	1	44
"	Patton.....	1	32
"	Ashburton.....	1	13
"	Armagh.....	—	81
"	Montmagny.....	—	3
"	Ashburton.....	2 & 3	11
"	Roux.....	—	49
"	Bellechasse.....	1	57
"	"	57	20
"	"	59	29
"	"	63	15
"	"	64	20
"	"	66	20
"	"	68	20
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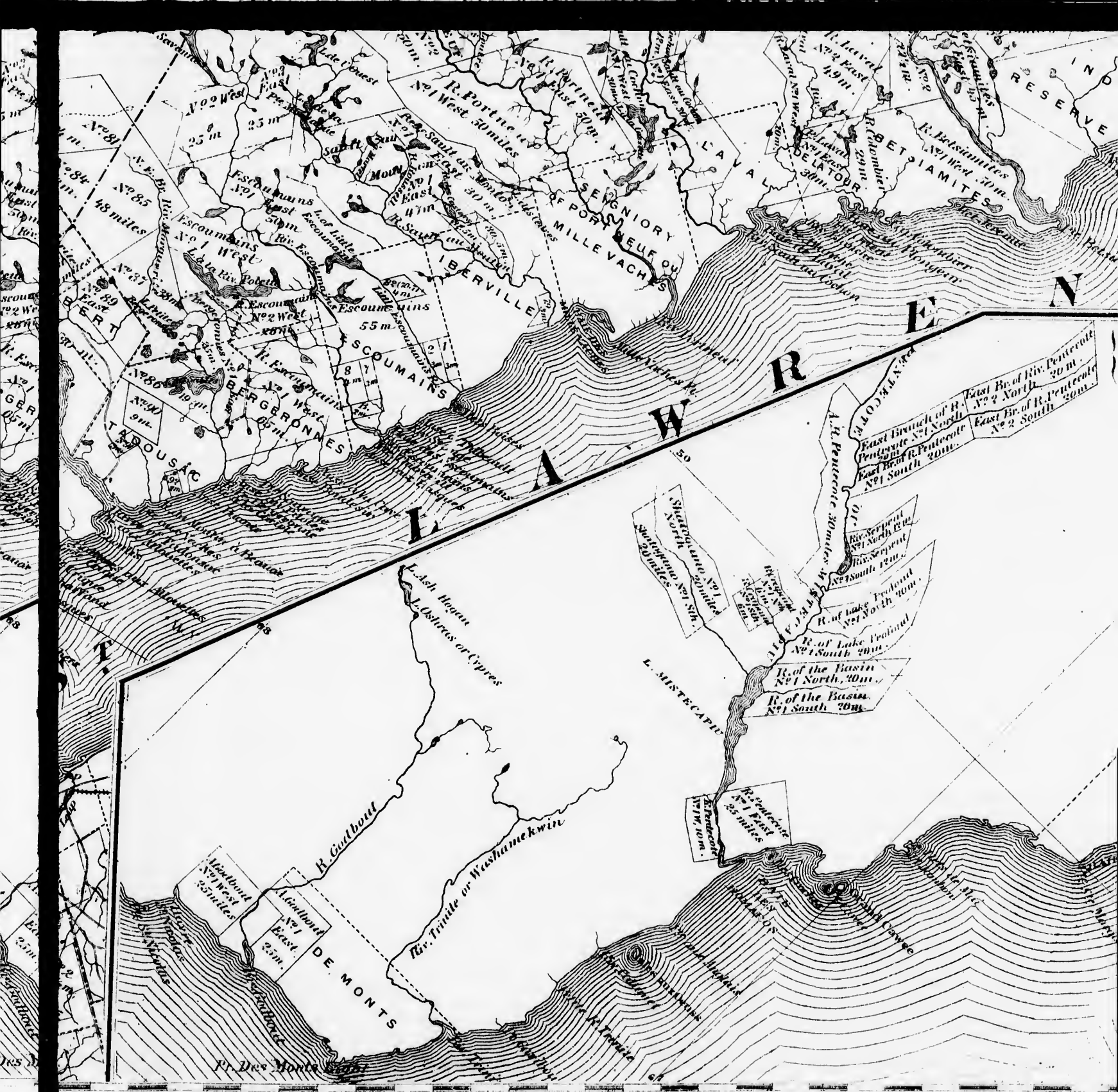


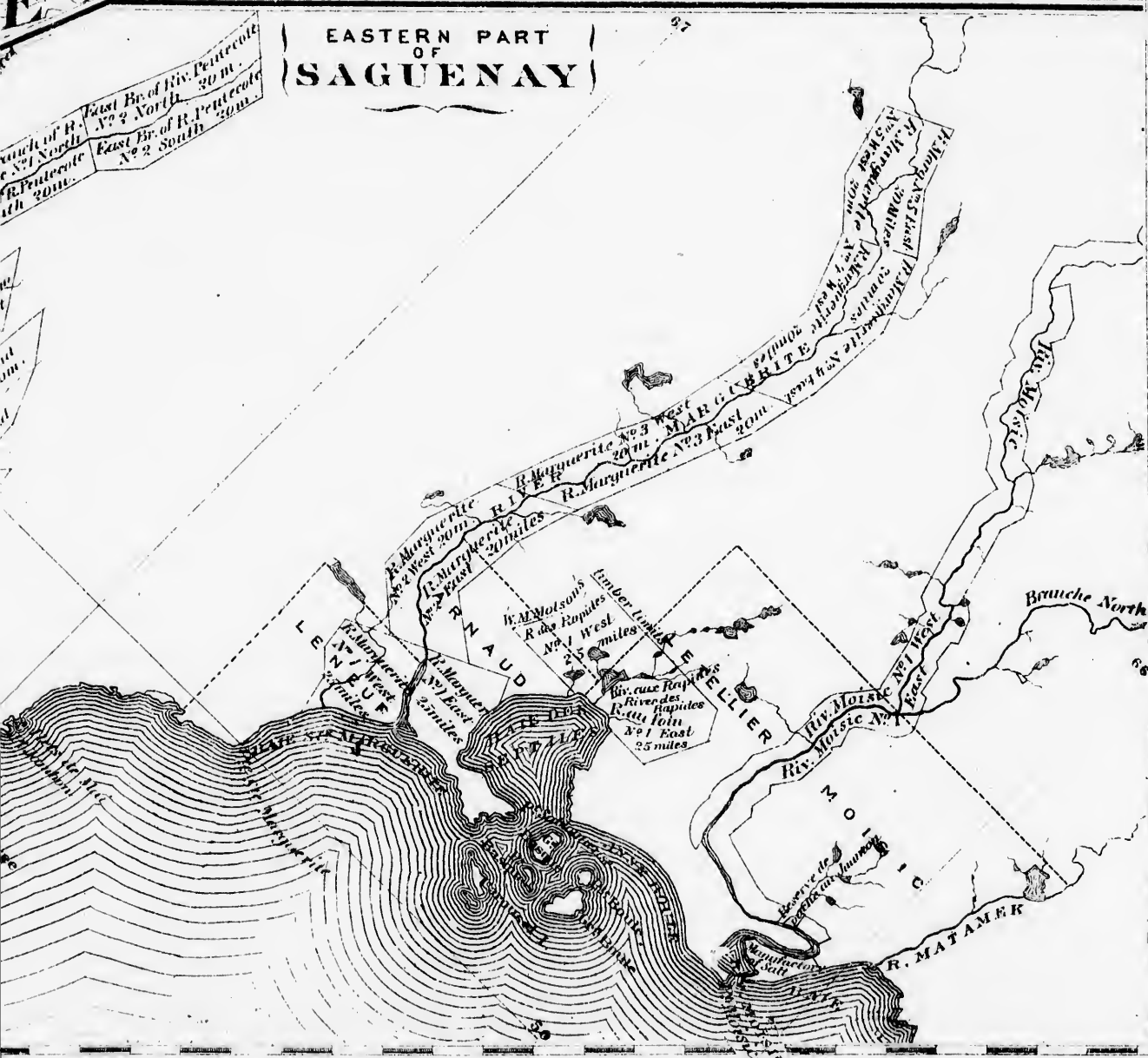




SHEET N°2.







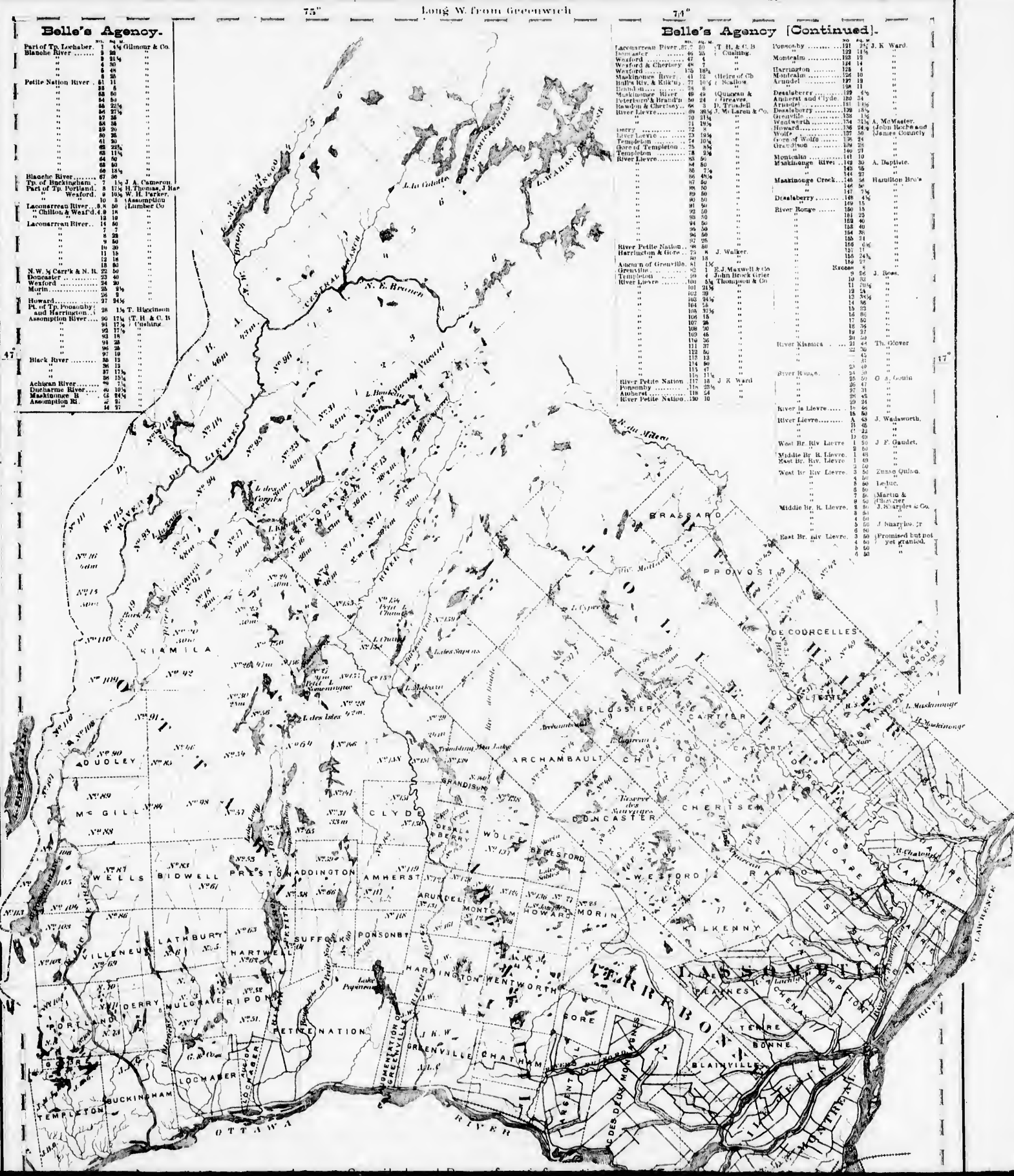
Belle's Agency.

Part of Tp. Lechaber	1	3	J. Gillmour & Co.
Blanche River	1	32	"
"	2	31 1/2	"
"	3	30	"
"	4	29	"
"	5	28	"
Patte Nation River	6	27 1/2	"
"	7	26	"
"	8	25	"
"	9	24	"
"	10	23 1/2	"
"	11	22 1/2	"
"	12	21 1/2	"
"	13	20	"
"	14	19 1/2	"
"	15	18 1/2	"
"	16	17 1/2	"
"	17	16 1/2	"
"	18	15 1/2	"
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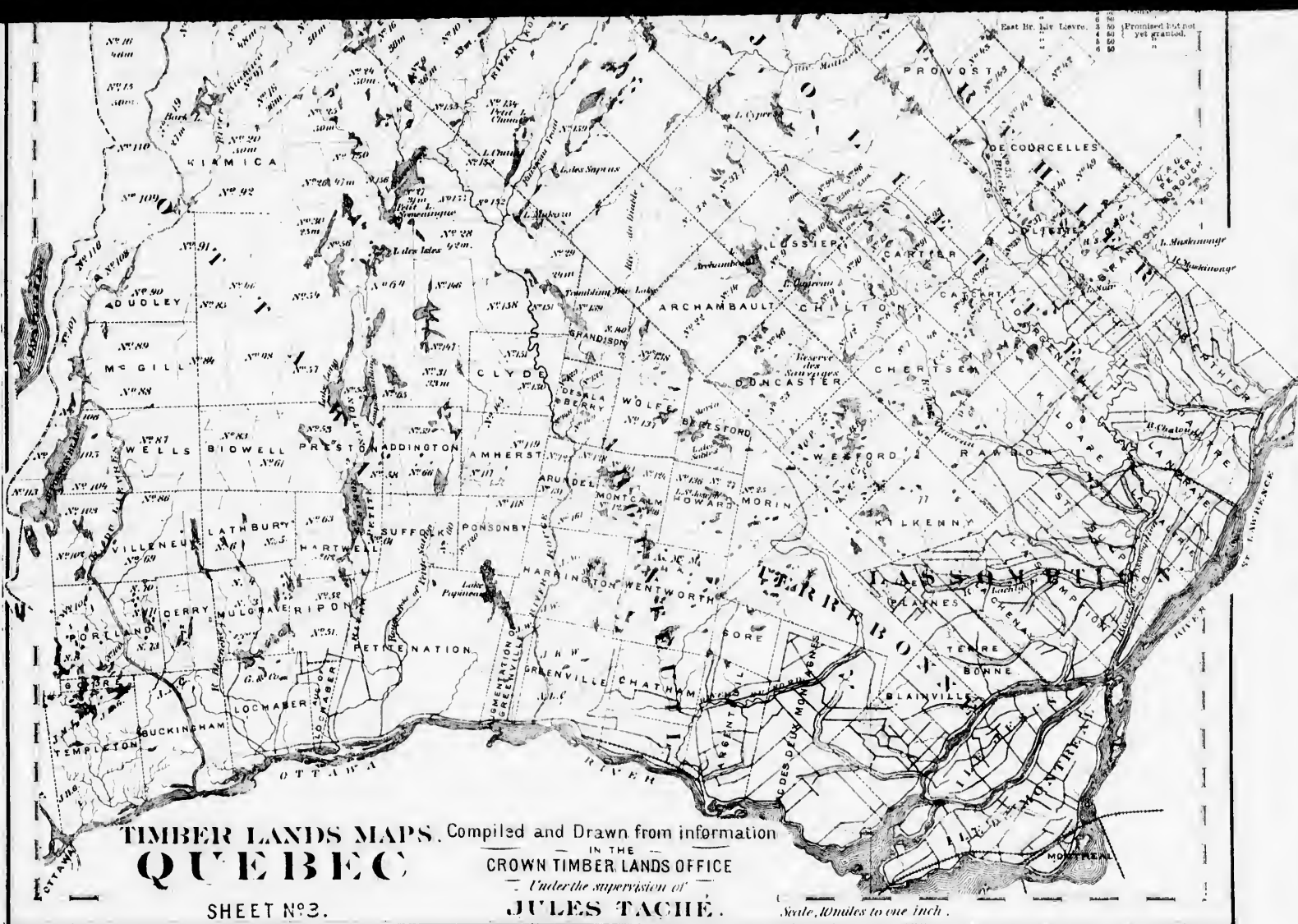


Belle's Agency [Continued].

Lacrainean River, 25	80	"	T. H. & C. B.	121	44	"	J. K. Ward.
Emerson, 25	77	"	Coaling.	122	19	"	"
Ward, 25	47	"	"	123	19	"	"
Ward & Cherry, 25	47	"	"	124	19	"	"
Ward, 25	100	"	"	125	4	"	"
Madison, 25	71	"	Heifer of Ch	126	4	"	"
Bulls Riv. & Rikku, 25	100	"	North	127	19	"	"
Donah, 25	71	"	"	128	19	"	"
Donah, 25	49	"	Quinn &	129	4	"	"
River & Brandy, 25	50	"	Fire Ave.	130	19	"	"
Newton & Cherry, 25	66	"	P. Truett	131	19	"	"
River Liere, 25	98	"	J. McLean & Co.	132	19	"	"
"	99	"	"	133	19	"	"
"	11	"	"	134	19	"	"
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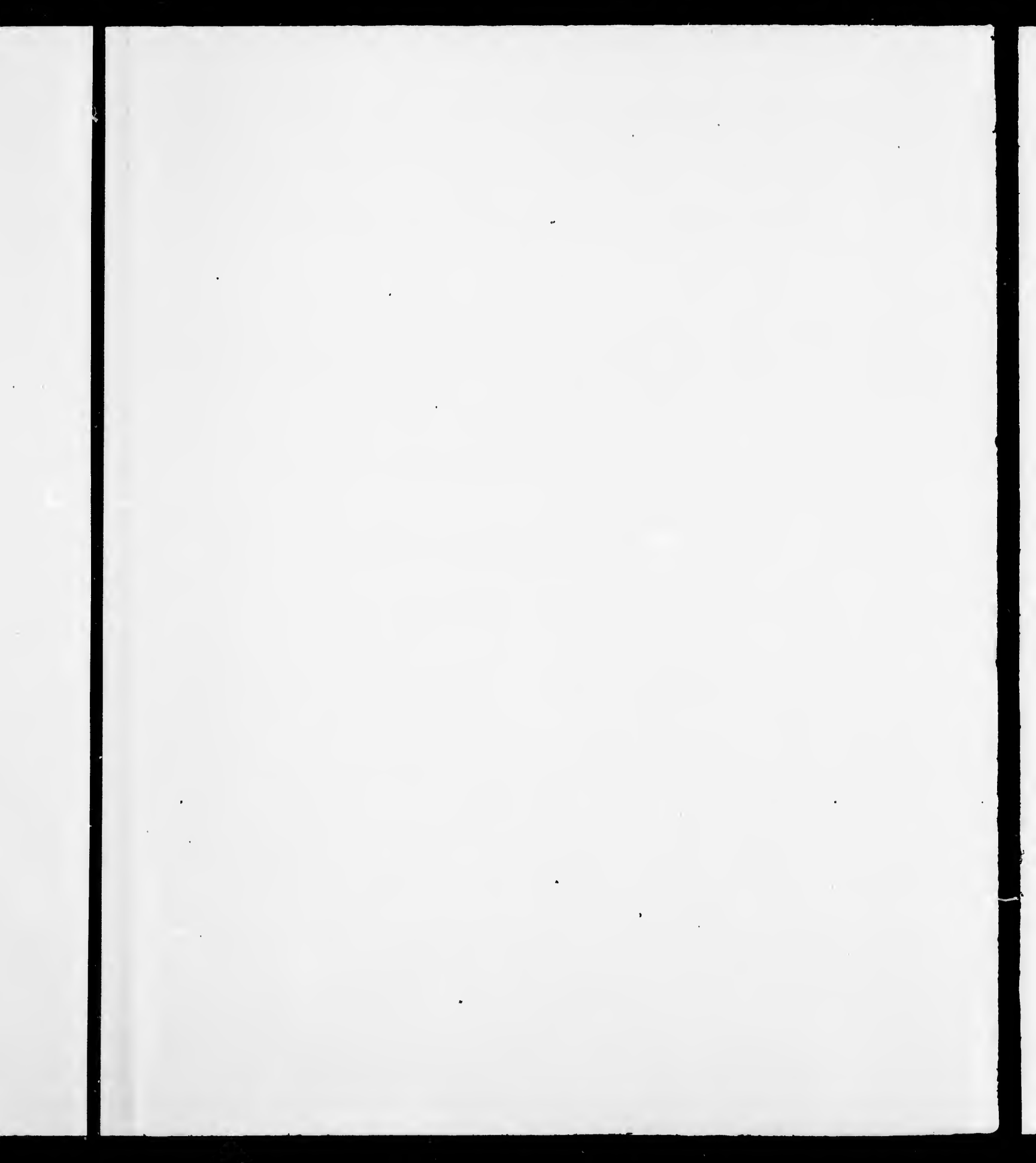






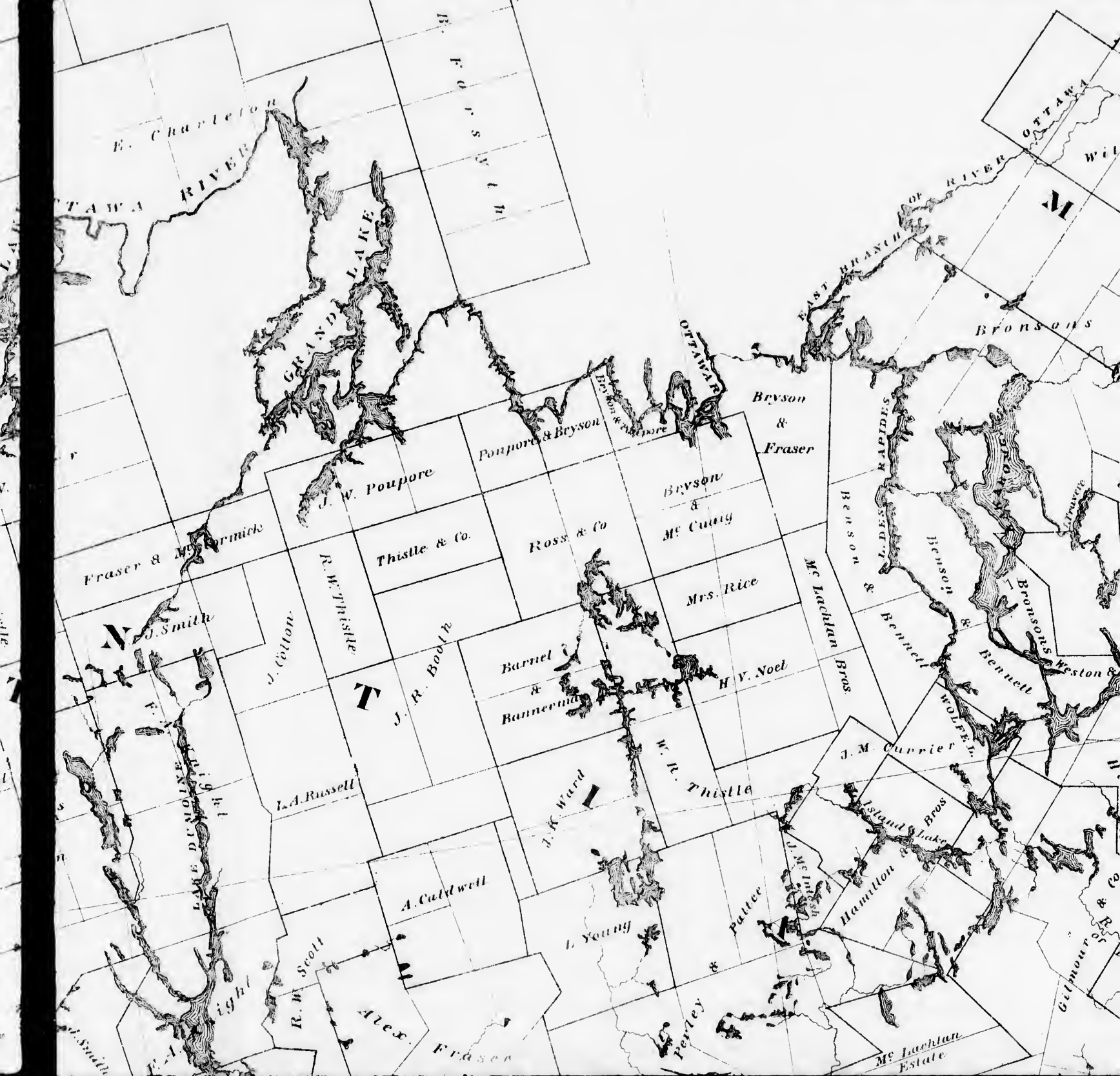
TIMBER LANDS MAPS. Compiled and Drawn from information
IN THE
QUEBEC
CROWN TIMBER LANDS OFFICE
Under the supervision of
JULES TACHÉ.
SHEET No. 3.

Scale, 10 miles to one inch.

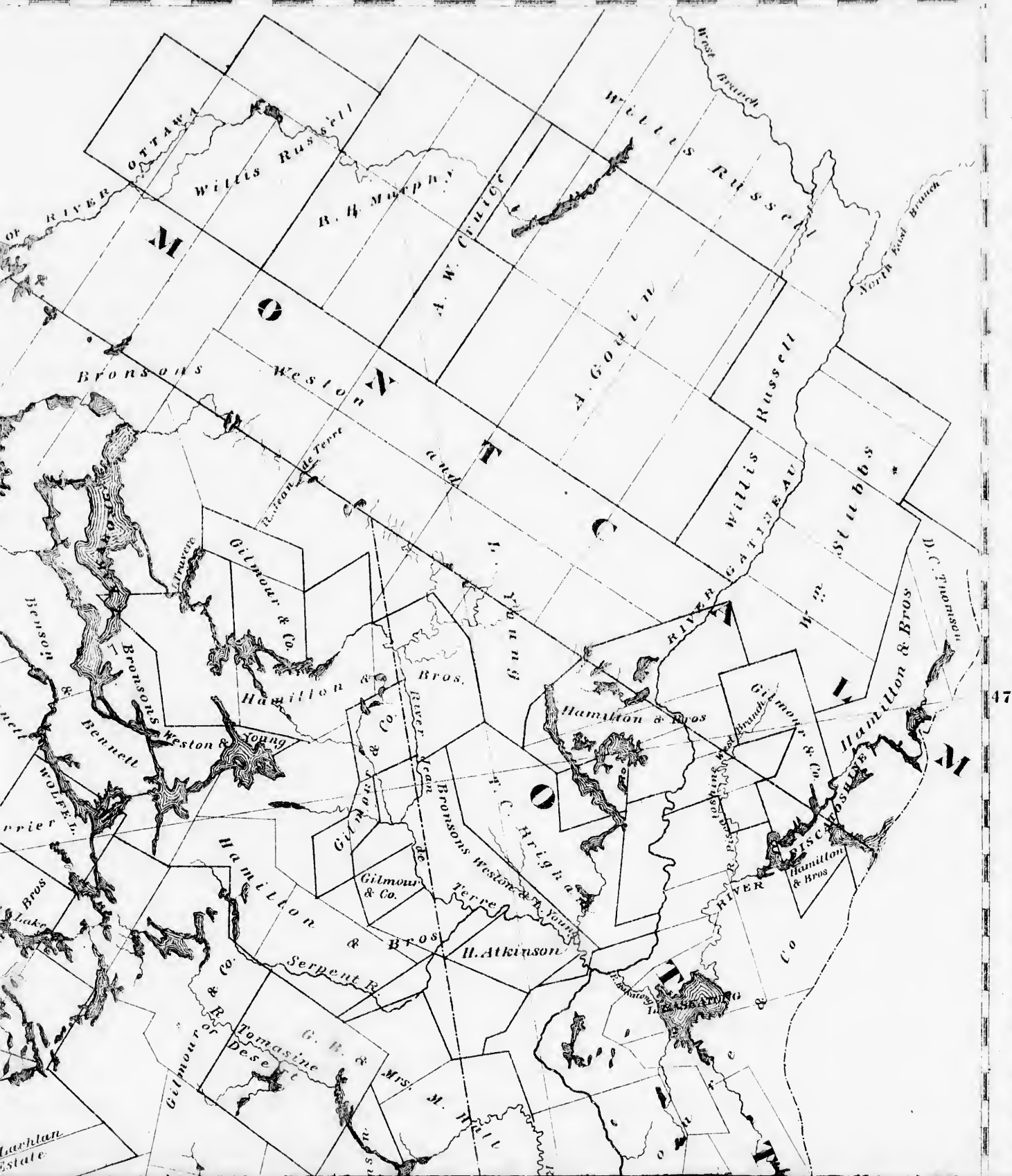








76



TIMBER LANDS MAPS.

QUEBEC

This Map of the River Ottawa and its Tributaries from the City of Ottawa upwards shewing the Crown Timber Limits Licensed thereon, in the Provinces of Ontario and Quebec, is a compilation from official plans and returns of surveys made under my direction, and other documents of record in this Office.

Crown Timber Office,

Ottawa 7th April 1877

Scale, 10 miles to one inch.

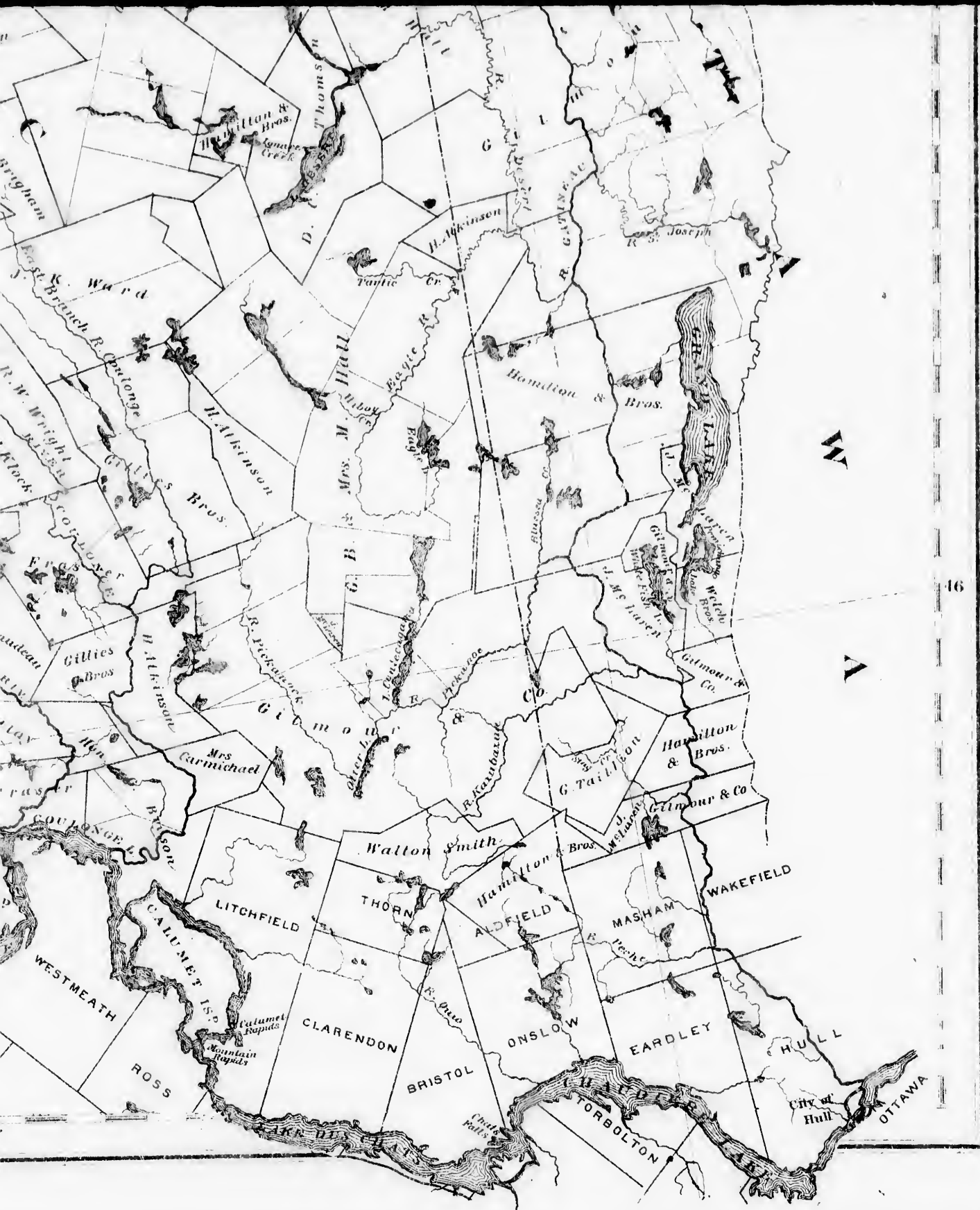
SHEET N^o 4.

A. J. Russell,

Crown Timber Agent etc.









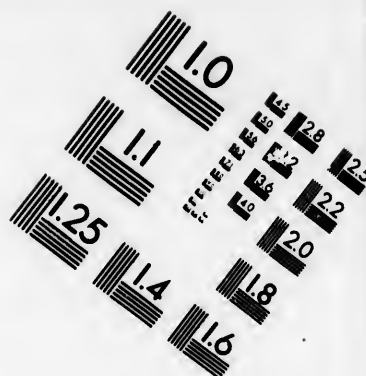
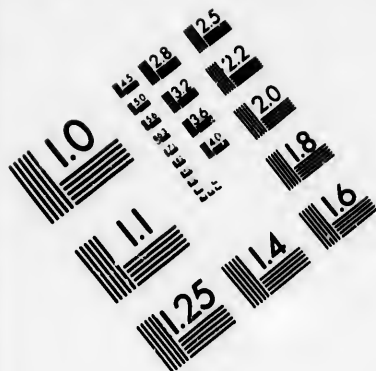
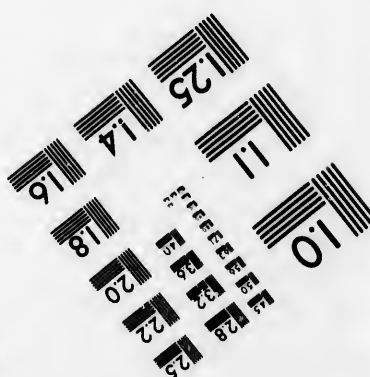
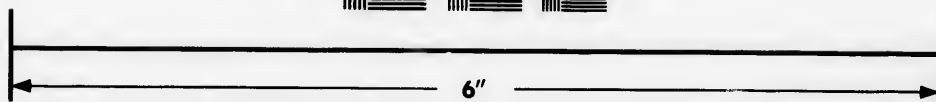
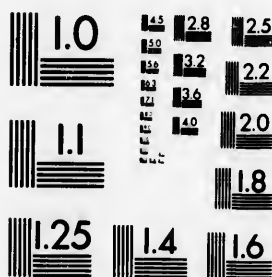


IMAGE EVALUATION TEST TARGET (MT-3)



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(716) 872-4503

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Longitude West from Greenwich

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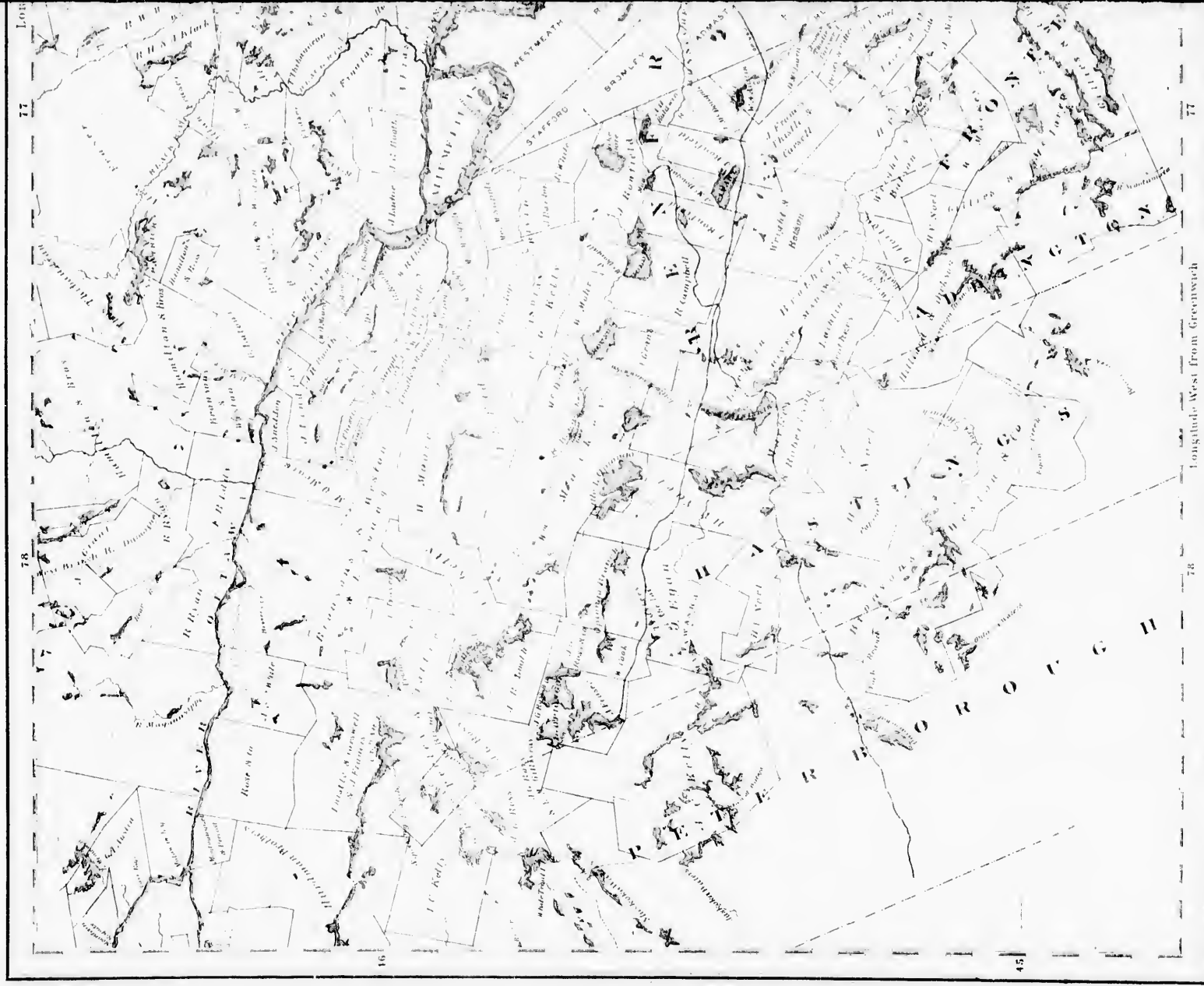
TIMBER LANDS MAPS.

