

FRASER, REYNOLDS & Co., HARDWARE, Halifax. See Page 74.

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APRIL 1871.

PRICE—CANADA 12 CENTS.
" U. STATES 10 "

RAILWAY & STEAMBOAT GUIDE

and
TOURISTS' HANDBOOK

FOR
NOVA SCOTIA

NEW BRUNSWICK

& PRINCE EDWARD ISLAND.



AVON RIVER BRIDGE.—WINDSOR AND ANNOVALIS RAILROAD, WINDSOR, N. S.

Halifax, N. S.,

PUBLISHED BY A. INGLIS HARRINGTON.

J. & A. McMillan, Printers, Saint John, N. B.

LOVELL HOUSE, No. 63 HOLLIS STREET, HALIFAX, N. S.—DUNBAR & CO.

ROBT. MARSHALL, Gen. Ins. Agent, Notary Public, &c. St. John.

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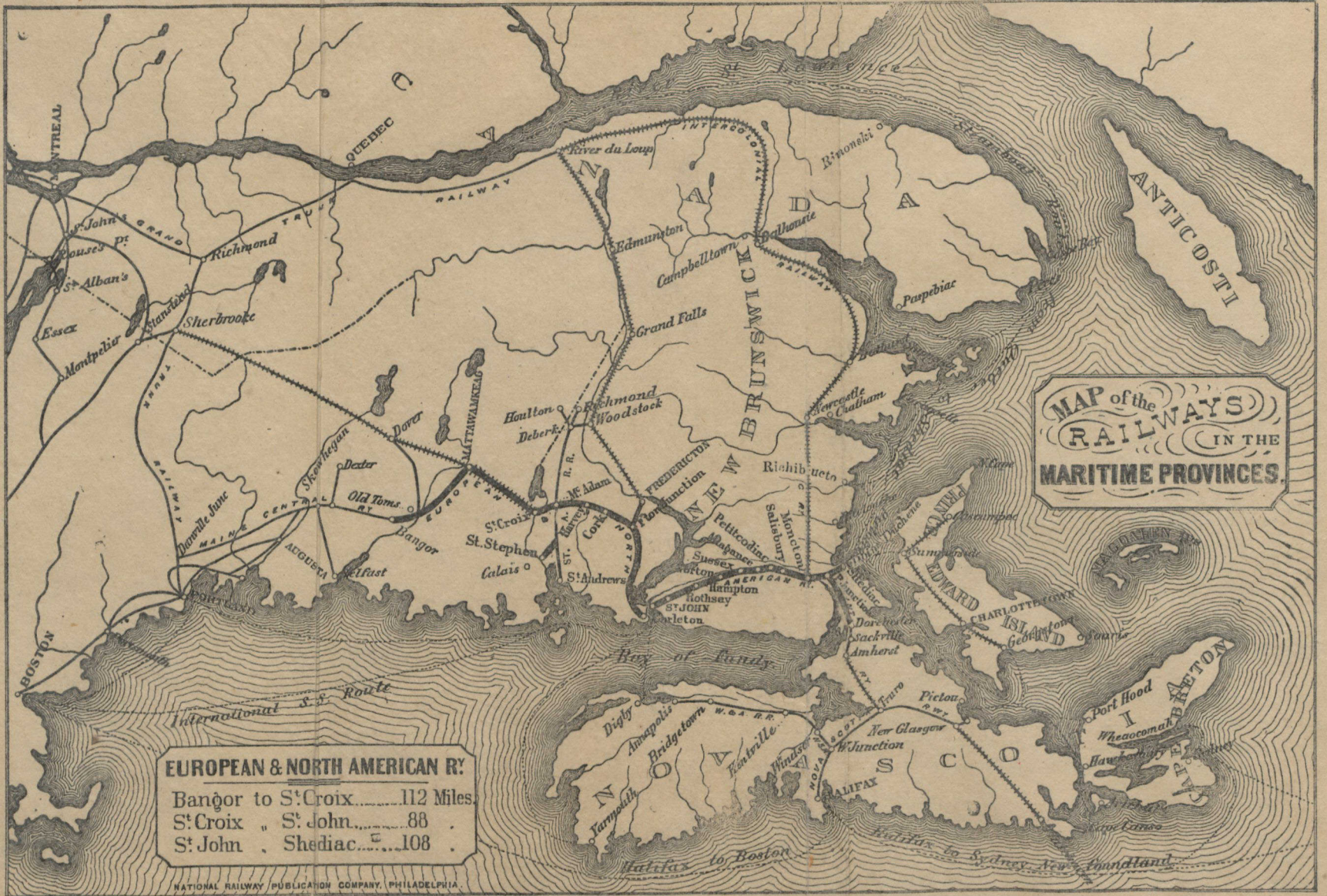
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DEALERS IN ENGLISH, FOREIGN AND AMERICAN SHEET MUSIC AND MUSICAL MERCHANDIZE GENERALLY.

And Sole Agents for the celebrated CHICKERING & SONS' and STEINWAY & SONS' PIANOFORTES, and the MASON & HAMLIN and GEO. A. PRINCE & Co., PARLOR & CABINET ORGANS.

GRAND ACQUATIC CARNIVAL, AT HALIFAX, N. S.,

29th, 30th, and 31st August, 1871.

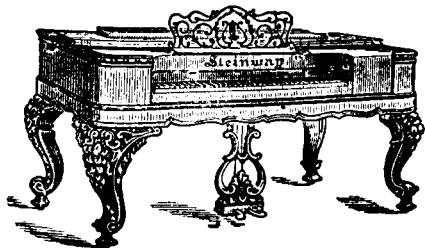


Great Four-oared Gig Race and Championship of the World, between the "Paris Crew," of St. John, N. B., and "Renforth English Crew."

KENNEBECASSIS RIVER, NEAR ST. JOHN, BETWEEN 7 and 10 A. M., 23rd AUGUST, 1871.

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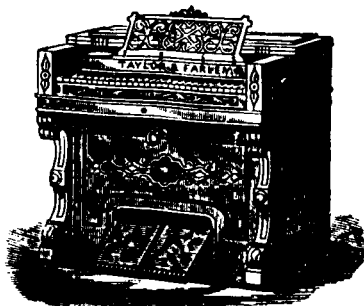
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Sheet Music, Music Books, Musical Merchandise, at Wholesale and Retail.

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13 SACKVILLE STREET,
 Halifax, N. S., facing Bedford Row.

International Hotel,

HALIFAX, N. S.

This House has been enlarged by an addition of some EIGHTY ROOMS, making it one of the

LARGEST and Best Arranged **HOTELS** in the British Provinces.

THE FURNITURE is entirely **NEW**

AND OF THE

BEST QUALITY,

and the **BEDS** are **UNSURPASSED** for **NEATNESS** and **COMFORT.**

There is **HOT** and **COLD WATER** on each floor, and **GAS** in all the **Rooms.**

HOT AND COLD BATHS.

and every Convenience of a

FIRST CLASS HOTEL.

The **LOCATION** is in the Centre of the City, near the new Parliament Buildings, and unsurpassed either for the man of business or the tourist.

THE TABLE will, at all times, be as **GOOD** as the **Market** will supply ;

and it is the intention of the Management to make this House

EQUAL TO ANY IN THE COUNTRY.

JOHN T. WILLEY, Manager.

(Formerly of the "American House," Boston).

N. B.—The **HORSE CARS**, to and from the Depot, pass the door.

4

INTERNATIONAL HOTEL,

No. 166, Prince William Street,
ST. JOHN, N. B.

THIS HOTEL, since it changed hands, has been thoroughly
RENOVATED AND RE-FURNISHED,
at considerable expense. It is situated opposite
THE "EMPRESS" WHARF,
and within a few minutes walk of
THE AMERICAN BOATS;
And the Street Cars running to the **FREDERICTON BOATS**
pass every fifteen minutes.

It commands a fine view of the Harbor, Bay, and the surrounding country.

The Proprietor having had an extensive experience in
Hotels and Steamers, feels confident that none who patronize
him will go away dissatisfied.

R. S. HYKE,

Proprietor.

OFFICIAL
 TRAVELLERS' RAILWAY AND STEAMBOAT
 GUIDE

AND

Tourists' Hand Book.

FOR

Nova Scotia, New Brunswick,
 and Prince Edward Island.

CONTAINING CONDENSED TIME TABLES OF THROUGH EXPRESS TRAINS
 BETWEEN

BOSTON and CHICAGO,
 VIA VERMONT CENTRAL, AND

PORTLAND AND CHICAGO,
 VIA GRAND TRUNK, AND

THE TIME TABLES OF ALL RAILROADS CONNECTING WITH THE ABOVE, AND LEADING TO,
 AND THOSE WITHIN

THE MARITIME PROVINCES,
 AND ALL

STEAMBOAT AND STAGE COACH CONNECTIONS THEREWITH.

ALSO - A CONDENSED HISTORICAL SKETCH OF
 THE DIFFERENT ROUTES, PRINCIPAL CITIES, &c. &c.

PUBLISHED BY A. INGLIS HARRINGTON,
 P. O. BOX 161 - - - HALIFAX, N. S.

SAINT JOHN, N. B.
 J. & A. McMILLAN'S STEAM PRESS, 78 PRINCE WILLIAM STREET.
 1871.

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29 Prince William Street and 8 Water Street,
SAINT JOHN, N. B.

J. & J. HEGAN,

Importers of

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Dry Goods,

OF EVERY DESCRIPTION.

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Fancy Prints,
Dyed Linings,
Coburgs,
Alpacas,
Lustres,
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T7
V.2

Small Wares,
Haberdashery,
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Blankets,
Railway Rugs,
Wool Tartan Plaids,
Gala do. do.

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Cocoa Mats,
India Matting,
Floor Oil Cloths,
Felts,
Drugging.

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Mills.
In White, Blue, Red, Orange, Green, &c.

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Fishing Threads, Nets, &c.

J. & J. HEGAN,

Wholesale Warehousemen and Manufacturers' Agents,

Saint John, N. B.

ST. LAWRENCE HALL, ST. JAMES STREET, MONTREAL.

H. HOGAN, Proprietor.

This First-Class Hotel, the largest in Montreal, is situated on St. James Street, in the immediate vicinity of the French Cathedral, or Church "Ville Marie," Notre Dame Street, adjacent to the Post Office, Place D'Armes, and Banks; is only one minute's walk from Grey or Black Nunneries, New Court House, Reading Rooms, "Champ de Mars" (where the troops are reviewed), Mechanics' Institute, Bonsecours Market, and the Fashionable Stores.

All Rooms lighted by Gas.

The Consulate Office of the United States is in the Hotel, as well as a Telegraph Office to all parts.

The Proprietor begs to announce that having recently purchased the St. Lawrence Hall property, it is his intention next Fall to pull down and re-build, with all the modern improvements, including an Elevator; thus making this Hotel second to none in the United States.

ST. JAMES HOTEL, MONTREAL.

THE UNDERSIGNED beg to notify the Public that they have PURCHASED the above well-known FIRST-CLASS HOTEL, and which is now carried on as a

Branch Establishment of the St. Lawrence Hall,

under the management of Mr. SAMUEL MONTGOMERY, (Nephew of Mr. HOGAN,) and Mr. FREDERICK GERIKEN, both well known to the travelling community in the United States and Canada, as being connected with the ST. LAWRENCE HALL.