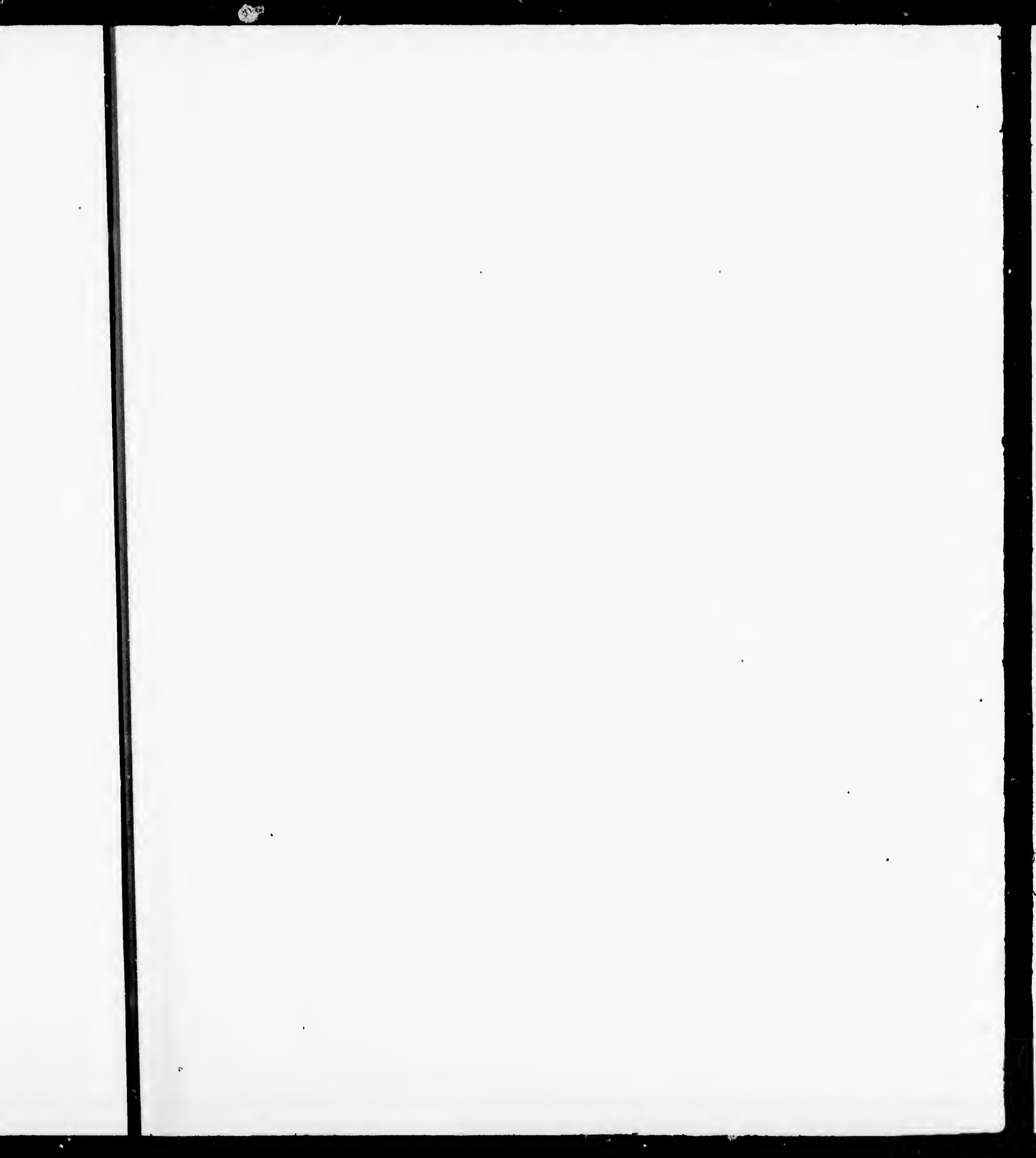
ONTARIO

This Map of the Timber Lands and its
Particulars from the City of Ottawa upwards
showing the Town, Timber Limits, Towns
thereon, in the Province of Ontario, Quebec
and the Dominion of the United Kingdom.









West from Greenwich

80



24

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1

2

8

3

INDIAN
RESERVE

Lake Huron

OTTAWA

TIMBER LANDS MAPS.

ONTARIO

Prepared from information obtained in the

CROWN LANDS OFFICE

BY

WADSWORTH, UNWIN & BROWN

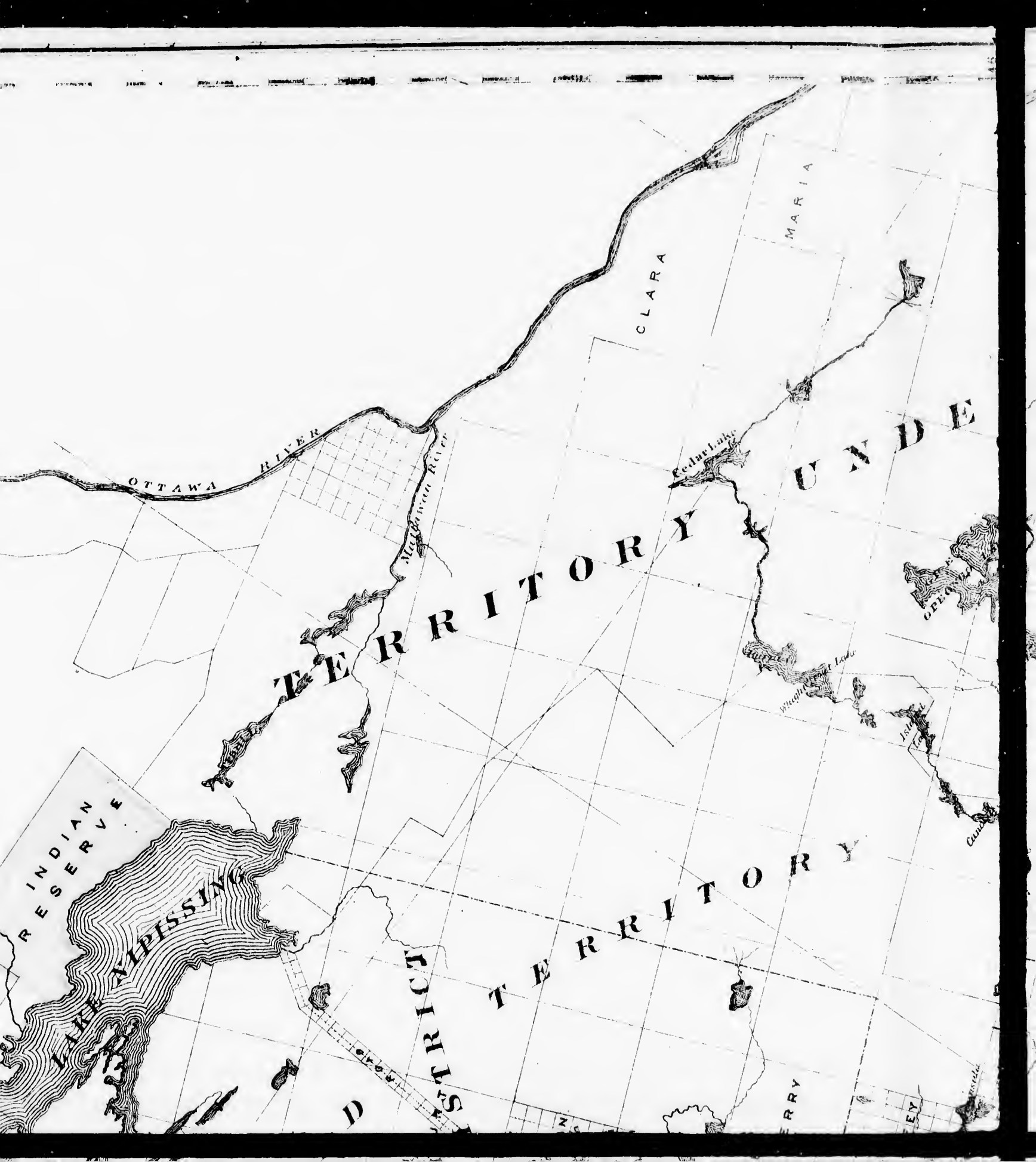
Provincial Land Surveyors & Draughtsmen.

TORONTO.

Scale, 10 miles to one inch.

SHEET N°2.

Noted as used Territory colored Pink
unlicensed Yellow
Indian Reserves Green



MARIA

ERRY

FEY

FRANKLIN

MCCLINTOCK
LIVINGSTONE

LAWRENCE
NIGHTINGALE

HERBORN
HAVERLOCK

STAYHOPE

BUTLIFORD

HARBURN

EYRE
CLYDE

BRUTON

MCGLURE

DUDLEY

HARGOURT

SNOWDON
CLAMORGAN

MONMOUTH
CARDIFF

CAVENDISH

ANSFUTHE
CHANDOS

PARADAY
QUINNAN

WOLLASTON
LIMERICK

CARLOW

HERSCHEL

WICKLOW

BANGOR

JONES

RICHARDS

BURNS

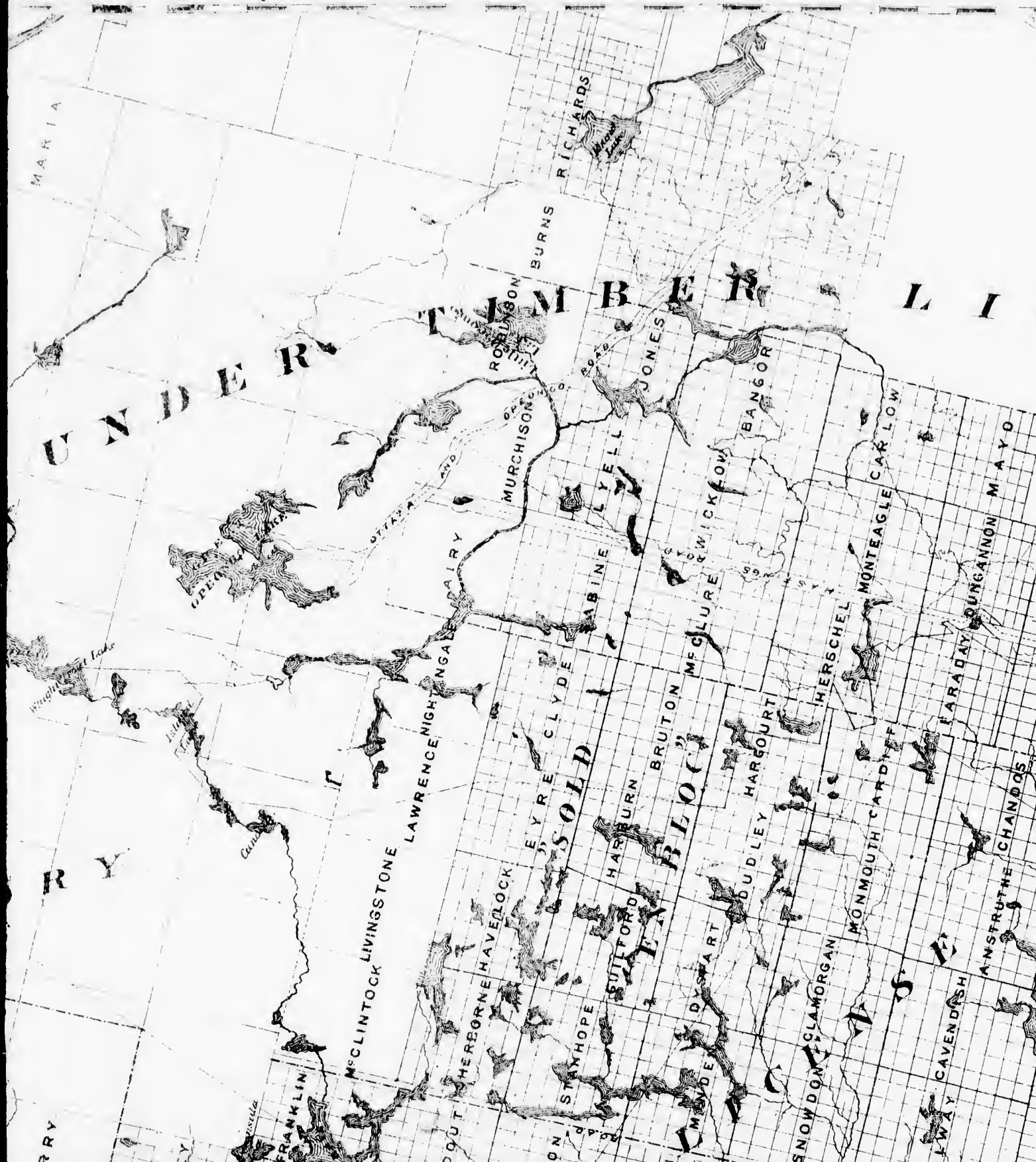
ROBINSON

MURCHISON

OTTAWA

WILLIAM
MURPHY

UNDER THE L I C



L I C E N S E



L I C E N S E D

Longitude West from Greenwich

Longitude W

81







Longitude West from Greenwich

82

83

84



Longitude West from Greenwich

82

83

84

TITLE ARCHIBALD
TUPPER
HAYLAND
FENNICK VAN
BOURNET

JARVIS ANDERSON CHESLEY

INDIAN
RESERVE
SUGAR ISLAND
St. Joseph's Island
Drummond Island
Cockburn Id.



NOTE: Licensed Territory colored Pink
unlicensed Yellow
Indian Reserves Green

BER LANDS MAPS.
ONTARIO
d from information obtained in the
CROWN LANDS OFFICE
BY
WORTH, UNWIN & BROWNE
Sed Land Surveyors & Draughtsmen.
— TORONTO —
Scale. Miles to one inch.

SHEET N°3.

Longitude West from Greenwich

82

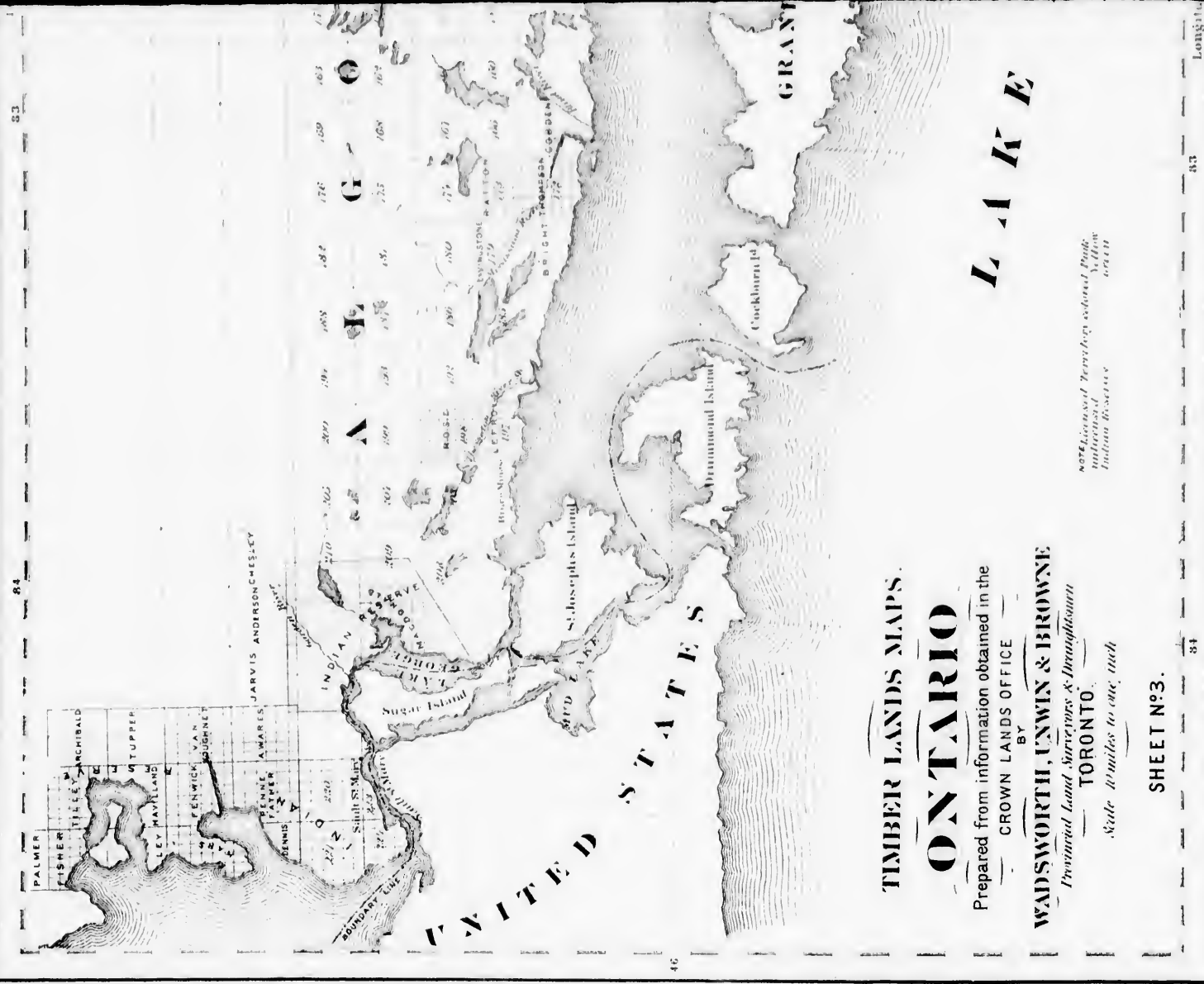
83

84



84

83



PRINC

MONT

CHIEF OF
Mayor
City Recorder
City Clerk
City Treasurer
City Surveyor
Chief of Police
Superintendent of
Water Works
City Auditor
Chief Engineer of
Fire Department
Inspector of Build-
ings
City Attorneys
City Notaries

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Secretary and

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Auguste, T. F.
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CARTER & KELL
MONK & BULLER
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BOUTRE & HET
Louis Xavier
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A. & W. ROBERT
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St. Vincent
LOUISAGNE & LO
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D. S. R. MAX
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HENRY J. S.

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City Recorder, JOHN P. SAVIN
City Clerk, CHAS. GLENNY
City Treasurer, JAMES F. D. BLACK
City Surveyor, P. W. McQUINN
Chief of Police, F. W. L. PENTON
Superintendent of
Water Works, Louis LESAGE
Chief Engineer of
Fire Department, A. BERTHELM
Inspector of Build-
ings, O. HODGKINSON
City Attorneys,
J. H. BROWN & CO.
City Notaries,
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CARTER & KELLER, 135 St. James.
MONK & BELL, 131 St. James.
BERNARD & DEAN, 118 St. James.
BUTLER & HUTCHINSON, 82 St. Francis
Xavier.
GILMAN & HOLT, 109 St. James.
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LAFAMME, 12 St. James.
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A. E. DUNSTON, 27 St. James.
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D. S. R. MANN, 333 Craig.
MAHOUT & CORROUET, 25 St. James.
RIZA & LAURANCE, 3 Place D'Armes.

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James. W. Simpson, Manager.
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Thomas, Cashier.
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ney, Cashier.
EXCHANGE BANK, 60 St. Francois Xa-
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D'Armes. H. Corbe, Cashier.
LA BANQUE DE PEUPLE, 40 St. James.
A. A. Trotter, Cashier.
LA BANQUE NATIONALE, Place D'Armes.
William Moffat, Manager.
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W. Snelco, Manager.
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McIntyre, Manager.
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Alex. Molson, Manager.
OSWEGO BANK, 5 Place D'Armes. John
Smart, Manager.

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LASTERA FRANK, 92 St. Francois Xavier.

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& Son), corner Nazareth and Beau-
mar.

BELL-HANCER.

J. K. MACDONALD, 24 Latour.

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COVERING (James Mayor, agent), 98
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Brennan.
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C. O. REUTHERMAN & VANDER, 230 St.
Paul.
D. J. SUTHERLAND, 275 Notre Dame.
GEORGE H. SHIP & Co., 109 St. James.
WILLIAM DARTING & Co., 30 St. Sul-
pice.
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Notre Dame.
FABRE & GRAY, 219 Notre Dame.
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JAMES PORTMAN & Co., St. James Build-
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McLELLAN & Co., 20 Lennox.
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mantown.
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ture and 18 and 20 St. Michael's
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HUGHES & LEBLANC, corner Ontario
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Elizabeth.

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J. BELL, 116 St. James.
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Chambers.
A. C. NIEL, Harbor Engineer.
W. JAZDOWSKI, 100 Craig.
CHARLES E. GOVARD, 100 Craig.
PHILIP CRAMER, 100 Harbor Office.
LOUIS LESAGE, Sup't of M. W. W., City
Hall.

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H. SHERRY & Co., 23 St. Helen.
MEIR, EVANS & Co., 36 St. Joseph.
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A. P. MACDONALD, Montreal (St. Law-
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W. & D. VIGOR, 480 St. Paul.
KERRY, WATSON & Co., 351 St. Paul.
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W. & D. VIGOR, 480 St. Paul.

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Gill.
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LEWIS S. BLACK & THOM, 181 McGill.
ALEXANDER WATKIN, 188 McGill.
JAMES ROY & Co., 220 McGill.
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313 St. Paul.

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McLACHLAN, BROTHERS & CO., 408 St. Paul.
P. M. GALLAGHER & CO., 350 St. Paul.
McINTYRE, FERGUSON & CO., 178 St. Paul.
T. J. GILMOUR & CO., 375 St. Paul.
T. JAMES CLAYTON & CO., 131 St. Peter.
ROBERT DUNN & CO., 430 St. Paul.
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STUBBINS, HARRIS & FLEMING, 22 St. Helen.
JAMES DONNELLY, 110 McGill.
HUBBARD & PLEASANT, 351 St. Paul.
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JAS. P. CLARK & CO., 102 McGill.
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J. G. MCKENZIE & CO., 381 St. Paul.
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DOMINION STEREOTYPE FOUNDRY (A. Morrison & Son), St. James.

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CANADIAN EXPRESS CO., 81 St. François Xavier.

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JAMES LEAR, 112 Bonaventure.
ROBERT WILKES, 106 and 108 McGill.
HOBSON, MORRIS & SUMNER, 347 St. Paul.
McLACHLAN, BROTHERS & CO., 408 St. Paul.
J. G. GILMOUR & CO., 375 St. Paul.
THOMSON, MOORE & HOGAN, 445 St. Paul.
ALDRICK & ENGLISH, 301 Commissioners.

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DOMINION FILE WORKS (G. O'Hair), St. Michel Locks.

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HOWARD & KING, 645 Craig.
CROWWELL, ANNETTE & CO., 90 Wellington.
JAMES & ALLEN, 112 to 123 Queen.
N. VAN ALSTYNE & CO., 1 to 29 Dalhousie.
DAY & DELORMES, 110 to 120 Ann.

Financial and Credit Companies.

COMPAGNIE DE TRAITÉ ET CREDIT FONCIER, 8 St. Lambert, P. A. Fannin, Cashier.
LE CREDIT FONCIER DE BAS-CANADA, St. Lambert Hill, J. B. Lalloué, Cashier.

FIRE-ENGINE HOSE.

L. J. CAMPBELL & CO., 501 St. Joseph, (Toronto Branch, 15 Front, west.)
JOHN L. J. HOBBS & CO., cor. Canning and Bonaventure.

Fish and Oil Merchants.

LORD, MAJOR & MEN, 18 Common.
BAIRD & KINNEAR, 254 Commissioners.

FLLOUR MILLERS.

HAUGOLD & SONS, corner Grey and William.
A. W. ORLÉANS & CO., 46 and 48 Foundling.
JAMES McDOUGALL, 417 Commissioner.
R. J. BODDIE, corner Craig and Henry.
GUTHRIE & DUBREUIL, Place D'Armes, above Jacques Cartier Bank.

Flour, Self-Raising.

VIAU & VIGOR, 518 St. Mary.

Founders and Engine Builders.

EAGLE FOUNDRY, 31 King, Geo. R. Bous, Proprietor.
CANADA ENGINE WORKS, 738 St. Joseph, E. E. Gillott, Proprietor.
ST. LAWRENCE ENGINE WORKS, 17 to 20 Mill, W. P. Bartley & Co., Proprietors.
NOVARTY WORKS, 40 to 54 Nazareth, R. Gardner & Sons.
J. B. AUGER & SON, 101 near Canal.
CROWWELL, ANNETTE & CO., 90 Wellington.
DOMINION FOUNDRY, ENGINE AND BOILER WORKS, (E. H. Charles), Lemoine, 21 Queen.
VICTOR IRON WORKS (John McIntosh & Son), corner Nazareth and Bonaventure.
DANIEL MENDR, L'agencement et Sydenham.
FEL & GLENNON, 7 Canal Side.

FOUNDERS, TYPE.

DOMINION TYPE-FOUNDRY, 15 Cheminville, William Hall, Managing Director.

Furniture Dealers.

OWEN McGUIREY 7, 9 & 11 St. Joseph.
E. E. PARISEAU, 447 and 449 Notre-Dame.
S. R. PARSONS, 603 Craig.
HENRY J. SHAW, 732 Craig.
J. A. W. HEDON, 143 Notre-Dame.
W. A. W. TIES, 511 Craig.
TIES BROS., 11 Bonaventure.

Furniture Manufacturers.

GAGE, TROTTER & CO., 1 St. Thomas.
J. A. L. CRAIG, 129 to 185 St. Bonaventure.

FURS, SKINS, and Buffalo Robes.

BEVINGTON & MORRIS, 380 St. Paul.
JOHN MARTIN & CO., 450 St. Paul.
HEDSON BAY CO., 401 St. Peter.

Galvanized Iron Cornices and Roofs.

PROMISE BROTHERS, 221 St. James.

GALVANIZED IRON and Sheet Zinc.

W. A. F. CURRIE & CO., 100 Grey Nun.

GAS ENGINEER.

E. S. CATHERS, Engineer New City Gas Works, Dalhousie and King.

GAS WORKS.

NEW CITY GAS COMPANY OF MONTREAL, St. James.

General Machinery Dealers.

JAMES R. ANNETTE, 90 Wellington.

General Importers.

MURPHY & CO., 57 St. Sulpice, (Also Consul of the German Empire.)

Grain, Flour, and Produce Commission Merchants.

CRANE & BAIRD, 14 St. John.
R. S. DEVEREUX, 11 Foundling.
THOMAS W. HARRIS, 30 Hospital.
JEAN BESORT, 193 Commissioners.
KIRKWOOD & MOORE, 385 Commission.

S. RENAUD & CO., 31 Foundling.
F. X. ST. CHARLES & CO., 9 William.
HOWLAND, SPRATT & CO., 42 St. Sacrament.

General Merchants.

CUTLER & CO., 11 St. Sacrament.
T. & F. ROSS & CO., 33 St. Sacrament.
W. R. ROSS & CO., 11 St. Sacrament.
D. TORRANCE & CO., 10 Merchants' Exchange Court.

DEAN BELL, 30 Hospital.
HARRIS & CO., 351 Commissioners.
LEITCH, MACLEAN & CO., 436 St. Paul.
DAVID P. BEATTIE, 17 St. Sacrament.
JOHN HOPE & CO., Corn Exchange Building.

S. W. BEARD & CO., 51 McGill.
D. MORRIS & CO., 230 McGill.
HENRY CHAPMAN & CO., 32 St. John.
P. A. MURPHY & CO., 19 St. Helen.
JOHN DEAN & CO., 450 St. Paul.
ROBERT STANIS & CO., 4 Merchants' Ex.

W. G. BODLEY & BROS., 300 Commissioners.
ALDRICK & ENGLISH, 301 Commissioners.

Glue, Size, and Naval and Oil Manufacturers.

DOMINION GLUE WORKS (W. E. Beard), 365 Fulling.
MOVING GLUE WORKS (H. Labelle & Co.), corner Dufresne and Logan, Office, 10 Port.

Grocers, Wholesale.

GILLESPIE, McFARLANE & CO., 310 St. Paul.
TIEPES BROTHERS, 318 St. Paul.
JOHN DEAN & CO., 450 St. Paul.
KING & KENDRICK, 51 St. Sacrament.
C. VALLÉE & CO., 11 St. Sacrament.
T. F. ROSS & CO., 17 St. Sacrament.
W. R. ROSS & CO., 11 St. Sacrament.
SINCLAIR, JACK & CO., 413 St. Paul.
D. MASSON & CO., 324 St. Paul.
J. H. SEMPER & CO., 53 St. Peter.
C. H. BALDWIN & CO., 10 St. Helen.
BOYLE, HEDSON & CO., 321 Commissioners.
CHAPMAN, FRASER & TYLER, 15 Hospital.

L. CHAPMAN & CO., 62 St. Peter.
GEO. CHILDS & CO., 52 St. François Xavier.

DESMARCHEL & CO., 211 Commissioners.
A. M. DOUGLASS & CO., 112 St. Peter.
GUTHRIE, MAYNARD & CO., 279 Commissioners.

T. W. HEDSON & BROTHER, 22 to 28 St. Henry.
F. HEDSON, FILS & CO., 388 St. Paul.
H. HEDSON & CO., 247 Commissioners.
VICTOR HEDSON, 15 Le Royer.

LOWERY, GORRA & GILLES, 188 McGill.
MOORE, SEMPER & HATHORP, 138 McGill.

ROBERTSON & BEATTIE, 124 McGill.
DOUGLAS, KIRK & CO., 50 McGill.
I. O. TORRANCE, 68 St. Paul.
SCHNEIDER & CUSHING, 507 St. Paul.

Hardware, Importers and Wholesale Dealers.

PROTHINGHAM & WORKMAN, 405 St. Paul.
MOH & SONS, WALTON & CO., 385 and 387 St. Paul.

FERGUSON & CO., 20 and 28 St. François Xavier.
MILLER & BAKER, 25 to 35 St. François Xavier.

CRATHERN & CARRIGILL, 1 St. Peter.
PICK, BENNY & CO., 391 St. Paul.
BENNY, MACPHERSON & CO., 392 St. Paul.

W. DAVIES & CO., 30 St. Sulpice.
DUBREUIL, BROTHERS & MCGILL, 29, 41 and 43 St. Sulpice.

R. H. KELLY, 346 St. Paul.
FREDLAND & CO., 39 and 41 St. Peter.
SANDWELL, BROTHERS, 31 and 33 St. Peter.

COOPER, FAIRMAN & CO., 42 and 44 Foundling.

JOSEPH N. HALL & CO., 500 St. Paul.
LOSCUTT & CO., 403 St. Paul.
JOHN B. COOPER, Agent for Iron, Steel, Metals, and Hardware, 170 St. Paul.

ELLIOTT, PHILLIPS & CO., 15 St. Peter.
C. H. LECHE, 163 St. Paul.
P. PREVOST & CO., 160 St. Paul.

E. H. HEDSON, 22 Lemoine.
JAMES HEDSON & CO., 17 St. Helen.
CARTWRIGHT, BURE & CO. (Iron, Tin Plates, Metals, etc.), 9 St. John.

JOSEPH WALKER & CO., 16 St. John.
L. J. BELL & CO., 297 St. Paul.
HEDSON & CO., 251 and 253 St. Paul.

JAS. BROWN & BROTHER, 219 St. James.
PROMISE BROTHERS, 221 St. James.
JAS. WALKER & CO., 165 St. James.

W. A. F. CURRIE & CO., 100 Grey Nun.
L. J. A. STRIVER, 521 Craig.
SIMPSON, WHITEHEAD & CO., 453 St. Paul.

PHILLOW, HENSKY & CO., 2, 5 and 7 Custom House Square.

Hardware Saddlery and Carriage.

SIMPSON, WHITEHEAD & CO., 453 St. Paul.

Hardware

and Commission Merchants.
B. & S. H. THOMPSON, 1 Le Royer.

Hats, Caps, and Furs, Wholesale.

GRIESE & SONS, 517 St. Paul.
HEDSON & GARDINER, 131 St. Peter.

SCHUTZKE, REINHARDT & CO., 291 Notre-Dame.

JAS. CHRISTINE & CO., 171 St. Paul.
B. LEVY & CO., 191 St. Paul.
M. KORTSK & CO., 181 St. Paul.

MACDONALD, MOORE & CO., 35 and 37 St. Peter.
M. D. SIMPSON, 297 Notre-Dame.
M. HOLLAND & SONS, 505 St. Paul.

Hats, Caps, and Furs. Leaders of Fashion.

JOHN HENDERSON & CO., 283 Notre-Dame.

A. BRIVATI, 210 Notre-Dame, Established 1848, First Prize Fur Establishment.

M. D. SIMPSON, 297 Notre-Dame.
W. M. SCHUTZKE, 307 Notre-Dame.
SCHUTZKE, REINHARDT & CO., 291 Notre-Dame.

Hay-press Manufacturer.

JACOB H. FOLMERS, 90 College.

HOTELS.

ST. LAWRENCE HOTEL (F. Grikov), opposite Post Office.

ALBION HOTEL (Decker, Stearns & Murray), 41 McGill.

CANADA HOTEL (A. Beliveau), 15 St. Gabriel.

BONAVANTURE HOTEL (J. Beliveau), 31 Notre-Dame.

House-furnishing Goods.

JAS. BROWN & BROTHER, 219 St. James.
PROMISE BROTHERS, 221 St. James.
JAS. WALKER & CO., 165 St. James.

J. J. A. STRIVER, 521 Craig.

Horseshoe and Spike Manufacturers.

PHILLOW, HENSKY & CO., 28, Patrick.

Importer of Fancy Leather and Elastic Web.

THOMAS SAMUEL, 12 Lemoine.

Insurance Companies, Fire.

NORTH BRITISH AND MERANTILE INSURANCE COMPANY (MacDougall & Davidson), 72 St. François Xavier.

QUEEN'S INSURANCE COMPANY (A. M. Forbes), 191 St. James.

ROYAL INSURANCE COMPANY (H. L. Booth).

THE MONTEAL ASSURANCE COMPANY, 131 St. James, A. Murray, Manager.

THE ROYAL CANADIAN INSURANCE COMPANY, 100 St. James.

PROVINCIAL INSURANCE COMPANY, 160 St. Peter, Thomas A. Evans, Agent.

GUARDIAN ASSURANCE COMPANY, 2 Merchants' Exchange, Robert Simms & Co., George Denholm, General Agents.

NORTHERN ASSURANCE COMPANY (Taylor Bros.), 45 St. François Xavier.

AMERICAN INSURANCE COMPANY, 245 St. James, E. H. Goff, Manager.

ETNA INSURANCE COMPANY (Robert Wood), 91 St. François Xavier.

CANADA GUARANTEE COMPANY (E. Rawlings), 40 St. John.

SCOTTISH IMPERIAL INSURANCE COMPANY (H. J. Johnston), St. Sacrament.

COMMERCIAL UNION ASSURANCE COMPANY, Union Buildings, St. François Xavier, Fred. Cole, General Agent.

Insurance Companies, Life.

CANADA LIFE ASSURANCE COMPANY, 106 St. James, R. Pownall, General Agent.

SUN MUTUAL LIFE ASSURANCE COMPANY, 104 St. James, M. H. Grant, Managing Director.

POSITIVE GOVERNMENT SECURITY LIFE ASSURANCE COMPANY, Montreal, F. C. Ireland, Manager for Canada.

CITIZEN'S INSURANCE COMPANY, 175 St. James.

LONDON AND LANCASHIRE LIFE ASSOCIATION COMPANY, 235 St. James, Robertson & Standfield, Managers for Canada.

BRITISH MEDICAL AND GENERAL LIFE ASSOCIATION, 12 Place d'Armes, James R. M. Chipman, Manager.

NEW-YORK LIFE ASSURANCE COMPANY, 102 St. James, Walter Burke, Manager.

GLOBE MUTUAL LIFE ASSURANCE COMPANY, 103 St. James, C. S. Lewis and John Converse, General Managers.

ETNA LIFE ASSURANCE COMPANY, 126 St. James, William H. Orr, Manager.

THAVELERS INSURANCE COMPANY, 100 St. James, Foster, Wells & Bailey, General Agents.

EQUITABLE LIFE ASSURANCE SOCIETY, 108 St. James, R. W. Gale, General Manager.

Iron Bedsteads, Columns, Door and Window Gratings.

DAY & DE BRUIS, 110 to 120 Ann.

Kerosene and Gas-fixture Manufacturers.

JOHN D. PORTERSON & CO., 51 St. Joseph.

LEATHER BELTING.

L. J. CAMPBELL & CO., 501 St. Joseph.

JOHN L. HARRIMAN & CO., corner Canning and Bonaventure, Office, 107 and 109 Queen.

Leather Merchants.

SHAW BROS. & CASSIN, 13 Beccolli.

MORSE & BURNELL, 505 St. Paul.

JOHN DOUGALL & CO., 452 St. Paul.

H. A. RICHARDSON & CO., 130 St. Peter.

CASSELL, SIMMONS & CO., 10 Lemoine.

A. & E. AMOS, 122 St. Peter.

WHITEHEAD & FISKE, 14 Lemoine.

CAMPBELL, BRAYSON & CO., 18 Lemoine.

COLE, HEDSON & CO., 9 Lemoine.

M. H. SEYMOUR & SONS, 505 St. Paul.

A. KEROVAK, 505 St. Paul.

J. A. LEBLANC, 530 St. Paul.

BEVINGTON & MORRIS (S. L'ÉTHORPE & DENNIS), 380 St. Paul.

C. E. SEYMOUR & SONS, 12 Lemoine.

BLACK & LOCKE, 509 and 511 St. Paul.

HEATH & NORTHERN, 7 Lemoine.

WALTER BUNNELL, 9 and 11 St. Helen.

P. A. MURPHY & CO., 17 St. Helen.

DANIEL McLEAN, 13 Beccolli.

ALAN, SELLERS, 16 Lemoine.

J. O. BRISSON, 529 St. Paul.

L. J. CAMPBELL & CO., 501 St. Joseph.

DONOVAN & MORAN, 101 St. Peter.

BEAUCHIE & LOBBAIN, 371 St. Paul.

M. C. GILMAN & CO., 270 St. Paul.

W. L. KINSMOND & CO., 303 St. Paul.

ELIOT PERLAUT, 245 and 207 St. Paul.

N. S. WHITSKY, 14 St. Helen.

W. F. LEWIS & CO., 27 and 29 St. Sacrament.

LEIGHT, MATTHEWS & CO., 81 John.

Locomotive Works.

MANCHESTER (N. H.) LOCOMOTIVE WORKS, 230 St. James, Henry Sheakall, General Agent.

LOCKSMITH.

J. K. MACDONALD, 24 Lemoine.

LUMBER DEALERS.

JORDAN & BERNARD, 308 Craig.

E. S. CLARK, 199 St. James.

CUSHING BROS., 29 St. François Xavier.

E. J. MAXWELL & CO., 715 Craig.

WM. HENDERSON, 130 St. Constant.
B. FURNISS, 37 Borel.
PRIGONFAYNE & PARIZEAU, 430 La
gauchetière.
ASABLE JORDON & FILS, 81 Parthenais.
ALEX. DUPY & CO., 151 McGill and
513 Craig.
A. CASTIN, 601 St. Joseph.
W. RUTHERFORD, of Holmes, RUTHER
FORD & CO., 202 Dorchester.
G. TATE, 202 Tate's Dry Dock.
DANIEL MENDI, corner Lagachetière
and Sydenham.

MAP AND ATLAS Publishers.

WALKER & MILES, Publishers of the New
Standard Atlas of the Dominion,
from official sources, and of the
Railway and Postal Map of Onta
rio, Quebec, and Maritime Provin
ces, also Manitoba and the Timber
Land Districts. Publishers of Pro
vincial and County Atlases and
Maps. Montreal and Toronto.

MACHINERY DEPOT.

DOMINION MACHINERY DEPOT (A. B.
Savage), 651 Craig.

MACHINISTS.

G. SCOTT & CO., 647 Craig.
VICTOR IRON WORKS (J. McIntosh &
Sons, corner Nazareth and Breman.
JOHN TILDESLEY, College Building,
College.
L. MAX, E. JOHNSON, (Maison Iron Com
pany).
FERG & GLENNON, 17 Canal Side.
W. E. HUTCHINS, 323 St. Antoine.

MARINE WORKS.

A. CASTIN, 601 St. Joseph.

MARINE SURVEYOR.

D. ROSS KIRK, Montreal.

Marble Dealers, Monuments, Mantels, &c.

R. FORTY, 130 Bleury.
ROBERT BLAIR, corner St. Catherine and
Alexander.
TANSEY & O'BRIEN, 61 Alexander.
H. L. GODFREY, 120 Bleury.

MARBLEIZED SLATE Mantels.

G. W. REED, 785 Craig.

Mechanical Engineers.

HUBERT WALKER, G. T. R. B. Office,
Point St. Charles.
JOS. KIRKPATRICK & CO., 59 St. Jean-Bap
tiste.

Men's Furnishing Goods, Wholesale.

LEISHMAN & WILKINSON, 39 and 51
St. Peter.
W. A. SMITH & CO., 20 St. Helen.
YOUNG, McNAUGHTON & CO., 10 St.
Joseph.
EDWARD NIELD & CO., 136 McGill.

Mercantile Agencies.

DUN, WILSON & CO., 201 St. James.
J. M. BRYDSTREET & SONS, 162 St.
James.

Metal and Tin Plate Merchants.

HALL, KAY & CO., McGill and Grey Nun.
W. & F. P. CROOK & CO., 104 Grey Nun.
CARVILLE, BAIR & CO., 9 St. John.

Nail Manufacturers.

PILOW, HERSEY & CO., 3, 5 and 7
Custon House sq., 101 McGill.
PARK, BROWN & CO., 301 St. Paul.
GEO. STEWART, 81 Chatham and 1 Canal
Side, St. Gabriel Locks.
JOSEPH DUNN, 101 St. Paul.

NEWSPAPERS.

MONTREAL HERALD, 151 St. James.
MONTREAL GAZETTE, corner Craig and
St. Francis Xavier.
MONTREAL WITNESS, 81 St. James.
LE NATIONALE, 81 St. James.
THE EVENING STAR, 101 St. James.

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J. S. HUNTER, 110 St. James.
PHILIPS & MANDLOW, 101 St. James.
LOUTHILL & KIRSON, 11 St. James.
THOMAS DODD, 125 St. James.
PAPINEAU & DEVAUD, 32 St. James.
J. H. & A. G. ISAACSON, 13 St. Francois
Xavier.
H. BROOKE, 50 St. Francois Xavier.
RAMON, BEAUFIELD, 50 St. Francois
Xavier.
A. J. & G. E. O. LARABEE, 15 St. Lam
bert.

Old Iron and Paper Stock.

WM. LAWES, 117 to 151 College.

OILS, LAMPS, &c.

MAJOR & RAMSAY, 98 St. Francois
Xavier.

OIL MERCHANTS.

LARIE, WHITE, and MACHINERY OILS
(Railroad Oils a Specialty). Alfred
Savage & Son, 1 Corn Exchange.

Oils, Paints, Glass, &c.

A. RAMSAY & SONS, 37 Beaudet.
JOHN McARTHUR & SONS, 18 and 20 De
Brosses and 17 and 19 La Royer.
R. C. JAMESON & CO., 6 St. John.
E. ARWATER & CO., 19 St. Nicholas.
McDONALD, LOGIE & CO., 320 Corn
missioners.
S. H. MAY & CO., 171 St. Paul.

ORGAN BUILDERS.

S. R. WAHREN & CO., 51 St. Joseph.

PAPER COLLAR Manufacturers.

ROE, BROS., 571 to 582 Craig.

Paper Manufacturers.

CANADA PAPER CO. (Limited), 371 St.
Paul.
ALEX. BERTIN & CO., 315 St. Paul.

PATENT BROKERS.

FORD & CABLE, 508 Craig.

PATENT MEDICINES.

PERRY DAVIS & SONS, 377 St. Paul.
E. MILES, Sole Proprietor of Canadian
Hair Regenerator and Cooper's Pal
mar Skin Scrub, corner Place d'Armes
and Notre Dame.

Patent Portable Forges.

G. SCOTT & CO., 637 Craig.

Peat Fuel Company.

DAVID AIRMAN, 51 Scotland.

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JAMES INGLIS, 51 Bleury.
J. G. PAIRIS, 165 St. James.

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brooke.
JOHN REDDY, M.D., 877 St. Catherine.
R. P. HOWARD, M.D., 47 Union ave.
G. E. FENWICK, M.D., 21 Beaver Hall
Terrace.
FRANCIS W. CAMPBELL, M.D., 10 Phil
lips Pl.
D. C. McCALE, M.D., 45 Union ave.
W. H. HINGSTON, M.D., 37 Union ave.
GEO. A. BAYNES, M.D., 680 Dorchester.
WILLIAM S. SMITH, M.D., 14 Beaver
Hall Terrace.
L. G. THURKON, M.D., 608 St. Catherine.
FREDERICK MULLER, M.D. (Homoeopathic),
81 Union ave.
J. ENKAS, M.D., 26 St. Radegonde.

PIANOS, ORGANS &c.

F. HILL, 236 St. James.
JOSEPH GOULD, 211 St. James.
NEW YORK & BOSTON PIANO FORTÉ
CO., 322 Notre Dame.

PRINTERS.

JOHN LOVELL, 231 St. Nicholas.

Purchasing Agency And General Information Office.

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PURCHASING AGENCY, 102 St. James.
J. Lemoine, James De Mandeville,
Manager; Henry A. Jackson, Asst
Manager; James B. Mackinnon,
Treasurer; Charles H. Binks, Sec.

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W. GLENN & CO., 112 St. Peter.
D. TORRANCE & CO., 108 St. Paul.
A. A. AYER & CO., 36 Grey Nun.
ARMSTRONG BROS., 1 to 19 Commis
sioners.
NORME & ROETH, cor. St. John and
Hospital.
NIXON & CO., 38 and 100 Foundling.
HARLOW CHANDLER, 345 St. Paul.
GEO. A. COCHRANE, 16 & 18 Foundling.
ALEX. M. COMPTON, 101 Grey Nun.
M. HANSON & CO., 22 William.
SHAW & McFEE, 46 Foundling.
THOMAS LERMIN & CO., William, cor.
King.
FAIRBURN, SON & COOKES, 15 Corn Ex
change.

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D. E. MANDVILLE & MACKINSON, 162
St. James.
H. W. STANLEY, 191 St. James.
HENRY HOGAN, 117 St. James.

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D. D. MANN, 17 and 19 Lemoine.

ROLLING MILLS.

MONTREAL ROLLING MILL CO. (Mor
land, Watson & Co.), 109 St. Paul.
MORSE, IRON CO., John Roberts, Ma
nager, Cor. St. Patrick & Brewster.
PILOW, HERSEY & CO., 91 to 101 Mill
and St. Patrick.

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CANADIAN RUBBER CO., 45 St. Paul.
QUEBEC RUBBER CO. (P. A. Murphy &
Co.), 17 St. Helen.

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CHARLES D. EDWARDS, 18 St. Joseph.

Saw and Planing Mills.

McGILLIVRAY & TUCKER, St. Gabriel Locks.
JAMES SHEPHERD, St. Gabriel Locks.
WILLIAM BREENAN, Basin St.
WM. HENDERSON, Office, St. Constant.
HOLMES, RUTHERFORD & CO. (Canada
Sash Factory), Millin.
JAO. O'LELL (Montreal) Door and Sash
Factory, St. Gabriel Locks.
J. S. EPPIN, 116 Duke.
J. K. WARD, 106 St. Antoine.
L. A. DUNN, CHAMBERLAIN & CO., Office
and show room, 104 to 12 St. Charles
Mills at Lachine.
J. W. CROFTON, Mill, Hochelaga, op
posite Gas Works.
DANIEL MENDI, cor. Lagachetière and
Sydenham.

SAIL MAKERS.

THOMAS SONNE & CO., 13 Common.

SCALE MAKERS and Warehouses.

FAIRBANKS & CO., On P. Patten, Ma
nager, 101 St. Paul.
H. E. WALKER & CO., 205 and 207 For
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TANSEY & O'BRIEN, 61 Alexander.

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J. D. LAWSON, 205 Notre Dame.
THE HOWE MACHINE CO., 267 Notre
Dame.
C. W. WILLIAMS MANUFACTURING CO.,
C. W. Hall, Managing Director,
315 Notre Dame.
SCOTT & WHITE (Wholesaler & Wilson
Sewing Manufacturing Co.), 281
Notre Dame.

Seeds, Garden and Field, Wholesale.

WM. EVANS, cor. McGill and Foundling.

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CANADA MARINE WORKS, A. Cantin,
Prop'r, 601 St. Joseph.
G. LAFLE, 202 Tate's Dry Dock.
BIO SO LOUGOSKY, 20 St. Augustine.

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G. W. REED, 785 Craig.

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THOS. & D. KNEEN, 1 Concord.

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THOMAS DAVIDSON & CO. (Dominion
Stamping Works), Albert, Domi
nion and DeLisle.

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THE EDWARDSBURY STARCH CO., Of
fice, St. Peter. Works, at 151
wardsburg, Ont.

Steamship Companies.

DOMINION S. S. CO., D. Torrance & Co.,
Agents, To Liverpool.
ALLAN LINE, H. & A. Allen, Common.
To Liverpool and Glasgow.
QUEBEC AND GOLF PORTS S. S. CO.
Officer & Headach, 304 Commis
sioners.

CANADIAN NAVIGATION CO., Alex. Mil
loy, Sec'y, 177 St. James.
TEMPERLEY LINE, D. A. Shaw, To
Liverpool.
FAIR & NAVIGATION CO., To Quebec.
REID & CO., J. B. Lander, 228 St.
Paul. To Quebec.

Stencil and Steel Die

CUTTERS.
GEO. BISHOP & CO., 109 St. James.

Stoves and Tinware.

PROVOST, BROS., 241 St. James.
I. J. A. SURVEYOR, 521 Craig.

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MACDONALD & DAVIDSON, 72 St. Fran
cois Xavier.
MACDONALD, BROS., 60 St. Francois
Xavier.
BOND BROS., 7 St. Sacrament.
STRATHY & STRATHY, 100 St. Francois
Xavier.
DUNN, DAVIES & CO., 117 St. Francois
Xavier.
OSWALD BROS., 55 St. Francois Xavier.
E. LAMON, 30 St. Francois Xa
vier.
JAMES C. REID, 6 Hospital.

Straw and Millinery

GOODS, Wholesale.
THOMAS MAY & CO., 137 St. Peter.
G. R. MURPHY & CO., 106 McGill.
PIERSON, WAINOCK & CO., 18 St. Helen.
RUSSEL & McLEAN, 136 St. Peter.

Surgical Appliances and Trusses.

J. ENKAS, 26 St. Radegonde.

SURVEYOR

and Engineering Instrument
Maker.
ALEX. ROSS, 663 Craig St.

Syrup Manufacturers.

THE DECATUR SYRUP CO., T. O. Pal
mer, Manager, 88 King.

Tailors', Hatters' and Furriers' Trimmings.

M. KOUTOSK & CO., 101 St. Paul.

Tack Manufacturers.

PILOW, HERSEY & CO., 91 to 101 Mill.

TANNERS.

G. H. LAMOTHE, 405 Visitation.

Threshing Machines.

JOHN SMITH, St. Gabriel Locks.
E. & H. P. PAGE, Wellington, Prince
and Duke.

Tobacco Manufacturers.

W. C. McDONALD, 240 Notre Dame.
THE ADAMS TOBACCO COMPANY, W.
Adams, Managing Director, 100
St. Mary.

TRUST AND LOAN Company.

TRUST AND LOAN COMPANY OF CANADA.
Russell Stephenson, Manager, 81
James.

Trunks, Carpet-Bags, Valises, &c.

G. BARRINGTON, 120 Notre Dame.
J. FAIRBURN & CO., 371 Notre Dame.

TYPE FOUNDERS.

DOMINION TYPE FOUNDRY, W. Hall,
Manager, 13, 15, 17 Cheminville.

UNDERTAKERS.

TEES BROS., 11 Bonaventure.
GEORGE ARMSTRONG, 16 Victoria sq.

Varnishes, Japans &c.

H. C. JAMESON & CO., 18 St. John.
A. RAMSAY & SONS, 37 Beaudet.

Veterinary Surgeon.

D. McEACHRAN, M.R.C.V.S., 630 Craig.

Vinegar Manufacturers.

MONTREAL VINEGAR WORKS, Michael
Leblanc, Prop'r, 11 Bonsecours.

WAREHOUSES.

MONTREAL WAREHOUSING CO., John
S. Hall, Manager, 216 Wellin
ton.

Watches, Diamonds, Jewelry, &c.

Importers and Wholesale Dealers.
SAVAGE, LAMON & CO., 226 and 228 St.
James.
S. OLENDORF, 226 Notre Dame.
ALDRICH & ENGLISH, 301 Commissioners.

WIRE-CLOTH Manufacturer.

T. G. BICE, 558 and 560 Craig.

WIRE-WORKERS.

MONTREAL WIRE WORKS (Established,
1820). T. G. Bice, 558 and 560
Craig.

WOOD DEALERS,

Wholesale.
OWENS & LEE, 88 College.

Wooden Ware, Clocks, and Fancy Goods, Wholesale.

H. A. NELSON & SONS, 161, 163, and 165
St. Peter.

WOOD-WORKING Machinery.

L. M. HILLS, New Haven, Ct., and
Montreal, P. Q.

WOOLLEN GOODS.

M. FISHER & SONS, 101 College.
GALT BROS. & CO., cor. St. Helen and
Beaudet.
H. DAVIS & CO., 357 St. Paul.
E. W. STEPHEN & CO., 25 St. Helen.
MILL, EWAN & CO., 30 St. Joseph.
WHARLEY & WOODS, 201 McGill.

WOOLLEN GOODS, Canadian.

MILLS & HERRINGTON, 18 St. Helen.
GALT BROS. & CO., cor. St. Helen and
Lemoine.
E. W. STEPHEN & CO., 25 St. Helen.
CANTLEY, EWAN & CO., 40 St. Joseph.

Low Hart & Halpans, 9 and 11 Wel-
lington, E.
Hughes Brothers, 62 Yonge.
Gilray & Co., cor. Wellington and
Jordan.
Simsen, Kennedy & Giesmel, cor.
Scott and Colborne.
Wm. Mitchell & Co., 35 Colborne.
Thomas W. W. & Co., 30 Front, W.
Jennings & Brandon, 11 Front, W.
D. Abbott & Co., 41 Yonge.
Thomas Brown, 43 Yonge.
N. & F. Rooney, 60 Yonge.

EARTH COMMODS.
Cleveland & Co., 35 Front, E.
(Sole Agent for Mond's celebrated
Earth Commods.)

ESTATE AGENT,
Inventor, and Patent
Office.

Charles Powell, 6 Victoria.

EXPRESS COMPANY
and Freight Carrier.
The Sheridan Company (Limited), 20
Scott, Campbell Mackenzie, Sup't.

FANCY GOODS,
Clocks, &c., Wholesale.
Robert Wilkes, 18 and 50 Yonge.
Stephen Wilcock, 11 Wellington, W.
McPhail & Davidson, 16 Front, W.
H. A. Nelson & Sons, 36 and 58
Front, W.
C. & J. Allen, cor. Front and Church.
J. G. Joseph & Co., 16 Yonge.
Samuel Stern, 31 Wellington, E.
Anderson & Boyd, 18 Yonge.

FISHING TACKLE
and Sporting Goods, Wholesale.
Atcock, Lamb & Co., 51 Yonge.

Fire Extinguishers.
**The Fire Extinguisher Manu-
facturing Co.**, 82 and 84 King, E.
W. Morrison, Secretary.

FLOUR AND GRAIN
Commission Merchants.
Wm. Galbraith, 80 Front.
James Young, 48 Wellington, E.
J. & A. Clark, 53 Front, E.
L. Cuffee & Co., 60
T. Drysdale & Co., 28 W. Market.

FOUNDERS,
Stove and Furnace.
E. & C. Gurney, King, W.

Founders and Engine
Builders.
**St. Lawrence Foundry (Wm. Ham-
ilton & Son)**, Front, E.
Sono Foundry (Hick & Co.),
cor. Front and Bedford.
**Ontario Engine Works (James Mar-
tin & Son)**, 223 and 225 Queen, E.

FURNITURE
Manufacturers.
R. Hay & Co., 19 and 21 King, W.
George Chubb, 11 John.
Jas. H. Sano & Co., 187 Yonge.

CROCKERS RETAIL.
Frank W. Himer & Co., cor. King and
Simcoe.

Grocers, Wholesale.
George Michie & Co., 1 Front.
Chapman, Turbans & Co., 45 Front.
J. Morrison, 38 and 40 Wellington.
Adams & Biss, 76 Front.
P. G. Chase & Co., 50, 51 and 63 Front.
Bryan,ewart & Murray, 52 Front, W.
Fitch, Eby & Thew, 32 Yonge.
Douglas, Sinclair & Co., 12 Wel-
lington.
R. Deuchar, 1 Market square.
Smith & Kitchley, Front.
Cross & Lamb, 34 Front.
Robert J. Griffith, 36 Front.
William Griffith, 80 York.
H. Jordan & Co., 30 Wellington.
Kilb & Wilson, 68 Front.
McHardy, Ramsey & Co., 70 Front.
C. Moore & Co., 7 & 8 Wellington, W.
William Ramsey & Co., 1 Front.
Phaser Smith & Co., 25 Front.
John Smith & Co., 45 Front.
W. J. Shaw & Co., 6 Adelaide.
James Shields & Co., 138 Yonge.

HATS, CAPS & FURS,
Wholesale.

J. Gillespie & Co., 61 Yonge.
Joseph Wey & Co., 37 Yonge.
Jas. H. Rogers, 160 King.

HARDWARE,
Importers and Wholesale
Drillers.

Rice Lewis & Son, King and Toronto.
MacNair & Marsh, 5 Front, E.
W. Hewitt & Co., 111 and 113 Yonge.
P. Peterson & Son, 21 King, E.
Thompson & Bess, 10 and 12 Front, W.
James Foster & Sons, 115 King, E.
William Brown, 70 and 72 King, E.

Hardware, Saddlery.
Samuel Thies, 151 King, E.

HARDWARE,
Carriage.

William Brown, 115 King, E.

HARDWARE,
Wholesale and Retail.
James Foster & Sons, 115 King, E.
W. Hewitt & Co., 111 and 113 Yonge.
P. Peterson & Son, 21 King, E.

HOTELS.
The Queen's Hotel, Front, E.
Bosch's Hotel, cor. York and King.
Amherst Hotel, cor. Yonge and Front.
Walker House, cor. Front and York.
Maxson House, cor. King and York.
Rever's House, cor. King and York.
Marlborough House, cor. Front and
Simcoe.

Insurance Companies.

**Isolated Risk and Farmer Fire In-
surance Co.**, J. Moughlin, Jr.,
Manager.

British American Assurance Co.
F. A. Ball.

Confederation Life, W. McCulloch.
**Beaver and Toronto Mutual Insur-
ance Co.**, W. T. O'Reilly, Secy.

Queens City Insurance Co., W. H.
Howland.

Hand in Hand Insurance Co., W. H.
Howland.

Lax Assure Insurance Co., S. C.
Duggan, Clark & Co., chief agents
for Ontario.

Scottish Commercial Insurance Co.
Lawrence Buchan, Secretary.

North British and Mercantile
Assurance Co., R. N. Gough.

Montreal Assurance Co., R. N.
Gough.

Life Association of Scotland, R. N.
Gough.

Western Assurance Co., Not Lov-
lans, Secretary.

Jewellers, Wholesale.
Robert Wilkes, 50 Yonge.
C. & J. Allen, 11 Ontario Chambers,
cor. Church and Front.

Samuel Stern, 31 Wellington, E.
Block & Carrier, Front, E.
Stephen Wilcock, 11 Wellington, W.

LACE-LEATHER,
Belted Composition, &c.
Dixon, Smith & Co., 81 Colborne.

LAND AGENTS.
Forbes & Dow, 6 Victoria.

LAND COMPANY.
The Canada Company, 202 King, E.
Hon. G. W. Allen and Col. R. W.
Moffatt, Commissioners.

LEATHER BELTING
and Fine Horse Manufacturers.
Dixon, Smith & Co., 81 Colborne.

LEATHER AND SHOE
Findings, Wholesale.
Thomson, Parsons & Co., 70 Front, E.
Beaumont & Co., 6 Wellington, W.
Daniel McLean, 56 Yonge.
J. Dixon & Co., 37 Front, E.
Howe & Co., 21 Front, W.

Lime Manufacturers.
Jameson & Carroll, 60 Adelaide, W.

LUMBER AGENTS.
J. Craig McRae, 202 Queen, W.
P. O. box, 1048.

LUMBER DEALERS.
Thompson, Smith & Son, N. R. R.
Bucks.

Prickman & Boyd, 11 Exchange Build-
ings.

S. R. Briggs, 12 Exchange Build-
ings.

James R. Sullivan, N. R. R. Wharf.
Cook & Hoss, 307 King, W.
McArthur Bros., 2 Exchange Build-
ings.

W. W. Colwell & Bro., 424 Front, W.
Cook & Leak, cor. King and Prince,
and 572 Queen, W.

W. L. Lath, 16 James.
J. Oliver, 156 Bay.
McTos, 111 Thompson & Co., cor. Queen
and Sherbourne, wharf Esplanade.

W. Firstbrook, Front and King.
Joseph Giesmel, Builders' Emporium,
Esplanade, bet. Frederick and Sher-
bourne.

E. H. Cook & Co., cor. Princess and Es-
planade.

Walter Armour, York st. Wharf, opp.
Union Station.

Saxford, Yale & Co., cor. Front and
Frederick.

Parry Sound Lumber Co., Parry
Sound, P. O. Box, 917, Toronto.
J. C. Miller, Manager.

John L. Lath, 10 John.
Samuel Scarlett, 410 Queen, W.
Mills on the Hamlet and Weston
Village.

Scarth Bros., 18 Court.
Robert Martin, 202 Queen, W. P. O.
Box 1618.

Edwall & Smith, Port Hope, Ont.
J. G. Grant, Bureo, Ont.
Hillock & Kent, 18 Bay, P. O. Box
688.

John B. Smith, Front, bet. Bay and
Yonge.

Hays & Lath, 8 Exchange Build-
ings.

A. P. Cohen & Co., 18 Front, E.
Residence, 10 Duke.

LUMBER DEALERS—
Hardwood.
W. L. Lath, 156 Bay.

John Oliver, 156 Bay.

LIVERY STABLES.
G. H. Wallis, 11 and 16 Adelaide, W.

MAP AND ATLAS
Publishers.
Walker & Miles, Publishers of the
New Standard Atlas of the Domi-
nion, from Official Sources, and
Railway and Postal Maps of On-
tario, Quebec, and Maritime Pro-
vinces; also, Manitoba and the Timber
Land Districts. Provincial and
County Atlases and Maps.
Montreal and Toronto.

MACHINISTS
and Engine Builders.
James Martin & Son, 223 and 225
Queen, E.

Mantles, Millinery, and
Dressmaking.
R. Walker & Sons, 33 and 35 King, E.
W. A. Murray & Co., 17 to 23 King, E.
Crawford & Smith, 91 King, E.

MEN'S FURNISHING
Goods, Wholesale.
Gray, Rennie & Co., 25 Front, W.
Robinson & Boyd, 49 Yonge.
Wyle & Darling, 13 Front, W.
Simsen, Kennedy & Giesmel, cor.
Scott and Colborne.

Dun, Cowan & Co., 30 Yonge.
R. Walker & Sons, 33 and 35 King, E.

Mercantile Agencies.
Dun, Cowan & Co., Montreal Tele-
graph Buildings.

J. M. Buchanan & Sons, Royal Ca-
nadian Bank Buildings.

MILLSTONE
Manufacture.
R. H. Oates, Millstone lane.

NURSERIES.
Toronto Nurseries, Geo. Leslie &
Sons, Leslie P. O.

OIL MERCHANTS
Stock & Webster, 65 Colborne.
S. C. Duncan Clark & Co., River st
Works, Toronto.

Oils, Paints, Colors, &c.
Brownson & Paton, 81 Yonge and 90
York.
E. Harris & Co., 41 King, E.

PACKING BOXES.
Toronto Packing Case Factory, W.
Firstbrook & Son, 205 and 207
King, E.

PAPER & ENVELOPE
Manufacturers.
Bentley Brothers & Co., 63 and 65
Yonge.

A. Delong & Co., 53 Yonge.
McGillivray, Moller & Co., 72
Yonge.

PEAT FUEL DEALER.
W. Armour, York street Wharf, opp.
Union Station.

PHOTOGRAPHERS.
Notman & Fraser, 39, 41 and 43
King, E.

PIANOS, ORGANS,
Musical and Musical Instruments.
A. S. Nordheimer, 15 King, E.

PORK PACKERS.
Wm. Davies & Co., 15 Queen, E.

Produce & Commission
Merchants.
W. P. Howland & Co., 254 Church.
Young & Miller, 74 Colborne.
Gardner & Ramsay, 78 Front.
Crawford, James & Co., 72 Colborne.
Wm. Galbraith, 80 Front.

James Young, 42 Wellington, E.
Guth & Salter, 84 Colborne.
Cowan & Biss, Ontario Chambers.

Morrison, Taylor & Co., Front.
D. Cowan & Co., 68 Colborne.
Davidson, Scott & Co., 64 Front.
W. D. Mathers & Co., 16 Front, E.

Provincial Land
Surveys.
Ward, Wren, Unwin & Brown,
Draughtsmen and Valuers, 50
Adelaide.

PUBLISHERS,
Booksellers & Stationers.
Willing & Williamson, 10 and 12
King, E.

Adam, Stevenson & Co., 8, 10 and 12
King, E.

Camp, Clark & Co., 47 Front, E.
Bowdell & Hutchinson, 76 King, E.
A. S. Davis, 35 King, W.

S. Rose, W. R. Rooms, 80 King, E.
McGillivray, Moller & Co., 72 Yonge.
Hart & Rawlinson, 5 King, W.

Brown Brothers, 66 and 68 King, E.
Boit Marshall, 47 King, W.

Cloughier Bros., 25 King, W.
William Bee, P. M. B. Rooms, 105
Yonge.

John Young, W. C. Trust Society, 102
Yonge.

REAL ESTATE AGENTS.
Hime & Baines, 20 King, E.

REAL ESTATE Broker.
Wm. McLean, 152 Yonge, Residence,
27 Walton.

SADDLES, HARNESS,
Military Accoutrements,
Horse Clothing, Whips, &c.
Lepson & Barnett, 115 Yonge.

Safe Manufacturers.
Toronto Safe Works, J. & J. Taylor,
Manufacturers of Fire and Burglar
Proof Safes, 117 to 119 Front, E.

SAW AND PLANING
Mills.

Withrow & Hink, corner Queen
and George.
J. B. Smith, Front, bet. Bay and Yonge.
Joseph Graham, Esplanade, E.

SEWING-MACHINES.
The Howe Sewing-Machine Co., 117
Yonge and 301 Notre Dame, Mon-
treal. W. W. Whitlark, Manager.

SEED MERCHANTS.
George Keith, 124 King, E.
J. A. Simmers, 91 Haymarket Place.
Steele Brothers, 23 East Market
square.

Geo. W. Beckland & Co., corner Yonge
and Queen.

Wm. Bessie, 132 Adelaide.

Soap, Candles, Lard,
Oil, and Tallow.
Geo. D. Mohr & Co., West Market
square.

SODA WATER
Machine Manufacturers.
H. T. Smith, Marble and Metal Foun-
tains, 105 Queen, W.

STATIONERS,
Wholesale.
McPhail & Davidson, 16 Front, W.

SHOW-CASE Manuf'r.
W. Mather, opp. opposite New Post
office, Adelaide.

Steamboat
and Navigation Companies.
Northern Lakes Navigation Co.,
18 Front. A. P. Cohen, Manager.

STONE DEALERS.
Ohio Lough Stone Co., Front, near
Queen's Hotel. Amherst and Co.
Lindsay Stone, John Esson, General
Agents.

STRAW, MILLINERY,
and Fancy Dry Goods.
Henderson, Boswick & Co., 52
Front, W.

Thomas May & Co., 58 and 60 Well-
ington, W.

James & Newcomb, 11 Front, W.
Peach & Golding, 10 Yonge.
Alexander & Reid, Jordan.
Joseph W. A. & Co., 47 Yonge.

Dun, Cowan & Co., 30 Yonge.
Hodgson & Boyd, 49 Yonge.

Telegraph Companies.
Montreal Telegraph Co., W. P.
Dwight.

Domestic Telegraph Co., J. D. Par-
kies.

TRUST AND LOAN
Companies.
**Trust and Loan Company of Ca-
nada.**

The Canada Land Credit Co.
The London and Canadian Loan
and Agreement Co.
**Western Canada Building and Sav-
ings Society.**
Farmers and Merchants' Loan and
Savings Co.

UNDERTAKERS'
Furnishings, Manufact'r
and Wholesale Dealer.
R. Philip, 12 Jordan.

UNDERTAKER.
John Young, 301 Yonge.

Vinegar Manufacturer.
W. W. Park, 100 to 105 Adelaide, E.

Watches, Diamonds,
Jewelry, &c.
Lash & Co., 5 King, E.
James E. Ellis & Co., 43 King, E.
Wm. Whelan, 23 King, W.
W. E. Connel, 83 King, E.
Wilkinson & Co., 11 King, E.

Wines and Liquors.
Importers and Wholesale Dealers.
A. B. WRIGHT & Co., 27 Church.
QUETTON, ST. GEORGE & Co., Toronto.

Wood Dealer, Wholesale.
W. ARMOUR, York street Wharf.

Wool, Hide, Skins, &c.
E. LEAHMAN, 87 and 89 Front.
J. HALLAM, 85 Front.

WOOLLENS.
Wholesale.
JOE FISHER, Yonge.

Yeast Manufacturers.
WATERLOO YEAST Co., Manufacturers
of "Twin Brothers" Yeast, 361 Front.
E. T. L. Buckley, Manager.
DIAMOND YEAST Co. (H. J. Weeks &
Co.), 106 to 111 Dundas.

HAMILTON.

CHIEF OFFICIALS.
1875.

Mayor, GEORGE BOACH.
Police Magistrate, JAMES CATHIE.
City Clerk, THOMAS B. CROFT.
City Treasurer, ALEXANDER SMITH.
High Bailiff, JAMES MC CRACKEN.
Manager of Water-
Works, WILLIAM HASKINS.
Chief of Police, JOHN HENRY.

**ARCHITECTS
and Civil Engineers.**

THOMAS C. BROWN, 13 Merrick.
DAVID CHAS. O'KEEFE, Hamilton.
A. H. HILLS, 45 Charles.
WM. LEITH, 48 Hughson, North.

**Agricultural Implement
Manufacturers.**

L. D. SAWYER & Co., Foot of Wellington.

BANKS.

BANK OF HAMILTON, King, E. H. C.
Hammond, Cashier.
BANK OF MONTREAL, King, W. Wil-
liam Muir, Acting Manager.
BANK OF BRITISH NORTH AMERICA,
North James, T. Carson, Manager.
MERCHANTS' BANK OF CANADA, James
W. Cooke, Manager.
ROYAL CANADIAN BANK, corner James
and King, John M. Burns, Manager.
CANADIAN BANK OF COMMERCE, King,
E. C. R. Murray, Manager.

Bakers & Confectioners,
Wholesale.

J. C. CHILMAN & Co., Nos. 67, 69, 71
and 73 King, E.

**Barristers, Attorneys,
and Solicitors.**

BRUCE & WALKER, South James.
MACKENZIE, GIBSON & BELL, South
James.
ROBERTSON & WARD, South James.
CHISHOLM & LAIDLAW, North James.
EMILIE IRVING, South James.

Boiler Manufacturers.
THOMAS NORTHY, Wellington and King
William.

REID & BAIRD, 250 McNab.
F. G. BURETT & Co., 250 McNab.

Booksellers & Publishers
DUNCAN, STEWART & Co., corner York
and James.

**BOOTS AND SHOES,
Wholesale.**

JOHN MCPHERSON, 51 and 53 King, E.
JOHN GARRATT & Co., 21 King, W.
THOS. C. KERR & Co., 7 King, E.

Builders & Contractors.
JOHN TAYLOR, 8 Bay, S.
PETER BRASS, 45 Bay, S.
D. NICHOLSON, 1 Duke.
E. VAN ALLAN, 5 Bay, S.