The ST. JAMES is very favourably situated, facing VICTORIA SQUARE,

In the very Centre of the City,

AND CONTIGUOUS TO THE

POST OFFICE AND THE BANKS.

Its convenience for Business Men is everything that can be desired, as it is in the

**Immediate Vicinity of the
Wholesale Houses.**

H. HOGAN & Co.

THE HALIFAX HOTEL, HALIFAX, N. S.

This HOTEL is the LARGEST and ONLY FIRST-CLASS HOTEL in the Province. It is fitted, furnished and kept as an unexceptional

FIRST-CLASS HOUSE,

Containing all the modern improvements.

It has been considerably enlarged, and now has ample accommodation for over 150 guests. It is pleasantly situated, being in the centre of all places of interest in the City.

Horse Cars pass the door every five minutes during the day.

HENRY HESSLEIN,

Proprietor.

Under Royal



Patronage.

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This House has been patronized by

H.R.H. The PRINCE of WALES, H.R.H. PRINCE ALFRED,
H. R. H. Prince Arthur,

By all the British American Governors, and by the
 English Nobility and Gentry, as well
 as by the most distinguished

AMERICANS, PROVINCIAL GENTRY AND OTHERS,

whom business or pleasure may have brought to Saint John,
 who have joined in pronouncing it

THE FAVORITE HOUSE OF THE PROVINCES.

The Proprietor, thankful for past favors, would respectfully intimate to the
 travelling Public that he will spare no pains or expense to render the House still further
 deserving their patronage.

EVERY ATTENTION PAID TO THE COMFORT OF GUESTS.

JOHN GUTHRIE,

Proprietor.

POSTAL INFORMATION.

GENERAL POST OFFICE, HALIFAX. [30th Dec. 1870.]

CLOSE.			MAILS.	DUE FOR DELIVERY.		
DAYS.	A. M.	P. M.		DAYS.	A. M.	P. M.
			New Brunswick.			
Daily	8	8	Per overland Mail in Amherst	Daily		9
Tuesday and Friday		8	“ steamer at Annapolis	Wednesday and Sat'y		9
			P. E. Island.			
			Per Steamer at Pictou			
			Ont., Quebec & Manitoba.			
Tuesday	3		Per steamer “Carlotta”	Monday		9
Tuesday and Friday		8	Per steamer at Annapolis	Wednesday and Sat'y		9
			United States.			
			Per Inman Steamer	Ev. alt. Thurs'y (on ar)		
			“ Boston and Col. Steamer	Monday		
			“ Steamer “Carlotta”	do.		9
			“ Steamer at Annapolis	Wednesday and Sat'y		9
			Bermuda & West Indies.			
Daily	8		Per overland mail via N.Y. for W.I.	Once a month		
Every fourth Friday		10	“ Cunard Steamer			
			Great Britain.			
Every alt. Friday	10		Per Inman Steamer	Every alternate week		
Daily			Australinn Colonies, New Zealand, China & Japan, via New York.			

GENERAL POST OFFICE, ST. JOHN.

[30th Dec., 1870.]

CLOSE.			MAILS.	DUE FOR DELIVERY.		
DAYS.	A. M.	P. M.		DAYS.	A. M.	P. M.
			Nova Scotia.			
Daily	8.00		Per overland Mail via Sackville	Daily		4.00
Wedns'y and Sat'y	7.00		“ Steamer at Annapolis	Thurs'y and Mon'y		6.00
			Prince Edward Island.			
Daily	8.00		Via Sackville & Cape Tormentine	Daily		4.00
			Per Steamer at Shediac			
			Ont., Quebec & Manitoba.			
Daily	7.00		Via Grand Falls & River du Loup	Daily		7.30
“		3.45	“ Calais and Island Pond	Do.		7.00
Thursday	7.30		Per I. S. S. Co. Stmr. via Portland	Tuesday Evening		
			United States.			
Daily	3.45		Per overland Mail	Daily		7.00
Thursday	7.30		“ I. S. S. Co. Stmr. via Portland	Tuesday Evening		
			Bermuda & West Indies.			
Ev. fourth Wed'y	8.00		Via Halifax	Ev. fourth Friday		4.00
Ev. Saturday		3.45	“ New York	“ Monday		7.00
			Great Britain.			
Every alt. Wed'y	8.00		Per Inman Steamer via Halifax	Ev. alternate week		
“ Thursday	7.00		“ Allan Steamer via Portland	“ week		
“ Friday		3.45	“ Cunard Stmr. via New York	“ week		

GEORGE STEWART, Jr.,
Chemist and Druggist,

No. 24, KING STREET,

SAINT JOHN, N. B.

IMPORTER OF

Pure English Drugs and Medicines,
CHEMICALS, ESSENTIAL OILS,

French and English Perfumes, Pomades, Hair Preparations, Toilet
 Goods, Brushes, Dye Woods and Dye Stuff.

Particular attention given to the preparation of Physicians' Prescriptions.

Ships' Medicine Chests Filled and Re-fitted!

Constantly on hand—a large and well selected Stock of

FANCY GOODS,

Cologne, Lavender, Magnolia, Florida, and other
 Waters, Toilet Vinegars, &c., &c.

Also, one of the Largest and Finest Stocks of

ENGLISH AND AMERICAN PATENT MEDICINES!

CHOICE HAVANA CIGARS.

Orders from Dealers and Physicians in the Country will receive
 every attention.

G. S.

POSTAL INFORMATION.

[Continued.]

Dates of Departure of Steamers carrying Canadian Mails from England.

Mail Steamers leave Southampton as follows:—For Gibraltar, Malta, Alexandria, Suez, Aden, and Bombay, every Saturday; for Ceylon, Madras, and Calcutta, and for China, Japan, Java, the Philippine Islands, &c., the 24th December, and every alternate Saturday; for Brazil and the Atlantic Coast of South America, the 9th and 20th of each month; for Panama, Chili, Peru, and the Pacific Coast of South America, the 2d and 17th of each month; for the Falkland Islands on the 9th of every month; for Australia and New Zealand the 24th Dec., and once every four weeks. From Plymouth, for the Cape of Good Hope and Mauritius, the 10th and 25th of each month; from Liverpool for West Africa, the 4th, 14th and 24th of each month.

Steamers leave San Francisco for China and Japan on the 1st of each month, and are due in Yokohama, Japan, on the 23rd, and in Hong Kong, China, in about 31 days.

Correspondence via New York will be forwarded in closed Mails, as follows: From New Orleans, for Honduras, once in four weeks; for Hayti direct, once a month from New York; from San Francisco for Vancouver's Island once in three weeks; and from San Francisco, Portland (Oregon), and ports on Puget Sound for Sandwich Islands, by Steamers and Sailing Vessels as opportunity affords.

Letters for British Columbia, British and Foreign West Indies, Cuba, Port Rico, Mexico, Central America, South America, China, Japan, the Sandwich Islands and the Australian Colonies, are forwarded daily, via New York, if so addressed and prepaid. Mails leave New York for Cuba and West Indies every Thursday; for St. Thomas, Brazil, Buenos Ayres, Monte Video, and the Atlantic coast of South America, on the 23rd of each month; for Central America, Chili, Peru, and the Pacific coast of South America, on the 4th and 19th of each month; for Australia on the 1st, and for China and Japan on the 21st. Must be prepaid.

POSTAGE.

To any part of the Dominion, or P. E. Island, 3 cents when prepaid, 5 cents if unpaid. Transient Newspapers 2 cents each. Periodicals, 1 cent per 4 oz. Books and Pamphlets, 1 cent per 1 oz. Must be prepaid.

Drop Letters for delivery, 1 cent each, to be prepaid by Stamp. If unpaid will be sent to Dead Letter Office.

To Great Britain, via Halifax or Portland, Letters 6 cents. Newspapers and Prices Current 2 cents each, must be prepaid. Books and Circulars, under 1 oz., 3 cents; 2 oz., 5 cents; 4 oz., 7 cents. Canadian Periodicals, 2 cents each. Via New York, per Cunard Steamer, Letters 8 cents, Newspapers 2 cents. Must be prepaid.

To Newfoundland, Bermuda, and St. Thomas, via Halifax, Letters 12½ cents. Newspapers 2 cents. Must be prepaid.

Letters intended to be "registered," must be posted half an hour previous to the closing of the particular Mail by which they are forwarded, and the postage, as well as the registration fee, must be pre-paid.

NOTE.—In St. John all the principal Hotels are supplied with Letter Boxes, which are visited a short time before the closing of the mails; and if the same were established in Halifax would be a great convenience.

TELEGRAPHIC INFORMATION.

The following rates are charged on a message of TEN WORDS, from Halifax St. John, and Charlottetown to the undermentioned places.

TO	From Halifax.	From St. John.	From Ch'ton.	TO	From Halifax.	From St. John.	From Ch'ton.
CANADA.				United States. Contin'd			
To any point in Canada, on the line of the Montreal Tel. Co., including St. John and Halifax,	50	50	1 00	Brooklyn, L. I.....	1 60	1 20	2 20
Newfoundland.				Brunswick, Mo.....	1 00	60	.....
To any point in Newfoundland — counting address, date, and signature,	2 50	2 50	2 15	Buffalo, N. Y.....	1 75	1 35	2 40
Prince Edward Island				Calais.....	80	20	1 25
From any point in N.S. or N. B., to any point in P.E.I.,	1 35	1 35	35	Charleston, S. C.....	2 75	2 35	3 45
Cuba Cable Rates.				Charleston, Mas.....	1 20	85	1 90
From any office in P. E. I., N. S. or N. B., to any part of Cuba,	6 00	6 00	6 85	Chicago, Ill.....	2 55	2 15	3 10
UNITED STATES.				Cincinnati, O.....	2 35	1 95	3 45
Albany.....	1 30	90	.....	Dennysville.....	80	40	1 50
Augusta.....	90	50	1 55	Detroit.....	2 00	1 60	2 65
Baltimore.....	1 75	1 35	2 40	Eastport.....	80	40	1 45
Bangor.....	85	45	1 50	East Machias.....	85	45	1 50
Bath, Me.....	1 00	60	1 65	Ellsworth, Me.....	85	45	1 50
Bath, N. H.....	1 15	75	.....	Fall River, Mass.....	1 20	85	1 90
Belfast.....	90	50	1 45	Gloucester.....	1 15	75	1 80
Boston, Mass.....	1 15	75	1 80	Houlton.....	90	50	1 60
				Lewiston.....	1 00	60	1 70
				Mobile, Ala.....	3 55	3 15	4 20
				Newburyport.....	1 15	75	1 80
				New Orleans, La.....	3 75	3 35	4 50
				New York City.....	1 45	1 05	2 10
				Newport, R. I.....	1 40	1 00	2 00
				Niagara Falls.....	1 65	1 25	.....
				Norfolk.....	2 15	1 75	2 80
				Omaha, Neb.....	3 20	2 80	3 80
				Portland, Me.....	1 00	60	1 65
				Providence.....	1 20	85	1 90
				San Francisco, Cal.....	5 45	5 05	6 10
				Savannah, Ga.....	2 95	2 50	3 55
				Washington, D. C.....	1 85	1 45	2 50
				Worcester.....	1 25	85	1 90

HACKNEY COACH FARES.

ST. JOHN.— For conveying one passenger from any public stand to any part of the city, or from any one part of the city to any other part thereof, 20c.; and for every passenger exceeding one 10 cents additional. To the Railway Station from any city Hotel 25 cts.; to Indian town steamers 25 cts.; to Fairville Railway Station 50 cts.

HALIFAX. For any distance up to half a mile, 10 cts.; for any distance up to one mile, 20 cts.; for any distance up to one mile and a half, 25 cts.; for any distance up to two miles, 30 cts.; for any distance up to two miles and a half, 35 cts.; for any distance up to three miles, 40 cts.

In case of detention for a quarter of an hour, when hiring by the distance, cabmen may charge 12½ cts., and a half an hour 25 cts.

One half of the price to be paid if returning in the same carriage.
To and from any steamer, passenger vessel, to and from any hotel or dwelling house, to any stage office or any other place within a mile, with half cwt. of luggage, 25 cts.
As above, with more than half cwt. and less than 2 cwt. of luggage—50 cts.

HORSE RAILWAY FARES from any one part of the line to another—7 cts.

PREFACE.

The Public are respectfully presented with this, the Second Edition of the "TRAVELLERS' RAILWAY AND STEAMBOAT GUIDE," for Nova Scotia, New Brunswick, and Prince Edward Island.

Owing to unavoidable delays the Maps which were being engraved for this issue, will appear in the Supplementary Edition in July, which will also contain Plans of the Cities of Halifax and St. John.

The Traveller will here find condensed Time Tables of the different Railways between CHICAGO, MONTREAL, QUEBEC, BOSTON and PORTLAND; and full Time Tables between BOSTON, PORTLAND, ST. JOHN, New Brunswick, HALIFAX, Nova Scotia, and CHARLOTTETOWN, Prince Edward Island, and all the connections therewith; so that full information may first be given as to the various lines which connect these places.

The natural advantages of the Lower Provinces, though great, have hitherto been comparatively unknown, and only require publicity to bring the tourist to them. There is an extensive sea frontage on the Atlantic, which affords to invalids the refreshing breezes and bathing of the ocean; rural retreats and summer resorts in which the visitor may recruit after the heat and fatigue of city life. Hotels and villas facing on a basin where the combined fleets of the world might safely ride at anchor. The long line of coast, washed by the Gulf of St. Lawrence, with its magnificent bays and rivers, its picturesque towns and remarkably varied scenery, and Prince Edward Island with its ever clear atmosphere and cool invigorating climate, all combine to make them a favorite summer retreat.

THE PUBLISHER.

Halifax, Nova Scotia, April, 1871.

S. R. FOSTER'S
NAIL, SHOE NAIL & TACK WORKS.

Office, Warehouse and Manufactory :
GEORGE STREET, . . . ST. JOHN, N. B.

ALL DESCRIPTIONS OF

Tacks, Shoe Nails, Brads, Finishing Nails, Hungarian Nails, Trunk
 and Clout Nails, &c., &c.,

kept constantly in Stock, of unequalled quality, and supplied at LOWER RATES
 than they can be purchased for in any other Market.

All Goods are manufactured on the American plans. Special attention
 given to orders for Foreign shipment.

ORDERS SOLICITED !!

☞ Prompt attention and uniform satisfaction guaranteed.

ESTABLISHED 1826.

T. RANKINE & SONS,
Steam Biscuit Manufactory,
 14 MILL STREET, ST. JOHN, N. B.

ALL KINDS OF

Fancy Biscuits, Crackers & Ship Bread,
 CONSTANTLY ON HAND.

☞ Orders from the Country, containing remit-
 tance, punctually attended to.

THOMAS RANKINE.

THOMAS A. RANKINE.

ALEX. RANKINE.

DESCRIPTIVE.

That visitors may not only have the requisite information after reaching the Lower Provinces, but also that necessary to know before setting out, *RAILWAY Through TIME TABLES*, via the MICHIGAN CENTRAL, GRAND TRUNK, and VERMONT CENTRAL between CHICAGO, QUEBEC, BOSTON and PORTLAND, and *Full TABLES* between the two latter places and the MARITIME PROVINCES, have been given.

We therefore propose to make Montreal our starting place for Canadian travel, and Boston our point of departure from the United States.

MONTREAL,

Fast becoming one of the finest cities on this continent, and the commercial metropolis of the Dominion of Canada, is beautifully situated on an island in the St. Lawrence, and at the foot of Mount Royal, from which both the city and island take their name. Its population is about 130,000. The city was founded in 1642, and for a long time was called *Ville Marie*. It was for many years the headquarters of the French forces in Canada, but surrendered to the English in 1763. Visitors should procure "Chisholm's Guide," and take time to view the many pretty places in and about the city. But before leaving, "put up" with us at the far-famed St. Lawrence Hall, kept by Mr. Hogan, generally acknowledged one of the best Hotels in Canada, and we shall visit a few of those of the most importance. First, the French Cathedral of *Notre Dame*, said to be the largest in North America, and capable of seating from ten to twelve thousand people, is a splendid building about 260 feet long and 140 broad. At the front, facing a square, called *Place d'Armes*, are two massive towers 220 feet in height, and upon the payment of a small fee we can go up into the "great bell tower," and, from the summit, we indeed have a most magnificent view. The waters of the noble St. Lawrence at our feet; on our right, the famous *Victoria Bridge*, the village of Laprairie, and the rushing boiling rapids of Lachine, with an endless extent of country in the distance beyond; on our left, the beautiful little Island of St. Helen's, the villages of St. Lambert and Longueuil, and the river, about two miles wide, studded with islands and alive with shipping, make a most varied and interesting picture. A visit to the *Victoria Bridge* should also be made. The bridge rests upon twenty-four piers, 242 feet apart, with the exception of the centre piers, which are 330 feet: upon these rest the centre tube, which is 60 feet above the level of the St. Lawrence, in summer. There is an opening in the centre which affords a magnificent view of the river. This bridge gives Montreal an unbroken rail communication of 1,400 miles, and secures to

the Grand Trunk Railway Company, command of the railway approaches to the city. It is about a mile and a quarter long, and cost nearly 7,000,000 dollars. The *Bonsecour's Market and City Hall*, a fine building, costing about \$350,000; The *Court House*, with its law library containing upwards of six thousand volumes, and *Nelson's Monument* opposite; The *English Episcopal Cathedral*, a perfect specimen of Gothic architecture; The *Jesuit Church*, *St. Patrick's Hall* and the *University of McGill College*, with its Museum, and many other fine private buildings, will interest the tourist, who should also drive round the Mountains and visit Mount Royal Cemetery; and must by no means omit Lachine, nor fail to "shoot the rapids," before leaving Montreal. Every morning, a train leaves Bonaventure Station, at 7 o'clock, connecting with a steamer at Lachine, which starts immediately, shoots the rapids, and, passing under Victoria Bridge, is back at Montreal at 9 o'clock. From Montreal we give three routes by which to start upon our journey; one via the splendid steamers of the Richelieu Company, to Quebec; another, via the Grand Trunk Railway to Portland; and the third via the Vermont Central Railway to Boston. But we shall first take those who wish to go via Quebec, and then return and go by rail.

THE RIVER.

The Richelieu Company own two boats, the "Montreal" and "Quebec," which run between those cities every night, except Sunday, while navigation is open. These steamers compare most favourably with the famous New York "Sound" boats, and are really the floating palaces of the Dominion. The first stopping place is *William Henry* or *Sorel*, an island, forty-five miles below Montreal; then we pass *Lake St. Peter*, twenty-five miles long and nine wide. *Three Rivers*, situated at the mouth of the River St. Maurice, is the next calling place, and is the "half way house" between Montreal and Quebec, being ninety miles from each; it is one of the oldest towns in Canada, having been settled in 1618. *Batiscan*, one hundred and seventeen miles below Montreal, is the last place the steamers call at before reaching Quebec. The immense timber rafts on the river are a most interesting feature of the trip. Each have a shed built for the men, and often they rig up sails; and are sometimes grappled together, forming a floating island of timber, half a mile wide and a mile long, and the voices of the happy, hardy occupants, are often heard upon the water, singing some of their Canadian boat songs,—the music, in the still hour of a summer's night, having a charming effect. At Quebec, endless numbers of these rafts are seen, preparing for shipment to all parts of the world. The scenery along the river is pretty, comprising many French villages, with their picturesque little churches on either side. As we near Quebec, the shore suddenly becomes bold and high, and we are pointed out the rugged path by which the Highlanders and other

English soldiers gained the summit. But owing to the trip being nearly all performed at night, much of its beauty is lost to the tourist.

QUEBEC,

"The ancient capital" of the Canadas, was founded by Charlevoix, in 1608, on the site of an Indian village called *Stadacona*. The view, when the visitor awakes in the morning, on the boat, after the trip from Montreal, and sees the sun's rays flashing upon the tin or metal roofs which generally cover the houses, rising tier by tier along the precipitous sides of the plateau on which the city is built, and crowned by the immense fortifications, is very fine. The illustrious plains of Abraham, Wolf's Monument, the Citâdel, and the Falls of Montmorenci are the objects most worthy of interest in or near Quebec; and many will prefer the simple beauty of these Falls to the grander and more majestic scenes of Niagara. Quebec has lost much of its prestige since the Imperial government removed the parliamentary and other buildings to Ottawa. The historical associations attached to Quebec add much to interest the visitor; and one feels as though he was literally "treading on dead men's bones" as he walks through the old city; the walls surrounding it, and the immense iron gates reminding him of the walled cities of past centuries. The best Hotel is the St. Louis, kept by the Messrs. Russell, where every information is given, and Guides provided for the stranger who wishes to stop a few days here. Before starting for the Lower Provinces the tourist may wish to visit the Saguenay, and we have provided a short description, taken from the "Travellers' Official Railway Guide," which may be of interest:

"Many tourists, after 'doing' Quebec, will perhaps visit the

SAGUENAY RIVER;

and there is no doubt but that a trip on the Royal Mail Line of boats, or any of their less-crowded competitors, will amply repay those who are attracted by scenery alike grand and diversified in its character. Public attention has been much directed to this river during the past fifteen years; and a trip to Tadoussac and Ha Ha Bay is decidedly *en règle* for summer tourists. Boats generally commence running about July 10th, and leave Montreal Mondays, Wednesdays and Fridays; Quebec, Tuesdays, Thursdays and Saturdays, reaching Ha Ha Bay, at the head of the river navigation, between six and seven A. M. on the morning subsequent to leaving Quebec. After a few hours delay at this point, and allowing the tourist ample time to visit the village, the boat returns, and passengers can examine, by daylight, the solemn and weird-like scenery which can only perhaps be equalled by that of the Colorado river. A graphic description of this return trip from Ha Ha Bay to Tadoussac, as given by a visitor, will convey to our readers some of the æsthetic pleasures which are in store for them:—"Thirty-nine miles from the St. Lawrence, a mountain stream bursting its way through the granite wall to join the Sague-

nay, has formed a bay, whose two banks, north and south, are the most tremendous promontories on all the river. Approaching from the north, Cape Trinity appears first,—a single mountain of granite and syenite, 1500 feet high, but so shapen as to seem a giant staircase, the great altitude being equally divided by three steps or shoulders, each bearing a profile upon its edge, the central one of which has been pronounced as distinct as that at the White Mountains. With a turn in the river, the scene changes, and one may now behold three giant columns, separate at the lofty summit but joined at the base, completing this mighty work so fitly called *Cape Trinity*. *Cape Eternity* is a vast rounded mountain 1800 feet high, bleak and bare as its neighbour across the way, but even more tremendous in its majesty. Here, indeed, the rock hangs so threatening overhead, that one shudders and shrinks instinctively; while the actual depth of the water is one mile and a quarter; and we leave the place, fully conscious that the Saguenay has no rival among the thoroughfares of fashionable travel. This conviction must be fixed by the remaining journey, lying as it does through an almost unbroken, unchanging, dismal wilderness of granite, without beaches, coves or creeks, but mountains, torrents, and barren of birds, ducks or squirrels, with nothing but shoreless, lifeless, perpendicular bands of rocks.' Passengers arrive at Quebec on the second morning after leaving there for the trip on the Saguenay, and can return in the afternoon to Montreal, or take the Grand Trunk Railway, connecting at Richmond with trains to Portland and Boston; but if they have time and money at their disposal, we should advise them to investigate further the natural beauties of the DOMINION, and take a trip to that section of the country which, up to the present, has been appreciated but by a few, yet which—thanks to the opening of the new water communications and the completion of railways—must eventually become a great place of summer resort. We allude to Nova Scotia, immortalized by Longfellow in his poem of 'Evangeline,' and which is destined, in all probability, from its vast mineral resources, to become as prolific a source of wealth to the world as California or Australia."