BRASS FOUNDERS.
HUGH YOUNG, cor. Vine and McNab.
A. M. FORSTER, 173 and 175 James, N.

BREWERS.

P. GRANT & SONS, Spring Brewery.
Office, 24 Merrick.
L. BAYLE, Ontario Brewery, foot John.
JOHN BELL & Co., Burlington Brewery,
30 Catharine, S.

Broom Manufacturers.
WALTER WOODS, Maiden lane, W.

Brush Manufacturers.
MEAKINS & SONS, 170 King, E.

Carriage Manufacturers.
H. G. COOPER & Co., 6 Park, S.

**CHINA, GLASS AND
Earthenware.**

THOMAS SANDERS & Co., King, E.
JAMES A. SKINNER & Co., 27 King, E.
MCLELLERY, KENNEDY & Co., James,
S.

Clothing, Wholesale.
SANDFORD VAN & BUCKLEY, 17 and 19
King, E.
MUNRO, HENDERSON & MACKENZIE, 31
King, W.

COAL DEALERS.
MURDO & REID, cor. of John and Be-
becca, wharf, foot John.

Drugs, Paints, and Oils,
Wholesale.

T. BUCKLE & SONS, 13 King, F.
J. WINTER & Co., 25 King, L.

DRY GOODS,
Wholesale.

MCINNIS, BROS. & Co., cor. King and
John.
JOHN J. MACKENZIE & Co., 104 King, E.
JOHN C. KERR & Co., 7 King, E.
THOMPSON, BURETT & BELL, corner
McNab and Merrick.
JAMES WALKER & Co., 20 King, E.

FOUNDERS.

WYLIE & YOUNG, 1 Rebecca.
E. BROWN, Office, foot of McNab.
HENDERIE & Co., 13 King, W.

**FOUNDERS
and Engine Builders.**

F. G. BURETT & Co., 250 McNab.
THOMAS NORTHY, 18 Wellington.
HAMILTON IRON WORKS, Rebecca st.
Reid & Barr, Proprietors.

FOUNDERS.

THOMAS COWIE, Elgin opposite G. W.
R.R. Station.

Class Manufacturers.
HAMILTON GLASS WORKS, 235 Hughson.
Rutherford & Co., Proprietors.

**GOLD AND SILVER
Plater.**

FRANK N. FORSTER, 173 and 175 James,
N.

CROCERS,
Wholesale.

SIMPSON, STEWART & Co., 31 McNab, N.
JAMES FURBER & Co., Hughson.
HARVEY STEWART & Co., King, E.
BROWN, ROUTH & Co., cor. King, E. and
James.

LYCAS, PARK & Co., 51 to 57 King, W.
D. MURPHY & Co., 44 King, E.
W. M. LOTHBROOK & Co., 62 McNab, N.

**HARDWARE,
Wholesale.**

C. CAMERON & Co., 18 James, S.
WOOD & LEIGHTON, 44 King, E.
ADAM HOPE & Co., 102 King, E.

HATS, CAPS & FURS,
Wholesale.

W. H. GLASCO & SONS, 11 King, E.
T. CHRISTIE & Co., 27 and 29 King, W.

Hat Manufacturers.

CANADA FELT HAT WORKS, foot of
Wellington.

INSURANCE Companies.

THE CANADA LIFE ASSURANCE COM-
PANY, A. G. Ramsay, Manager.
James, S.
MUTUAL LIFE ASSOCIATION,
Manager, James, S.
VICTORIA MUTUAL FIRE INSURANCE
COMPANY, W. D. Bosket, Secre-
tary, S. James, cor. Main.
CANADA FARMERS' MUTUAL INSURANCE
COMPANY, Richard P. Street, Secre-
tary, Cor. McNab and Merrick.
CANADIAN MUTUAL FIRE INSURANCE
COMPANY, F. B. Despard, Secre-
tary, James, S.

INSURANCE Agents.

LIVINGSTON, MOORE & Co., cor. James
and King, W. Agents for National
Life Insurance Company of the
United States, Insulated Risk Fire
Insurance Company of Toronto,
Gore District Mutual Fire Insurance
Company, Beaver and Toronto Mut-
ual Fire Insurance Company.
SEYMOUR JONES, 9 King, W. Agent for
Royal Canadian Insurance Com-
pany, Canada Guarantee Com-
pany, Scottish Amicable Life Assu-
rance Society, and Waterloo Mutual
Fire Insurance Company.
GEORGE A. LUTHER, cor. James and Mer-
rick. Agent for Royal Insurance
Company.

**Iron and Wood-working
Machine Manufacturers.**

HAMILTON TOOL COMPANY, Caroline
opposite G. W. R. R. Depot. A.
Jameson, Manager.

**JEWELLER
and Watchmaker.**

W. F. McMATH, 88 King, E.

**LEATHER AND SHOE
Findings, Wholesale.**

JOHN ALEXANDER, 13 and 15 King, W.

**LOAN AND SAVINGS
Society.**

THE HAMILTON PROVIDENT AND LOAN
SOCIETY, cor. King, E. and John.
H. D. Cameron, Secretary.

LUMBER DEALERS.

EDWARD BURNS, 60 James.
MICHAEL BRENNEN, 172, 171 and 170
King William.
BROWN, MURKIN & Co., Ards, corner
Canton and Mary Mills at Glen-
ford.
THOMPSON & SMITH, 107 York, Mills at
Amherst, Melville and Nassagoyan.
EDWARD BOOTH, 5 Hope Hill (Upper
Town, Quebec).
BENJAMIN EASTER, Wellington sq.

Mercantile Agencies.

MURRAY, MIDDLEBUSH & Co., S. James.
DICK, WILMAN & Co., King, E.

**MILLINERY, STRAW
Goods, and Mantles,**
Wholesale.

G. H. FORNER & Co., King, E.

NURSERIES.
HAMILTON NURSERIES, Main, E. War-
ren Holton.

PHYSICIANS.

J. D. MCPHERSON, M.D., 31 McNab, S.
HENRY T. RIDLEY, M.D., 31 W. Main.
JOHN W. HOSKINSON, M.D., S. James.
EDWIN HENWOOD, M.D., 3 W. Main.
GEORGE L. MACKENZIE, M.D., 17 Gore.
ELLAS VERNON, M.D. (Homeopathic),
78 S. James.

**PORTABLE FORCE
and Moulders' Bellows**
Manufacturers.

JOSEPH DALRYMPLE & SONS, cor. James and
Murray.

Produce and Commiss'n Merchants.

MCPHERSON & SMITH, King, E.
J. HESPELER, King, E.

**SAW AND PLANING
MILLS.**

SASHES, DOORS, BLINDS,
MULDINGS, &c.
ALLAN, SMITH & Co., cor. Cannon and
Mary.
MICHAEL BRENNEN, 61, 63 and 67 King
William.

**SAIL-MAKER,
Sail-Cloth and Bunting**
Importer.

W. W. GRANT, 285 Bay, N.

**SEWING-MACHINE
Manufacturers.**

WANZER SEWING MACHINE Co., R. M.
Wanzer, Proprietor, King, E.
CANADA SEWING-MACHINE COMPANY,
Barton and Elgin. C. B. Smith,
Manager.
GARDNER SEWING MACHINE COMPANY,
F. M. Wilson, Pres.; W. J. Bal-
lard, Sec'y and Treas.; William
Vassie, Mech. Supt.
REVOLVING SEWING-MACHINE COM-
PANY, J. J. Bowman, Manager.

SHIP-BUILDER.

A. M. ROBERTSON, Yard, Bay st., N.
Nos. 23 Bay.

**STATIONERS
and Paper Manufac-
turers, Wholesale.**

BUNTING, GILLIES & Co., 23 King, E.

**STEAM PUMP MANU-
FACTURER.**

THOMAS NORTHY, 18 Wellington.

**TOBACCO MANU-
FACTURER.**

FREDERICK SCHWARTZ, 10 and 12 King,
W.

**VINEGAR MANUFAC-
TURER.**

R. E. CHARLTON, cor. King and Well-
ington.

WOOL BROKERS
and
Commission Merchants.

LOAN & BISHOP, 30 McNab, N.
BUTCHMAN, BROTHERS & Co.
JOHN HARVEY & Co., James, N.
J. H. DAVIS & Co., John.
MC KENZIE & GIBSON, King, E.

WINES and LIQUORS,
Wholesale.

J. A. BARNARD & Co., 8 McNab.

LONDON, ONT.

CHIEF OFFICIALS
1875.

Mayor, BENJAMIN CROFT.
Police Magistrate, LAWRENCE LAW-
SON.
City Clerk, ALEXANDER SAMUEL
J. HARRIS.
Treasurer, JOHN BROWN.
City Engineer, WILLIAM ROBINSON.
Street Commissioner, WADE OWEN.
Chief of Fire De-
partment, THOMAS WASTIE.
Inspector of Public
Schools, JAMES B. HOYLE.

**Agricultural Implement
Manufacturer.**

JOHN ELLIOTT, cor. Wellington and
Bathurst.

BANKS.

CANADIAN BANK OF COMMERCE, Rich-
mond.
MERCHANTS' BANK OF CANADA, Rich-
mond.
BANK OF BRITISH NORTH AMERICA,
Richmond.
BANK OF MONTREAL, Richmond.
ST. LAWRENCE BANK, Richmond.
MOLSON'S BANK, Dundas.
FEDERAL BANK.

**BARRISTERS
and Solicitors.**

BRECKEN, STREET & BRECKEN, Carling.
SCOTCHBORN & MEREDITH, Dundas.
CHESNYS & MARTIN, Richmond.
CAMERON, HARRIS & MAHER, Carling.
McMADON & GIBSON, Richmond.
J. H. FRASER, cor. Dundas and Rich-
mond.

BREWERS.

CITY BREWERY, Waterloo. William
and John Carling, Proprietors.
LONDON BREWERY, Foot Talbot. John
Labatt, Proprietor.

Car Manufacturers.

ONTARIO CAR COMPANY, London, Ont.
Thomas Muir, Manager.

**CAR-WHEEL
Manufacturers.**

LONDON CAR WHEEL COMPANY, Lon-
don, Ont. W. M. Gartsshore, Man-
ager.

**CONFECTIONERY
and Biscuit Manufacturer.**

T. McCORMICK, London, Ont.

DRY-GOODS,
Wholesale.

JOHN BISSILL & Co., Carling.
GREEN, PETER & ROBINSON, cor. Car-
ling and Talbot.
R. WALKER & SONS, Dundas.

Express Companies.

CANADIAN EXPRESS COMPANY, MEX-
ICANS' DISPATCH, London, Ont.
S. Chadwick, Agent.

**Founders and Engine
Builders.**

E. LEONARD, Office, E. York, London,
Ont.
PHOENIX FOUNDRY, cor. Wellington and
Bathurst. John Elliott, Proprietor.

CROCERS,
Wholesale.

E. ADAMS & Co., Dundas.

Insurance Companies.

AGRICULTURAL MUTUAL ASSURANCE
ASSOCIATION OF CANADA, Richmond.
ONTARIO MUTUAL FIRE INSURANCE
COMPANY, Richmond.

LUMBER DEALER.

M. KNOWLTON, York, W. of Tecumseh
House.

OIL REFINERS.

ATLANTIC PETROLEUM WORKS, Lon-
don, Ont. Watkinson Bros., prop-
s. F. A. FITZGERALD & Co., London, Ont.

J. WALKER, North.

**Savings and Investment
Societies.**

HURON AND ERIE SAVINGS AND LOAN
SOCIETY, Richmond.
ONTARIO SAVINGS AND INVESTMENT
SOCIETY, Richmond.
DOMINION SAVINGS AND INVESTMENT
SOCIETY, Richmond.
AGRICULTURAL LOAN AND INVESTMENT
SOCIETY, Dundas.

**SEWING-MACHINE
Manufacturers.**

THE SINGER MANUFACTURING CO.,
London, Ont. Robt. C. Hickok,
Gen. Agent.

ST. CATHARINE'S.**CHIEF OFFICIALS.**
1875.

Mayor JAMES DODDIE.
Reeve J. C. BAKER.
Treasurer W. A. MITCHELL.
Town Clerk J. ROBERTSON.
Sheriff JOSEPH A. WOODWARD.

BANKS.

Niagara District Bank, St. Paul.
M. Ansel, Cashier.
CANADIAN BANK OF COMMERCE, Ontario.
H. C. BARKER, Manager.
THE QUEEN'S BANK, St. Paul.
D. B. CRODIE, Manager.
THE BANK OF TORONTO, J. Henderson, Manager.
CITY BANK, MONTREAL, W. T. Benson, Manager.

Bankers and Brokers.
S. L. ST. JOHN, St. Paul.**Barristers, Attorneys, and Solicitors.**

MILLER & MILLER, St. Paul.
J. G. CLARK, St. Paul.
BROWN & BROWN, Ontario.
JOHN McKEOWN, St. Paul.
ROBERT & GILLIES, Ontario.
P. McARDY, St. Paul.
F. W. MACDONALD & SONS, Town Hall.

BREWERS, Ale and Porter.

TAYLOR & BAILE.

Building and Savings Societies.

ST. CATHARINE'S PROVIDENT BUILDING AND SAVINGS SOCIETY, St. Paul.

DRUGGISTS and Apothecaries.

A. JONES & SONS, St. Paul.

DRY GOODS

Dress Goods, and Millinery.

HENRY CARLISLE, Ontario.
JAS. D. TAYLOR, Ontario.
ST. CATHARINE'S CO., Ontario.
WOODHEAD & CO., St. Paul.

FLOUR AND FEED.

R. A. J. LAWRIE.

HOTELS.

WELLS AND THE SONS, Ontario.
STEPHENSON HOUSE, Yates.
SPRING BANK SANITARIUM, Yates.

Insurance Companies.

Niagara District Mutual Fire Insurance Co., H. M. Gillies, Secretary, Ontario.
CLINTON FIRE INSURANCE CO., Rowland Hill, Secretary and Manager, Ontario.

LUMBER DEALERS.

JAMES GILLESPIE & CO., N. A. O. J. PHIPPS.
JOHN M. BUTLER & CO., S. D. WOODRUFF.

MINERAL BATHS and Waters.

THE SANITARIUM, SPRING BANK, Theophilus L. Mack, M.D., Proprietor and Attending Physician, Yates.

PAINT AND OIL Manufacturer.

H. M. BIRCH, St. Paul.

PHYSICIANS.

THEOPHILUS L. MACK, M.D., Yates.
L. S. OILE, M.D., Ontario.
ARTHUR JONES, M.D., St. Paul.
EDWIN GOODMAN, M.D., Ontario.

Planing Mills, Sash, Doors, &c.C. W. HILLIAMS, (Lumber).
J. S. EAGER, (Lumber).**STEAM-ENGINES, Boilers, &c.**

UNION FOUNDRY, Yale & Co., propos.

Steam, Water, and Gas Engineers, Plumbers, &c.

BIRCH, CHATELAIN & CO.

Watches, Jewelry, and Silver Ware.

JAMES DODDIE, St. Paul.

AYR.**COUNTY OF WATERLOO.**

JOHN WATSON, Iron Founder and Manufacturer of Agricultural Implements, Reaping, Mowing, and Threshing Machines.
D. GODDARD, Miller, and Manufacturer of Finest Flour.

BARRIE,**COUNTY OF SIMCOE.**

H. A. R. BOYS, County Treasurer of Simcoe.
D. CAMPBELL, Manager, Bank of Toronto.
W. SMITH, Manager, Canadian Bank of Commerce.
A. B. SPOTTIS, Principal, High School.
REV. J. A. OGDON, R.D., Parish Priest.

BELLEVEILLE, COUNTY OF HASTINGS.

BANK OF MONTREAL, R. Richardson, Manager.
MERRITT'S BANK, R. Thomson, Manager.
ROYAL CANADIAN BANK, J. LOUIE, Manager.
PETERBURY & KESLO, Wholesale Grocers.
DELOE HOUSE, G. C. BORDWICK, propr.
HAWLEY HOUSE, J. Hawley, propr.
H. B. RATHBURN & SONS, Lumber Manufacturers and Dealers.
FLINT & HOLTEN, Lumber Manufacturers and Dealers.
RECK & STEWART, Lumber Manufacturers and Dealers.
W. A. FOSTER, Lumber Manufacturer and Dealer.
FLINT & HOLTEN, Planing Mills.
H. B. RATHBURN, Shipbuilders, Millpoint.
W. H. CAMPBELL & CO., Steamboat Agents.

BERLIN,**COUNTY OF WATERLOO.**

C. STELLINGMA, Importers of Fancy Goods, Wallpaper, School Books, &c.
JOHN FENNEL, Hardware Merchant.
CHARLES GIBBELL, Agent, Merchants Bank.
A. MILLAR, Barrister.
J. BOWMAN, Treasurer, County Water.
LAWRENCE, Judge, County Water.
W. H. BOWEN, County Attorney.
J. ORRICK, Secretary, Mechanics Institute.
HENRY F. Z. JACKSON, Esq.

BOWMANVILLE, COUNTY OF DURHAM.

THE ONTARIO BANK, Geo. McGill, Manager.
THE DOMINION BANK, J. A. Gold, Agent.
R. & H. O'HARA, Books, Stationery, and Fancy Goods.
C. BARKER, Books, Stationery, and Fancy Goods.
J. & W. J. McMEIKEN & CO., Dry Goods and Groceries.
BOWMANVILLE FURNITURE MANUFACTURING CO., F. P. McARTHUR, President, Thos. Johnson, Manager.
BOWMANVILLE MACHINE CO., Wood and Iron-Working Machinery, G. S. Shaw, President, A. M. Gibson, Manager.
THE DOMINION ORGAN CO., Henry O'Hara, President, A. M. Darby, Manager, Cor. Temperance and Wellington.
JOHN W. McDOUGALL, Merchant Miller and Produce Commission Merchant, King.

BRAMPTON, COUNTY OF PEELE.

R. CHISHOLM & CO., General Merchants.
Dr. PATELLO, Physician, &c.
SAMUEL BUCK, Brewery House.
GEORGE CHISHOLM, Treasurer, County of Peel.
GEORGE CHISHOLM, County Attorney.

BRANTFORD, COUNTY OF BRANT.**CHIEF OFFICIALS.**
1875.

Mayor JAMES W. HOBBS.
Reeve ALFRED WATTS.
Treasurer JAMES WOODVILL.
JAMES WILKES.

EDUCATIONAL Institutions.

ONTARIO INSTITUTE FOR THE BLIND, J. Howard Hunter, Principal.
HIGH SCHOOL, James Mills, Principal.
BRANTFORD YOUNG LADIES' COLLEGE, Rev. William C. Grahame, President of Faculty, Dr. Wm. Clarke, Principal, A. Robertson, President of the Board of Directors.
INSPECTOR OF PUBLIC INSTRUCTION, M. J. Kelly, M.D., J.C.B.
BRANTFORD CENTRAL SCHOOL, W. Wilkinson, Principal, Jas. Weymss, Chairman, Board of Trustees.

BANKS.

BANK OF BRITISH NORTH AMERICA, A. Robertson, Manager.
BANK OF MONTREAL, S. Reid, Manager.
CANADIAN BANK OF COMMERCE, J. Pollock, Manager.
T. SHERSTON, Registrar.

WATSON'S ENGINE WORKS CO., Geo. H. Wilkes, Secretary and Treasurer, C. H. Watkinson, M.E., Engineer.
H. W. BIRKHOFER & CO., Dry Goods, Millinery, &c.
GEORGE WATTS & SONS, Wholesale Grocers.
A. WATTS & CO., Wholesale Grocers and Manufacturers of Soap and Candles.
THOS. B. McMAHON, Barrister at Law, BRANTFORD, McMAHON'S INSTITUTE, W. C. Grahame, President.
A. HARRIS & SONS & CO., Agricultural Implements.
VICTORIA FOUNDRY, William Buck, propr., Stoves, Plunges, &c.
DOUGLAS STEAM WORKS, A. Morton, propr.
W. H. STRATFORD & SONS, Wholesale Dealers in Drugs, Wooden Supplies, &c.
BRANTFORD STEAMWORKS, W. P. McARDY, propr.
KIRBY HOUSE, J. C. Palmer, propr.
VAN NORMAN & VAN NORMAN, Barristers, &c.
THOMAS McLENNAN, Dry Goods, &c.
BRANTFORD, NORFOLK, AND PORT BRANTFORD RAILWAY, Geo. H. Wilkes, President, W. J. Ingham, Secretary, J. CORSHUTT, General Merchant.

BROCKVILLE, COUNTY OF LEEDS.

ALLAN TURNER & CO., Druggists and Apothecaries.
BANK OF MONTREAL, J. N. Travers, Manager.
MOLSON'S BANK, J. W. B. Rivers, Manager.
BROCKVILLE AGRICULTURAL WORKS, G. M. Cassid & Bro., Agricultural Implement Manufacturers.
BROCKVILLE NOVELTY WORKS, Iron Founders, James Smart.
BROCKVILLE AND OTTAWA RAILWAY, JAMES HALL & CO., Horse Manufacturers.
REVERE HOUSE, Howe & Norton.

CEDARDALE, COUNTY OF ONTARIO.

A. S. WHITING MANUFACTURING COMPANY, Seythies, Forks, and Hoes.

CLINTON, COUNTY OF HURON.

McKENNEDY INSTITUTE, A. Turnbull, President.
W. W. FARRIS, District Court Clerk.

COBOURG, COUNTY OF NORTHUMBERLAND.

BANK OF TORONTO, J. H. Roper, Manager.
BANK OF MONTREAL, C. Brough, Manager.
DOMINION BANK, W. D. Baird, Agent.
COBORG CAR WORKS, James Gibson, Proprietor and Manager.
VICTORY STEAMERS, J. H. McARDY, Merchants.
P. McVILLIAM & SONS, Dry Goods and Clothing.
THE ARLINGTON HOTEL, Jas. R. SARGENT, Manager.
ONTARIO WOOLLEN MILLS, Alexander Fraser.

CHATHAM, COUNTY OF KENT.

A. BELL, Barrister.
E. ROBINSON, Barrister.
Wm. FRASER, Barrister.
J. S. YANE, Barrister.
WILLIAM HELLAND, Manager Canadian Bank of Commerce.
H. S. BOYLES, Manager Merchants Bank.
A. RICHARDSON, Manager Royal Canadian Bank.
Rev. F. HOBBS, Parish Priest.
P. D. McKEELAN, Registrar, County Kent.
M. VAN ALAN, Mayor of Chatham.

COLLINGWOOD, COUNTY OF SIMCOE.

T. LONG, General Merchant.
W. H. RUSSELL, Lumberman.
DR. STEPHEN PHILLIPS, &c.
JOHN McMASTERS, Manager Canadian Bank of Commerce.

DUNDAS, COUNTY OF WENTWORTH.

McKENNEDY & BATHAM, Machine Tools and Wood Working Machinery.
CANADIAN BANK OF COMMERCE, C. S. BARNES, Manager.
THOS. WILSON & CO., Steam Engines, Boilers, &c.
JAMES MAHON, Physician and Surgeon.
THE DUNDAS WESTERN INSTITUTE, John W. Miller, Treasurer.
THE DUNDAS KNITTING CO., J. Young, Proprietor.
A. R. WARDLE, Barrister.
OSLER, WING & GWYN, Barristers.
GEO. PAPER MILLS, John Fisher & Son, Proprietors.
FOURTH & CO., Agricultural Implements, &c.
J. P. BELLINGTON, Agricultural Implements.

GALT, COUNTY OF WATERLOO.

CANADIAN BANK OF COMMERCE, G. H. Patterson, Manager.
MERRITT'S BANK OF CANADA, Wm. Cook, Manager.
ROYAL CANADIAN BANK, Jno. Carvers, Manager.
GALT COLLEGIATE INSTITUTE, Wm. Tassie, M.A., Head Master.
DEMPSEY'S FOUNDRY, Goldie & McNeil, Proprietors, Founders, Millwrights, Engineers, &c.
GALT FOUNDRY AND MACHINE WORKS, Cameron & Co., Proprietors, Founders, Machinists, and Engine Builders.
CANADIAN NET WORKS, Cameron & Co., Proprietors, Agricultural Implements.
CANT. GIBBES & CO., Wood Working Machinery.
GALT MACHINE WORKS, Cant. Gough & Co., Proprietors, Steam-Engines, portable and stationary.
JOHN FLEMING, Staple and Fancy Dry Goods, &c.

"HERRIES REFORMER" Anderson, Proprietor.
"GALT REPORTER" Jeffrey Ross, Proprietor.
GALT MECHANICAL INSTITUTE, J. P. Brown, President.
S. H. HARRISON, M.D., Physician and Surgeon.
Jas. Todd, Commission Merchant.
RICHARD BLAIS, Merchant Miller.
VICTORIA STEAM BUNDO, Wm. Robert Scott, Proprietor, H. H. Spinks, Fellows, &c.

GODERICH, COUNTY OF HURON.

ROBERT RICHMAN, Manager Goderich Foundry and Manufacturing Company, Make Steam-Engines and Boilers, Flour and Saw Mills, Stave, Shingle, and Heading Machines.
A. M. ROSS, Manager Canadian Bank of Commerce.
A. ARMITAGE, International Salt Works.
F. A. ROBERTSON, Forwarder and Commission Merchant.
H. LEWIS.
I. GIBBES, Sheriff of County of Huron.

GUELPH, COUNTY OF WELLINGTON.**CHIEF OFFICIALS.**
1875.

Mayor, ROBERT MELVIN.
Clerk and Town Surveyor, JOHN HARVEY.
Police Magistrate, THOS. W. SARGENT.
Chief of Police, JOSEPH KILLY.
Market Clerk, WALTER KING.
MASSE, PATTERSON & CO., Wholesale Merchants and Importers of Teas and General Groceries.
H. CHAPMAN & CO., Wholesale Merchants and Importers of Crockery, &c.
MASSE & CAMPBELL, Wholesale Merchants and Manufacturers of Biscuits and Confectionery.
C. & A. SHARPE, Wholesale Seed Merchants.
W. D. HARRISON & CO., Wholesale Boot and Shoe Merchants and Mantua Trappers.
JOHN HOESMAN, Wholesale Iron Merchant and Importer of Hardware.
ROBERT STEWART, Planing Mill and Lumber Merchant.
ROBERT CHAMBERLAIN, Manufacturer and Dealer in Watches.
W. BELL & CO., Manufacturers of Organs and Dealers in Music, &c.
WILKIE & OSBORN, Patenters and Manufacturers of Osborne Sewing Machine.
CHARLES RAYMOND, Manufacturer of Raymond Sewing Machine.
J. P. McMILLAN, Barrister.
A. LEMON, Barrister.
DONALD GUTHRIE, Barrister.
A. H. McBRIDE, Barrister.
S. SAW, Esq., Merchant Tailor.
J. B. ARMSTRONG, Esq., Carriage Manufacturer.
— GRANGE, Esq., Sheriff County Wellington.
W. RAYMOND, Treasurer County Wellington.
G. W. SANDHILLS, Manager Canadian Bank of Commerce.
J. ROBERTSON, Manager Bank of Montreal.
E. MORRIS, Manager Ontario Bank.
LORETTA CONVENT.

INGERSOLL, COUNTY OF OXFORD.

M. SORLEY, Mayor.
NORMAN BROS., Iron Founders and Manufacturers of Mowing, Self-Raking, Reaping, and Sowing Machines, Grain Drills, Cultivators, &c.
DR. SCOTT, Physician, &c.
D. KEMP, Agent of Merchants Bank.
CH. E. CHUDWICK, Manager Niagara District Bank.
E. CASSWELL, Cheese, Butter, and Bacon Factor.

KINGSTON, COUNTY OF FRONTENAC.**CHIEF OFFICIALS.**
1875.

Mayor, MICHAEL SULLIVAN.

Police Magistrate. **MAXWELL W. STRANGE**,
City Clerk. **MICHAEL FLANNAGAN**,
City Treasurer. **WILLIAM FLEAGAN**,
City Solicitor. **JAMES A. NEW**,
Chief of Police. **SALVATORE H. HANCE**,
City Engineer. **JOHN C. JAMES**.

BANK OF MONTREAL, R. M. Moore, Manager.
BANK OF BRITISH NORTH AMERICA,
George Burnford, Manager.
MERCHANTS BANK OF CANADA, D. Fraser,
Manager.
H. & W. J. CROFT, Bankers.
MUNEE & WADDELL, Dry Goods
Wholesale.
CANADA END CO. AND MACHINERY CO.
H. Nuthall.
A. HENK & CO., Wholesale Grocers.
JAMES SWIFT, Insurance Agent.
WERNER & CO., Piano Manufacturers.
WM. POWER & CO., Ship Builders.
LAKE ONTARIO AND BAY OF QUINCY
STEAMSHIP BOATERS. C. F. Gilder,
Agent.
KINGSTON PENITENTIARY,
Rockwood Asylum.

MERRITTON, COUNTY OF LINCOLN.

ST. CATHARINE'S PAPER MILLS, Mer-
ritton, Ont. J. Gordon, Proprietor.
WILL & DOUGLAS, Cotton Manufacturers.
Merritton, Ont.

MITCHELL, COUNTY OF PERTH.

THOMPSON & WILLIAMS, Manufacturers
of Reapers and Mowers, Cultivators
and Grain Drills, &c.
R. D. FIDELMAN, Manager of Merchants'
Bank.

NEW MARKET, COUNTY OF YORK.

MR. NIXON, Principal of High School.
DR. NASH, Physician, &c.
J. CANTRELL, Manager Royal Canadian
Bank.

OSHAWA, COUNTY OF ONTARIO.

JOSEPH HALL, MANUFACTURING CO.
Manufacturers of Reaping and
Mowing Machines.
OSHAWA STEEL MANUFACTURING CO.
J. Campbell, Pres.
J. McCLELLAN, Manager Dominion
Bank.
OSHAWA CANNED COMPANY, Manu-
facturers of Furniture, &c.
DR. MARTIN, Physician, &c.
R. McTIGHER, Barrister.

PARIS, COUNTY OF BRANT.

BROWN COMPANY, Manufacturers of
Saws and Bolts.
CHARLES WHITLAW, Miller.
JOHN PEXMAN, Knitting Factory.
GEORGE AUSTIN, Planing Mills, &c.

PETERBORO, COUNTY OF PETERBOROUGH.

BANK OF TORONTO, J. Murray Smith,
Manager.
CANADIAN BANK OF COMMERCE, R. W.
Smylie, Manager.
BANK OF MONTREAL, F. J. Lewis,
Agent.
THE ONTARIO BANK, Geo. Shaw, Man-
ager.
HOPKINS HOUSE, Allan F. Hoffman,
Proprietor.

PORT COLBORNE, COUNTY OF WELLAND.

NIMAGRA DISTRICT BANK, Thos. Nas-
mith, Manager.
L. G. CARTER & CO., Dry Goods, &c.
WM. A. BORTH, Collector of Customs,
&c.
NEFF & MISKNER, School Apparatus,
&c.

PORT HOPE, COUNTY OF DURHAM.

BANK OF MONTREAL, R. A. Macgregor,
Agent.
BANK OF TORONTO, A. Morgan, Com-
ing, Manager.
THE ONTARIO BANK, G. H. G. McVey,
Manager.
EDWARD S. MINTON, Lumber Dealer.
MIDLAND RAILWAY OF CANADA, A.
Hugel, Pres.

PORT HURON, MICHIGAN, U. S.

DUNCAN McKELEAR, Alford Hotel.
A. L. Stebbins, Esq., Lumber Mer-
chant.

PORT STANLEY, COUNTY OF ELGIN.

S. STEPHENS, Grain Dealer.
JOHN FETTERSON, Contractor and Bridge
Builder.

PRESCOTT, COUNTY OF GRENVILLE.

MERCHANTS BANK OF CANADA, L. F.
Burpee, Agent.
DANIELS BROS., L. H. Daniels, Pro-
prietor.

PRESTON, COUNTY OF WATERLOO.

OTTAWA HOTEL, Hotel Keeper, Notary Pub-
lic, &c.
A. A. LEE & BROTHERS, General Mer-
chants, Millers, &c.

SANDWICH, COUNTY OF ESSEX.

ASSUMPTION COLLEGE, Rev. Donato
O'Connor, Principal.
J. W. LEE, Assn. County Registrar.
FRANK E. MARION, Esq.

SARNIA, COUNTY OF LAMBTON.

F. W. NISBET, Manager Canadian Bank
of Commerce.
W. L. CROFTON, Manager Bank of
Montreal.
JAMES GOWANS, Barrister, &c.
WILLIAM VIGOR, Barrister, &c.
DANIEL CLARK, Barrister, &c.
A. McLELLAN, Physician.
DUG. BELL & FRISLER, Physicians.
P. T. POLSETT, Esq.
PETERSON & CRANE, Lumber Merchants.
REV. ROBERT, Parish Priest.
J. FLETCHER, JR., Sheriff of Lambton.

SEAFORTH, COUNTY OF HURON.

GRAY, JONES & SPURLING, Proprietors
Edgemoor Salt Works.
A. ARMISTEAD, Proprietor Salt Works
and Commission Merchant.
COLLEMAN & GOULDING, Proprietors
Salt Works.
CANADIAN & AMERICAN, Forwarders
and Commission Merchants.

SIMCOE, COUNTY OF NORFOLK.

BANK OF MONTREAL, F. F. Blackader,
Manager.
CANADIAN BANK OF COMMERCE, F.
W. Holmsted, Manager.
FEDERAL BANK, Henry Groff, Man-
ager.
N. C. FORD, General Merchant and
Miller.
HUGH HOLMES, General Merchant,
Wm. Wilson, Merchant, Miller, &c.

DUNSTON & MATHESON, Barristers at
Law.
H. A. HADLEY, Barrister, &c.
THOMAS LIVINGSTONE & ROBE, Bar-
risters, &c.
DUNCAN CAMPBELL, Banker, &c.

STRATFORD, COUNTY OF PERTH.

THOMPSON & WILLIAMS, MANUFACTUR-
ING CO., Manufacturers of Station-
ary and Portable Engines, Machi-
nery for Saw Mills, Grist Mills,
Water Works on the Holly System.
H. CAMPBELL, Manager Royal Canadian
Bank.
JAMES FISHER, Barrister.
J. SMITH, Barrister.
ROBERT D. HENDERSON, Insurance Agent.
WILLIAM WORKMAN, Hardware Mer-
chant.
JAMES COCHRAN, Groceries, Whole-
sale and Retail.
A. J. O'HAGAN, Grocer, Wholesale and
Retail.
RAY KILBOA, Parish Priest.
S. ROSE, County Registrar.
ANDREW McNEIL, M.P., County
Treasurer.

ST. MARY'S, COUNTY OF PERTH.

W. A. HILTON, Esq.

ST. THOMAS, COUNTY OF ELGIN.

MOLSON'S BANK, Thos. Binkley, Man-
ager.
MERCHANTS BANK OF CANADA, A. M.
Crombie, Manager.
T. HODGINS, Barrister at Law.
A. McLAUGHLIN, Bookseller and Pub-
lisher of the *Canadian Home*, &c.
COLIN MACDONALD, M.P., Barrister at
Law.
CANADA SOUTHERN RAILROAD, L. D.
Barker, General Manager.
HENRY F. LEES, Solicitor and Notary
Public.
J. H. WILSON, M.P.P., Physician and
Surgeon.
D. McLELLAN, Physician and Surgeon.
JEREMY MANN, Barrister at Law.
Geo. T. CLARK, Banker and Broker.
General Bonded and Insurance
Agent.
HOSKINS & HUNTER, Hardware and
House Furnishings.
WILLIAM J. WHITE, Solicitor, &c.
J. A. FERGUSON, Civil Engineer.
MEDICAL, MOORE & CO., Lumber
Dealers, Planing Mills, Contractors,
&c.
D. J. HUGHES, County Judge.
JAMES FARLEY, Clerk of the Peace, El-
gin Co.
ST. THOMAS TANNERY, M. T. Moore,
Proprietor, Manufacturer and Deal-
er in Leather Goods, &c.
REV. W. FRANKLIN, Pastor R. C.
Church.

THOROLD, COUNTY OF WELLAND.

CANADIAN BANK OF COMMERCE, W.
J. Robertson, Manager.
QUEBEC BANK, G. W. Henry, Agent.
ROYAL FIRE AND LIFE INSURANCE CO.
OF ENGLAND, W. J. Robertson,
Agent.
J. & H. H. BATTY & CO., Proprietors of
Batty's Sargis Standard Line.
BEATTY & SON, Lumber Dealers, Saw
Mills, &c.

WALKERVILLE, COUNTY OF ESSEX.

Hiram Walker & Sons, Distillers,
Walkerville.

WATERLOO, COUNTY OF WATERLOO.

MERCHANTS BANK OF CANADA, D. M.
Harriman, Agent.

GEORGE RANDALL & CO., Millers, Dis-
tillers, General Merchants, and Im-
porters.
**WATERLOO COUNTY METAL FIBRE IN-
SULRANCE CO.**, C. W. Taylor, Se-
cretary.
**ONTARIO MUTUAL ASSURANCE COM-
PANY**, M. Hendrie, Secretary.