Leaving Quebec in one of the powerful and first-class iron steamers of the Quebec and Gulf Port Steamship Co., the traveller is landed either at Shediac, in New Brunswick; Charlottetown, in Prince Edward Island, or Pictou, in Nova Scotia. [Description of this route further on.]

But we must now retrace our steps to Montreal and meet those of our friends who prefer taking the more direct route to Portland or Boston. The Grand Trunk offers a good and expeditious way, and the scenery along the line is very grand, particularly in passing through the White Mountains. This road has for some time been the subject of a great deal of abuse; but now the track between Montreal and Portland is in perfect order, and the trains run through, nearly 300 miles, in thirteen hours.

MEMORANDA.

MEMORANDA.

The following connections are made by the Grand Trunk at Portland with the steamers of the International Steamship Company, for Eastport and St. John, New Brunswick. At Danville Junction, with the Maine Central Railway to Bangor, and there with the Maine Division of the European and North American Railway, for Mattawamkeag, where a first-class comfortable stage coach line runs to Houlton, fifty-four miles, thence connection is made with the New Brunswick and Canada Railway, for McAdam Junction, and there with the New Brunswick Division of the European and North American, for St. John. This makes a very comfortable, and in summer, a most pleasing route between Montreal and the Provinces. The scenery along the road is varied, the Hotels comfortable; and the tourist, with time to spare, can well enjoy it. The Vermont Central also offers many inducements for travellers from the Upper Provinces. The train runs out of Montreal over the Victoria Bridge, and passing within sight of Lake Champlain, runs through to White River Junction, connecting there with train for New York.

At Waterbury, 114 miles from Bellows Falls, the tourist leaves the cars for Mount Mansfield, the highest peak of the Green Mountains, being about 5,000 feet high. This mountain, being so easy of access, has become a noted resort for the tourist. It is situated about fifteen miles from Waterbury Station; ten miles of the route is over a plank road to the pleasant and romantic village of Stowe, where may be found every facility for making one's stay agreeable; and horses, carriages, and other necessaries to make the ascent with ease. "The scenery from the summit of this mountain *cannot be excelled in the Union*. Montreal 70 miles, and the White Mountains 100 miles distant, can be seen with the naked eye. Fifty villages, and every county in the State, can be seen from the summit."

On arriving in Boston we shall stay over a day and rest, before we make our final start for New Brunswick.

BOSTON

Was settled by Governor Winthrop and his associates in 1630, and received its name in honor of the Rev. John Cotton, who emigrated from Boston, in Lincolnshire, England. Its original Indian name was Shawmut. As there are many things and places to be visited in and around Boston, and doubtless very many of our readers are well acquainted with the city and its surroundings, it is needless to mention all the different objects of interest which are so well and perfectly described in the many Guides which can be procured at all the hotels—particularly Pulsifer's—which is by far the best. But we shall endeavour to take the reader to those most worthy of note. *Mount Auburn* should first receive a visit; it is about four miles from the city, and the Horse Cars run out every few minutes.

Here, in the "city of the dead," is enough to interest the stranger for hours. The beautiful quiet resting places of those dear ones departed, dressed

with flowers by the hands of the mourner; the many and artistic fountains; the calm waters of the artificial lakes; and the "still quiet" of the place, only now and then disturbed by the shrill whistle of the Locomotive as it rushes on in the world of business, will afford many profitable and interesting reflections.

Harvard University, at Cambridge, on our way from Mount Auburn, must be stopped at, and a stroll through the large and beautifully kept grounds will be very pleasing. The library is considered the second in the United States, and the College buildings are large and well arranged. Here the stranger is shown the old tree at the foot of which, as the inscription reads: "Washington took command of his army;" also, the old buildings now used for College purposes, where he quartered a portion of his troops. This Institution counts its students by hundreds, and is well sustained from every State in the Union. Longfellow resides here under the shade and near the fond associations of his former *Alma Mater*.

In Boston City, the *State House*, *Masonic Temple*, *Music Hall*, and many other places, demand the attention of the stranger. At the Music Hall the grand organ should be heard: performances are given twice a week, particulars of which can be had at the principal hotels. In Charlestown, *Bunker Hill Monument*, *Charlestown Navy Yard*, and the *Marine Hospital*, are deserving of notice.

— From Boston our journey can be continued either by the fine boats of the International Steamship Company, or via the "Boston and Maine" and "Eastern" Railroads to Portland. (Time Tables further on.) The steamers leave the end of Commercial Wharf, Boston, at 8 o'clock, a.m. (see advertisement), and arrive in Portland about 4 o'clock. Passengers by the noon trains will be in time to meet the boat leaving Portland at 6 o'clock same evening. In summer we would strongly advise the tourist to go by water. The sail down Boston harbor, with its numerous islands, Fort Warren, Fort Independence, Fort Winthrop, and the bold Atlantic Coast with its many bays, islands, and majestic ocean scenery, and the trip up Portland harbor, one of the best in the United States, will well repay him for the extra time spent on the voyage.

PORTLAND

Is one of the most pleasant and attractive cities in the Eastern States. Its fine wide streets, lined with elegant residences and bordered with carefully attended trees, give the city a delightfully cool appearance on the hottest day in summer. The Hotels are very good, particularly the Falmouth House, which ranks "second to none" on this continent. The St. Julian, on the "European plan," the Preble House, and the United States' Hotel, are also furnished with every accommodation and convenience for the comfort of their guests. A drive to *Cape Elizabeth*, a few miles out of the city,

a visit to the *City Hall*—the large hall of which has gained a place in history as being the reception place in America of the remains of the late George Peabody; and a view from the cupola, will be pleasing to the stranger. A trip down the harbor, and a sail among the islands, will also leave a green spot in the recollections of this pleasant and agreeable city. Portland is famous for its immense sugar refineries and oil works. The Atlantic terminus of the Grand Trunk Railway of Canada is here; and the Allan Steamers make this their winter harbour. Steamers also leave here during the season for Mount Desert and the principal cities along the New England Coast. Communication is had with Boston and New York by first-class steamers daily; and a large proportion of the Canadian travel to the Lower Provinces comes here to meet the International Steamship Co.'s boats for St. John; and the steamers "Carlotta" and "Chase," for Halifax, N. S., which run twice a week, connecting with the trains of the Grand Trunk. But we must resume our journey, and from here we also have a choice as to the way our trip shall be continued; one via rail and stage (as already described in Grand Trunk), a second per above mentioned steamers direct to Halifax, and a third by the good steamer that has brought us from Boston. As we should not "forsake old friends for new ones," we shall select the latter, which, in the summer season, is by far the most pleasant route. Leaving the wharf on a fine clear evening we have a most magnificent view of the harbor. The bay contains three hundred and sixty-five islands; on some of which first-class Hotels are built, where thousands spend the hot sultry days in summer; and pleasure-steamers, and the white sails of yachts and ships are everywhere dotted over the ocean. The wind which, at this season, is generally from the west, and "off shore," makes the sea usually very smooth, so that bad sailors need not fear the voyage. It would seem that Providence had given a most unusual number of harbors to this, in comparison with other parts of the United States Coast; for, in bad weather, not the slightest difficulty is had in "making" a good and secure anchorage in a very short time. One hundred and ten miles from Portland we pass Mount Desert, a fashionable resort for American pleasure seekers; and where a number of Hotels during the season are always full.

In about twelve hours, or early in the morning, we pass the Island of Grand Manan on the right, which is our first sight of British soil; and if the tide is high we can run up to Eastport between the Island of Campobello and the "Maine" land, arriving there about ten o'clock.

EASTPORT

Is prettily situated, facing the harbor; and in summer, a favorite amusement of the inhabitants is in having "Water parties" to Campobello, on the English side. Fort Sullivan, garrisoned by American troops, commands the bay, and from its summit floats the flag of the United States, to which

we must now bid adieu for a time, and place ourselves under the protection of that of Old England.

We shall leave the boat here this trip, and take a run up the St. Croix. The steamer "Belle Brown" is alongside for Robbinston and Calais, Maine, St. Andrews and St. Stephen, New Brunswick, and we take our place on board.

In steaming up Eastport harbor we pass innumerable little islands, which open up pretty glimpses of rural scenery until we reach the entrance of Passamaquoddy Bay which, strange to say, has *not* three hundred and sixty-five islands. At the head of the bay is situated the little English town of

ST. ANDREWS,

The Capital and Shire Town of Charlotte County, N. B. It is built upon a peninsula, which juts out into the bay, and has a population of about 2,000. The terminus of the New Brunswick and Canada Railroad is here. The trade is chiefly lumbering and fishing, and at one time a large business was done, but of late years it has fallen off considerably. A few days could be very pleasantly spent here enjoying the sea bathing, the magnificent trout and deep sea fishing, and the other water amusements of the place. We understand a good Hotel is about to be built which will add materially to the advantages of the town. Taking another start we continue our trip up the river, which in some places is very narrow, with the American coast on one side and New Brunswick on the other, so close that you can throw a stone on shore. Twenty-three miles from St. Andrews, we arrive at

ST. STEPHEN.

This thriving little town, situated upon the left bank of the river, is fast rising to importance, with a population numbering about 3,000. On the other side of the river, and connected by a bridge, is Calais, Maine; during the war of 1812, the inhabitants of these two towns agreed to live peaceably with each other, and the friendship then formed has increased with years, and now the inhabitants of either would submit with grace to the will of the other. Lumbering is the principal business done, and there is a "push" about the people which is seldom seen in a town of its size. A railroad runs from here, connecting with the New Brunswick and Canada Railway at McAdam Junction; and the traveller can go by this road to Woodstock, and from thence, in the spring and fall when the water is high, take the steamer to Fredericton and St. John.

But we must return and again join our steamer at Eastport, and after enjoying a pleasant run of about four hours, we arrive off Partridge Island, at the entrance to the harbour of St. John, N. B.

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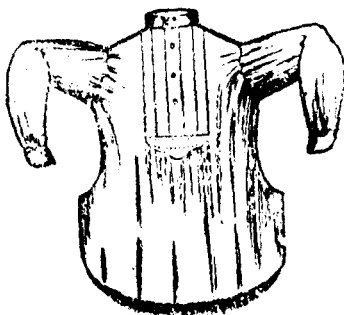
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The Province of

NEW BRUNSWICK,

With Nova Scotia, Prince Edward Island, Newfoundland, and a large part of the State of Maine, was called by the French in the seventeenth century, Acadia. Subsequently, when conquered by the English, the whole country was called Nova Scotia, and afterwards divided into Provinces, and named as at present. "Of the climate, 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. An inspection of the map will show that there is scarcely a section of it without its streams, from the running brook up to the navigable river. Two-thirds of its boundary are washed by the sea; the remainder is embraced by the large rivers—the St. John and the Restigouche. For beauty and richness of scenery, this latter river and its branches are not surpassed by anything elsewhere.

"The lakes of New Brunswick are numerous and most beautiful. Its surface is undulating, hill and dale, varying from mountain to valley. It is everywhere (except a few peaks of the highest mountains) covered with a dense forest of the finest growth."

The country can everywhere be penetrated by its streams. In some parts of the interior, by a portage of three or four miles, a canoe can float away, either to the Bay Chaleur and the Gulf of St. Lawrence, or down to St. John on the Bay of Fundy.

ST. JOHN—HISTORICAL.

Although settlements had been made in Acadia for many years, no mention is made of St. John until 1604, when the French explorer, Champlain, Pilot of an expedition commanded by M. de Monts, after coasting along the shores of Nova Scotia, crossed the Bay of Fundy, and discovered the magnificent river, which he named St. John. At that time it was called by the Aborigines, Ouangondy. This river runs five hundred miles through the finest lumber districts of the Province; its head waters being within nineteen miles of the river St. Lawrence. No settlement was made until 1635, when a French nobleman named Charles St. Estienne, Lord of Latour, commenced the erection of a palisade fort opposite Navy Island, in the harbour of St. John. Latour, having been appointed Lieutenant General, lived here for a long time with a large number of retainers and soldiers, and traded in furs with the Indians. But, having fallen into disfavour with the French king, was ordered to surrender his fort and commission; this he refused to do, and an expedition, under the command of one D'Aulnay Charnisay, was sent out in 1643 to eject him. D'Aulnay blockaded the fort, but Latour, having got assistance of men and ships from Governor Winthrop of Boston, drove his fleet back to Port Royal, (now Annapolis, N. S.) where a number of his vessels were driven ashore and destroyed. Again, in 1645, A'Aulnay attacked

the fort, and Latour, being absent with a number of his men, his lady took command, and defended it with so much skill and perseverance that the fleet was compelled to withdraw. Having received reinforcements, D'Aulnay shortly afterwards returned, and again attacked the fort by land. After three days, spent in several unsuccessful attacks, a Swiss sentry, who had been bribed, betrayed the garrison, and allowed the enemy to scale the walls. Madame Latour personally headed her little band of fifty men, and heroically attacked the invaders; but seeing how hopeless was success, she consented to terms of peace, offered by D'Aulnay, if she would surrender the fort. He immediately, upon getting possession, disregarded all the conditions agreed to, hung the whole garrison, and compelled this noble woman, with a rope around her neck, to witness the execution; she, a few days afterwards, died of a broken heart. In 1650, Latour returned to St. John, and received from the widow of D'Aulnay, who had died in the meantime, the possession of his old fort. In 1653 they were married, and he once more held peaceable control of his former lands as well as those of his deceased rival. In 1654, an expedition was sent by Oliver Cromwell from England, which captured Acadia from the French, and Latour was once more deprived of his property and possessions. In 1667, Acadia was ceded to France by the treaty of Breda, but no settlement of importance was made until 1749, when a fort was built at the mouth of the Nerepis river, about ten miles from the City of St. John. In 1754 the French were again driven out by the English; and in 1758 a garrison was established at St. John, under the command of Colonel Moucton. In 1764 the first English settlers came to New Brunswick, but no permanent settlement was made until 1783, when the Loyalists arrived and founded the present city of St. John.

THE CITY,

Situated upon a high rocky peninsula, presents a striking appearance upon entering the harbour. It includes both sides, St. John on the Eastern, and Carleton on the Western shore.

The difficulties in the way of building and other operations at St. John, have been very great, owing to the hilly character of the site upon which it is built; and many streets have had to be excavated to a depth of thirty and forty feet in places, out of the solid rock.

In 1861 the population, including Carleton, was 27,317.

The Eastern, or city side, is well represented in manufactories of all kinds which are all apparently doing a flourishing business.

The leading Hotels at present are the "Waverley House," on King street, which has been patronized by the three Royal Princes who have visited Canada; the "Park" and "Rothosay," on King Square; the "International," near the American Steamboat wharf, and "Stubbs'" Hotel, on Prince William Street.

The *Victoria Hotel*, a large brick building on the corner of Duke and Germain streets, will be finished before summer travel begins; and under the management that the Company have secured, it will rank "First-class" in every respect. It will be a *thoroughly modern hotel*, being fully equal in all its appointments to any House in the largest American cities. Supplied with bath rooms, an elevator, and all the latest improvements; is heated by steam, and capable of accommodating, with entire comfort, 300 guests.

The location is very fine; the upper stories commanding an extended view of the harbour, bay, and surrounding country. Situated in close proximity to the Post Office, Banks, Custom House, Steamboat Landings, &c.

There are three daily, one semi-weekly, and several weekly and other papers published in St. John. *Stewart's Quarterly Magazine*, the only one in the Dominion, is also published here, and is well worthy the inspection of the stranger. It has a staff comprising some of the most polished and elegant writers of Canada, who contribute regularly to its pages.

The alarm telegraph is in operation, and an efficient *paid fire brigade*.

The *Banks* are of the most undoubted character and stability. The Bank of New Brunswick, Bank of British North America, and the Bank of Montreal are all doing an immense business.

The following places of worship represent the religious denominations of St. John, including Carleton and Portland: Church of England eight; Roman Catholic three; Presbyterians seven, including one of the Reformed Presbyterian; Wesleyan Methodists six; Baptists nine; and one Congregational.

The principal buildings are the Lunatic Asylum, Roman Catholic Cathedral, City Hospital, Court House, Gaol, Marine Hospital, Penitentiary, Alms House, and Wiggins' Male Orphan Home—a building which has been built with funds left by a deceased gentleman, the late Stephen Wiggins, Esq.

The *Dramatic Lyceum*, situated on King Square, is open during the summer months under the management of Mr. Lanergan, a gentleman who has a great deal of experience in theatrical life.

The *Mechanics' Institute* is a large building, capable of seating comfortably 1200 people. It is built on Carlton street, and has a large library. Here all local performances are held; and it is a favorite place of amusement while the Theatre is closed.

The *Rink* is by far the favorite spot in St. John, and the citizens are justly proud of it. Built in 1865, by a Joint Stock Company, it has ever since, during the skating season, been the great rendezvous of the "youth and beauty" of the city. It is circular in shape; 160 feet in diameter, and cost \$14,000. Although not built upon so grand and massive a scale as some, it is, without doubt, one of the best in the Dominion.

The *Suspension Bridge* above all things should be visited. The Bridge is suspended, 78 feet above high and 100 feet above low water, by wire cables

which pass over massive granite towers. It is 640 feet long, and was built in 1852 by W. K. Reynolds, Esq. From the Bridge, a grand view of the St. John Falls may be had. At low water the river rushes through a narrow gorge, 450 feet wide, with tremendous velocity; and at high water, the tide which rises above the level of the river in the harbour below, forces the water back and causes the same rush in the opposite direction. For some time, every tide, vessels may pass up and down with perfect safety.

St. John, though not the political, is the commercial capital of New Brunswick; and when we take into consideration, that less than 90 years ago, not a tree was cut where the city now stands, we are surprised at its rapid growth. Some of the stores and places of business are very fine, and much taste had been displayed in an architectural point of view. The terminus of the European and North American Railway is here, and connects the Bay of Fundy with the Gulf of St. Lawrence; at Painsec Junction, 96 miles from St. John, a portion of the Intercolonial Railway of Canada connects with this road for Amherst. At Fairville, the temporary terminus of the Western Extension of the European and North American Railway for the United States, is situated.

A Horse Railway runs from Reed's Point Wharf to Indiantown, where the river boats for Fredericton stop.

Some of the walks and drives are very pretty, and if the visitor has time he should procure *Livingstone's Guide Book*, where he will find every information necessary to make his stay both agreeable and interesting, and a most perfect and reliable account of the celebrated *Fishing Grounds* of New Brunswick.

ST. JOHN RIVER.

While he is at St. John, the tourist must, without fail, take a sail up the River. There are two companies, the Union and Express Lines, running first class steamers on the route. Leaving Indiantown in one of these boats, for some distance we pass up a narrow channel, with huge cliffs on either side, until we arrive at *South Bay*, where extensive lumbering and milling operations are carried on. Immediately opposite is the *Kennebecasis River*, which is navigable for steamers, twenty miles. This is the favorite boat racing course for the aquatic champions of New Brunswick. Ten miles up is *Brun-dage's Point*, one of the stations of the Western Extension European and North American Railway. A little further we pass the mouth of the *River Nerepis*. Here the French erected a fort, which was destroyed by the English in 1654. A little above this we enter what is called the *Long Reach*, twenty miles long and, in some places, over two miles wide. Twenty-five miles from St. John, we arrive at *Oak Point*. Then *Grassy Island* is passed, which yields immense quantities of hay. We now pass what is called the "Mistake;" a long channel of the river, which is very deceitful to the unacquainted navigator. We here commence to enter a most superb farming country; the

MEMORANDA.

MEMORANDA.

banks of the River are broad intervals of the richest soil, while the stream is studded with beautiful islands. We next arrived at *Gagetown*. Opposite is the mouth of the river *Jemseg*, which runs from Grand Lake into the St. John. A fort was here built by the English; but afterwards, while in possession of the French, was captured by pirates, in 1676. Six miles further is *Upper Gagetown*; the oldest settlement of the English in the Province. *Maugerville*, on the eastern side, was settled by emigrants from Boston in 1766. *Sheffield*, the next stopping place, is noted for its Academy for boys. A few miles above is *Oromocto*, at the mouth of a river of the same name, which is navigable for small crafts for over twenty miles. We now commence to near *Fredericton*, it being only eleven miles from Oromocto. There can be but one opinion about our sail, that for variety and beauty of scenery it cannot be surpassed. The Hudson can boast of fine scenery and elegant mansions, of its wonderful "Palisades" hundreds of feet high and 36 miles long, and of its magnificent towns and cities; but many will much more admire the simple romantic beauty of the St. John River and its noble tributaries.