WHITBY, COUNTY OF ONTARIO.

BROWN & PATTERSON, Iron Founders
and Manufacturers of Reaping and
Mowing Machines.
J. HAMER, GILES & WOOD, Mayor of Town
and Barrister.
ONTARIO LADIES' COLLEGE, J. J. Hare,
Professor.
J. HODGINS, Manager of Port Whitby
and Port Perry Railroad.
H. B. TAYLOR, Manager of Dominion
Bank.

WINDSOR, COUNTY OF ESSEX.

JAMES DONALD, Chairman High School
Trustees.
DONALD CAMERON, Mayor.
S. S. McDONNELL, County Attorney of
Essex.
D. BETHUNE, Barrister.
ARTHUR PRICE, M.P.P., Barrister.
CAMERON & CLEARY, Barristers.
CHARLES E. CROOKS, Physician.
FRANCIS SMITH, Surgeon, Dentist.
W. J. SULLIVAN, Surgeon, Dentist.
J. G. OUCHARD, Manager Canadian
Bank of Commerce.
H. B. HODGINS, Merchants' Bank.
C. D. GILBERT, Molson's Bank.
McGILL & BROTHERS, Bankers.
WILLIAM BOULE, Hardware Merchant.
CAMPBELL, PAYGEE & McINTOSH, Lau-
der Merchants.
WRIGHT & FISDALE, Manufacturers of
Fine Cut Chewing and Smoking
Tobacco Cigars.

WOODSTOCK, COUNTY OF OXFORD.

CANADIAN LITERARY INSTITUTE, J. E.
Wall, Professor. Comprising a
Theological Department under the
Baptist denomination, and a Col-
lege and Literary Department for
both sexes. Affiliated with Toron-
to University for preparing stu-
dents in Arts, Law and Medicine.

ST. JOHN, N. B.

CITY GOVERNMENT 1871-5.

Mayor. **A. CHAPMAN SMITH**,
Esq.
Recorder. **W. H. TUCK**, Q.C.,
Esq.
Common Clerk. **H. LESTER PETERS**,
Q.C.
City Chamberlain. **W. S. SANDALL**,
City Engineer. **ALFRED PETERS**,
Auditor. **G. W. SMITH**,
Chairman Water
Commissioners. **EDWARD E. LOU-
BART**.
Chief Engineer.
Fire Department. **THOMAS MARTEL**.
Police Magistrate. **H. HENRIY T. GIL-
BERT**.
Chairman School
Trustees. **JOHN BOYD**.
Chairman of Town
of Portland. **EDWIN FISHER**.

AGENTS.

DEAN, WILSON & CO., Commercial Agen-
cy, Market Square.
JOSEPH R. STONE, Eastern Express Co.,
Prince William.
W. H. OLIVE, Custom House Broker,
Railway and Steamboat Agent, 130
Prince William.
THOMAS ATWOOD, Grand Trunk R.R.,
Prince William.
DONALD MURRAY & CO., Commercial
Agency, Bayard's Building.
ROBERT T. CLARKE, Supt. W. Union
Telephone Co.
F. H. SWALE, Passenger Agent, G. T.
Railway.

ARCHITECTS.

D. E. DUNHAM, 100 Prince William.
MORRIS & SEWELL.
McKEAN & FAIRWEATHER.

AUCTIONEERS.

STEWART & WHITE, 87 Prince Wm.
HALL & HANSLING, 100 Prince Wm.
LOCKHART & CHAPMAN, 20 Prince Wm.

BANKERS.

JAMES D. LEWIS, President of Bank of
New Brunswick.
E. C. JONES, Manager Bank of Mon-
treal.
WM. PRUD'HOMME, Manager Bank of
Nova Scotia.
THOMAS MACLELLAN, Manager Bank of
British North America.
SIMON JONES & CO., Prince Wm.
JAMES DONALD, M.P., President of
Maritime Bank.

BARRISTERS.

A. L. PALMER, Q.C., M.P., Princess.
S. B. THOMPSON, Q.C., 71 Prince Wm.
CHARLES W. WILSON, Q.C., Princess.
FRANK E. BARBER, D.C.L., Canterbury.
C. N. SKENKLE, Q.C., Judge of Probates.
E. McLEOD, 100 Prince William.
CHARLES DUFF, Q.C., 12 Princess.
THOMAS A. BURRIDGE, 100 Prince William.
W. H. TUCK, Q.C., 100 Prince William.
EDWARD S. SINNOTT, 20 Prince William.
H. C. MCMONAGLE, 14 Prince William.
A. & R. O. STOCKTON, Prince Wm.
POSSLEY, GRAVEBOLD & POSSLEY,
Prince William.
JAMES C. KANE, 11 Princess.
DAVIDS KANE, 214 Prince William.
W. C. PARKER, 10 Canterbury.
R. LESTER PETERS, Q.C., City Hall.
WM. WOODBURN, M.P.P., 11 Prin-
cess.
JOHN McHUGH, 100 Prince William.

BOOTS AND SHOES

Wholesale.
ROBINSON & RALSTON, Union
V. FRANKS & SONS, Paradise Row.
JOSEPH H. VALLEY, 20 Prince William.

BRASS FOUNDERS.

T. McAVITY & SONS, 5, 7, and 9 Water.
WALKES & GREEN, 11, 17 and 29 Mill.
HARRIS ALEMAN, 15 Water.

BREWERS.

SIMON JONES, Union.

Chemical Manufactory.

JAMES I. FELLOWS, "Fellows" Hypo-
phosphates.

Clothing, Wholesale.

DANIEL & BOND, Market Square.
T. H. JONES & CO., 21 to 25 Canterbury.
ESLERT & BELLER, 155 King.

COAL DEALERS.

R. E. & W. F. STARR, Smythe.
JOHN LEWIS, 1 Union.
T. McCAFFRY, Water.

Commission and Ship- ping Merchants.

JAMES DONALD, M.P., 9 North Wharf.
HILVARD & REDDOCK, Robertson pl.
WM. THOMPSON & CO., J. Smythe.
GEORGE E. SMITH, Robertson pl.
SCAMILL BROS., 6 Smythe.
GRAS, McLAUGHLIN & SONS, 21 North
Wharf.
HALL & FAIRWEATHER, 7 and 8 South
Wharf.
QUEL & GOODWIN, Reid's Building,
Water.
D. V. ROBERTS, 100 Water.
BROTHERS BROTHERS, 100 Dock.
D. D. ROBERTSON & CO., Smythe.
ALFRED T. CLARK, Smythe.
D. J. McLAUGHLIN, JR., corner North
Wharf and Nelson.
GILBERT & CO., 71 Water.
THORP & SONS, 11 and 15 South
Wharf.
SWALE & HATHWAY, 139 Dock.
M. R. & H. A. McSTEAD, Indiantown.
ESCH, LEIST & SONS, Express Line
Steamers, Dock.
J. & W. F. HARRISON, 10 North Wharf.
THOMAS FULFORD, Prince and Water.
MURRAY BROTHERS, 81 Water.
R. P. & W. F. STARR, 11 Smythe.
JOHN W. NICHOLSON, cor. Nelson and
Robertson pl.

THE PRINCIPAL BUSINESS MEN OF CANADA.

H. W. CHISHOLM, International S. S. Co., Reed's Point Wharf.
 GEORGE F. SMITH, 15 North Wharf.
 Z. BING, 15 North Wharf.
 V. H. ANDERSON, 15 North Wharf.
 JAMES JORDAN, 15 North Wharf.
 GEORGE S. DEFORD, 11 South Wharf.
 LUKE STEWART, 22 North Wharf.
 BARNHART BROS., 9 and 10 South Wharf.
 V. CHAVES, 15 North Wharf.
 HALL & HANINGTON, 75 Prince William.
 KINNEAR BROS., 12 North Wharf.
 J. & S. LEONARD, 12 Nelson.
 JOHN MELCHER, 35 Water.
 THOMAS PATTON, 1 South Wharf.
 H. W. WRIGHT & CO., 41 Water.
 THURGOOD & RUSSELL, 13 North Wharf.

CONFECTIONERS, Wholesale.

J. R. WOODBURN & Co., 25 and 27 Waterloo.
 S. F. MATTHEWS (wholesale and retail), 21 Charlotte.

COTTON MILLS.

NEW BRUNSWICK COTTON MILLS, Wm Parks & Son.

Dry Goods, Wholesale.

DAVID & ROY, Market Square.
 L. H. DEVEREUX & SONS, Prince William.
 JOHN VASSE & Co., Canterbury.
 EVERETT, 12 King.
 THOS. R. JONES & Co., Canterbury.
 J. & J. HIGAN, Prince William.
 BEARD & VENNING, Prince William.
 JOHN ARMSTRONG & Co., Prince William.

Dry Goods, Retail.

BEARD & VENNING, 40 Prince William.
 J. & J. HIGAN, 29 Prince William.
 MANCHESTER, ROBERTSON & ALLISON, 27 King.
 FAIRBANK & SMITH, 32 Prince William.
 LANDOWNE & MARTIN, 36 Prince William.
 M. C. BARNER, 48 Prince William.
 W. W. JORDAN, 2 Market Square.
 BURNES, KERR & Co., 3 and 4 Market square.
 JAMES ADAMS & Co., 8 King.
 L. K. CAMERON & GOLDING, 55 King.
 JAMES MAXSON, 1 and 3 King.

Drugs, Paints, etc.

A. CHILMAN SMITH, 1 Market Square.
 T. B. TUCKER & SONS, 33 King.
 GEORGE STEWART, Jr., 24 King.
 R. D. McARTHUR, 46 Charlotte.
 LAWTON BROS., 2 King square.
 HANINGTON BROS., cor. King and Germain.

Grocers, Wholesale.

L. H. DEVEREUX & SONS, 47 Prince William.
 JARDINE & Co., 29 Prince William.
 BERTON BROS., 59 Dock.
 LORAN & LINDSAY, 82 King.
 GEORGE ROBERTSON, 4 Water.
 H. E. PRIDMORE & Co. (wholesale and retail), 41 Charlotte.
 LEE & LORAN, 16 Dock.
 W. D. & H. A. AUSTIN, 11 Indiantown.

Hats Caps, and Furs.

C. & E. EVERETT, 17 King.
 D. MAVER & Co., 51 King.

HOTELS.

VICTORIA HOTEL, J. A. Edwards, Manager.
 WATKINS HOTEL, John Guthrie, Proprietor, King.

INSURANCE AGENTS, Accident.

M. & T. B. ROBINSON, Travelers, 8 Princess.
 H. A. CORNWALL, Jr., Citizens', 23 Princess.

INSURANCE AGENTS, Fire.

WM. M. JAMES, L. and L. and Globe Insurance Co., 15 Princess.
 C. E. L. JAMES, Queen, 15 Princess.
 ROBERT MARSHALL, Imperial, 15 and 17, 24 Prince William.
 JAMES J. KAYE, Royal Ins. Co., 3 Princess.
 L. J. ALMON, Northern Assurance Co., 10 Princess.
 H. R. RANNEY, Guardian Fire and Life, 78 Prince William.

HENRY JACK, North British and Mercantile, Princess.
 M. & T. B. ROBINSON, Royal Canadian, 8 Princess.
 W. C. PERLEY, Scottish Imperial, 10 Canterbury.

INSURANCE AGENTS, Life.

THOS. A. TEMPLE, Metropolitan, 101 Prince William.
 JAMES C. BURN, Union Mutual, Academy of Music Building.
 ROBERT MARSHALL, New York Life, 24 Prince William.
 H. R. RANNEY, Equitable Life, 78 Prince William.
 H. A. CORNWALL, Jr., Mutual Life Ass'n of Canada, 24 Prince William.
 JAMES J. KAYE, Royal Ins. Co., 3 Princess.
 W. C. PERLEY, 3 Princess.

INSURANCE AGENTS, Marine.

HENRY R. RANNEY, Ins. Co. of North America, State of Pennsylvania, Scotland, and Delaware Mutual, 78 Princess.
 ROBERT MARSHALL, Montreal, British America and New Brunswick Lloyd's, 24 Princess.
 VINCE A. BARNES, Union, Ocean Marine, and Boston Ins. Co., Smythe.
 JAMES G. JORDAN, Atlantic Ins. Co.
 THOS. A. TEMPLE & SONS, Millville Mutual and Pacific Ins. Co., Princess.

IRON FOUNDERS and Machinists.

JAS. HAYES & Co., 15 and 17 Water.
 ALAN BROS., 15 and 17 Water.
 WM. E. EVERETT, 120 to 140 Brussels.
 GEO. FRANKLIN & SONS, Phoenix Foundry, Pond.
 ALAN YOUNG, 15 Water.

Iron and Hardware, Wholesale.

L. & F. BERNER & Co., Prince William.
 JAS. L. JAMES & Co., North Wharf.
 GEO. CARVILLE, 15 Nelson.
 THOS. McAVITY & SONS, 15 Water.
 W. H. THOMSON, 15 Market Square.
 KERR & THOMSON, 15 Prince William.
 T. BURN & WHITFIELD, 15 Water.
 RICHARD THOMPSON, also Jewellery, Silver Ware, etc., Market Square.
 PHOTOGRAPH & SONS, 15 Prince William.
 A. YATES & SONS, 15 Union.

Iron and Rolling Mills.

COLUMBIAN ROLLING MILLS, James Dunsdale & Co., Agents.

Lumber Merchants.

ANDRE, CHISHOLM & Co., 102 Prince William.
 ALAN GIBSON, 15 Nashua.
 E. D. JEWETT & Co., 15 Smythe.
 FRANKS & GIBSON, 15 Bankers' Wharf.
 GEO. McLEOD, 15 Water.
 ROBERT RANKIN & Co., Straight Shore Quay.
 STEWART & Co., 71 Water.
 BARKER & RANDOLPH, 15 Water.
 CARROLL, McKEAN & Co., Walker's Wharf.
 MILLER & WOODMAN, 15 Indiantown.
 H. W. WILSON, 102 Prince William.
 E. G. DUNN, 15 Union st., Carleton.
 JEWETT BROTHERS, 15 Smythe.
 JAS. C. MCKAY, 15 Lawton's Wharf.
 D. J. McLAUGHLIN, 15 Nelson.

Medical Profession.

DR. WILLIAM BAYARD, 15 Germain.
 DR. S. B. BOTSFOORD, 15 Germain.
 DR. JOHN BERRYMAN, 15 Princess.
 DR. H. GEO. ABNEY, 15 Union.
 DR. S. Z. FAIRLIE, 15 Union.

NAIL AND TACK Manufacturers.

JAS. DUNVILLE & Co., 10 North Wharf.
 S. H. FOSTER & SONS, 15 George.
 E. R. MOORE & Co., 15 and 16 68 Mill.

NEWSPAPERS.

WILLIS & MOTT, Daily News, Canterbury.
 WM. B. HARRIS, St. John Telegraph, Prince William.
 J. V. ELIAS, Evening Globe, Prince William.

PATENT MEDICINES.

H. L. SPENCER, 20 Nelson.
 J. L. FELLOWS, 25 Germain.

Planing Mills and Sash, Doors, and Blinds.

JOHN E. THOMPSON, 15 and 17 Main.
 A. CHRISTIE & Co., 15 Waterloo.
 FAIRBANKS & HAWES, 15 City road.

Religious and Charitable Institutions.

JOHN SWEENEY, Bishop's Palace.
 CHRISTIAN BROTHERS, 15 Sydney.
 SISTERS OF CHARITY, 15 Waterloo.
 SISTERS OF THE SACRED HEART.
 REV. E. DUMPHY, Parish Priest, Carleton.

YOUNG MEN'S CHRISTIAN ASSOCIATION, Charlotte.

SHIP-CHANDLERS.

C. H. WRIGHT & Co., 11 Water.
 GEO. F. SMITH, 15 North Wharf.
 CHAS. E. SCAMMELL & Co., Smythe.
 JOHN WALKER & Co., 15 Ward.

SILVER WARE and Fancy Goods.

RICHARD THOMPSON, 15 Market square.
 KERR & THOMSON, 12 Prince William.

Steamship Lines.

INTERNATIONAL S. S. CO., H. W. CHISHOLM, Agent.
 AMERICAN LINE S. S. CO., Scamwell Bros., Agents.
 EXPRESS LINE, Enoch Lamb & Sons, Proprietors.
 UNION LINE, Small & Hatheway, Proprietors.

TANNERS.

WM. PETERS, 15 and 17 Union.
 CHAS. H. PETERS, 15 and 17 Union.

Tobacco Manufacturers.

JOHN D. ROBERTSON & Co., 21 Water.

WATCHMAKERS and Jewellers.

RICHARD THOMPSON, 15 Market square.
 PAUL BROS., 15 King.
 GEO. HITCHINSON, Jr., 384 Prince William.

Wholesale Liquors.

J. W. NICHOLSON, 15 Robertson pl.
 THOS. PEARSON, 15 Water.
 JAMES DEVER, 15 Dock.
 THURGOOD & RUSSELL, 15 North Wharf.
 LEE & LORAN, 15 Dock.
 STEPHENS & FIGURES, 26 to 30 Dock.

OFFICERS OF THE DOMINION GOVERNMENT IN ST. JOHN.

District Deputy Adjutant-General, Lt. Col. G. J. MAUNSELL.
 Collector of Customs, JAS. R. REEL, Esq.
 Auditor, W. G. SLEEVY.
 Assistant Receiver General, H. W. CHISHOLM.
 District Inspector of Customs, THOS. BARNFORD.
 Marine and Fisheries Agent, J. H. HARRING.
 Immigration Agent, ROBERT SHIVES.

FREDERICTON, N. B.

CHIEF OFFICIALS.

1875.
 Mayor, EDW. L. WETMORE.
 City Clerk, CHAS. W. BERNARD.
 City Auditor, P. M. DEANE.
 City Treasurer, JOHN EDWARDS.
 City Marshal, CHARLES BRANNEN.
 Chief Engineer, DANIEL CASEY.
 Chairman of School Trustees, A. F. RANDOLPH.

BANKS.

BRITISH NORTH AMERICA, Queen, Fredericton.
 PEOPLES', Queen, Fredericton.

Book and Stationery Stores.

H. A. CHAPLEY, Queen, Fredericton.
 M. S. HALL, Queen, Fredericton.

BRIDGE-BUILDER.

A. E. KILLAM, Petitcodiac, Westmoreland.

CIVIL ENGINEER.

JOHN C. BROWN, St. Stephen.

CIVIL SERVICE.

JAS. S. BEER, Auditor-General, Charlotte, Fredericton.
 HON. JUDGE WILMOT, Ex-Governor (retired), Regent, South End, Fredericton.

CONSULS.

J. DEARLEMAN, American, Queen Hotel, Fredericton.

HOTELS.

BANKER HOUSE, Queen, Fredericton.
 QUEEN HOTEL, Queen, Fredericton.

LAND AND RAILWAY Offices.

COX, J. A. BERNARD, Agent for N. B. & N. S. Land Co.
 ALFRED WHITEHEAD, Agent for N. B. Railway Co.

LUMBER DEALERS.

HON. G. D. BAILEY, Grand Lake, Quebec.
 HON. BENJ. BEVERIDGE, Tadoussac, Victoria.
 GEO. BURN HILL, 15 Miramichi.
 JERVIS FAIRLIE, Boiestown, Northumberland.
 JOHN FAIRLIE, Boiestown, Northumberland.
 HON. R. HITCHINSON, 15 Miramichi.
 G. G. KING, 15 Grand Lake, Quebec.
 T. W. LONESTAR, Canterbury, York.
 ALAN MORRISON, 15 Miramichi.
 J. A. MORRISON, Lower End, Fredericton.
 GEO. MORROW, 15 Sunbury.
 HON. WM. MURDOCK, 15 Miramichi.
 JOHN P. KARP, M.P., Regent, Fredericton.
 ALAN RITCHIE, 15 Miramichi.
 ROBERT ROBINSON, M.P., St. Andrews.
 THOS. TEMPLE, Brunswick, Fredericton.
 H. G. VANCE, 15 Queens.
 E. WILLIAMS, 15 Queens.
 JAMES MURDOCK, M.P., St. Stephen.

Merchant Tailors.

JAMES R. HOWIE, Queen, Fredericton.

Schools and Colleges.

DR. W. B. JACK, President University of N. B., Fredericton.
 DR. THOMAS H. HAND, Chief Superintendent Education, Fredericton.

SCHOOLS.

J. L. LAMBLE, Secretary, Barker House, Fredericton.
 GEORGE STEWART, Teacher, Mangerville, Sunbury.

SURVEYORS

(Queen's Lands and Lumber.)
 EDWARD JACK, Queen, Fredericton.
 J. A. McCALLUM, St. George, Charlotte.
 E. J. SMITH, M.P., 15 Shediac.

SACKVILLE, N. B.

DAVID ALLISON, LL.D., Principal Mt. Allison College and Academy.

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GRANSEN.
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OF PH.

BANKS.

BRITISH NORTH AMERICA, Queen,
Fredericton.
PEOPLES', Queen, Fredericton.

Book and Stationery

Stores.

H. A. CROPLEY, Queen, Fredericton.
M. S. HALL, Queen, Fredericton.

BRIDGE-BUILDER.

A. E. KILLAM, Petitedune, Westmore-
land.

CIVIL ENGINEER.

JOHN C. BROWN, St. Stephen.

CIVIL SERVICE.

JAS. S. BYER, Auditor-General, Char-
lotte, Fredericton.
Hon. JUDGE WILMOT, Es. Governor
(retired), Regent, South End, Fre-
dericton.

CONSULS.

J. DEVELLEAUX, American, Queen Hotel,
Fredericton.

HOTELS.

BARBER HOUSE, Queen, Fredericton.
QUEEN HOTEL, Queen, Fredericton.

**LAND AND RAILWAY
Offices.**

EDW. J. A. BECKWITH, Agent for N. B.
& N. S. Land Co.
ALFRED WHITEHEAD, Agent for N. B.
Railway Co.

LUMBER DEALERS.

HON. G. D. BAILEY, Grand Lake,
Queens.
HON. HESL. BEVERIDGE, Tobique, Vic-
toria.
GEO. BIRCHILL, Miramichi.
JUSTUS FAIRLEY, Boiestown, Northum-
berland.
JOHN FAIRLEY, Boiestown, Northum-
berland.
HON. B. HUTCHISON, Miramichi.
G. G. KING, Grand Lake, Queens.
T. W. LONGSTAFFE, Canterbury, York.
ALEX. MORRISON, Miramichi.
J. A. MORRISON, Lower End, Frederic-
ton.
GEO. MORROW, Sumbury.
HON. WM. MURHEAD, Miramichi.
JOHN PICKARD, M.P., Regent, Frederic-
ton.
ALEX. RITCHIE, Miramichi.
ROBERT ROBINSON, M.P.P., St. An-
drews.
THOS. TEMPLE, Brunswick, Frederic-
ton.
H. G. VANCE, Queens.
E. WILLIAMS, Queens.
JAMES MITCHELL, M.P.P., St. Stephen.

Merchant Tailors.

JAMES R. HOWIE, Queen, Fredericton.

Schools and Colleges.

DR. W. B. JACK, President University
of N. B., Fredericton.
DR. THOMAS H. RAND, Chief Super-
tending Education, Fredericton.

SCHOOLS.

J. L. ISCHES, Secretary, Barker House,
Fredericton.
GEO. STUART, Teacher, Manger-
ville, Sumbury.

SURVEYORS

(*Open Lands and Lumber.*)

EDWARD JACK, Queen, Fredericton.
J. A. McCALLUM, St. George, Charlotte.
E. J. SMITH, M.P.P., Shuslae.

SACKVILLE, N. B.

DAVID ALLISON, LL.D., Principal Mt.
Allison College and Academy.

HALIFAX, N.S.**CHIEF OFFICIALS.**

1875.

Mayor, JOHN A. SUTCLIFF.
City Recorder, WILLIAM SUTCLIFF,
Q. C.
City Treasurer, EDWARD G. W. GREEN-
WOOD.
City Clerk, THOMAS RUIND.
City Inspector of
Assessments, JOHN L. BARRY.

ARCHITECTS.

DEMARIST & McVEAT, 138 Hollis.
STIRLING & DEWAR, 180 Hollis.
H. B. SELLON, 68 Granville.
ELLIOTT & BUSCH, 60 Bedford Row.

AUCTIONEERS.

JOHN D. NASH, Granville.

BAKERS, Biscuit.

MORR & McVEAT, 128 Argyle.
HALIFAX STEAM BAKERY, J. J. Ser-
ven, 283 N. Barrington.

BANKERS.

FARQUHAR, FOREST & Co., 173 Hollis.
ALMON & MACKINTOSH, 161 Hollis.
W. L. LOWELL & Co., 165 Hollis.

BANKS.

MERCHANTS' BANK, Bedford Row.
HALIFAX BANKING Co., Water.
BANK OF NOVA SCOTIA, Hollis.
PEOPLES' BANK, Duke.
UNION BANK, Hollis.
BANK OF BRITISH NORTH AMERICA,
Hollis.
BANK OF MONTREAL, Granville.

BOOKSELLERS

and Stationers.

A. & W. MCKINLAY, 137 Granville.
R. T. MITCHELL, 139 Granville.
GEO. F. MORTON, 135 Granville.
E. KELLY & Co., 37 George.

BOOTS AND SHOES.

GEORGE S. VATES, 22 George.

BREWERS.

A. KELTH & SON, 74, 75, and 76 Lower
Water.
FRASER, OLAND & Co., 36 and 38 Duke.
W. T. ROOME & Co., 105 Albemarle.

Building Societies.

NOVA SCOTIA BUILDING SOCIETY,
Granville.

Carriage-Builders.

JOHN M. DE WOLFE, cor. West and Ro-
bie, N. W. of the Common.

CHINA, GLASS,

and Earthen Ware.

J. R. JENNETT & Co., 176 Granville.
BALDWIN & Co., 227 Barrington.

CLUB-HOUSE.

HALIFAX CLUB, Hollis.

Commercial College.

EATON & FRAZER, 119 Hollis.

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AVERY, BROWN & Co., George.
BROWN BROTHERS & Co., Buckingham.
FORSYTH & Co., Hollis.
M. F. EGAN, Water.
THOS. DERNY, 147 Hollis.
J. GODFREY SMITH, 147 Hollis.

Dry Goods, Importers

and Wholesale Dealers.

T. & E. KENNY, 108 Granville.
DOWLE & MILLER, 184 Hollis.
JOHN McDONALD & Co., 117 Granville.
BURNS & MURRAY, 201 Hollis.
NEAL, WHITE & Co., 116 Granville.
W. & C. SILVER, cor. George and Hollis.
PETER GRANT & Co., 151 Granville,
60 Hollis.
ROBERTSON, McLEOD & Co., Ordnance
Square.

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J. B. ELLIOTT & Co., 132 Granville.
JENNINGS & CLAY, 132 Granville.
CHARLES ROBSON & Co., 135 Granville.
JOHN SILVER & Co., 178 Granville.
SMITH BROS., 130 Granville.
SUDON & MARSHALL, 135 Granville.

Express Companies.

FISHWICK'S EXPRESS, F. W. Fish-
wick, 239 Hollis.

FANCY GOODS.

H. BALDWIN & Co., 171 Granville.

Fishermen's Supplies

and Commission Merchants.

WILLIAM BARK, O'Connor's Wharf.
A. H. CROWE, Lawson's Wharf.
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Dealers.

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Wharf.
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E. G. & C. STANNER, Stayner's Wharf.

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A. STEPHENS & SON, Barrington, cor.
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HALIFAX GAS COMPANY, Gals Lane.

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and General Merchants.

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BUTCH, GIBSON & Co., Market Slip.
ESSON & Co., Central Wharf.
JAMES SCOTT, Army and Navy Depot.
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J. G. A. CROFTON & SON, 103 Upper
Water.
L. HART, Lower Water.
C. W. ANDERSON, cor. Duke and Bar-
rington.
ISAAC S. MURRAY, 110 Upper Water.
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Hollis.
CHARLES GRAHAM & Co., 25 Sackville.
A. & W. SMITH, 8 Buckingham.
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FORSYTH, HART & Co., 236 Hollis.
LAWSON, HARRINGTON & Co., Commer-
cial Wharf.
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W. P. WEST & Co., West's Wharf.
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BENNETT BROS., Bennett's Wharf.
DAVID STUBBS & SONS, cor. Duke and Hollis.
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EDWARD ALGER & CO., head of Mitchell's Wharf.
STUBBS & McNEIL, 141 Upper Water.
JOHN J. FRASER & CO., 109 Upper Water.
H. H. FLETCHER & CO., 41 Upper Water.
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Town Clerk and Treasurer, GEORGE H. ELLIOTT.
Stipendiary Magistrate, DAVID HOCKES.

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C. Dwyer.

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M. MORRISON & CO., 111 Water.
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City Clerk, PETER MCGOWAN.
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Chief Engineer, THOMAS ALLEN.
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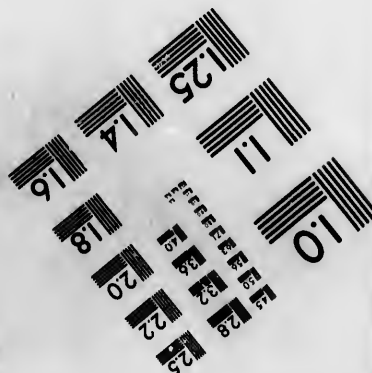
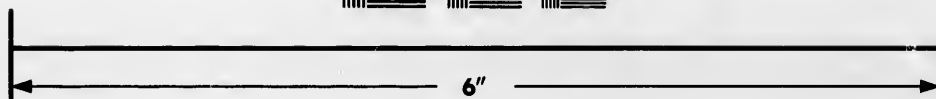
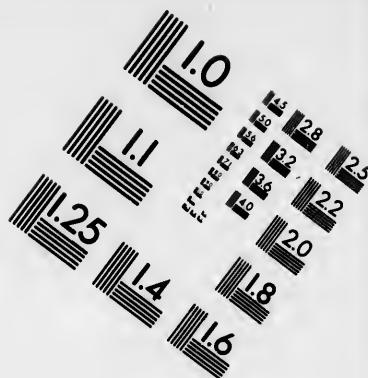
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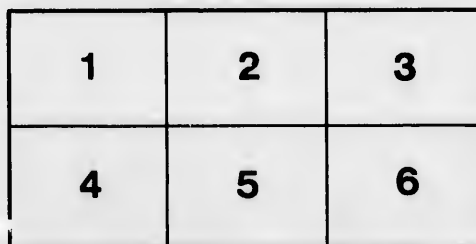
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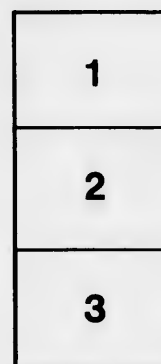
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To go through this life with good manners possessed,
Is to be kind unto all, rich, poor and oppressed,
For kindness and mercy are balms that will heal
The sorrows, the pains, and the woes that we feel.





PREFACE.



NO one subject is of more importance to people generally than a knowledge of the rules, usages and ceremonies of good society, which are commonly expressed by the word "Etiquette." Its necessity is felt wherever men and women associate together, whether in the city, village or country town, at home or abroad. To acquire a thorough knowledge of these matters, and to put that knowledge into practice with perfect ease and self-complacency, is what people call good breeding. To display an ignorance of them, is to subject the offender to the opprobrium of being ill-bred.

In the compilation of this work, the object has been to present the usages and rules which govern the most refined American society, and to impart that information which will enable any one, in whatever circumstances of life, to acquire the perfect ease of a gentleman, or the gentle manners and graceful deportment of a well-bred lady, whose presence will be sought for, and who, by their graceful deportment will learn the art of being at home in any good society.

The work is so arranged, that every subject is conveniently classified and subdivided; it is thus an easy matter to refer at once to any given subject. It has been the aim of the com-

pilgrimage to give minutely all points that are properly embraced in a work on Etiquette, even upon matters of seemingly trivial importance. Upon some hitherto disputed points, those rules are given which are sustained by the best authorities and endorsed by good sense.

As the work is not the authorship of any one individual, and as no individual, whatever may be his acquirements, could have the presumption to dictate rules for the conduct of society in general, it is therefore only claimed that it is a careful compilation from all the best and latest authorities upon the subject of Etiquette and kindred matters, while such additional material has been embraced within its pages, as, it is hoped, will be found of benefit and interest to every American household.

J. H. Y.





CONTENTS.

CHAPTER I.

INTRODUCTORY.

PAGE.
17

CHAPTER II.

OUR MANNERS.

Good manners as an element of worldly success—Manner an index of character—The true gentleman—The true lady—Importance of trifles—Value of pleasing manners—Personal appearance enhanced and fortunes made by pleasing manners—Politeness the outgrowth of good manners 22

CHAPTER III.

INTRODUCTIONS.

Acquaintances thus formed—Promiscuous, informal and casual introductions—Introduction of a gentleman to a lady and a lady to a gentleman—Introduction at a ball—The manner of introduction—Introducing relatives—Obligatory introductions—Salutations after introduction—Introducing one's self—Letters of introduction—How they are to be delivered—Duty of a person to whom a letter of introduction is addressed—Letters of introduction for business purposes 30

CHAPTER IV.

SALUTATIONS.

The salutation originally an act of worship—Its form in different nations—The bow, its proper mode—Words of salutation—Manner of bowing—Duties of the young to older people—How to avoid recognition—Etiquette of handshaking—Kissing as a mode of salutation—The kiss of friendship—The kiss of respect 39

CHAPTER V.

ETIQUETTE ON CALLS.

Morning calls—Evening calls—Rules for formal calls—Calls at summer resorts

	PAGE
—Reception days—Calls made by cards—Returning first call—Calls after a betrothal takes place—Forming new acquaintance by calls—The first call, by whom to be made—Calls of congratulation—Visits of condolence—Keeping an account of calls—Evening visits—"Engaged" or "not at home" to callers—General rules relative to calls—New Year's calls.	47

CHAPTER VI.

ETIQUETTE ON VISITING.

General invitations not to be accepted—The limit of a prolonged visit—Duties of a visitor—Duties of the host or hostess—True hospitality—Leave-taking—Invitations to guests—Forbearance with children—Guests making presents—Treatment of a host's friends	60
--	----

CHAPTER VII.

ETIQUETTE OF CARDS.

Visiting and calling cards—Their size and style—Wedding cards—Leaving cards in calling—Cards for mother and daughter—Cards not to be sent in envelopes to return formal calls—Glazed cards not in fashion—P. P. C. cards—cards of congratulation—When sent—Leave cards in making first calls of the season and after invitations—Mourning cards—Christmas and Easter cards—Cards of condolence—Bridegroom's card	65
--	----

CHAPTER VIII.

CONVERSATION.

Character revealed by conversation—Importance of conversing well—Children should be trained to talk well—Cultivation of the memory—Importance of remembering names—How Henry Clay acquired this habit—Listening—writing down one's thoughts—Requisites for a good talker—Vulgarisms—Flippancy—Sympathizing with another—Bestowing compliments—Slang—Flattery—Scandal and gossip—Satire and ridicule—Religion and politics to be avoided—Bestowing of titles—Interrupting another while talking—Adaptability in conversation—Correct use of words—Speaking one's mind—Profanity—Display of knowledge—Double entendres—Impertinent questions—Things to be avoided in conversation—Hobbies—Fault-finding—Disputes	72
--	----

CHAPTER IX.

DINNER PARTIES.

Dinners are entertainments for married people—Whom to invite—Forms of invitations—Punctuality required—The success of a dinner party—Table appointments—Proper size of a dinner party—Arrangement of guests at table—Serving dinner à la Russe—Duties of servants—Serving the dishes—General rules regarding dinner—Waiting on others—Monopolizing conversa-
--

CONTENTS.

xi

	PAGE
tion—Duties of hostess and host—Retiring from the table—Calls required after a dinner party—Returning hospitalities—Expensive dinners not the most enjoyable—Wines at dinners	89

CHAPTER X.

TABLE ETIQUETTE.

Importance of acquiring good habits at the table—Table appointments for breakfast, luncheon and dinner—Use of the knife and fork—Of the napkin—Avoid fast eating and all appearance of greediness—General rules on the subject	101
--	-----

CHAPTER XI.

RECEPTIONS, PARTIES AND BALLS.

Morning receptions—The dress and refreshments for them—Invitations—Musical matinees—Parties in the country—Five o'clock teas and kettle-drums—Requisites for a successful ball—Introductions at a ball—Receiving guests—The number to invite—Duties of the guests—General rules to be observed at balls—Some suggestions for gentlemen—Duties of an escort—Preparations for a ball—The supper—An after-call required	103
--	-----

CHAPTER XII.

STREET ETIQUETTE.

The street manners of a lady—Forming street acquaintances—Recognising friends in the street—Saluting a lady—Passing through a crowd—The first to bow—Do not lack politeness—How a lady and gentleman should walk together—When to offer the lady the arm—Going up and down stairs—Smoking in the streets—Carrying packages—Meeting a lady acquaintance—Corner loafers—Shouting in the street—Shopping etiquette—For public conveyances—Cutting acquaintances—General suggestions	113
--	-----

CHAPTER XIII.

ETIQUETTE OF PUBLIC PLACES.

Conduct in church—Invitations to opera, theatres and concerts—Conduct in public assemblages—Remain until the performance closes—Conduct in picture galleries—Behaviour at charity fairs—Conduct at an artist's studio	127
---	-----

CHAPTER XIV.

TRAVELLING ETIQUETTE.

Courtesies shown to ladies travelling alone—Duties of an escort—Duties of a lady to her escort—Ladies should assist other ladies travelling alone—The seats to be occupied in a railway car—Discretion to be used in forming acquaintances in travelling	135
--	-----

CHAPTER XV.

RIDING AND DRIVING.

Learning to ride on horseback—The gentleman's duty as an escort in riding	PAGE
—How to assist a lady to mount—Riding with ladies—Assisting a lady to alight from a horse—Driving—The seat of honour in a carriage—Trusting the driver	141

CHAPTER XVI.

COURTSHIP AND MARRIAGE.

Proper conduct of gentlemen and ladies towards each other—Premature declaration of love—Love at first sight—Proper manner of courtship—Parents should exercise authority over daughters—An acceptable suitor—Requirements for a happy marriage—Proposals of marriage—A gentleman should not press an unwelcome suit—A lady's refusal—A doubtful answer—Unlady-like conduct toward a suitor—The rejected suitor—Asking consent of parents—Presents after engagement—Conduct and relations of the engaged couple—Lovers' quarrels—Breaking an engagement	145
--	-----

CHAPTER XVII.

WEDDING ETIQUETTE.

Choice of bridesmaids and groomsmen or ushers—The bridal costume—Costumes of bridegroom and ushers—Presents of the bride and bridegroom—Ceremonials at church when there are no bridesmaids or ushers—Invitations to the ceremony alone—The latest ceremonials—Weddings at home—The evening wedding—"At home" receptions—Calls—The wedding ring—Marriage ceremonials of a widow—Form of invitations to a reception—Duties of invited guests—Of bridesmaids and ushers—Bridal presents—Master of ceremonies—Wedding fees—Congratulations—The Bridal tour	157
---	-----

CHAPTER XVIII.

HOME LIFE AND ETIQUETTE.

Home the woman's kingdom—Home companionship—Conduct of husband and wife—Duties of the wife to her husband—The wife a helpmate—The husband's duties	167
--	-----

CHAPTER XIX.

HOME TRAINING.

First lessons learned at home—Parents should set good examples to their children—Courtesies in the home circle—Early moral training of children—The formation of their habits—Politeness at home—Train children for some occupation—Bad temper—Selfishness—Home maxims	174
--	-----

CHAPTER XX.

HOME CULTURE.

	PAGE
Cultivate moral courage—The pernicious influence of indolence—Self-respect—	
Result of good breeding at home—Fault-finding and grumbling—Family jars	
not to be made public—Conflicting interests—Religious education—Obedience	
—Influence of example—The influence of books	181

CHAPTER XXI.

WOMAN'S HIGHER EDUCATION.

Its importance—Train young women to some occupation—Education of girls	
too superficial—An education appropriate to each sex—Knowledge of the	
laws of health needed by women—Idleness the source of all misery—A spirit	
of independence—Health and life dependent upon a higher culture—Cultiva-	
tion of the moral sense	187

CHAPTER XXII.

THE LETTER WRITER.

Letter writing is an indication of good breeding—Requirements for correct writ-	
ing—Anonymous letters—Note paper to be used—Forms of letters and notes	
—Forms of addressing notes and letters—Forms of signature—Letters of in-	
troduction—When to be given—Notes of invitation and replies thereto—	
Acceptances and regrets—Formal invitations must be answered—Letters of	
friendship—Love letters—Business letters and correspondence—Form of	
letter requesting employment—Regarding the character of a servant—Forms	
for notes, drafts, bills, and receipts	194

CHAPTER XXIII.

GENERAL RULES TO GOVERN CONDUCT.

Attention to the young in society—Gracefulness of carriage—Attitude, cough-	
ing, sneezing, etc.—Anecdotes, puns, etc.—A sweet and pure breath—Smok-	
ing—A good listener—Give precedence to others—Be moderate in speaking	
—Singing and playing in society—Receiving and making presents—Govern-	
ing our moods—A lady driving with a gentleman—An invitation cannot be	
recalled—Avoid talking of personalities—Shun gossip and tale bearing—	
Removing the hat—Intruding on privacy—Politeness—Adapting yourself to	
others—Contradicting—A woman's good name—Expressing unfavourable	
opinions—Vulgarity—Miscellaneous rules governing conduct—Washing-	
ton's maxims	213

CHAPTER XXIV.

ANNIVERSARY WEDDINGS.

How and when they are celebrated—The paper, cotton and leather weddings—	
The wooden wedding—The tin wedding—The crystal wedding—The silver	

wedding—The golden wedding—The diamond wedding—Presents at anniversary weddings—Forms of invitations, etc.	PAGE 229
--	-------------

CHAPTER XXV.

BIRTHS AND CHRISTENINGS.

Naming the child—The christening—Godparents or sponsors—Presents from godparents—The ceremony—The breakfast—Christening gifts—The hero of the day—Fees	234
--	-----

CHAPTER XXVI.

FUNERALS.

Death notices and funeral invitations—Arrangement for the funeral—The house of mourning—Conducting the funeral services—The pall-bearers—Order of the procession—Floral and other decorations—Calls upon the bereaved family—Seclusion of the family	238
--	-----

CHAPTER XXVII.

ETIQUETTE AT WASHINGTON.

Social duties required of the President and his family—Receptions at the White House—Order of official rank—Duties required of members of the cabinet and their families—How to address officials—The first to visit	243
--	-----

CHAPTER XXVIII.

ETIQUETTE OF FOREIGN COURTS.

Foreign titles—Royalty—The nobility—The gentry—Esquires—Imperial rank—European titles—Presentation at the Court of St. James—Those eligible and ineligible for presentation—Preliminaries—Presentation costumes	247
---	-----

CHAPTER XXIX.

BUSINESS.

The example of a merchant prince—Keep your temper—Honesty the best policy—Form good habits—Breaking an appointment—Prompt payment of bills, notes and drafts—General suggestions	252
--	-----

CHAPTER XXX.

DRESS.

Requirements for dressing well—Perils of the love of dress to weak minds—Consistency in dress—Extravagance—Indifference to dress—Appropriate dress—The wearing of gloves—Evening or full dress for gentlemen—Morning dress for gentlemen—Evening or full dress for ladies—Ball dresses—The full dinner dress—For receiving and making morning calls—Morning dress for

CONTENTS.

XV

	PAGE
street—Carriage dress—Promenade dress and walking suit—Opera dress— The riding dress—For women of business—Ordinary evening dress—For a social party—Dress for the theatre, lecture and concert—Archery, croquet and skating costumes—Bathing dress—For travelling—The bridal costume— Dress of bridesmaids—At wedding receptions—Mourning dress—How long mourning should be worn	256

CHAPTER XXXI.

COLOURS AND THEIR HARMONY IN DRESS.

The proper arrangement of colours—The colours adapted to different persons —Material for dress—Size in relation to colour and dress—A list of colours that harmonize	272
--	-----

CHAPTER XXXII.

THE TOILET.

Importance of neatness and cleanliness—Perfumes—The bath—The teeth and their care—The skin—The eyes, eyelashes and brows—The hair and beard— The hands and feet	281
---	-----

CHAPTER XXXIII.

TOILET RECIPES.

To remove freckles, pimples and sunburn—To beautify the complexion—To prevent the hair falling out—Pomades and hair oils—Sea foam or dry shampoo —To prevent the hair turning gray—To soften the skin—To cleanse the teeth —Remedy for chapped hands—For corns and chilblains, etc.	297
--	-----

CHAPTER XXXIV.

SPORTS, GAMES AND AMUSEMENTS.

Archery and its practice—Lawn Tennis—Boating—Picnics—Private Theatri- cals—Card playing	317
--	-----

CHAPTER XXXV.

LANGUAGE OF FLOWERS,	327
--------------------------------	-----

CHAPTER XXXVI.

PRECIOUS STONES,	341
----------------------------	-----



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CHAPTER I.

Introductory.



"Ingenious Art, with her expressive face,
Steps forth to fashion and refine the race."—COWPER.

KNOWLEDGE of etiquette has been defined to be a knowledge of the rules of society at its best. These rules have been the outgrowth of centuries of civilization, had their foundation in friendship and love of man for his fellow man—the vital principles of Christianity—and are most powerful agents for promoting peace, harmony and good-will among all people who are enjoying the blessings of more advanced civilized government. In all civilized countries the influence of the best society is of great importance to the welfare and prosperity of the nation, but in no country is the good influence of the most refined society more powerfully felt than in our own, "the land of the future, where mankind may plant, essay and resolve all social problems." These rules make social intercourse more agreeable, and facilitate hospitalities, when all members of society hold them as binding rules and faithfully regard their observance. They are to society what our laws are to the people as a political body, and to disregard them will give rise to constant misunderstandings, engender ill-will, and beget bad morals and bad manners.

Says an eminent English writer: "On manners, refinement rules of good breeding, and even the forms of etiquette, we are

forever talking, judging our neighbours severely by the breach of traditionary and unwritten laws, and choosing our society and even our friends by the touchstone of courtesy." The Marchioness de Lambert expressed opinions which will be endorsed by the best bred people everywhere when she wrote to her son: "Nothing is more shameful than a voluntary rudeness. Men have found it necessary as well as agreeable to unite for the common good; they have made laws to restrain the wicked; they have agreed among themselves as to the duties of society, and have annexed an honourable character to the practice of those duties. He is the honest man who observes them with the most exactness, and the instances of them multiply in proportion to the degree of nicety of a person's honour."

Originally a gentleman was defined to be one who, without any title of nobility, wore a coat of arms. And the descendants of many of the earlier colonists preserve with much pride and care the old armorial bearings which their ancestors brought with them from their homes in the mother country. Although despising titles and ignoring the rights of kings, they still clung to the "grand old name of gentleman." But race is no longer the only requisite for a gentleman, nor will race united with learning and wealth make a man a gentleman, unless there are present the kind and gentle qualities of the heart, which find expression in the principles of the Golden Rule. Nor will race, education and wealth combined make a woman a true lady if she shows a want of refinement and consideration of the feelings of others.

Good manners are only acquired by education and observation, followed up by habitual practice at home and in society, and good manners reveal to us the lady and the gentleman. He who does not possess them, though he bear the highest title of nobility, cannot expect to be called a gentleman; nor can a woman, without good manners, aspire to be considered a lady by ladies. Manners and morals are indissolubly allied, and no society can be good where they are bad. It is the duty of

American women to exercise their influence to form so high a standard of morals and manners that the tendency of society will be continually upwards, seeking to make it the best society of any nation.

As culture is the first requirement of good society, so self-improvement should be the aim of each and all of its members. Manners will improve with the cultivation of the mind, until the pleasure and harmony of social intercourse are no longer marred by the introduction of discordant elements, and they only will be excluded from the best society whose lack of education and whose rude manners will totally unfit them for its enjoyments and appreciation. Good manners are even more essential to harmony in society than a good education, and may be considered as valuable an acquisition as knowledge in any form.

The principle of the Golden Rule, "Whatsoever ye would that men should do to you, do ye even so to them," is the basis of all true politeness—principles which teach us to forget ourselves, to be kind to our neighbours, and to be civil even to our enemies. The appearance of so being and doing is what society demands as good manners, and the man or woman trained to this mode of life is regarded as well-bred. The people, thus trained, are easy to get along with, for they are as quick to make an apology when they have been at fault, as they are to accept one when it is made. "The noble-hearted only understand the noble-hearted."

In a society where the majority are rude from the thoughtfulness of ignorance, or remiss from the insolence of bad breeding, the iron rule, "Do unto others as they do unto you," is more often put into practice than the golden one. The savages know nothing of the virtues of forgiveness, and regard those who are not revengeful as wanting in spirit; so the ill-bred do not understand undeserved civilities extended to promote the general interests of society, and to carry out the injunction of the Scriptures to strive after the things that make for peace.

Society is divided into sets, according to their breeding. One set may be said to have no breeding at all, another to have a

little, another more, and another enough; and between the first and last of these, there are more shades than in the rainbow. Good manners are the same in essence everywhere—at courts, in fashionable society, in literary circles, in domestic life—they never change, but social observances, customs and points of etiquette, vary with the age and with the people.

A French writer has said: "To be truly polite, it is necessary to be, at the same time, good, just, and generous. True politeness is the outward visible sign of those inward spiritual graces called modesty, unselfishness and generosity. The manners of a gentleman are the index of his soul. His speech is innocent, because his life is pure; his thoughts are right, because his actions are upright; his bearing is gentle, because his feelings, his impulses, and his training are gentle also. A gentleman is entirely free from every kind of pretence. He avoids homage, instead of exacting it. Mere ceremonies have no attraction for him. He seeks not to say any civil things, but to do them. His hospitality, though hearty and sincere, will be strictly regulated by his means. His friends will be chosen for their good qualities and good manners; his servants for their truthfulness and honesty; his occupations for their usefulness, their gracefulness or their elevating tendencies, whether moral, mental or political."

In the same general tone does Ruskin describe a gentleman when he says: "A gentleman's first characteristic is that fineness of structure in the body which renders it capable of the most delicate sensation, and of that structure in the mind which renders it capable of the most delicate sympathies—one may say, simply, 'fineness of nature.' This is, of course, compatible with the heroic bodily strength and mental firmness; in fact, heroic strength is not conceivable without such delicacy. Elephantine strength may drive its way through a forest and feel no touch of the boughs, but the white skin of Homer's Atreides would have felt a bent rose-leaf, yet subdue its feelings in the glow of battle and behave itself like iron. I do not mean to call an elephant a vulgar animal; but if you think about

him carefully, you will find that his non-vulgarity consists in such gentleness as is possible to elephantine nature—not in his insensitive hide nor in his clumsy foot, but in the way he will lift his foot if a child lies in his way, and in his sensitive trunk and still more sensitive mind and capability of pique on points of honour. Hence it will follow that one of the probable signs of high breeding in men generally, will be their kindness and mercifulness, these always indicating more or less firmness of make in the mind."

Can any one fancy what our society might be, if all its members were perfect gentlemen and true ladies, if all the inhabitants of the earth were kind-hearted; if, instead of contending with the faults of our fellows we were each to wage war against our own faults? Every one needs to guard constantly against the evil from within as well as from without, for as has been truly said, "a man's greatest foe dwells in his own heart."

A recent English writer says. "Etiquette may be defined as the minor morality of life. No observances, however minute, that tend to spare the feelings of others, can be classed under the head of trivialities; and politeness, which is but another name for general amiability, will oil the creaking wheels of life more effectually than any of those unguents supplied by mere wealth and station." While the social observances, customs and rules which have grown up are numerous, and some perhaps considered trivial, they are all grounded upon principles of kindness to one another, and spring from the impulses of a good heart and from friendly feelings. The truly polite man acts from the highest and noblest ideas of what is right.

Lord Chesterfield declared good breeding to be "the result of much good sense, some good nature and a little self-denial for the sake of others, and with a view to obtain the same indulgence from them." Again he says: "Good sense and good nature suggest civility in general, but in good breeding there are a thousand little delicacies which are established only by custom."



CHAPTER II.

Our Manners.

NO one quality of the mind and heart is more important as an element conducive to worldly success than civility—that feeling of kindness and love for our fellow-beings which is expressed in pleasing manners. Yet how many of our young men, with an affected contempt for the forms and conventionalities of life, assume to despise those delicate attentions, that exquisite tenderness of thought and manner that mark the true gentleman.

MANNERS AS AN ELEMENT OF SUCCESS.

History repeats, over and over again, examples showing that it is the bearing of a man toward his fellow-men which, more than any other one quality of his nature, promotes or retards his advancement in life. The success or failure of one's plans have often turned upon the address and manner of the man. Though there are a few people who can look beyond the rough husk or shell of a fellow-being to the finer qualities hidden within, yet the vast majority, not so keen-visioned nor tolerant, judge a person by his appearance and demeanor, more than by his substantial character. Experience of every day life teaches us, if we would but learn, that civility is not only one of the essentials of high success, but that it is almost a fortune of itself, and that he who has this quality in perfection, though a

blockhead, is almost sure to succeed where, without it, even men of good ability fail.

A good manner is the best letter of recommendation among strangers. Civility, refinement and gentleness are passports to hearts and homes, while awkwardness, coarseness and gruffness are met with locked doors and closed hearts. Emerson says: "Give a boy address and accomplishments, and you give him the mastery of palaces and fortunes wherever he goes; he has not the trouble of earning or owning them; they solicit him to enter and possess."

In every class of life, in all professions and occupations, good manners are necessary to success. The business man has no stock-in-trade that pays him better than a good address. If the retail dealer wears his hat on his head in the presence of ladies who come to buy of him, if he does not see that the heavy door of his shop is opened and closed for them, if he seats himself in their presence, if he smokes a pipe or cigar, or has a chew of tobacco in his mouth, while talking with them, or is guilty of any of the small incivilities of life, they will not be apt to make his shop a rendezvous, no matter how attractive the goods he displays.

A telling preacher in his opening remarks gains the good will of his hearers, and makes them feel both that he has something to say, and that he can say it, by his manner. The successful medical man inspires in his patients belief in his sympathy, and confidence in his skill, by his manner. The lawyer, in pleading a case before a jury, and remembering that the passions and prejudices of the jurymen govern them to as great an extent as pure reason, must not be forgetful of his manner, if he would bring them to his own way of thinking. And how often does the motto, "Manners make the man," govern both parties in matters of courtship, the lady giving preference to him whose manners indicate a true nobility of the soul, and the gentleman preferring her who displays in her manner a gentleness of spirit.

MANNER AN INDEX OF CHARACTER.

A rude person, though well meaning, is avoided by all. Manners, in fact, are minor morals; and a rude person is often assumed to be a bad person. The manner in which a person says or does a thing, furnishes a better index of his character than what he does or says, for it is by the incidental expression given to his thoughts and feelings, by his looks, tones and gestures, rather than by his words and deeds, that we prefer to judge him, for the reason that the former are involuntary. The manner in which a favour is granted or a kindness done, often affects us more than the deed itself. The deed may have been prompted by vanity, pride, or some selfish motive or interest; the warmth or coldness with which the person who has done it speaks to you, or grasps your hand, is less likely to deceive. The manner of doing any thing, it has been truly said, is that which stamps its life and character on any action. A favour may be performed so grudgingly as to prevent any feeling of obligation, or it may be refused so courteously as to awaken more kindly feelings than if it had been ungraciously granted.

THE TRUE GENTLEMAN.

Politeness is benevolence in small things. A true gentleman must regard the rights and feelings of others, even in matters the most trivial. He respects the individuality of others, just as he wishes others to respect his own. In society he is quiet, easy, unobtrusive, putting on no airs, nor hinting by word or manner that he deems himself better, or wiser, or richer than any one about him. He never boasts of his achievements, or fishes for compliments by affecting to underrate what he has done. He is distinguished, above all things, by his deep insight and sympathy, his quick perception of, and prompt attention to, those small and apparently insignificant things that may cause pleasure or pain to others. In giving his opinions he does not dogmatize; he listens patiently and respectfully to other men,

and, if compelled to dissent from their opinions, acknowledges his fallibility, and asserts his own views in such a manner as to command the respect of all who hear him. Frankness and cordiality mark all his intercourse with his fellows, and, however high his station, the humblest man feels instantly at ease in his presence.

THE TRUE LADY.

Calvert says: "Ladyhood is an emanation from the heart subtilized by culture;" giving as two requisites for the highest breeding, transmitted qualities and the culture of good training. He continues: "Of the higher type of ladyhood may always be said what Steele said of Lady Elizabeth Hastings, 'that unaffected freedom and conscious innocence gave her the attendance of the graces in all her actions.' At its highest, ladyhood implies a spirituality made manifest in poetic grace. From the lady there exhales a subtle magnetism. Unconsciously she encircles herself with an atmosphere of unruffled strength, which, to those who come into it, gives confidence and repose. Within her influence the diffident grow self-possessed, the impudent are checked, the inconsiderate are admonished; even the rude are constrained to be mannerly, and the refined are perfected; all spelled, unawares, by the flexible dignity, the commanding gentleness, the thorough womanliness of her look, speech, and demeanour. A sway is this, purely spiritual. Every sway, every legitimate, every enduring sway is spiritual; a regnancy of light over obscurity, of right over brutality. The only real gains ever made are spiritual gains—a further subjection of the gross to the incorporeal, of body to soul, of the animal to the human. The finest and most characteristic acts of a lady involve a spiritual ascension, a growing out of herself. In her being and bearing, patience, generosity, benignity are the graces that give shape to the virtues of truthfulness."

Here is the test of true ladyhood. Whenever the young find themselves in the company of those who do not make them feel at ease, they should know that they are not in the society

of true ladies and true gentlemen, but of pretenders; that well-bred men and women can only feel at home in the society of the well-bred.

THE IMPORTANCE OF TRIFLES.

Some people are wont to depreciate these kind and tender qualities as trifles; but trifles, it must be remembered, make up the aggregate of human life. The petty incivilities, slight rudenesses and neglects of which men are guilty, without thought, or from lack of foresight or sympathy, are often remembered, while the great acts performed by the same persons are often forgotten. There is no society where smiles, pleasant looks and animal spirits are not welcomed and deemed of more importance than sallies of wit, or refinements of understanding. The little civilities which form the small change of life may appear separately of little moment, but, like the spare pennies which amount to such large fortunes in a lifetime, they owe their importance to repetition and accumulation.

VALUE OF PLEASING MANNERS.

The man who succeeds in any calling in life is almost invariably he who has shown a willingness to please and to be pleased, who has responded heartily to the advances of others, through nature and habit, while his rival has sniffed and frowned and snubbed away every helping hand. "The charming manners of the Duke of Marlborough," it is said, "often changed an enemy to a friend, and to be denied a favour by him was more pleasing than to receive one from another. It was these personal graces that made him both rich and great. His address was so exquisitely fascinating so as to dissolve fierce jealousies and animosities, lull suspicion and beguile the subtlest diplomacy of its arts. His fascinating smile and winning tongue equally with his sharp sword, swayed the destinies of empires." The gracious manners of Charles James Fox preserved him from personal dislike, even when he had gambled away his last shilling, and politically was the most unpopular man in England.

MANNERS AND PERSONAL APPEARANCE.

A charming manner not only enhances personal beauty, but even hides ugliness and makes plainness agreeable. An ill-favoured countenance is not necessarily a stumbling-block, at the outset, to its owner, which cannot be surmounted, for who does not know how much a happy manner often does to neutralize the ill effects of forbidding looks? The fascination of the demagogue Wilke's manner triumphed over both physical and moral deformity, rendering even his ugliness agreeable; and he boasted to Lord Townsend, one of the handsomest men in Great Britain, that "with half an hour's start he would get ahead of his lordship in the affections of any woman in the kingdom." The ugliest Frenchman, perhaps, that ever lived was Mirabeau; yet such was the witchery of his manner, that the belt of no gay Lothario was hung with a greater number of bleeding female hearts than this "thunderer of the tribune," whose looks were so hideous that he was compared to a tiger pitted with the small-pox.

FORTUNES MADE BY PLEASING MANNERS.

Pleasing manners have made the fortunes of men in all professions and in every walk of life—of lawyers, doctors, clergymen, merchants, clerks and mechanics—and instances of this are so numerous that they may be recalled by almost any person. The politician who has the advantage of a courteous, graceful and pleasing manner finds himself an easy winner in the race with rival candidates, for every voter with whom he speaks becomes instantly his friend. Civility is to a man what beauty is to a woman. It creates an instantaneous impression in his behalf, while gruffness or coarseness excites as quick a prejudice against him. It is an ornament, worth more as a means of winning favour than the finest clothes and jewels ever worn. Lord Chesterfield said the art of pleasing is, in truth, the art of rising, of distinguishing one's self, of making a figure and a fortune in the world. Some years ago a drygoods

salesman in a London shop had acquired such a reputation for courtesy and exhaustless patience, that it was said to be impossible to provoke from him any expression of irritability, or the smallest symptom of vexation. A lady of rank, learning of his wonderful equanimity, determined to put it to the test by all the annoyances with which a veteran shop-visitor knows how to tease a shopman. She failed in her attempt to vex or irritate him, and thereupon set him up in business. He rose to eminence in trade, and the main spring of his later, as of his earlier career, was politeness. Hundreds of men, like this salesman, have owed their start in life wholly to their pleasing address and manners.

CULTIVATION OF GOOD MANNERS.

The cultivation of pleasing, affable manners should be an important part of the education of every person of whatever calling or station in life. Many people think that if they have only the substance, the form is of little consequence. But manners are a compound of spirit and form—spirit acted into form. The first law of good manners, which epitomizes all the rest, is, "Thou shalt love thy neighbour as thyself." True courtesy is simply the application of this golden rule to all our social conduct, as it has been happily defined, "real kindness, kindly expressed." It may be met in the hut of the Arab, in the courtyard of the Turk, in the hovel of the freedman, and the cottage of the Irishman. Even Christian men sometimes fail in courtesy, deeming it a mark of weakness, or neglecting it from mere thoughtlessness. Yet when we find this added to the other virtues of the Christian, it will be noted that his influence for good upon others has been powerfully increased, for it was by this that he obtained access to the hearts of others. An old English writer said reverently of our Saviour: "He was the first true gentleman that ever lived." The influence of many good men would be more than doubled if they could manage to be less stiff and more elastic. Gentleness in society it has been truly said, "is like the silent influence of light which

gives colour to all nature ; it is far more powerful than loudness or force, and far more fruitful. It pushes its way silently and persistently like the tiniest daffodil in spring, which raises the clod and thrusts it aside by the simple persistence of growing."

POLITENESS.

Politeness is kindness of manner. This is the outgrowth of kindness of heart, of nobleness and of courage. But in some persons we find an abundance of courage, nobleness and kindness of heart, without kindness of manner, and we can only think and speak of them as not only impolite, but even rude and gruff. Such a man was Dr. Johnson, whose rudeness secured for him the nickname of *Ursa Major*, and of whom Goldsmith truthfully remarked, "No man alive has a more tender heart ; he has nothing of the bear about him but his skin." To acquire that ease and grace of manners which is possessed by and which distinguishes every well-bred person, one must think of others rather than himself, and study to please them even at his own inconvenience. "Do unto others as you would that others should do unto you" — the golden rule of life — is also the law of politeness, and such politeness implies self-sacrifice, many struggles and conflicts. It is an art and tact rather than an instinct and inspiration. An eminent divine has said: "A noble and attractive every-day bearing comes of goodness, of sincerity, of refinement. And these are bred in years not moments. The principle that rules our life is the sure posture-master. Sir Philip Sidney was the pattern to all England of a perfect gentleman ; but then he was the hero that, on the field of Zutphen, pushed away the cup of cold water from his own fevered and parched lips, and held it out to the dying soldier at his side." A Christian by the very conditions of his creed, and the obligations of his faith is, of necessity, in mind and soul—and therefore in word and act—a gentleman but a man may be polite without being a Christian.



CHAPTER III.

Introductions.



AN acquaintanceship or friendship usually begins by means of introductions, though it is by no means uncommon that when it has taken place under other circumstances—without introduction—it has been a great advantage to both parties; nor can it be said that it is improper to begin an acquaintance in this way. The formal introduction has been called the highway to the beginning of friendship, the “scraped” acquaintance the by-path.

PROMISCUOUS INTRODUCTION.

There is a large class of people who introduce friends and acquaintances to everybody they meet, whether at home or abroad, while walking or riding out. Such promiscuous introductions are neither necessary, desirable, nor at all times agreeable.

AN INTRODUCTION A SOCIAL ENDORSEMENT.

It is to be remembered that an introduction is regarded as a social endorsement of the person introduced, and that, under certain circumstances, it would be wrong to introduce to our friends casual acquaintances, of whom we know nothing, and who may afterwards prove to be anything but desirable persons to know. Care should be taken, therefore, in introducing

two individuals, that the introduction be mutually agreeable. Whenever it is practicable, it is best to settle the point by inquiring beforehand. When this is inexpedient from any cause, a thorough acquaintance with both parties will warrant the introducer to judge of the point for him or herself.

UNIVERSAL INTRODUCTIONS.

While the habit of universal introduction is a bad one, there are many men in cities and villages who are not at all particular whom they introduce to each other. As a general rule, a man should be as careful about the character of the person he introduces to his friends, as he would of him whose notes he would endorse.

THE INTRODUCTION OF A GENTLEMAN TO A LADY.

A gentleman should not be introduced to a lady, unless her permission has been previously obtained, and no one should ever be introduced into the house of a friend, except permission is first granted. Such introductions, however, are frequent, but they are improper, for a person cannot know that an introduction of this kind will be agreeable. If a person asks you to introduce him to another, or a gentleman asks to be introduced to a lady, and you find the introduction would not be agreeable to the other party, you may decline on the grounds that you are not sufficiently intimate to take that liberty.

When a gentleman is introduced to a lady, both bow slightly, and the gentleman opens conversation. It is the place of the one who is introduced to make the first remark.

INFORMAL INTRODUCTION.

It is not strictly necessary that acquaintanceship should wait a formal introduction. Persons meeting at the house of a common friend may consider that fact a sufficient warrant for the preliminaries of acquaintanceship, if there appears to be a mutual inclination toward such acquaintanceship. The presence

of a person in a friend's house is a sufficient guaranty for his or her respectability. Gentlemen and ladies may form acquaintances in travelling, on a steamboat, in a railway car, or a stage-coach, without the formality of an introduction. Such acquaintanceship should be conducted with a certain amount of reserve, and need not be prolonged beyond the time of casual meeting. The slightest approach to disrespect or familiarity should be checked by dignified silence. A young lady, however, is not accorded the same privilege of forming acquaintances as is a married or elderly lady, and should be careful about doing so.

INTRODUCTIONS AT A BALL.

It is the part of the host and hostess at a ball to introduce their guests, though guests may, with perfect propriety, introduce each other, or, as already intimated, may converse with one another without the ceremony of a formal introduction. A gentleman, before introducing his friends to ladies, should obtain permission of the latter to do so, unless he is perfectly sure, from his knowledge of the ladies, that the introductions will be agreeable. The ladies should always grant such permission, unless there is a strong reason for refusing. The French, and to some extent the English, dispense with introductions at a private ball. The fact that they have been invited to meet each other is regarded as a guaranty that they are fit to be mutually acquainted, and is a sufficient warrant for self-introduction. At a public ball partners must be introduced to each other. Special introducing may be made with propriety by the master of ceremonies. At public balls it is well for ladies to dance only, or for the most part, with gentlemen of their own party, or those with whom they have had a previous acquaintance.

THE MANNER OF INTRODUCTION.

The proper form of introduction is to present the gentleman to the lady, the younger to the older, the inferior in social

standing to the superior. In introducing, you bow to the lady and say, "Miss C., allow me to introduce to you Mr. D. Mr. D., Miss C." It is the duty of Mr. D. upon bowing to say, "It gives me great pleasure to form your acquaintance, Miss C.," or a remark of this nature.

If gentlemen are to be introduced to one another, the form is, "Col. Blank, permit me to introduce to you Mr. Cole. Mr. Cole, Col. Blank." The exact words of an introduction are immaterial, so long as the proper form and order is preserved.

The word "present" is often used, in place of "introduce." While it is customary to repeat the names of the two parties introduced at the close of the introduction, it is often omitted as a useless formality. It is of the utmost importance that each name should be spoken distinctly. If either of the parties does not distinctly hear the name of the other he should say at once, without hesitation or embarrassment, before making the bow, "I beg your pardon; I did not catch (or understand) the name," when it may be repeated to him."

If several persons are to be introduced to one individual, mention the name of the single individual first, and then call the others in succession, bowing slightly as each name is pronounced.

It is the part of true politeness, after introduction, to explain to each person introduced something of the business or residence of each, as they will assist in opening conversation. Or, if one party has recently returned from a foreign trip, it is courteous to say so.

CASUAL INTRODUCTIONS.

While it is not necessary to introduce people who chance to meet in your house during a morning call, yet, if there is no reason for supposing that such an introduction will be objectionable to either party, it seems better to give it, as it sets both parties at ease in conversation. Acquaintanceship may or may not follow such an introduction, at the option of the parties.

People who meet at the house of a mutual friend need not recognise each other as acquaintances if they meet again elsewhere, unless they choose to do so.

INTRODUCING RELATIVES.

In introducing members of your family, be careful not only to specify the degree of relationship, but to give the name also. It is awkward to a stranger to be introduced to "My brother Tom," or "My sister Carrie." When either the introducer or the introduced is a married lady, the name of the party introduced can only be guessed at.

BESTOWING OF TITLES.

In introducing a person give him his appropriate title. If he is a clergyman, say "The Rev. Mr. Clark." If a doctor of divinity, say "The Rev. Dr. Clark." If he is a member of Congress, call him Honourable, and specify to which branch of Congress he belongs. If he is a governor of a State, mention what State. If he is a man of any celebrity in the world of art or letters, it is well to mention the fact something after this manner: "Mr. Fish, the artist, whose pictures you have frequently seen," or "Mr. Hart, author of 'Our Future State,' which you so greatly admired."

OBLIGATORY INTRODUCTIONS.

A friend visiting at your house must be introduced to all callers, and courtesy requires the latter to cultivate the acquaintance while your visitor remains with you. If you are the caller introduced, you must show the same attention to the friend of your friend that you wish shown to your own friends under the same circumstances. Persons meeting at public places need not introduce each other to the strangers who may chance to be with them; and even if the introduction does take place, the acquaintance need not be continued unless desired.

THE OBLIGATION OF AN INTRODUCTION.

Two persons who have been properly introduced have in

future certain claims upon one another's acquaintance which should be recognised, unless there are sufficient reasons for overlooking them. Even in that case good manners require the formal bow of recognition upon meeting, which, of itself, encourages no familiarity. Only a very ill-bred person will meet another with a stare.

THE SALUTATION AFTER INTRODUCTION.

A slight bow is all that is required by courtesy, after an introduction. Shaking hands is optional, and it should rest with the older, or the superior in social standing to make the advances. It is often an act of kindness on their part, and as such to be commended. It is a common practice among gentlemen, when introduced to one another, to shake hands, and as it evinces more cordiality than a mere bow, is generally to be preferred. An unmarried lady should not shake hands with gentlemen indiscriminately.

THE FIRST TO RECOGNISE.

It is the privilege of the lady to determine whether she will recognise a gentleman after an introduction, and he is bound to return the bow. In bowing to a lady on the street, it is not enough that a gentleman should touch his hat, he should lift it from his head.

THE "CUT DIRECT."

The "cut direct," which is given by a prolonged stare at a person, if justified at all, can only be in case of extraordinary and notoriously bad conduct on the part of the individual "cut," and is very seldom called for. If any one wishes to avoid a bowing acquaintance with another, it can be done by looking aside or dropping the eyes. It is an invariable rule of good society, that a gentleman cannot "cut" a lady under any circumstances, but circumstances may arise when he may be excused for persisting in not meeting her eyes, for if their eyes meet, he must bow.

MEETING IN THE STREET.

If, while walking with one friend, in the street, you meet another and stop a moment to speak with the latter, it is not necessary to introduce the two who are strangers to one another; but, when you separate, the friend who accompanies you gives a parting salutation, the same as yourself. The same rule applies if the friend you meet chances to be a lady.

INTRODUCING YOURSELF.

If, on entering a drawing-room to pay a visit you are not recognised, mention your name immediately. If you know but one member of the family and you find others only in the room, introduce yourself to them. Unless this is done, much awkwardness may be occasioned.

ABOUT SHAKING HANDS.

When a lady is introduced to a gentleman, she should merely bow but not give her hand, unless the gentleman is a well-known friend of some member of the family. In that case she may do so if she pleases, as a mark of esteem or respect. A gentleman must not offer to shake hands with a lady until she has made the first movement.

A married lady should extend her hand upon being introduced to a stranger brought to her house by her husband, or by a common friend, as an evidence of her cordial welcome.

LETTERS OF INTRODUCTION.

Friendly letters of introduction should only be given to personal friends, introducing them, and only addressed to those with whom the writer has a strong personal friendship. It is not only foolish, but positively dangerous to give such a letter to a person with whom the writer is but slightly acquainted, as you may thus give your countenance and endorsement to a person who will take advantage of your carelessness to bring you into embarrassing and mortifying positions. Again, you should

never address a letter of introduction to any but an intimate friend of long standing, and even then it should not be done, unless you are perfectly satisfied that the person you are to introduce will be an agreeable and congenial person for your friend to meet, as it would be very annoying to send to your friend a visitor who would prove to him disagreeable. Even amongst friends of long standing such letters should be given very cautiously and sparingly.

The form of letters of introduction is given in the chapter on "Letter-writing."

DELIVERING A LETTER OF INTRODUCTION.