Opposite *Fredericton*, the river *Nashwaak* empties into the St. John. At the mouth of this river another French fort formerly stood. It was besieged by English under one Captain Church, but the attack was repulsed. It was afterwards, in 1669, abandoned, and nothing of it now remains but the tale which history tells of its existence.

FREDERICTON,

The Capital of the Province, is beautifully situated on a point of land on the west side of the St. John, and has a population of about 8000. It has five streets, prettily lined with trees, running parallel with the river, and nearly a mile in length. These are crossed by ten or a dozen other streets at right angles.

The *Parliament Buildings* are built of wood, and are situated at the lower end of the city. They contain the House of Assembly and Legislative Council rooms. The Legislative library, with over 10,000 volumes, comprising many rare and valuable works, and the room in which the Supreme Court (*in banc*) hold their sittings and the Law Library.

Government House, at the upper extremity of the town, is a large stone mansion facing the river.

The *University*, situated upon the rising ground at the rear of the city, in a most healthy and pleasant position, is a large stone building, also well worth visiting.

The other public buildings are the *City Hall*, *Court House*, *Exhibition Building*, and *Rink*, a miniature of the one at St. John.

The *Cathedral* of the Church of England is here, and is situated at the lower end of the town. The other religious bodies are Roman Catholics, Presbyterians, Wesleyan Methodists, Baptists, Free Baptists, and Free Kirk

(Presbyterians). There is a branch of the Western Extension here, which joins the main line at Fredericton Junction.

Fredericton is fortunate in having Hotels which cannot be surpassed by any in the Lower Provinces. The "Queen's" and "Barker House," are the principal—the former is quite new, and has fine large well ventilated rooms, and first class management.

From Fredericton, when the water is high in Spring and Fall, good steamers run up sixty-two miles to

WOODSTOCK.

It is the Shire Town of Carleton County, and has a population of about 3000. Prettily situated upon the right bank of the river, it is fast becoming a favorite place of travel; and the scenery up the river is much of the same description and variety as from St. John to Fredericton. At this town is the terminus of the New Brunswick and Canada Railway, for St. Andrews. We can go still further if the water permits, to

GRAND FALLS,

Two hundred miles above St. John, which receives its name from the Falls that are situated near the town. The beauty of these Falls is very striking. The gorge below, and the water rushing through the almost perpendicular rocks, makes them remarkably picturesque and grand. The river St. John has been navigated about forty miles further by a steamer, to the mouth of the *Madawaska*.

But we must get back again to St. John, and if the tourist has time he should also take a trip up Grand Lake before leaving New Brunswick. This Lake is thirty miles long and six wide; and the scenery will repay him for the time spent. Steamers go up the Lake during the season on the mornings of Wednesday and Saturday, leaving Indian town at 8 o'clock, returning Monday and Thursday.

If the traveller wishes to go directly to the North Shore of New Brunswick or Prince Edward Island, from St. John, he should leave by the European and North American Railway for Point du Chene. Whence the steamers of Quebec and Gulf Ports Steamship Company, and the steamer "Rothsay Castle," leave for all the ports on the North Shore of New Brunswick, Quebec and Montreal; and the steamers of the Prince Edward Island Steam Navigation Company, for Summerside, Charlottetown and Georgetown, P. E. I., and Pictou, Port Hood and Port Hawkesbury, N. S.

The Railway between St. John and Shediac is one of the best built roads on this continent; and part of the country through which it passes represents the finest farming districts in New Brunswick.

We, however, propose going from St. John to Nova Scotia direct, and thence return, from Halifax to Prince Edward Island and the North Shore.

Leaving St. John by the steamer "Empress," we have a short sail of about four hours, to Digby, N. S.

The voyage across the bay has always been represented as a "fearful bug-bear;" and if one desire to cross it in the most inclement season of the year, it will probably prove so. But at the time which pleasure seekers choose, there is nothing in the passage to be feared. If the day is clear we can see Digby Gut directly ahead of us upon leaving St. John harbor.

While the voyage is being performed we shall give the readers a short sketch of the Province he is nearing.

NOVA SCOTIA.

England, though claiming Acadia from its discovery by Cabot, in 1479, had maintained no permanent hold; and for upwards of a century there was a constant change of ownership between England and France. And the inhabitants, or *Acadians*, had no sooner acknowledged themselves the subjects of one crown, when, without the slightest regard to their feelings, interests or wishes, they were transferred to the other. Discovered in 1497 by English navigators. In 1604 in possession of the French. In 1613, the English under Argal drove the French away, and Sir William Alexander appointed Governor by James I. In 1632 it is again restored to France by the Treaty of St. Germain; and in 1654 it is captured by the English, and Cromwell appoints Sir Thomas Temple, Governor. By the Treaty of Breda it once more comes under the crown of France in 1667. In 1680 we find the English again in possession, having captured Port Royal and all the principal settlements. In 1682 the French are once more its masters; and finally, the English, in 1710, besiege Port Royal, compel the French to surrender, and name it Annapolis Royal in honor of Queen Ann, then on the throne of England.

In Nova Scotia there is an abundance of mineral wealth. Coal is found in Pictou, Cumberland and Cape Breton; Gold all along the Atlantic Coast; Iron ore in Colchester and Annapolis counties; Gypsum in Hants; Marble and Lime Stone in many different localities; Freestone in Pictou; Amethyst at Parrsborough; Copper ore and silver mines have been discovered in many places; Manganese at Tennicape; and lately oil is found in Cape Breton; and an immense marble mountain of the finest description. The forests abound with the most superb timber. The fisheries on the coast are abundant, and the harbours numerous and excellent. There is every description of fruit; and an old French writer says: "Acadia produces readily everything that grow in old France except the olive."

The fishing grounds are notorious, and the forests are well supplied with game, and wild animals are plentiful; among which, most remarkable, are the moose and cariboo. Wild fowl are also found in abundance.

In many parts of the Province we meet the Micmac Indians; they are famous hunters, and are employed in that capacity by sportsmen in their

Moose Hunting expeditions. The following lines, taken from "Murdoch's History of Nova Scotia," will give the stranger an opportunity of becoming acquainted with some of the Indian names still retained in the Province :

THE INDIAN NAMES OF ACADIA.

The memory of the Red Man,
How can it pass away,
While their names of music linger
Of each mount, and stream, and bay?
While Musquodoboit's waters
Roll sparkling to the main :
While falls the laughing sunbeam
On CHECOGIN's fields of grain.
While floats our country's banner
O'er CHEBUCTO's glorious wave ;
And the frowning cliffs of SCATANIE
The trembling surges brave ;
While breezy ASPOTOGON
Rifts high its summit blue,
And sparkles on its winding way
The gentle SASSIBOU.
While ESCARON's fountains
Pour down their crystal tide ;
While IUGANISI's mountains
Lift high their forms of pride ;

Or while on MANOU's river
The boatman plies his oar,
Or the billows burst in thunder
On CHICKABEN's rock-girt shore.

The memory of the Red Man,
It lingers like a spell
On many a storm-swept headland,
On many a leafy dell ;
Where TUSKET's thousand islets
Like emeralds stud the deep ;
Where BLOMIDON, a sentry grim,
His endless watch doth keep.

It dwells round CATALONE's blue lake,
Mid leafy forests hid—
Round fair DISCOUSE, and the rushing tides
Of the turbid PISQUID.
And it lends, CHEBOGUE, a touching grace,
To thy softly flowing river,
As we sadly think of the gentle race
That has passed away forever.

Now we must return to our steamer, and we find her just about entering *Digby Gut*—this is a narrow passage between two high headlands, and here a long stretch of the Annapolis river or basin (called by the French the Dauphin) becomes visible, taking a broad sweep to the left it winds along through one of the most fertile tracts of land in America. On our right we see the pretty little town of

DIGBY,

Called by the Loyalists, Conway. Its inhabitants are principally engaged in fishing, lumbering, and shipbuilding, and the town is beautifully situated on the side of a large hill overlooking the harbour, and from the water has a fine appearance. The walks and drives about Digby are all that can be wished for, and the sea bathing facilities excellent. All that is required is a large Hotel, and it would be filled continually with those who like a retired spot by the seaside during the hot weather.

From Digby there is "Staling's" daily stage coach line to Weymouth and Yarmouth, and a stage line up the shore of the river to Annapolis. After a short stay at Digby, we proceed up the river. On our way we pass Goat Island, where it is said the first British fort was erected in the peninsular of Acadia. It was built by the Scotch sent out by Sir William Alexander, under his Charter from James the First of England in 1640. Some remains

of the fortifications may still be seen—an interesting testimony to the stormy settlement of this country. When we have arrived at

ANNAPOLIS,

We are on the site of the first town settled in Acadia. In the year 1604, DeMonts, while sailing up the Bay of Fundy (called by him la baie Françoise), entered Digby Gut, and explored the river until he came to the spot where Annapolis now stands. In the following year, 1605, he gave permission to Pontrincourt, one of his companions and a few followers, to return, and they threw up fortifications and called the town Port Royal. Ferland (*cours d'histoire du Canada*) says: "Port Royal, now Annapolis, founded in 1605, is the first durable settlement formed by the French in North America, and the most ancient town in this part of the world after St. Augustine." Annapolis, in all the old records, bears a conspicuous part as being the Head Quarters of the French in the New World. It has stood siege after siege, and attacks from all quarters.

The remains of the old fortifications are still standing, and from the summit a magnificent view of the river and surrounding country can be had. If the tourist can spare the time he may spend it very pleasantly here; there are some very nice private Hotels, and he will much enjoy the drives and scenery around the town.

Annapolis for thirty-six years was the seat of government, until in 1749 it yielded that honour to Halifax. The western terminus of the Windsor and Annapolis railway is here, and a branch of the Union Bank of Halifax has lately been established. Granville is situated on the opposite side of the river, and is a little town of much enterprise and wealth; shipbuilding being the principal occupation of the inhabitants. A comfortable stage line connecting with the Windsor and Annapolis Railway, runs from Annapolis to Liverpool on the Atlantic coast, every Tuesday, Thursday, and Saturday; returning following days.

WINDSOR AND ANNAPOLIS RAILWAY.

This road runs through a valley of the richest soil, generally reclaimed by dykes from the river, and the mountains on either sides are thickly covered with a dense forest, here and there cleared by the hands of the farmer. The principal places we pass are—Bridgetown, at the head of navigation, on the Annapolis river; Kentville, fifty-four miles from Annapolis, where the Head Quarters of the Railway are located, and good refreshment rooms provided. Should the traveller wish to stop here, he will find comfortable Hotel accommodation and his time fully taken up. It is only a short drive to Cornwallis, the far-famed *garden of Nova Scotia*; and he will be near the scene of Longfellow's "Evangeline;" and as we continue our journey by rail, we look from the car windows upon the different settlements, and hear the Poet exclaim:

"Still stands the forest primeval; but under the shade of its branches
 Dwells another race, with other customs and language.
 Only along the shores of the mournful and misty Atlantic
 Linger a few Acadian peasants, whose fathers from exile
 Wandered back to their native land, to die in its bosom.
 In the fishermah's cot, the wheel and the loom are still busy;
 Maidens still wear their Norman caps and their kirtles of homespun,
 And by the evening fire repeat Evangeline's story;
 While from its rocky caverns, the deep-voiced neighbouring Ocean
 Speaks, and in accents disconsolate answers to the wail of the forest."