It is not necessary to deliver a friendly letter of introduction to a person who resides in another town. It is better to send it to the person to whom it is directed, on your arrival, accompanied by your card of address. If he wishes to comply with the request of his friend he will call upon you, and give you an invitation to visit him; circumstances, however, might render it exceedingly inconvenient or impossible for the person to whom the letter is addressed, to call upon you, consequently a neglect to call need not be considered a mark of ill breeding, though by some people it is so considered. The person addressed must consult his own feelings in the matter, and while aiming to do what is right, he is not bound to sacrifice business or other important matters to attend to the entertainment of a friend's friend. In such a case he may send his own card to the address of the person bearing the letter of introduction, and the latter is at liberty to call upon him at his leisure.

THE DUTY OF THE PERSON ADDRESSED.

In Europe it is the custom for a person with a letter of introduction to make the first call, but in this country we think that a stranger should never be made to feel that he is begging our attention, and that it is indelicate for him to intrude until he is positive that his company would be agreeable. Con-

sequently, if it is your wish and in your power to welcome any one recommended to you by letter from a friend, or to show your regard for your friend's friend, you must call upon him with all possible dispatch, after you receive his letter of introduction, and give him as hospitable a reception and entertainment as it is possible to give, and such as you would be pleased to receive were you in his place.

LETTERS OF INTRODUCTION FOR BUSINESS PURPOSES.

Letters of introduction to and from business men may be delivered by the bearers in person, and etiquette does not require the receiver to entertain the person introduced as a friend of the writer. It is entirely optional with the person to whom the latter is introduced how he welcomes him, or whether he entertains him or not, though his courtesy would be apt to suggest that some kind attentions should be paid him.



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CHAPTER IV.

Salutations.



ARLYLE says : " What we call ' formulas ' are not in their origin bad ; they are indisputably good. Formula is method, habitude ; found wherever man is found. Formulas fashion themselves as paths do, as beaten highways leading toward some sacred, high object, whither many men are bent. Consider it : One man full of heartfelt, earnest impulse finds out a way of doing something — were it uttering his soul's reverence for the Highest, *were it but of filly saluting his fellow-man.* An inventor was needed to do that, a poet ; he has articulated the lim, struggling thought that dwelt in his own and many hearts. This is the way of doing that. These are his footsteps, the beginning of a ' path.' And now see the second man travels naturally in the footsteps of his foregoer ; it is the easiest method. In the footsteps of his foregoer, yet with his improvements, with changes where such seem good ; at all events with enlargements, the path ever widening itself as more travel it, till at last there is a broad highway, whereon the whole world may travel and drive."

SALUTATION ORIGINALLY AN ACT OF WORSHIP.

A lady writer of distinction says of salutations : " It would seem that good manners were originally the expression of sub-

mission from the weaker to the stronger. In a rude state of society every salutation is to this day an act of worship. Hence the commonest acts, phrases and signs of courtesy with which we are now familiar, date from those earlier stages when the strong hand ruled and the inferior demonstrated his allegiance by studied servility. Let us take, for example, the words 'sir' and 'madam.' 'Sir' is derived from *seigneur*, *sieur*, and originally meant lord, king, ruler and, in its patriarchal sense, father. The title of sire was last borne by some of the ancient feudal families of France, who, as Selden has said, 'affected rather to be styled by the name of sire than baron, as *Le Sire de Montmorenci* and the like.' 'Madam' or 'madame,' corrupted by servants into ma'am, and by Mrs. Gamp and her tribe into 'mum,' is in substance equivalent to 'your exalted,' or 'your highness,' *madame* originally meaning high-born, or stately, and being applied only to ladies of the highest rank.

"To turn to our every day forms of salutation. We take off our hats on visiting an acquaintance. We bow on being introduced to strangers. We rise when visitors enter our drawing-room. We wave our hand to our friend as he passes the window or drives away from our door. The Oriental, in like manner, leaves his shoes on the threshold when he pays a visit. The natives of the Tonga Islands kiss the soles of a chieftain's feet. The Siberian peasant grovels in the dust before a Russian noble. Each of these acts has a primary, an historical significance. The very word 'salutation,' in the first place, derived as it is from *salutatio*, the daily homage paid by a Roman client to his patron, suggests in itself a history of manners.

"To bare the head was originally an act of submission to gods and rulers. A bow is a modified prostration. A lady's courtesy is a modified genuflection. Rising and standing are acts of homage; and when we wave our hand to a friend on the opposite side of the street, we are unconsciously imitating the Romans, who, as Selden tells us, used to stand 'somewhat off before the images of their gods, solemnly moving the right hand

to the lips and casting it, as if they had cast kisses.' Again, men remove the glove when they shake hands with a lady—a custom evidently of feudal origin. The knight removed his iron gauntlet, the pressure of which would have been all too harsh for the palm of a fair *châtelaine*; and the custom, which began in necessity, has travelled down to us as a point of etiquette."

SALUTATIONS OF DIFFERENT NATIONS.

Each nation has its own method of salutation. In Southern Africa it is the custom to rub toes. In Lapland your friend rubs his nose against yours. The Turk folds his arms upon his breast and bends his head very low. The Moors of Morocco have a somewhat startling mode of salutation. They ride at a gallop toward a stranger, as though they would unhorse him, and when close at hand suddenly check their horse and fire a pistol over the person's head. The Egyptian solicitously asks you, "How do you perspire?" and lets his hand fall to the knee. The Chinese bows low and inquires, "Have you eaten?" The Spaniard says, "God be with you, sir," or, "How do you stand?" And the Neapolitan piously remarks, "Grow in holiness." The German asks, "How goes it with you?" The Frenchman bows profoundly and inquires, "How do you carry yourself?"

Foreigners are given to embracing. In France and Germany the parent kisses his grown-up son on the forehead, men throw their arms around the necks of their friends, and brothers embrace like lovers. It is a curious sight to Americans, with their natural prejudices against publicity in kissing.

THE BOW.

It is said: "A bow is a note drawn at sight. You are bound to acknowledge it immediately, and to the full amount." It should be respectful, cordial, civil or familiar, according to circumstances. Between gentlemen, an inclination of the head

a gesture of the hand, or the mere touching of the hat is sufficient; but in bowing to a lady, the hat must be lifted from the head. If you know people slightly, you recognise them slightly; if you know them well, you bow with more familiarity. The body is not bent at all in bowing; the inclination of the head is all that is necessary.

If the gentleman is smoking, he withdraws his cigar from his mouth before lifting his hat to a lady, or if he should happen to have his hand in his pocket he removes it.

At the moment of the first meeting of the eyes of an acquaintance you bow. Any one who has been introduced to you, or any one to whom you have been introduced, is entitled to this mark of respect.

The bow is the touchstone of good breeding, and to neglect it, even to one with whom you may have a trifling difference, shows deficiency in cultivation and in the instincts of refinement. A bow does not entail a calling acquaintance. Its entire neglect reveals the character and training of the person; the manner of its observance reveals the very shades of breeding that exist between the ill-bred and the well-bred.

RETURNING A BOW.

A gentleman walking with a lady returns a bow made to her, whether by a lady or gentleman (lifting his hat not too far from his head), although the one bowing is an entire stranger to him.

It is civility to return a bow, although you do not know the one who is bowing to you. Either the one who bows, knows you, or has mistaken you for some one else. In either case you should return the bow, and probably the mistake will be discovered to have occurred for the want of quick recognition on your own part, or from some resemblance that you bear to another.

THE MANNER OF BOWING.

The manner in which the salutation of recognition is made,

may be regarded as an unerring test of the breeding, training, or culture of a person. It should be prompt as soon as the eyes meet, whether on the street or in a room. The intercourse need go no further, but that bow must be made. There are but few laws which have better reasons for their observance than this. This rule holds good under all circumstances, whether within doors or without. Those who abstain from bowing at one time, and bow at another, should not be surprised to find that the person whom they have neglected, has avoided the continuation of their acquaintance.

DUTIES OF YOUNG TO OLDER PEOPLE.

Having once had an introduction that entitles to recognition, it is the duty of the person to recall himself or herself to the recollection of the older person, if there is much difference in age, by bowing each time of meeting, until the recognition becomes mutual. As persons advance in life, they look for these attentions upon the part of the young. Persons who have large circles of acquaintance, often confuse the faces of the young whom they know with the familiar faces which they meet and do not know, and from frequent errors of this kind, they get into the habit of waiting to catch some look or gesture of recognition.

HOW TO AVOID RECOGNITION.

If a person desires to avoid a bowing acquaintance with a person who has been properly introduced, he may do so by looking aside, or dropping the eyes as the person approaches, for, if the eyes meet, there is no alternative, bow he must.

ON PUBLIC PROMENADES.

Bowing once to a person upon a public promenade or drive is all that civility requires. If the person is a friend, it is in better form, the second and subsequent passings, should you catch his or her eye, to smile slightly instead of bowing repeatedly. If an acquaintance it is best to avert the eyes.

A SMILING BOW.

A bow should never be accompanied by a broad smile, even when you are well acquainted, and yet a high authority well says: "You should never speak to an acquaintance without a smile in your eyes."

DEFERENCE TO ELDERLY PEOPLE.

A young lady should show the same deference to an elderly lady that a gentleman does to a lady. It may also be said that a young man should show proper deference to elderly gentlemen.

WORDS OF SALUTATION.

The words commonly used in saluting a person are "Good Morning," "Good Afternoon," "Good Evening," "How do you do" (sometimes contracted into "Howdy" and "How dye do"), and "How are you." The three former are most appropriate, as it seems somewhat absurd to ask after a person's health unless you stop to receive an answer. A respectful bow should accompany the words.

SHAKING HANDS.

Among friends the shaking of the hand is the most genuine and cordial expression of good-will. It is not necessary, though in certain cases it is not forbidden, upon introduction; but when acquaintanceship has reached any degree of intimacy, it is perfectly proper.

ETIQUETTE OF HANDSHAKING.

An authority upon this subject says: "The etiquette of handshaking is simple. A man has no right to take a lady's hand until it is offered. He has even less right to pinch or retain it. Two young ladies shake hands gently and softly. A young lady gives her hand, but does not shake a gentleman's unless she is his friend. A lady should always rise to give her hand; a gentleman, of course, never dares to do so seated. On intro-

duction in a room, a married lady generally offers her hand; a young lady, not. In a ballroom, where the introduction is to dancing, not to friendship, you never shake hands; and as a general rule, an introduction is not followed by shaking hands, only by a bow. It may perhaps be laid down that the more public the place of introduction, the less handshaking takes place. But if the introduction be particular, if it be accompanied by personal recommendation, such as, 'I want you to know my friend Jones,' or if Jones comes with a letter of presentation, then you give Jones your hand, and warmly, too. Lastly, it is the privilege of a superior to offer or withhold his or her hand, so that an inferior should never put his forward first."

When a lady so far puts aside her reserve as to shake hands at all, she should give her hand with frankness and cordiality. There should be equal frankness and cordiality on the gentleman's part, and even more warmth, though a careful avoidance of anything like offensive familiarity or that which might be mistaken as such.

In shaking hands, the right hand should always be offered, unless it be so engaged as to make it impossible, and then an excuse should be offered. The French give the left hand, as nearest the heart.

The mistress of a household should offer her hand to every guest invited to her house.

A gentleman must not shake hands with a lady until she has made the first move in that direction. It is a mark of rudeness not to give his hand instantly, should she extend her own. A married lady should always extend her hand to a stranger brought to her house by a common friend, as an evidence of her cordial welcome. Where an introduction is for dancing there is no shaking of hands.

THE KISS.

This is the most affectionate form of salutation, and is only proper among near relations and dear friends.

THE KISS OF FRIENDSHIP.

The kiss of friendship and relationship is on the cheeks and forehead. In this country this act of affection is generally excluded from public eyes, and in the case of parents and children and near relations it is perhaps unnecessarily so.

KISSING IN PUBLIC.

The custom which has become quite prevalent of women kissing each other whenever they meet in public, is regarded as vulgar, and by ladies of refinement and delicacy is entirely avoided.

THE KISS OF RESPECT.

The kiss of respect—almost obsolete in this country—is made on the hand. The custom is retained in Germany and among gentlemen of the most courtly manners in England.





CHAPTER V.

Etiquette of Calls.



HERE are calls of ceremony, of condolence, of congratulations, and of friendship. All but the latter are usually of short duration. The call of friendship is usually of less formality and may be of some length.

MORNING CALLS.

"Morning calls," as they are termed, should not be made earlier than 12 a.m., nor later than 5 p.m.

A morning call should not exceed half an hour in length. From ten to twenty minutes is ordinarily quite long enough. If other visitors come in, the visit should terminate as speedily as possible. Upon leaving, bow slightly to the strangers.

In making a call, be careful to avoid the luncheon and dinner hour of your friends. From two until five is ordinarily the most convenient time for morning calls.

EVENING CALLS.

It is sometimes more convenient for both the caller and those called upon that the call should be made in the evening. An evening call should never be made later than nine o'clock, nor be prolonged after ten, neither should it exceed an hour in length.

RULES FOR FORMAL CALLS.

The lady of the house rises upon the entrance of her visitors, who at once advance to pay their respects to her before speaking to others. If too many callers are present to enable her to take the lead in conversation, she pays special attention to the latest arrivals, watching to see that no one is left alone, and talking to each of her guests in succession, or seeing that some one is doing so.

A lady who is not in her own house does not rise, either on the arrival or departure of ladies, unless there is some great difference of age. Attention to the aged is one of the marks of good breeding which is never neglected by the thoughtful and refined.

It is not customary to introduce residents of the same city, unless the hostess knows that an introduction will be agreeable to both parties. Strangers in the place are always introduced.

Ladies and gentlemen who meet in the drawing-room of a common friend are privileged to speak to each other without an introduction; though gentlemen generally prefer to ask for introductions. When introduced to any one, bow slightly, and enter at once into conversation. It shows a lack of good breeding not to do so.

When introductions are given, it is the gentleman who should be presented to the lady; when two ladies are introduced, it is the younger who is presented to the older.

A lady receiving gives her hand to a stranger as to a friend, when she wishes to bestow some mark of cordiality in welcoming a guest to her home, but a gentleman should not take the initiatory in handshaking. It is the lady's privilege to give or withhold, as she chooses.

A gentleman rises when those ladies with whom he is talking rise to take their leave. He also rises upon the entrance of ladies, but he does not offer seats to those entering, unless in his own house, or unless requested to do so by the hostess,

and then he does not offer his own chair if others are available.

A call should not be less than fifteen minutes in duration nor should it be so long as to become tedious. A bore is a person who does not know when you have had enough of his or her company, and gives more of it than is desirable. Choose a time to leave when there is a lull in the conversation, and the hostess is not occupied with fresh arrivals. Then take leave of your hostess, bowing to those you know as you leave the room, not to each in turn, but let one bow include all.

Calls ought to be made within three days after a dinner or tea party, if it is a first invitation; and if not, within a week. After a party or a ball, whether you have accepted the invitation or not, you call within a week.

A lady who has no regular reception day will endeavour to receive callers at any time. If she is occupied, she will instruct her servant to say that she is engaged; but a visitor once admitted into the house must be seen at any inconvenience.

A lady should never keep a caller waiting without sending to see whether a delay of a few minutes will inconvenience the caller. Servants should be instructed to return and announce to the person waiting that the lady will be down immediately. Any delay whatever should be apologized for.

If, on making a call, you are introduced into a room where you are unknown to those assembled, at once give your name and mention upon whom your call is made.

In meeting a lady or gentleman whose name you cannot recall, frankly say so, if you find it necessary. Sensible persons will prefer to recall themselves to your memory rather than to feel that you are talking to them without fully recognising them. To affect not to remember a person is despicable, and reflects only on the pretender.

Gentlemen, as well as ladies, when making formal calls, send in but one card, no matter how many members of the family

they may wish to see. If a guest is stopping at the house, the same rule is observed. If not at home, one card is left for the lady, and one for the guest. The card for the lady may be folded so as to include the family.

RULES FOR SUMMER RESORTS.

At places of summer resort, those who own their cottages, call first upon those who rent them, and those who rent, in turn, call upon each other, according to priority of arrival. In all these cases there are exceptions; as, where there is any great difference in ages, the younger then calling upon the older, if there has been a previous acquaintance or exchange of calls. If there has been no previous acquaintance or exchange of calls, the older lady pays the first call, unless she takes the initiative by inviting the younger to call upon her, or by sending her an invitation to some entertainment, which she is about to give. When the occupants of two villas, who have arrived the same season, meet at the house of a common friend, and the older of the two uses her privilege of inviting the other to call, it would be a positive rudeness not to call; and the sooner the call is made, the more civil will it be considered. It is equally rude, when one lady asks permission of another to bring a friend to call, and then neglects to do it, after permission has been given. If the acquaintance is not desired, the first call can be the last.

CALLS MADE BY CARDS.

Only calls of pure ceremony—such as are made previous to an entertainment on those persons who are not to be invited, and to whom you are indebted for any attentions—are made by handing in cards; nor can a call in person be returned by cards. Exceptions to this rule comprise P. P. C. calls, cards left or sent by persons in mourning, and those which announce a lady's day for receiving calls, on her return to town, after an absence,

RECEPTION DAYS.

Some ladies receive only on certain days or evenings, which are once a week, once a fortnight, or once a month as the case may be, and the time is duly announced by cards. When a lady has made this rule it is considerate, on the part of her friends, to observe it, for it is sometimes regarded as an intrusion to call at any other time. The reason of her having made this rule may have been to prevent the loss of too much time from her duties, in the receiving of calls from her friends.

CALLS AFTER BETROTHAL.

When a betrothal takes place, and it is formally announced to the relatives and friends on both sides, calls of congratulation follow. The bridegroom that is to be, is introduced by the family of the proposed bride to their connections and most intimate friends, and his family in return introduce her to relatives and acquaintances whom they desire her to know. The simplest way of bringing this about is by the parents leaving the cards of the betrothed, with their own, upon all families on their visiting list whom they wish to have the betrothed pair visit.

THE CARDS AND CALLS OF STRANGERS.

Strangers arriving are expected to send their cards to their acquaintances, bearing their directions, as an announcement that they are in the city. This rule is often neglected, but, unless it is observed, strangers may be a long time in town without their presence being known.

RETURNING A FIRST CALL.

A first call ought to be returned within three or four days. A longer delay than a week is considered an intimation that you are unwilling to accept the new acquaintance, unless some excuse for the remissness is made.

FORMING ACQUAINTANCE.

In an event of exchange of calls between two ladies, without meeting, who are known to each other only by sight, they should upon the first opportunity, make themselves acquainted with one another. The younger should seek the older, or the one who has been the recipient of the first attention should introduce herself, or seek an introduction, but it is not necessary to stand upon ceremony upon such points. Ladies knowing each other by sight, bow, after an exchange of cards.

THE FIRST CALL.

When it becomes a question as to who shall call first, between old residents, the older should take the initiatory. Ladies, who have been in the habit of meeting for some time without exchanging calls, sometimes say to each other: "I hope you will come and see me, and often the answer is made: "Oh, you must come and see me first!" That answer could only be given, with propriety, by a lady who is much the older of the two. The lady who extends the invitation makes the first advance, and the one who receives it should at least say: "I thank you—you are very kind," and then accept the invitation or not, as it pleases her. It is the custom for residents to make the first call upon strangers.

CALLS OF CONGRATULATION.

Calls of congratulation are made when any happy or auspicious event may have occurred in the family visited—such as a birth, marriage, or any piece of good fortune. Such visits may be made similar to the morning or evening call. Such visits may also be made upon the appointment of friends to any important office or honoured position, or when a friend has distinguished himself by a notable public address or oration.

P. P. C. CALLS.

When persons are going abroad to be absent for a considerable period, if they have not time or inclination to take leave of all

their friends by making formal calls, they will send to each of their friends a card with the letters P. P. C. written upon it. They are the initials of "Pour Prendre Congé"—to take leave—and may with propriety stand for "presents parting compliments." On returning home it is customary that friends should first call upon them. A neglect to do so, unless for some good excuse, is sufficient cause to drop their acquaintance. In taking leave of a family, you send as many cards as you would if you were paying an ordinary visit.

VISITS OF CONDOLENCE.

Visits of condolence should be made a week after the event which occasioned them; but if the acquaintance be slight, immediately after the family appear at public worship. A card should be sent in, and if your friends are able to receive you, your manners and conversation should be in harmony with the character of your visit. It is deemed courteous to send in a mourning card; and for ladies to make their calls in black silk or plain-coloured apparel. It denotes that they sympathize with the afflictions of the family and a warm, heartfelt sympathy is always appreciated.]

EVENING VISITS.

Evening visits are paid only to those with whom we are well acquainted. They should not be frequent, even where one is intimate, nor should they be protracted to a great length. Frequent visits are apt to become tiresome to your friends or acquaintances, and long visits may entitle you to the appellation of "bore."

If you should happen to pay an evening visit at a house where a small party had assembled, unknown to you, present yourself and converse for a few minutes with an unembarrassed air, after which you may leave, pleading as an excuse that you only intended to make a short call. An invitation to stay and spend the evening, given for the sake of courtesy, should

not be accepted. If urged very strongly to remain, and the company is an informal gathering, you may with propriety consent to do so.

KEEP AN ACCOUNT OF CALLS.

A person should keep a strict account of ceremonial calls, and take note of how soon calls are returned. By doing so, an opinion can be formed as to how frequently visits are desired. Instances may occur, when, in consequence of age or ill health, calls should be made without any reference to their being returned. It must be remembered that nothing must interrupt the discharge of this duty.

CALLS OF CEREMONY AMONG FRIENDS.

Among relatives and friends, calls of mere ceremony are unnecessary. It is, however, needful to make suitable calls, and to avoid staying too long, if your friend is engaged. The courtesies of society should be maintained among the nearest friends, and even the domestic circle.

"ENGAGED" OR "NOT AT HOME."

If a lady is so employed that she cannot receive callers she should charge the servant who goes to answer the bell to say that she is "engaged" or "not at home." This will prove sufficient with all well-bred people.

The servant should have her orders to say "engaged" or "not at home" before any one has called, so that the lady shall avoid all risk of being obliged to inconvenience herself in receiving company when she has intended to deny herself. If there are to be exceptions made in favour of any individual or individuals, mention their names specially to the servant, adding that you will see them if they call, but to all others you are "engaged."

A lady should always be dressed sufficiently well to receive company, and not keep them waiting while she is making her toilet.

A well-bred person always endeavours to receive visitors at whatever time they call, or whoever they may be, but there are times when it is impossible to do so, and then, of course, a servant is instructed beforehand to say "not at home" to the visitor. If, however, the servant admits the visitor, and he is seated in the drawing-room or parlour, it is the duty of the hostess to receive him or her at whatever inconvenience it may be to herself.

When you call upon persons, and are informed at the door that the parties whom you ask for are engaged, you should never insist in an attempt to be admitted, but should acquiesce at once in any arrangements which they have made for their convenience, and to protect themselves from interruption. However intimate you may be in any house you have no right, when an order has been given to exclude general visitors, and no exception has been made of you, to violate that exclusion, and declare that the party should be at home to you. There are times and seasons when a person desires to be left entirely alone, and at such times there is no friendship for which she would give up her occupation or her solitude.

GENERAL RULES REGARDING CALLS.

A gentleman in making a formal call should retain his hat and gloves in his hand on entering the room. The hat should not be laid upon a table or stand, but kept in the hand, unless it is found necessary from some cause to set it down. In that case, place it upon the floor. An umbrella should be left in the hall. In an informal evening call, the hat, gloves, overcoat and cane may be left in the hall.

A lady, in making a call, may bring a stranger, even a gentleman, with her, without previous permission. A gentleman, however, should never take the same liberty.

No one should prolong a call if the person upon whom the call is made is found dressed ready to go out.

A lady should be more richly dressed when calling on her friends than for an ordinary walk.

A lady should never call upon a gentleman except upon some business, officially or professionally.

Never allow young children, dogs or pets of any sort to accompany you in a call. They often prove disagreeable and troublesome.

Two persons out of one family, or at most three, are all that should call together.

It is not customary in cities to offer refreshments to callers. In the country, where the caller has come from some distance, it is exceedingly hospitable to do so.

Calls in the country may be less ceremonious, and of longer duration, than those made in the city.

A person making a call should not, while waiting for a hostess, touch an open piano, walk about the room examining pictures, nor handle any ornament in the room.

If there is a stranger visiting at the house of a friend, the acquaintances of the family should be punctilious to call at an early date.

Never offer to go to the room of an invalid upon whom you have called but wait for an invitation to do so.

In receiving morning calls, it is unnecessary for a lady to lay aside any employment, not of an absorbing nature, upon which she may happen to be engaged. Embroidery, crocheting, or light needle-work are perfectly in harmony with the requirements of the hour, and the lady looks much better employed than in absolute idleness.

A lady should pay equal attention to all her guests. The display of unusual deference is alone allowable when distinguished rank or reputation or advanced age justifies it.

A guest should take the seat indicated by the hostess. A gentleman should never seat himself on a sofa beside her, nor in a chair in immediate proximity, unless she specially invites him to do so.

A lady need not lay aside her bonnet during a formal call, even though urged to do so. If the call be a friendly and un-

ceremonious one, she may do so if she thinks proper, but not without an invitation.

A gentleman caller must not look at his watch during a call; unless, in doing so, he pleads some engagement and asks to be excused.

Formal calls are generally made twice a year; but only once a year is binding, when no invitations have been received that require calls in return.

In calling upon a person living at a hotel or boarding-house, it is customary to stop in the parlour and send your card to the room of the person called upon.

When a person has once risen to take leave, he should not be persuaded to prolong his stay.

Callers should take special pains to make their visits opportune. On the other hand, a lady should always receive her callers, at whatever hour or day they come, if it is possible to do so.

When a gentleman has called and not found the lady at home, it is civility on the part of the lady, upon the occasion of their next meeting, to express her regret at not seeing him. He should reciprocate the regret, and not reply unthinkingly or awkwardly: "Oh, it made no particular difference," "it was of no great consequence," or words to that effect.

After you have visited a friend at her country seat, or after receiving an invitation to visit her, a call is due her upon her return to her town residence. This is one of the occasions when a call should be made promptly and in person, unless you have a reason for wishing to discontinue the acquaintance; even then it would be more civil to take another opportunity for dropping a friend who wished to show a civility, unless her character has been irretrievably lost in the meantime.

NEW-YEAR'S CALLS.

The custom of New-Year's calling is prevalent in all cities, and most villages in the country, and so agreeable a custom is

it, that it is becoming more in favour every year. This is the day when gentlemen keep up their acquaintanceship with ladies and families, some of whom they are unable to see, probably, during the whole year. Of late it has been customary in many cities to publish in one or more newspapers, a day or two before New Year's, a list of the ladies who will receive calls on that day, and from this list gentlemen arrange their calls. For convenience and to add to the pleasure of the day, several ladies frequently unite in receiving calls at the residence of one of their number, but this is usually done when only one or two members of a family can receive. Where there are several members of a family, who can do so, they usually receive at their own home.

Gentlemen call either singly, in couples, by threes or fours and sometimes even more, in carriages or on foot, as they choose. Calls commence about ten o'clock in the morning, and continue until about nine in the evening. When the gentlemen go in parties, they call upon the lady friends of each, and if all are not acquainted, those who are, introduce the others. The length of a call is usually from five to fifteen minutes, but it is often governed by circumstances, and may be prolonged to even an hour.

Refreshments are usually provided for the callers, and should always be offered, but it is not necessary that they should be accepted. If not accepted, an apology should be tendered, with thanks for the offer. The refreshments may consist of oysters, raw or scalloped, cold meats, salads, fruits, cakes, sandwiches, etc., and hot tea and coffee.

When callers are ushered into the reception-room, they are met by the ladies, when introductions are given, and the callers are invited to remove their overcoats, but it is optional with them whether they do so or not. It is also optional with them whether they remove their gloves. When gentlemen are introduced to ladies in making New Year's calls, they are not thereby warranted in calling again upon any of these ladies, unless

especially invited to do so. It is the lady's pleasure whether the acquaintance shall be maintained.

In making New-Year's calls, a gentleman leaves one card, whatever may be the number of ladies receiving with the hostess. If there is a basket at the door, he leaves a card for each of the ladies at the house, including lady guests of the family, provided there are any. The New-Year's card should not differ from an ordinary calling card. It should be plain, with the name engraved, or printed in neat script. It is not now considered in good taste to have "Happy New Year," or other words upon it, unless it may be the residence of the gentleman, which may be printed or written in the right hand corner, if deemed desirable. A gentleman does not make calls the first New-Year's after his marriage, but receives at home with his wife.





CHAPTER VI.

Etiquette of Visiting.



SOME of the social observances pertaining to visiting away from one's own home, and accepting the hospitalities of friends, are here given, and are applicable to ladies and gentlemen alike.

GENERAL INVITATIONS.

No one should accept a general invitation for a prolonged visit. "Do come and spend some time with me," may be said with all earnestness and cordiality, but to give the invitation real meaning the date should be definitely fixed and the length of time stated.

A person who pays a visit upon a general invitation need not be surprised if he finds himself as unwelcome as he is unexpected. His friends may be absent from home, or their house may be already full, or they may not have made arrangements for visitors. From these and other causes they may be greatly inconvenienced by an unexpected arrival.

It would be well if people would abstain altogether from this custom of giving general invitations, which really mean nothing, and be scrupulous to invite their desired guests at a stated time, and for a given period.

LIMIT OF A PROLONGED VISIT.

If no exact length of time is specified, it is well for visitors to limit a visit to three days or a week, according to the degree of

intimacy they may have with the family, or the distance they have come to pay the visit, announcing this limitation soon after arrival, so that the host and hostess may invite a prolongation of the stay if they desire it, or so that they can make their arrangements in accordance. One never likes to ask of a guest, "How long do you intend to remain?" yet it is often most desirable to know.

TRUE HOSPITALITY.

Offer your guests the best that you have in the way of food and rooms, and express no regrets, and make no excuse that you have nothing better to give them.

Try to make your guests feel at home; and do this, not by urging them in empty words to do so, but by making their stay as pleasant as possible, at the same time being careful to put out of sight any trifling trouble or inconvenience they may cause you.

Devote as much time as is consistent with other engagements to the amusement and entertainment of your guests.

DUTIES OF THE VISITOR.

On the other hand, the visitor should try to conform as much as possible to the habits of the house which temporarily shelters him. He should never object to the hours at which meals are served, nor should he ever allow the family to be kept waiting on his account.

It is a good rule for a visitor to retire to his own apartment in the morning, or at least seek out some occupation or amusement of his own, without seeming to need the assistance or attention of host or hostess; for it is undeniable that these have certain duties which must be attended to at this portion of the day, in order to leave the balance of the time free for the entertainment of their guests.

If any family matters of a private or unpleasant nature come to the knowledge of the guest during his stay, he must seem

both blind and deaf, and never refer to them unless the parties interested speak of them first.

The rule on which a host and hostess should act is to make their guests as much at ease as possible; that on which a visitor should act is to interfere as little as possible with the ordinary routine of the house.

It is not required that a hostess should spend her whole time in the entertainment of her guests. The latter may prefer to be left to their own devices for a portion of the day. On the other hand, it shows the worst of breeding for a visitor to seclude himself from the family and seek his own amusements and occupations regardless of their desire to join in them or entertain him.

You should try to hold yourself at the disposal of those whom you are visiting. If they propose to you to ride, to drive or walk, you should acquiesce as far as your strength will permit, and do your best to seem pleased at the efforts made to entertain you.

You should not accept invitations without consulting your host. You should not call upon the servants to do errands for you, or to wait upon you too much, nor keep the family up after hours of retiring.

If you have observed anything to the disadvantage of your friends, while partaking of their hospitality, it should never be mentioned, either while you are under their roof or afterwards. Speak only of what redounds to their praise and credit. This feeling ought to be mutual between host and guest. Whatever good is observed in either may be commented upon, but the curtain of silence must be drawn over their faults.

Give as little trouble as possible when a guest, but at the same time never think of apologizing for any little additional trouble which your visit may occasion. It would imply that you thought your friends incapable of entertaining you without some inconvenience to themselves.

Keep your room as neat as possible, and leave no articles of dress or toilet around to give trouble to servants.

A lady guest will not hesitate to make her own bed, if few or no servants are kept; and in the latter case she will do whatever else she can to lighten the labours of her hostess as a return for the additional exertion her visit occasions.

INVITATIONS TO GUESTS.

Any invitation given to a lady guest should also include the hostess, and the guest is justified in declining to accept any invitation unless the hostess is also invited. Invitations received by the hostess should include the guest. Thus, at all places of amusement and entertainment, guest and host may be together.

FORBEARANCE WITH CHILDREN.

A guest should not notice or find fault with the bad behaviour of the children in the household where visiting, and should put up with any of their faults and overlook any ill-bred or disagreeable actions on their part.

GUESTS MAKING PRESENTS.

If a guest wishes to make a present to any member of the family she is visiting, it should be to the hostess, or if to any of the children, to the youngest in preference, though it is usually better to give it to the mother. Upon returning home, when the guest writes to the hostess, she expresses her thanks for the hospitality, and requests to be remembered to the family.

TREATMENT OF A HOST'S FRIENDS.

If you are a guest, you must be very cautious as to the treatment of the friends of your host or hostess. If you do not care to be intimate with them, you must be careful not to show a dislike for them, or that you wish to avoid them. You must be exceedingly polite and agreeable to them, avoiding any special familiarity, and keep them at a distance without hurting their feelings. Do not say to your host or hostess that you do not like any of their friends.

LEAVE-TAKING.

Upon taking leave, express the pleasure you have experienced in your visit. Upon returning home it is an act of courtesy to write and inform your friends of your safe arrival, at the same time repeating your thanks.

A host and hostess should do all they can to make the visit of a friend agreeable ; they should urge him to stay as long as it is consistent with his own plans, and at the same time convenient to themselves. But when the time for departure has been fully fixed upon, no obstacle should be placed in the way of leave-taking. Help him in every possible way to depart, at the same time giving him a cordial invitation to renew the visit at some future period.

"Welcome the coming, speed the parting, guest,"
expresses the true spirit of hospitality.





CHAPTER VII.

Visiting and Calling Cards.



AN authentic writer upon visiting cards says :
"To the unrefined or under-bred, the visiting card is but a trifling and insignificant bit of paper ; but to the cultured disciple of social law, it conveys a subtle and unmistakable intelligence. Its texture, style of engraving, and even the hour of leaving it, combines to place the stranger, whose name it bears, in a pleasant or a disagreeable attitude, even before his manners, conversation and face have been able to explain his social position. The higher the civilization of a community, the more careful it is to preserve the elegance of its social forms. It is quite as easy to express a perfect breeding in the fashionable formalities of cards, as by any other method, and perhaps, indeed, it is the safest herald of an introduction for a stranger. Its texture should be fine, its engraving a plain script, its size neither too small, so that its recipients shall say to themselves, 'A whimsical person,' nor too large to suggest ostentation. Refinement seldom touches extremes in anything."

CALLING CARDS.

A card used in calling should have nothing upon it but the name of the caller. A lady's card should not bear her place of residence, such cards having, of late, been appropriated by the

members of the demi-monde. The street and number always look better upon the card of the husband than upon that of the wife. When necessary, they can be added in pencil on the cards of the wife and daughter. A business card should never be used for a friendly call. A physician may put the prefix "Dr.," or the affix "M. D.," upon his card, and an army or navy officer his rank and branch of service.

WEDDING CARDS.

Wedding cards are only sent to those people whom the newly married couple desire to keep among their acquaintances, and it is then the duty of those receiving the cards to call first on the young couple.

An ancient custom, but one which has been recently revived, is for the friends of the bride and groom to send cards; these are of great variety in size and design, and resemble Christmas or Easter cards, but are usually more artistic.

CHRISTMAS AND EASTER CARDS.

A very charming custom that is coming into vogue is the giving or sending of Easter and Christmas cards. These are of such elegant designs and variety of colours that the stationer takes great pride in decorating his shop windows with them; indeed some of them are so elegant as to resemble oil paintings. Books and other small offerings may accompany cards as a token of remembrance.

CARDS TO SERVE FOR CALLS.

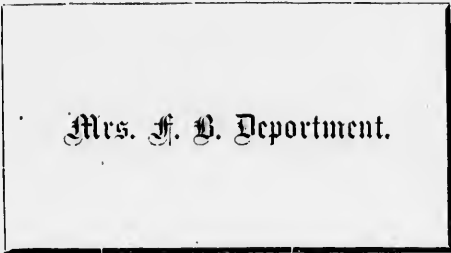
A person may make a card serve the purpose of a call, and it may either be sent in an envelope, by messenger, or left in person. If left in person, one corner should be turned down. To indicate that a call is made on all or several members of the family, the card for the lady of the house is folded in the middle. If guests are visiting at the house, a card is left for each guest.

ENCLOSING A CARD IN AN ENVELOPE.

To return a call made in person with a card enclosed in an envelope, is an intimation that visiting between the parties is ended. Those who leave or send their card with no such intention, should not inclose them in an envelope. An exception to this rule is where they are sent in return to the newly married living in other cities, or in answering wedding cards forwarded when absent from home. P. P. C. cards are also sent in this way, and are the only cards that it is as yet universally considered admissible to send by post.

SIZE AND STYLE OF VISITING OR CALLING CARDS.

A medium sized is in better taste than a very large card for married persons. Cards bearing the name of the husband alone are smaller. The cards of unmarried men should also be small. The engraving in simple writing is preferred, and without flourishes. Nothing in cards can be more commonplace than large printed letters, be the type what it may. Young men should dispense with the "Mr." before their names.



Mrs. J. V. Deporment.

CALLING CARD.

CORNERS OF CARDS TURNED DOWN.

The significations of turning down the corners of cards are:

Visite—The right hand upper corner.

Felicitation—The left hand upper corner.

Condolence—The left hand lower corner.

P. P. C. } The right hand lower corner.
To take leave }

Card, right hand end turned down—*Delivered in person.*

CARD FOR MOTHER AND DAUGHTER.

The names of young ladies are sometimes printed or engraved on their mother's cards; both in script. It is, of course, allowable for the daughter to have cards of her own.

Some ladies have adopted the fashion of having the daughter's name on the same card with their own and their husbands' names.

GLAZED CARDS.

Glazed cards are quite out of fashion, as are cards and note paper with gilt edges. The fashion in cards, however, changes so often, that what is in style one year, may not be the next.

P. P. C. CARDS.

A card left at a farewell visit, before a long protracted absence, has "P. P. C." (*Pour Prendre Conge*) written in one corner. It is not necessary to deliver such cards in person, for they may be sent by a messenger, or by post if necessary. P. P. C. cards are not left when the absence from home is only for a few months, nor by persons starting in midsummer for a foreign country, as residents are then supposed to be out of town. They are sent to or left with friends by ladies just previous to their contemplated marriage to serve the purpose of a call.

CARDS OF CONGRATULATION.

Cards of congratulation must be left in person, or a congratulatory note, if desired, can be made to serve instead of a call, excepting upon the newly married. Calls in person are due to them, and to the parents who have invited you to the marriage. When there has been a reception after the ceremony, which you have been unable to attend, but have sent cards by some member of your family, your cards need not again represent you until they have been returned, with the new residence an-

nounced ; but a call is due to the parents or relatives who have given the reception. When no wedding cards are sent you, nor the card of the bridegroom, you cannot call without being considered intrusive. One month after the birth of a child the call of congratulation is made by acquaintances.

LEAVE CARDS IN MAKING FIRST CALL.

In making the first calls of the season (in the autumn) both ladies and gentlemen should leave a card each, at every house called upon, even if the ladies are receiving. The reason of this is that where a lady is receiving morning calls, it would be too great a tax upon her memory to oblige her to keep in mind what calls she has to return or which of them have been returned, and in making out lists for inviting informally, it is often the card-stand which is first searched for bachelors' cards to meet the emergency. Young men should be careful to write their street and number on their cards.

LEAVE CARDS AFTER AN INVITATION.

After an invitation, cards must be left upon those who have sent it, whether it is accepted or not. They must be left in person, and if it is desired to end the acquaintance the cards can be left without inquiring whether the ladies are at home.

Gentlemen should not expect to receive invitations from ladies with whom they are only on terms of formal visiting, until the yearly or autumnal call has been made, or until their cards have been left to represent themselves.

CARDS IN MEMORIAM.

These are a loving tribute to the memory of the departed ; an English custom rapidly gaining favour with us ; it announces to friends the death, of which they might remain in ignorance but for this mark of respect :

GEORGE A. CUSTER,

Lieutenant-Colonel Seventh Cavalry, Brevet Major-General United States Army.

Born December 5th, 1839, Harrison County, Ohio.

Killed, with his entire Command, in the Battle of Little Big Horn, June 25th, 1876.

*Oh, Custer—Gallant Custer! man fore-doomed
To ride, like Rupert, spurred and waving-plumed,
Into the very jaws of death.*

CARDS OF CONDOLENCE.

Cards of condolence left by mere acquaintances must be returned by "mourning cards" before such persons feel at liberty to make a call. When the bereaved are ready to receive calls (instead of the cards) of their acquaintances, "mourning cards" in envelopes, or otherwise, are returned to all those who have left their cards since the death, which was the occasion of the cards being left. Intimate friends, of course, do not wait for cards, but continue their calls, without regard to any ceremonious observances made for the protection of the bereaved. Acquaintances leaving cards should inquire after the health of the family, leaving the cards in person.

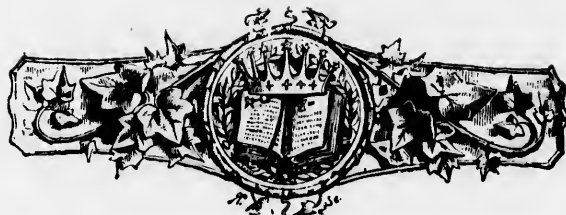
MOURNING CARDS.

On announcement of a death it is correct to call in person at the door, to make inquiries and leave your card with lower left hand corner turned down. Unless close intimacy exists, it is not usage to ask to see the afflicted. Cards can be sent to express sympathy, but notes of condolence are permissible only from intimate friends.

A BRIDEGROOM'S CARD.

When only the family and the most intimate friends of a bride and bridegroom have been included in the invitations for the marriage, or where there has been no reception after the marriage at church, the bridegroom often sends his bachelor card (inclosed in an envelope) to those of his acquaintances with whom he wishes to continue on visiting terms. Those who receive a card should call on the bride, within ten days after she has taken possession of her home. Some persons have received such a card as an intimation that the card was to end the acquaintance. This mistake shows the necessity of a better understanding of social customs.





CHAPTER VIII.

Conversation.

THE character of a person is revealed by his conversation as much as by any one quality he possesses, for strive as he may he cannot always be acting.

IMPORTANCE OF CONVERSING WELL.

To be able to converse well is an attainment which should be cultivated by every intelligent man and woman. It is better to be a good talker than a good singer or musician, because the former is more widely appreciated, and the company of a person who is able to talk well on a great variety of subjects, is much sought after. The importance, therefore, of cultivating the art of conversation, cannot easily be over-estimated. It should be the aim of all intelligent persons to acquire the habit of talking sensibly and with facility upon all topics of general interest to society, so that they may both interest others, and be themselves interested, in whatever company they may chance to be thrown.

TRAINING CHILDREN.

The training for this should commence in early childhood. Parents should not only encourage their children to express

themselves freely upon everything that attracts their attention and interests them, but they should also incite their faculties of perception, memory and close observation, by requiring them to recount everything, even to its minutest details, that they may have observed in walking to and from school, or in taking a ride in a carriage or in the cars. By training a child to a close observation of everything he meets or passes, his mind becomes very active, and the habit, having once been acquired, he becomes interested in a great variety of objects; sees more and enjoys more than one who has not been so trained.

CULTIVATING THE MEMORY.

A good memory is an invaluable aid in acquiring the art of conversation, and the cultivation and training of this faculty is a matter of importance. Early youth is the proper time to begin this training, and parents and teachers should give special attention to the cultivation of memory. When children are taken to church, or to hear a lecture, they should be required to relate or to write down from memory, such a digest of the sermon or lecture as they can remember. Adults may also adopt this plan for cultivating the memory, and they will be surprised to find how continued practice in this will improve this faculty. The practice of taking notes impairs rather than aids the memory, for then a person relies almost entirely in the notes taken, and does not tax the memory sufficiently. A person should also train himself to remember the names of persons whom he becomes acquainted with, so as to recall them whenever or wherever he may subsequently meet them. It is related of a large wholesale boot and shoe merchant of an eastern city, that he was called upon one day by one of his best customers, residing in a distant city, whom he had frequently met, but whose name, at the time, he could not recall, and received his order for a large bill of goods. As he was about to leave, the merchant asked his name, when the customer indignantly replied that he supposed he was known by a man from whom he had

purchased goods for many years, and countermanding his order, he left the store, deaf to all attempts at explanation. Though this may be an extreme case, it illustrates the importance of remembering the names of people when circumstances require it.

HENRY CLAY'S MEMORY OF NAMES.

One secret of Henry Clay's popularity as a politician was his faculty of remembering the names of persons he had met. It is said of him that if he was once introduced to a person, he was ever afterwards able to call him by name, and recount the circumstances of their first meeting. This faculty he cultivated after he entered upon the practice of law in Kentucky, and soon after he began his political life. At that time his memory for names was very poor, and he resolved to improve it. He adopted the practice, just before retiring at night, of recalling the names of all the persons he had met during the day, writing them in a note book, and repeating over the list the next morning. By this practice, he acquired in time his wonderful facility in remembering the names of persons he had become acquainted with.

WRITING AS AN AID TO CORRECT TALKING.

To converse correctly—to use correct language in conversation—is also a matter of importance, and while this can be acquired by a strict attention to grammatical rules, it can be greatly facilitated by the habit of writing down one's thoughts. In writing, strict regard is, or should be, paid to the correct use of language, and when a person, from constant writing, acquires the habit of using correct language, this habit will follow him in talking. A person who is accustomed to much writing, will always be found to use language correctly in speaking.

REQUISITES FOR A GOOD TALKER.

To be a good talker then, one should be possessed of much general information, acquired by keen observation, attentive

listening, a good memory, extensive reading and study, logical habits of thought, and have a correct knowledge of the use of language. He should also aim at a clear intonation, well chosen phrasology and correct accent. These acquirements are within the reach of every person of ordinary ability, who has a determination to possess them, and the energy and perseverance to carry out that determination.

VULGARISMS.

In conversation, one must scrupulously guard against vulgarisms. Simplicity and terseness of language are the characteristics of a well educated and highly cultivated person. It is the uneducated or those who are but half educated, who use long words and high-sounding phrases. A hyperbolical way of speaking is mere flippancy, and should be avoided. Such phrases as "awfully pretty," "immensely jolly," "abominably stupid," "disgustingly mean," are of this nature, and should be avoided. Awkwardness of attitude is equally as bad as awkwardness of speech. Lolling, gesticulating, fidgeting, handling an eye-glass or watch-chain and the like, give an air of *gaucherie*, and take off a certain percentage from the respect of others.

LISTENING.

The habit of listening with interest and attention is one which should be specially cultivated. Even if the talker is prosy, and prolix, the well-bred person will appear interested, and at appropriate intervals make such remarks as shall show that he has heard and understood all that has been said. Some superficial people are apt to style this hypocrisy; but if it is, it is certainly a commendable hypocrisy, directly founded on that strict rule of good manners which commands us to show the same courtesy to others that we hope to receive ourselves. We are commanded to check our impulses, conceal our dislikes, and even modify our likings whenever or wherever these are liable to give offence or pain to others. The person who turns away

with manifest displeasure, disgust or want of interest when another is addressing him, is guilty not only of an ill-bred, but a cruel act.

FLIPPANCY.

In conversation all provincialism, affectations of foreign accents, mannerisms, exaggerations and slang are detestable. Equally to be avoided are inaccuracies of expression, hesitation, an undue use of foreign words, and anything approaching to flippancy, coarseness, triviality or provocation. Gentlemen sometimes address ladies in a very flippant manner, which the latter are obliged to pass over without notice, for various reason, while inwardly they rebel. Many a worthy man has done himself an irreparable injury by thus creating a lasting prejudice in the minds of those whom he might have made his friends, had he addressed them as though he considered them rational beings, capable of sustaining their part in a conversation upon sensible subjects. Flippancy is as much an evidence of ill-breeding as is the perpetual smile, the wandering eye, the vacant stare, and the half-opened mouth of the man who is preparing to break in upon the conversation.

BE SYMPATHETIC AND ANIMATED.

Do not go into society unless you make up your mind to be sympathetic, unselfish, animating, as well as animated. Society does not require mirth, but it does demand cheerfulness and unselfishness, and you must help to make and sustain cheerful conversation. The manner of conversation is as important as the matter.

COMPLIMENTS.

Compliments are said by some to be inadmissible. But between equals, or from those of superior position to those of inferior station, compliments should be not only acceptable but gratifying. It is pleasant to know that our friends think well of us, and it is always agreeable to know that we are thought well of by those who hold higher positions, such as men of su-

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perior talent, or women of superior culture. Compliments which are not sincere, are only flattery and should be avoided ; but the saying of kind things, which is natural to the kind heart, and which confers pleasure, should be cultivated, at least not suppressed. Those parents who strive most for the best mode of training their children are said to have found that it is never wise to censure them for a fault, without preparing the way by some judicious mention of their good qualities.

SLANG.

All slang is vulgar. It lowers the tone of society and the standard of thought. It is a great mistake to suppose that slang is in any manner witty. Only the very young or the uncultivated so consider it.

FLATTERY.

Do not be guilty of flattery. The flattery of those richer than ourselves or better born is vulgar, and born of rudeness, and is sure to be received as emanating from unworthy motives. Testify your respect, your admiration, and your gratitude by deeds more than words. Words are easy but deeds are difficult. Few will believe the former, but the latter will carry confirmation with them.

SCANDAL AND GOSSIP.

Scandal is the least excusable of all conversational vulgarities. Envy prompts the tongue of the slanderer. Jealousy is the disturber of the harmony of all interests. A writer on this subject says: "Gossip is a troublesome sort of insect that only buzzes about your ears and never bites deep ; slander is the beast of prey that leaps upon you from its den and tears you in pieces. Slander is the proper object of rage ; gossip of contempt." Those who best understand the nature of gossip and slander, if the victims of both, will take no notice of the former, but will allow no slander of themselves to go unrefuted

during their lifetime, to spring up in a hydra-headed attack upon their children. No woman can be too sensitive as to any charges affecting her moral character, whether in the influence of her companionship, or in the influence of her writings.

RELIGION AND POLITICS.

Religion and politics are topics that should never be introduced in general conversation, for they are subjects dangerous to harmony. Persons are most likely to differ, and least likely to preserve their tempers on these topics. Long arguments in general company, however entertaining to the disputants, are very tiresome to the hearers.

SATIRE AND RIDICULE.

Young persons appear ridiculous when satirizing or ridiculing books, people or things. Opinions to be worth the consideration of others should have the advantage of coming from mature persons. Cultivated people are not in the habit of resorting to such weapons as satire and ridicule. They find too much to correct in themselves to indulge in coarse censure of the conduct of others, who may not have had the advantages equal to their own.

TITLES.

In addressing persons with titles always add the name; as "what do you think of it, Doctor Hayes?" not "what do you think of it, Doctor?" In speaking of foreigners the reverse of the English rule is observed. No matter what the title of a Frenchman is, he is always addressed as *Monsieur*, and you never omit the word *Madame*, whether addressing a duchess or a dressmaker. The former is "*Madame la Duchesse*," the latter plain "*Madame*." Always give a foreigner his title. If General Sherman travels in Europe and is received by the best classes with the dignity that his worth, culture and position as an American General demand, he will never be called Mr. Sherman, but his title will invariably precede his name. There are

persons who fancy that the omission of the title is annoying to the party who possesses it, but this is not the ground taken why the title should be given, but because it reveals either ignorance or ill-breeding on the part of those omitting it.

CHRISTIAN NAMES.

There is a class of persons, who from ignorance of the customs of good society, or from carelessness, speak of persons by their Christian names, who are neither relations nor intimate friends. This is a familiarity which, outside of the family circle, and beyond friends of the closest intimacy, is never indulged in by the well-bred.

INTERRUPTION.

Interruption of the speech of others is a great sin against good-breeding. It has been aptly said that if you interrupt a speaker in the middle of a sentence, you act almost as rudely as if, when walking with a companion, you were to thrust yourself before him and stop his progress.

ADAPTABILITY IN CONVERSATION.

The great secret of talking well is to adapt your conversation, as skilfully as may be, to your company. Some men make a point of talking common-place to all ladies alike, as if a woman could only be a trifle. Others, on the contrary, seem to forget in what respects the education of a lady differs from that of a gentleman, and commit the opposite error of conversing on topics with which ladies are seldom acquainted, and in which few, if any, are ever interested. A woman of sense has as much right to be annoyed by the one, as a woman of ordinary education by the other. If you really wish to be thought agreeable, sensible, amiable, unselfish and even well-informed, you should lead the way, in *tête-à-tête* conversations, for sportsmen to talk of their shooting, a mother to talk of her children, a traveller of his journeys and the countries he has visited, a young lady of her last ball and the prospective ones, an artist

of his picture and an author of his book. To show any interest in the immediate concerns of people is very complimentary, and when not in general society one is privileged to do this. People take more interest in their own affairs than in anything else you can name, and if you manifest an interest to hear, there are but few who will not sustain conversation by a narration of their affairs in some form or another. Thackeray says: "Be interested by other people and by their affairs. It is because you yourself are selfish that that other person's self does not interest you."

CORRECT USE OF WORDS.

The correct use of words is indispensable to a good talker who would escape the unfavourable criticism of an educated listener. There are many words and phrases, used in some cases by persons who have known better, but who have become careless from association with others who make constant use of them. "Because that" and "but that" should never be used in connection, the word "that" being entirely superfluous. The word "vocation" is often used for "avocation." "Unhealthy" food is spoken of when it should be "unwholesome." "Had not ought to" is sometimes heard for "ought not to;" "banister" for "baluster;" "handsful" and "spoonsful" for "handfuls" and "spoonfuls;" "it was him" for "it was he;" "it was me" for "it was I;" "whom do you think was there?" for "who do you think was there?"; "a mutual friend" for "a common friend;" "like I did" instead of "as I did;" "those sort of things" instead of "this sort of things;" "laying down" for "lying down;" "setting on a chair" for "sitting on a chair;" "try and make him" instead of "try to make him;" "she looked charmingly" for "she looked charming;" "loan" for "lend;" "to get along" instead of "to get on;" "cupalo" instead of "cupolo;" "who" for "whom"—as, "who did you see" for "whom did you see;" double negatives, as, "he did not do neither of those things;" "lesser" for "least;" "move" instead of "remove;" "off-set" instead of "set-off," and many

other words which are often carelessly used by those who have been better taught, as well as by those who are ignorant of their proper use.

SPEAKING ONE'S MIND.

Certain honest but unthinking people often commit the grievous mistake of "speaking their mind" on all occasions and under all circumstances, and oftentimes to the great mortification of their hearers. And especially do they take credit to themselves for their courage, if their freedom of speech happens to give offence to any of them. A little reflection ought to show how cruel and unjust this is. The law restrains us from inflicting bodily injury upon those with whom we disagree, yet there is no legal preventative against this wounding of the feelings of others.

UNWISE EXPRESSION OF OPINION.

Another class of people, actuated by the best of intentions, seem to consider it a duty to parade their opinions upon all occasions, and in all places, without reflecting that the highest truth will suffer from an unwise and over-zealous advocacy. Civility requires that we give to the opinions of others the same toleration that we exact for our own, and good sense should cause us to remember that we are never likely to convert a person to our views when we begin by violating his notions of propriety and exciting his prejudices. A silent advocate of a cause is always better than an indiscreet one.

PROFANITY.

No gentleman uses profane language. It is unnecessary to add that no gentleman will use profane language in the presence of a lady. For profanity there is no excuse. It is a low and paltry habit, acquired from association with low and paltry spirits, who possess no sense of honour, no regard for decency and no reverence or respect for beings of a higher moral or religious nature than themselves. The man who habitually uses profane language, lowers his moral tone with every oath he ut-

ters. Moreover, the silliness of the practice, if no other reason, should prevent its use by every man of good sense.

PUBLIC MENTION OF PRIVATE MATTERS.

Do not parade merely private matters before a public or mixed assembly or to acquaintances. If strangers really wish to become informed about you or your affairs, they will find the means to gratify their curiosity without your advising them gratuitously. Besides, personal and family affairs, no matter how interesting they may be to the parties immediately concerned, are generally of little moment to outsiders. Still less will the well-bred person inquire into or narrate the private affairs of any other family or individual.

OSTENTATIOUS DISPLAY OF KNOWLEDGE.

In refined and intelligent society one should always display himself at his best, and make a proper and legitimate use of all such acquirements as he may happen to have. But there should be no ostentatious or pedantic show of erudition. Besides being vulgar, such a show subjects the person to ridicule.

PRUDERY.

Avoid an affectation of excessive modesty. Do not use the word "limb" for leg." If legs are really improper, then let us on no account, mention them. But having found it necessary to mention them, let us by all means give them their appropriate name.

DOUBLE ENTENDRES.

No person of decency, still less of delicacy, will be guilty of *double entendre*. A well-bred person always refuses to understand a phrase of doubtful meaning. If the phrase may be interpreted decently, and with such interpretation would provoke a smile, then smile to just the degree called for by such interpretation, and no more. The prudery which sits in solemn and severe rebuke at a *double entendre* is only second in indelicacy

to the indecency which grows hilarious over it, since both must recognise the evil intent. It is sufficient to let it pass unrecognised.

INDELICATE WORDS AND EXPRESSIONS.

Not so when one hears an indelicate word or expression which allows of no possible harmless interpretation. Then not the shadow of a smile should flit across the lips. Either complete silence should be preserved in return, or the words, "I do not understand you," be spoken. A lady will always fail to hear that which she should not hear, or, having unmistakably heard, she will not understand.

VULGAR EXCLAMATIONS.

No lady should make use of any feminine substitute for profanity. The woman who exclaims "The Dickens !" or "Mersey !" or "Goodness !" when she is annoyed or astonished, is as vulgar in spirit, though perhaps not quite so regarded by society, as though she had used expressions which it would require but little stretch of the imagination to be regarded as profane.

WIT.

You may be witty and amusing if you like, or rather, if you can, but never use your wit at the expense of others.

"Wit is an unruly engine, wildly striking
 Sometimes a friend, sometimes the engineer ;
 Hast thou the knack ? pamper it not with liking ;
 But if thou want it, buy it not too dear.
 Many affecting wit beyond their power
 Have got to be a dear fool for an hour.—HERBERT.

DISPLAY OF EMOTIONS.

Avoid all exhibitions of temper before others, if you find it impossible to suppress them entirely. All emotions, whether of grief or joy, should be subdued in public, and only allowed full play in the privacy of your own apartments.

IMPERTINENT QUESTIONS.

Never ask impertinent questions. Some authorities in etiquette even go so far as to say that *all* questions are strictly tabooed. Thus, if you wished to inquire after the health of the brother of your friend, you would say, "I hope your brother is well," not "How is your brother's health?"

THE CONFIDENCE OF OTHERS.

Never try to force yourself into the confidence of others; but if they give you their confidence of their own free will, let nothing whatever induce you to betray it. Never seek to pry into a secret, and never divulge one.

USE OF FOREIGN LANGUAGE.

Do not form the habit of introducing words and phrases of French or other foreign languages into common conversation. This is only allowable in writing, and not then except when the foreign word or phrase expresses more clearly and directly than English can do the desired meaning. In familiar conversation this is an affectation, only pardonable when all persons present are particularly familiar with the language.

PRETENCES.

Avoid all pretence at gentility. Pass for what you are, and nothing more. If you are obliged to make any little economies, do not be ashamed to acknowledge them as economies, if it becomes necessary to speak of them at all. If you keep no carriage, do not be over-solicitous to impress upon your friends that the sole reason for this deficiency is because you prefer to walk. Do not be ashamed of poverty, but, on the other hand, do not flaunt its rags unmercifully in the faces of others. It is better to say nothing about it, either in excuse or defence.

DOGMATIC STYLE OF SPEAKING.

Never speak dogmatically or with an assumption of knowledge or information beyond that of those with whom you are con-

versing. Even if you are conscious of this superiority, a proper and becoming modesty will lead you to conceal it as far as possible, that you may not put to shame or humiliation those less fortunate than yourself. If they discover your superiority of their own accord, they will have much more admiration for you than though you forced the recognition upon them. If they do not discover it, you cannot force it upon their perceptions, and they will only hold you in contempt for trying to do so. Besides, there is the possibility that you over-estimate yourself, and instead of being a wise man you are only a self-sufficient fool.

FAULT-FINDING.

Do not be censorious or fault-finding. Long and close friendship may sometimes excuse one friend in reproving or criticising another, but it must always be done in the kindest and gentlest manner, and in nine cases out of ten had best be left undone. When one is inclined to be censorious or critical, it is well to remember the scriptural injunction, "First cast the beam out of thine own eye, and then shalt thou see clearly to cast the mote out of thy brother's eye."

CONVERSING WITH LADIES.

A gentleman should never lower the intellectual standard of his conversation in addressing ladies. Pay them the compliment of seeming to consider them capable of an equal understanding with gentlemen. You will, no doubt, be somewhat surprised to find in how many cases the supposition will be grounded on fact, and in the few instances where it is not, the ladies will be pleased rather than offended at the delicate compliment you pay them. When you "come down" to commonplace or small-talk with an intelligent lady, one of two things is the consequence; she either recognises the condescension and despises you, or else she accepts it as the highest intellectual effort of which you are capable, and rates you accordingly.

HOBBIES.

People with hobbies are at once the easiest and most difficult persons with whom to engage in conversation. On general subjects they are idealess and voiceless beyond monosyllables. But introduce their special hobby, and if you choose you need only to listen. There is much profit to be derived from the conversation of these persons. They will give you a clearer idea of the aspects of any subject or theory which they may have taken to heart, than you could perhaps gain in any other way.

The too constant riding of hobbies is not, however, to be specially recommended. An individual, though he may be pardoned in cultivating special tastes, should yet be possessed of sufficiently broad and general information to be able to converse intelligently on all subjects, and he should, as far as possible, reserve his hobby-riding for exhibition before those who ride hobbies similar to his own.

THINGS TO BE AVOIDED.

It must be remembered that a social gathering should never be made the arena of a dispute. Consequently every subject liable to provoke a discussion should be avoided. Even slight inaccuracy in a statement of facts or opinions should rarely be remarked on in conversation.

Do not permit yourself to lose your temper in society, nor show that you have taken offence at a supposed slight.

If any one should assume a disagreeable tone of voice or offensive manner toward you, never return it in company, and, above all, do not adopt the same style of conversation with him. Appear not to notice it, and generally it will be discontinued, as it will be seen that it has failed in its object.

Avoid all coarseness and undue familiarity in addressing others. A person who makes himself offensively familiar will have few friends.

Never attack the character of others in their absence ; and if you hear others attacked, say what you can consistently to defend them.

If you are talking on religious subjects, avoid all cant. Cant words and phrases may be used in good faith from the force of habit, but their use subjects the speaker to a suspicion of insincerity.

Do not ask the price of articles you observe, except from intimate friends, and then very quietly, and only for some good reason.

Do not appear to notice an error in language, either in pronunciation or grammar, made by the person with whom you are conversing, and do not repeat correctly the same word or phrase. This would be as ill-bred as to correct it when spoken.

Mimicry is ill-bred, and must be avoided.

Sneering at the private affairs of others has long ago been banished from the conversation of well-mannered people.

Never introduce unpleasant topics, nor describe revolting scenes in general company.

Never give officious advice. Even when sought for, give advice sparingly.

Never, directly or indirectly, refer to the affairs of others, which it may give them pain in any degree to recall.

Never hold your companion in conversation by the button-hole. If you are obliged to detain him forcibly in order to say what you wish, you are pressing upon him what is disagreeable or unwelcome, and you commit a gross breach of etiquette in so doing.

Especially avoid contradictions, interruptions and monopolizing all conversation yourself. These faults are all intolerable and very offensive.

To speak to one person in a company in ambiguous terms, understood by him alone, is as rude as if you had whispered in his ear.

Avoid stale and trite remarks on commonplace subjects ; also all egotism and anecdotes of personal adventure and exploit, unless they should be called out by persons you are conversing with.

To make a classical quotation in a mixed company is considered pedantic and out of place, as is also an ostentatious display of your learning.

A gentleman should avoid talking about his business or profession, unless such matters are drawn from him by the person with whom he is conversing. It is bad taste, particularly, to employ technical or professional terms in general conversation.

Long arguments or heated discussions are apt to be tiresome to others, and should be avoided.

It is considered extremely ill-bred for two persons to whisper in society, or to converse in a language with which all persons present are not familiar.

Avoid talking too much, and do not inflict upon your hearers interminably long stories, in which they can have but little interest.



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CHAPTER IX.

Dinner Giving and Dining Out.



DINING should be ranked among the fine arts. A knowledge of dinner-table etiquette is all important in many respects, but chiefly in this: that it is regarded as one of the strong tests of good breeding. Dinners are generally looked upon as entertainments for married people and the middle aged, but it is often desirable to have some young unmarried people among the guests.

WHOM TO INVITE.

Those invited should be of the same standing in society. They need not necessarily be friends, or even acquaintances, but at dinner, as people come into closer contact than at a dance, or any other kind of a party, those only should be invited to meet one another who move in the same class of circles. Care must, of course, be taken that those whom you think agreeable to each other are placed side by side around the festive board. Good talkers are invaluable at a dinner party—people who have fresh ideas and plenty of warm words to clothe them in; but good listeners are equally invaluable.

INVITATIONS.

Invitations to dinner parties are not usually sent by post, in cities, and are only answered by post where the distance is such as to make it inconvenient to send the note by hand. They are

issued in the name of the gentleman and lady of the house, from two to ten days in advance. They should be answered as soon as received, without fail, as it is necessary that the host and hostess should know who are to be their guests. If the invitation is accepted, the engagement should, on no account, be lightly broken. This rule is a binding one, as the non-arrival of an expected guest produces disarrangement of plans. Gentlemen cannot be invited without their wives, where other ladies than those of the family are present; nor ladies without their husbands, when other ladies are invited with their husbands. This rule has no exceptions. No more than three out of a family should be invited, unless the dinner party is a very large one.

MANNER OF WRITING INVITATIONS.

The invitation should be written on small note paper, which may have the initial letter or monogram stamped upon it, but good taste forbids anything more. The envelope should match the sheet of paper. The invitation should be issued in the name of the host and hostess. The forms of invitation should be as follows :

Mr. and Mrs. Potter request the pleasure of Mr. and Mrs. Barton's company at dinner on Thursday, the 13th of October, at 5 o'clock.

An answer should be returned at once, so that if the invitation is declined the hostess may modify her arrangements accordingly.

INVITATION ACCEPTED.

An acceptance may be given in the following form, and may be sent either by post or messenger :

Mr. and Mrs. Barton have much pleasure in accepting Mr. and Mrs. Potter's invitation for October 13th.

INVITATION DECLINED.

The invitation is declined in the following manner :

Mr. and Mrs. Barton regret that a previous engagement (or whatever the cause may be) prevents their having the pleasure of accepting Mr. and Mrs. Potter's invitation to dinner for October 13th.

Or,

Mr. and Mrs. Barton regret exceedingly that owing to (whatever the preventing cause may be), they cannot have the pleasure of dining with Mr. and Mrs. Potter on Thursday, October 13th.

Whatever the cause for declining may be, it should be stated briefly, yet plainly, that there may be no occasion for misunderstanding or hard feelings.

INVITATION TO TEA-PARTY.

The invitation to a tea-party may be less formal. It may take the form of a friendly note, something in this manner :

Dear Miss Sumner :

We have some friends coming to drink tea with us to-morrow : will you give us the pleasure of your company also ? We hope you will not disappoint us.

FAILING TO FILL AN ENGAGEMENT.

When it becomes absolutely necessary to break an engagement once made for dinner or tea, a note must be sent at once to the hostess and host, with full explanation of the cause, so that your place may be supplied, if possible.

PUNCTUALITY.

The hour generally selected in cities is after business hours, or from five to eight o'clock. In the country or villages it may be an hour or two earlier. To be punctual at the hour mentioned

is obligatory. If you are too early you are in the way ; if too late you annoy the hostess, cause impatience among the assembled guests, and perhaps spoil the dinner. Fifteen minutes is the longest time required to wait for a tardy guest.

THE SUCCESS OF A DINNER.

A host and hostess generally judge the success of a dinner by the manner in which conversation has been sustained. If it has flagged often, it is considered proof that the guests have not been congenial ; but if a steady stream of talk has been kept up, it shows that they have smoothly amalgamated, as a whole. No one should monopolize conversation, unless he wishes to win for himself the appellation of a bore, and be avoided as such.

THE TABLE APPOINTMENTS.

A snow-white cloth of the finest damask, beautiful china, glistening or finely engraved glass, and polished plate are considered essential to a grand dinner. Choice flowers, ferns and mosses tastefully arranged, add much to the beauty of the table. A salt-cellar should be within the reach of every guest. Napkins should be folded square and placed with a roll of bread upon each plate. The dessert is placed upon the table amidst the flowers. An *epergne*, or a low dish of flowers, graces the centre ; stands of bon-bons and confectionery are ranged on both sides of the table, which complete the decoration of the table. The name of each guest, written upon a card and placed one on each plate, marks the seat assigned.

ASSIGNING PARTNERS FOR DINNER.

The number at a dinner should not be less than six, nor more than twelve or fourteen. Then the host will be able to designate to each gentleman the lady whom he is to conduct to the table ; but when the number exceeds this limit it is a good plan to have the name of each couple written upon a card and enclosed in an addressed envelope, ready to be handed to the

gentleman by the servant, before entering the drawing-room, or left on a tray for the guests to select those which bear their names.

If a gentleman finds upon his card the name of a lady with whom he is unacquainted, he requests the host to present him immediately after he has spoken with the hostess, also to any members of the family with whom he is not acquainted.

INTRODUCTIONS.

All the guests should secure introductions to the one for whom the dinner is given. If two persons, unknown to each other, find themselves placed side by side at a table, they may enter into conversation without an introduction.

ARRANGEMENTS OF GUESTS AT THE TABLE.

When dinner is announced, the host offers his right arm to the lady he is to escort to the table. The others follow, arm in arm, the hostess being the last to leave the drawing-room. Age should take the precedence in proceeding from the drawing-room to the dining-room, the younger falling back until the elder have advanced. The host escorts the eldest lady or the greatest stranger, or if there be a bride present, precedence is given to her, unless the dinner is given for another person, in which case he escorts the latter. The hostess is escorted either by the greatest stranger, or some gentleman whom she wishes to place in the seat of honour, which is at her right. The host places the lady whom he escorts at his right. The seats of the host and hostess may be in the middle and at opposite sides of the table, or at the opposite ends. Husbands should not escort their wives, or brothers their sisters, as this partakes of the nature of a family gathering.

DINNER A LA Russe.

The latest and most satisfactory plan for serving dinners is the dinner *a la Russe* (the Russian style)—all the food being

placed upon a side table, and servants do the carving and waiting. This style gives an opportunity for more profuse ornamentation of the table, which, as the meal progresses, does not become encumbered with partially empty dishes and platters.

DUTIES OF SERVANTS.

The servants commence, in passing the dishes, one upon the right of the host and one upon the right of the hostess. A master or mistress should never censure the servants at dinner, however things may go wrong. Servants should wear thin-soled shoes that their steps may be noiseless, and if they should use napkins in serving (as is the English custom) instead of gloves, their hands and nails should be faultlessly clean. A good servant is never awkward. He avoids coughing, breathing hard or treading on a lady's dress; never lets any article drop, and deposits plates, glasses, knives, forks and spoons noiselessly. It is considered good form for a servant not to wear gloves in waiting at table, but to use a damask napkin, with one corner wrapped around the thumb, that he may not touch the plates and dishes with the naked hand.

SOUP.

Soup is the first course. All should accept it even if they let it remain untouched, because it is better to make a pretence of eating until the next course is served, than to sit waiting, or compel the servants to serve one before the rest. Soup should not be called for a second time. A soup-plate should never be tilted for the last spoonful.

FISH.

Fish follows soup and must be eaten with a fork, unless fish knives are provided. If fish knives are not provided, a piece of bread in the left hand answers the purpose as well, with the fork in the right hand. Fish may be declined, but must not be called for a second time.

THE SIDE DISHES.

After soup and fish come the side dishes, which must be eaten with the fork, though the knife is used in cutting meats and anything too hard for a fork.

GENERAL RULES REGARDING DINNER.

When a plate of each course is set before you, with the knife and fork upon it, remove the knife and fork at once. This matter should be carefully attended to, as the serving of an entire course is delayed by neglecting to remove them.

Greediness should not be indulged in. Indecision must be avoided. Do not take up one piece and lay it down in favour of another, or hesitate.

Never allow the servant, or the one who pours, to fill your glass with wine that you do not wish to drink. You can check him by touching the rim of your glass.

Cheese is eaten with a fork and not with a knife.

If you have occasion to speak to a servant, wait until you can catch his eye, and then ask in a low tone for what you want.

The mouth should always be kept closed in eating, and both eating and drinking should be noiseless.

Bread is broken at dinner. Vegetables are eaten with a fork.

Asparagus can be taken up with the fingers, if preferred. Olives and artichokes are always so eaten.

Fruit is eaten with silver knives and forks.

You are at liberty to refuse a dish that you do not wish to eat. If any course is set down before you that you do not wish, do not touch it. Never play with food, nor mince your bread, nor handle the glass and silver near you unnecessarily.

Never reprove a waiter for negligence or improper conduct; that is the business of the host.

When a dish is offered you, accept or refuse at once, and allow the waiter to pass on. A gentleman will see that the lady whom he has escorted to the table is helped to all she wishes,