At Wolfville, seven miles from Kentville, Acadia College is located—one of the foremost seats of learning in the Province; and also a Seminary for young ladies. Three miles further we arrive at Grand Pré, and can again read Longfellow's description:

"In the Acadian land on the shores of the Basin of Minas,
 Distant, secluded, still, the little village of Grand Pré
 Lay in the fruitful valley. Vast meadows stretched to the eastward,
 Giving the village its name, and pasture to flocks without number."

We here have a fine view of Cape Blomidon on the left, a few miles away on the shore of the Bay of Fundy. After passing Falmouth we run over the iron railway bridge across the river Avon, (a view of which we have on the front cover) and arrive at Windsor, twenty-five miles from Kentville and forty-five miles from Halifax. Windsor is the Eastern terminus of the Windsor and Annapolis railway, and is famous for its Plaster Quarries. There is a good substantial bank established here, and also a weekly paper called the *Windsor Mail*. King's College is situated here, and is the oldest University in Nova Scotia. After leaving the station we see it on our right, built upon a large hill, and commanding an extended view for many miles of the surrounding country. At Bedford Station, eight miles from Halifax, we arrive at the head of Bedford Basin, as we pass over the bridge, a fine view of this noble sheet of water can be seen. About three miles further we pass on our right the site of the Princes' Lodge, the former residence of the late Duke of Kent, father to our present Queen, and five miles more will bring us to Richmond Depot, the terminus of the Railway situated at the north end of the city. The Horse Cars run from the Depot and pass the principal Hotels, the "International," "Halifax," and the "Lovett House." Fare seven cents.

HALIFAX,

The capital of the Province of Nova Scotia, was founded in 1749, by the Lords of the Board of Trade, and named after the President, George Montague, Earl of Halifax. The sum of £40,000 was granted by Government, and a fleet of thirteen transports, with 2,576 emigrants left England, conveyed by the sloop of war "Sphinx," on board of which was Colonel the Honourable Edward Cornwallis, as Captain General and Governor of Nova Scotia. They

arrived in Chebucto Bay on the 21st June, 1749, and the Civil Government was organized on board the "Beauport" transport, on the 14th July. The same month the town was laid out in squares; the streets being from fifty-five to sixty feet wide.

On clearing away the ground for settlement, a number of dead bodies were found, supposed to have been the remains of the soldiers of the Duke d'Auville's expedition, which wintered here in 1746. The town of Dartmouth, opposite, was commenced in 1750.

The settlements suffered continually from attacks by the French and Indians, and a fearful disease carried off nearly one thousand souls. For protection a fence was built, consisting of upright pickets or pallsades, with block-houses situated at a short distance apart; this fence ran from the water up to where St. Mary's (Rouan Catholic) Cathedral now stands, from there to Jacob street, and down to the harbour again. A Government House was built where the Parliament building now stands; it was a small low one storey building, and was surrounded by hogsheads filled with gravel and sand, upon which small pieces of ordinance were mounted for its defence.

Between the year 1751 and 1758, a number of German settlers arrived at the colony, and settled in the north end, now called Dutch Town.

In 1780, the streets of the town were in a very rough condition, and, from stumps of trees and rocks, were impassable for carriages. Saint Paul's Church—now standing, although much improved and enlarged—was built by Government in 1750; and the old German Church, in 1761, on Brunswick street, where it still stands as a relic of the old German settlement.

THE CITY

Is built upon the side of a hill sloping gradually up from the water some distance, when it suddenly becomes steep and high. Upon the summit is built the Citadel, covering the top with its fortifications. This immense fortress was commenced by Edward, Duke of Kent, when commander-in-chief of the Garrison, and also the towers at Point Pleasant, George's Island, Eastern Battery, Meagher's Beach, and York Redoubt, were built about the same time. From the Citadel a most extended and interesting view may be enjoyed. The city at out feet extending some four miles along the shore of the harbor, with its wharves crowded with shipping, and the town of Dartmouth on the other side; on our left, the British squadron at anchor off the Dockyard—the Narrows and Bedford Basin beyond; on our right, George's Island, commanding the harbor with its fortifications, McNab's Island, the Light House, and the Atlantic ocean in the distance. The magnificent harbor with forts and batteries everywhere, and the north west arm and mountains in our rear. Passes can be procured from the Town Major at the Brigade Office, to visit the Citadel or any of the other Forts.

The Dockyard was first established in 1758; was extended and improved

in 1769, and the present wall built in 1770. It contains stores, workshops, warehouses, naval hospital, residences for the officers, and extends about half a mile along the shore of the harbour. In it are many war trophies taken by English cruisers in 1812; among them the figure head of the "Chesapeake," placed there by the officers of the "Shannon."

The Parliament Building, situated in the centre of a large square, between Hollis and Granville streets, is built of grey freestone, and contains the House of Assembly Rooms; Legislative Council Chamber; Library, and Public Offices of the Local Government.

The New Provincial Building is a handsome edifice, costing about \$120,000. The Provincial Museum, Post Office, Custom House, and other Offices are in it, but ever since it was finished it has been unoccupied, owing to some disagreement between the Local and Dominion Governments.

The principal Hotels are the "Halifax" and "International" on Hollis street; but there are several first-class private hotels—the "Lovett House" on Hollis, "Waverley" on Barrington, and the "Carleton" on Argyle street.

There is a Citizens' Free Library at the City Court House, in which building are also held the meetings of the Mayor and Corporation, and the Stipendiary Magistrate's Court. The other principal buildings are the Government House, St. Mary's Cathedral, Dalhousie College, (in which the Post Office is situated at present); the Asylum for the insane, (on the Dartmouth side,) Admiralty House, Halifax Club House, Supreme Court House, Gaol, Wellington Barracks, City Hospital, Penitentiary, City Prison, and the City Market House. The "Royal Halifax Yacht Club," have recently erected a commodious Club House, with the necessary accessories of piers, slips, boat houses, &c., at Richmond, in the north suburbs of the city. The Aquatic Carnival, to be held under their management, in August, promises to be the greatest display of the kind ever seen on this continent.

The Poor Asylum is a large building of brick and granite just finished, at a cost of about \$260,000. It is one of the finest edifices in the city.

The Blind Asylum is a brick and stone building, only lately completed, through the philanthropy of the late William Murdoch, Esq., who left £5,000 stg. towards educating the blind in Nova Scotia.

The Imperial Government have just finished a Military Hospital at a cost of about \$150,000.

The Free School system in Nova Scotia has caused the erection of several handsome stone buildings in the city, to be used as school houses.

Halifax is well supplied in Banks of a most solid and substantial character, and all doing a good safe business, comprising: Halifax Bank, Peoples' Bank, Union Bank, Merchants' Bank, Nova Scotia Bank, Bank of British North America, and the Montreal Bank, and two Savings' Banks.

Two Building Societies, four Public Libraries, one Free Library, and several Reading and other Recreation Rooms are established.

There are nineteen newspapers published in the city : three daily, and the remainder tri-weekly, weekly and monthly journals.

Twenty-three places of worship composed of—Church of England, seven ; Roman Catholic, three ; Presbyterians, five ; Wesleyans, three ; Baptist, three ; Congregational, one ; and two belonging to the coloured population.

Halifax is famous for its beautiful drives and walks ; and the fine cool temperature enjoyed in the hot season—owing to its proximity to the ocean—will make it a foremost place of resort for the tourist. It has one of the finest harbours in the world, and with Bedford Basin at its head affords opportunity for sea bathing, yachting and other water amusements seldom offered elsewhere.

The Horticultural Gardens, situated in Spring Gardens, are very tastefully and prettily arranged and laid out, so also are the Public Gardens in the rear. The Military and City Bands frequently give concerts here, and afford recreation and amusement during the season to thousands. They are well worth a visit from the stranger, and an hour or two spent there will leave a very agreeable recollection of the city.

From Halifax stages run to Chester, Lunenburg, Liverpool, and Shelburne, and also to Tangier and other places along the eastern shore. Many of the gold fields of Nova Scotia are within easy distance, and the stranger may have the pleasure of visiting them during his stay.

Steamers leave Halifax for Portland, Boston and New York ; also for ports along the Western shore of the Province, Prince Edward Island, Newfoundland, Bermuda, and the West Indies. The English Mail Steamers (Inman Line) from New York for England, call here going and returning.

Leaving Halifax by the Nova Scotia Railway (main line) we reach Truro, the Shire Town of Colchester County. The Provincial Normal School is here, and manufactories are rapidly being established. At this point the Intercolonial Railway of Canada will connect with the Nova Scotia Road.

Amherst, the Shire Town of Cumberland County, is reached from Truro by a first-class Stage line, and has now Railway connection with St. John, N. B., via Intercolonial and E. & N. A. Railway.

Continuing our trip by rail from Truro we arrive at the Acadia Mines, where the Pictou Coal Mines are principally situated. New Glasgow, three miles further, is a thriving little town, and situated on the East River. A steamer runs down the river to Pictou, and Lindsay & Co.'s Stage Coaches connect here for Cape Breton. Pictou, eight miles from New Glasgow, is very prettily situated on the side of a hill facing the harbour. The Train stops at the Landing, and we cross by steamer to Pictou. The boats of the Quebec and Gulf Ports Steamship Company make this the terminus of their route. The steamers of the P. E. I. Steam Navigation Company run here during the summer season, connecting New Brunswick, P. E. Island, and Nova Scotia.

CAPE BRETON & BRAS D'OR LAKE.

Boarding one of the steamers of the P. E. I. Steam Navigation Company we leave Pictou behind, and find ourselves on the way to Port Hood, the Shire-town of Inverness, the largest County in Cape Breton, arriving at our destination in about five hours. Prettily situated, on the east side of the harbour, the appearance of Port Hood is all that the tourist can desire. Its harbour safe in any wind,—by reason of Port Hood Island at its entrance—has anchorage in from four to five fathoms of water, and during the fishing season presents a most animated scene—the American Fishing Fleet making it their rendezvous, when as many as five hundred sail can be seen at one time. On the arrival of the steamer a stage leaves for Whykokomagh, situated at the head waters of the Bras d'Or Lake, and distant from Port Hood about twenty-eight miles. This is a pleasant route, and we would advise the stranger to take the trip. Leaving Port Hood about thirteen miles behind, we arrive at the thriving village at Mabou Bridge, rejoicing in its euphonious Micmac appellation. We then pass through Upper Mabou, situated on Mabou River. Fourteen or fifteen miles further we alight at Whykokomagh, and for the first time gaze upon the magnificent Bras d'Or (i. e., arm of gold.) This is a thinly settled but picturesquely situated village. At its back rugged hills rise amphitheatre-like to a vast eminence, while from its feet stretch out in gentle contrast to the frowning hills above, the smiling waters of Whykokomagh Bay, an inlet of the Bras d'Or Lake. Bidding farewell to the coach, we step on board the steamer "Neptune," and are soon landed safely at Baddeck, the Shire town of Victoria County, a town of some pretensions, and a place of considerable business. The "Neptune" remains here about an hour, giving the tourist ample time to interview Baddeck and the Baddeckers. But the hour passes quickly, and the shrill steam whistle loudly calls us to embark once more, and off we start, losing sight of Baddeck as we round the neighbouring extremity of Boulardarie Island, called by the Cape Bretoners, Red Head, from the color of the clay that caps it. Swiftly hurried by the gallant little boat and soon enter the Little Bras d'Or.

From the Boulardarie side comes the sound of mirth and the echoing chorus of the farmers, as they gather in the rich harvest. While not far distant, youth disports itself on the "laughing burn," that flits so gently to the (or Sydney) side, and with wonder note the change. Here the sternness of the scenery seems to chide the thoughtless rioting of the scene beyond, and frown, old-age like, on its coquettish wilderness. But even while we speak we find ourselves at the settlement of Little Bras d'Or, and consulting our watches find we have been two and one half hours steaming from Baddeck. The fifteen minutes the boat remains here, gives us full opportunity of examin-

ing Little Brass d' Or, and find that it consists of a wharf, and a rather snugly settled though small village. Embarking again we bid adieu to the Bras d' Or, not inaptly styled the Mediterranean of Nova Scotia, and find ourselves on the verge of the storm-tossed Atlantic, and coasting down about fifteen miles we arrive at Sydney Bar, passing in our route the celebrated Sydney Coal Mines. Here the coals are shipped, ship-building engaged in, and a considerable business carried on. The Bar is a rapidly growing place and at present boasts of several very good Hotels, a large Shoe Factory, an Iron Foundry, several prosperous Stores, and an A 1 Marine Slip.

Quitting the Bar we are borne up the Sydney River, about five miles, to South Sydney, the ex-capital of Cape Breton. Sydney harbour is one of the finest in the world.

For a while Fate frowned darkly on this old historic town, and Time, with stern hand, seemed to trace "Decay" over its gates, but the frown is passing away, Time relents and recent events conspire to raise recuperated Sydney to its ancient prestige. The town has two or three good Hotels, several Churches, a fine Masonic Hall, a Court House, and several other buildings worthy of note. Sydney is rather nicely laid out. A newspaper is here published. (*The Cape Breton News*) The French Squadron make this their North-American Station, and a Consul resides here.

We would strongly advise the tourist to take this trip, and feel confident that the pleasure of the journey will be fully acknowledged. Lindsay & Co.'s Stage Coach Line, which runs here daily from New Glasgow, offers a change in returning, and the scenery along the entire line cannot be excelled. The equipments of the Company are first class in every respect, and the coaches and horses are second to none on this continent. By taking this route the traveller passes on the way the famous Marble Mountain of Cape Breton, the Oil district, and some of the prettiest and most picturesque villages in the Province.

PRINCE EDWARD ISLAND.

By leaving Pictou in one of the Island boats, in a few hours we arrive at Charlottetown. The Island was discovered in 1497, by Sebastian Cabot, and was named St. John. But in 1798, by an Act of the Colonial Parliament, it was changed to its present name, in honor of His Royal Highness, Prince Edward, Duke of Kent, who was then in command of the forces in Nova Scotia, Cape Breton, and Newfoundland. Its agricultural capabilities cannot be surpassed. The climate is delightful, and fogs are almost altogether unknown. As a resort for summer travel the Island offers every inducement. The scenery is very fine, and at many places the most charming surf bathing may be had, and there is an abundance of fishing and sporting. Communication is had with the main land during the season by the steamers of the Prince Edward Island Steam Navigation Company, which run regularly be-

tween Charlottetown, Summerside, Shediac, Pictou, Georgetown, and Port Hood. There is also a weekly line of steamers to Boston, calling at Halifax. The Steamships of the Quebec and Gulf Port Steamship Company (Montreal Line) also call here. In winter, communication is had by Ice boats, drawn by hand over the ice, between Capes Tormentine and Traverse. There is also a Submarine Telegraph Cable between those two points. Until 1758, the Island belonged to the French, but was ceded to Great Britain in that year. It was annexed to Nova Scotia (or Acadia) in 1763, and in 1771 became a separate Government, and in 1851 was granted responsible Government.

The Island was originally divided into three Counties and sixty-seven Lots or Townships; these were distributed by lottery among Imperial servants and favorites. This caused a great deal of trouble and discontent among the settlers, and has led to much serious excitement. At last a Bill was introduced by the Hon. George Coles, in 1852, called the Land Purchase Bill. It placed in the hands of the Government £100,000, with which they were authorised to purchase the claims of proprietors willing to sell. By this means the Island is becoming owned at home, and the absent master disposed of.

In 1852, the Free Education Act was passed, and the Island now enjoys, with Nova Scotia, and in a few months New Brunswick, the blessings of Free Schools.

CHARLOTTETOWN,

The capital of the Island, is pleasantly situated on a short neck of land between the North and Hillsboro' rivers. The town is lighted by gas, and is well laid out; the streets crossing each other at right angles, and several of them are 100 feet wide. The harbour is safe and large. The Colonial building is the most handsome edifice in the place. It is built of Nova Scotia Free Stone, and cost over \$85 000. The other principal buildings are the Post Office, Market House, Public Hall, Exchange, Drill Shed, Prince of Wales, St. Dunstan's and Methodist Colleges, Normal School, Convent, Lunatic Asylum, Gaol and Government House. Several newspapers live and have their being in the town. The New York, Newfoundland and London Telegraph Company have an office here. There are several very good private houses, but a large summer hotel is very much needed.

SUMMERSIDE

Is the second town of importance in the Island. It is a seaport town and has a good harbour. Shipbuilding is carried on to a large extent, and the place is famous for its oysters. The New York, Newfoundland and London Telegraph Company have an office here, and there are two weekly papers published in the place. The steamers regularly call here both going to and coming from Shediac.

THE GULF PORTS.

Leaving Pietou in one of the good steamers of the Quebec and Gulf Ports Steamship Company in the morning, we arrive at Point Du Chene, (Shediac) at about 6 p. m. This is a small village, and is the water terminus of the European and North American Railway to St. John. The steamer "Rothesay Castle," the Island boats, as well as the G. & G. P. S. S. Co. make this their calling place. After remaining here about two hours, we leave for Miramichi, and arrive off the river early in the morning.

CHATHAM

Is situated twenty-four miles up the river, and presents a pretty appearance as the steamer nears the town. It is one of the largest towns on the North Shore, and does a large Lumber and Fish Business. It is lit with gas, and has some fine buildings; the principal of which are: The Roman Catholic Cathedral, Hospital and College, four Churches, Masonic and Temperance Halls. The Montreal Telegraph Company have an office here.

NEWCASTLE,

Six miles further up, is the Shire Town of Northumberland County, and will be one of the Stations of the Intercolonial Railway. A great amount of ship building is carried on here, and also a large lumber business. The Miramichi is navigable this far for ships of the largest class. The town is lighted with gas and is fortunate in having a very good hotel. Steaming down the river we are once more in the Gulf, and find our next calling place

DALHOUSIE,

At the head of the Bay Chaleur and the mouth of the Restigouche River. It is the Shire Town of Restigouche County, and is noted for its extensive salmon and lobster fisheries, which are preserved in great quantities. A large lumber business is also carried on. The Intercolonial Railway is about four miles from the town, but the nearest Station will likely be much further away. The Montreal Telegraph Company have an office here.

CAMPBELLTON

Is a remarkably picturesque little town, a few miles further up the Restigouche. It is the most northern village in the Province of New Brunswick, and will be the first principal Station of the Intercolonial, after it leaves the Province of Quebec. Its chief business is in lumber and fish, especially salmon. An office of the Montreal Telegraph Company is also established here. The steamer "Rothesay Castle" makes this the terminus of her route.

PASPEBIAO,

A village east of New Carlisle, on the north shore of the Bay Chaleur, district of Gaspé. It has a good harbour, and exports great quantities of dry fish. We next call at

PERCY,

Where is to be seen one of the strangest sights one can well conceive. Here the steamer passes close by a large rock called the Perse—or "pierced" rock,

from which the place takes its name. The rock is about three hundred feet in height and nearly as many yards in length. It is almost perpendicular, and its top is invariably covered with birds of almost every size and variety of color and plumage. At its base is an arch, cut by the action of the sea, through which small sail boats often pass. At Perse the delay is short, and a few miles beyond we enter the Bay of "Gaspe," and soon reach the village of that name.

GASPE

Is distinguished in history as being the place where Jacques Cartier landed on 24th July, 1534. Petroleum has been found in many places and also Coal. Codfish is shipped to various parts of the world, and upon the fisheries the village mainly depends. On the high ground to the rear of the settlement is Fort Ramsay, upon which are mounted some few guns. We would advise the tourist in search of change to remain here a few days; the people are remarkably kind, and the beautiful scenery, splendid sea bathing, and clear bracing air, is all one can wish for. After leaving Gaspe we call at

FATHER POINT,

And then begin to ascend the river St. Lawrence, which may well be termed—a great river. Great, from its volume, width, length, currents, and fogs, as well as from the varied and very beautiful scenery that greets the eye. The houses that dot the shore—except where mountains rise abruptly.—are mostly painted white, and present quite a pretty contrast with the grey beach in front, the green fields surrounding, and the beautifully variegated forest that rises behind them, often ending in high conical-shaped mountains. Bie, a few miles above Father Point, is decidedly a curious and romantic spot. Here can be seen, rising along the shore for a considerable distance, and extending back for several miles, dozens of small hills, extending in sharp peaks, more being flat at the apex, while others boast an endless variety of shapes, and lead one to the conclusion that here Nature sought to make a particular display of the diversity of its powers. The beautiful villages of Rimouski, Trois Pistoles, and Riviere DuLoup, soon to be remarkable as the terminus of the Intercolonial Railroad, form quite a prominent feature in, and lend a charm to the trip. Cacouna, the place where thousands of Canadians resort to enjoy the summer season and indulge in the luxury of salt water bathing, is about as pretty a place as could be desired. In a few hours we arrive at Quebec, and unhesitatingly acknowledge that the trip from Pictou, by the Gulf Ports, cannot be surpassed for beauty of scenery and pleasure, combining ocean with inland navigation in great variety.

The steamers are *First Class* in every respect, and the officers cannot be surpassed for kindness and gentlemanly bearing, and in this connection we would wish to congratulate the management of the Quebec and Gulf Ports Steamship Company upon their success.

GRAND AQUATIC CARNIVAL,

AT

HALIFAX, Nova Scotia,

ON THE

29th, 30th and 31st AUGUST, 1871.

Under the Auspices and Management of

THE "ROYAL HALIFAX YACHT CLUB."

FIRST DAY.

A Grand REGATTA, open to the Dominion of Canada.

(Full particulars of which will be published.)

SECOND DAY.

A great 4 OARED GIG RACE, open to the World,--Prize \$3,000.

ENTRY \$100.--If three boats start, second boat to save her entrance.

A MAMMOTH HODGE PODGE & CHOWDER in the AFTERNOON OF THAT DAY.

THIRD DAY.

A SCULL RACE, open to the World for a prize of \$500, and the Championship of the World.

ENTRY \$20.--If three boats start, second boat to save her entrance.

Grand Naval and Military Reviews, Shamfights, &c.
ILLUMINATIONS, TORCHLIGHT PROCESSIONS, &c. &c.

Entries to be made with the Secretary of the "Royal Halifax Yacht Club," on or before the 15th August, 1871.

ALEX. W. SCOTT,

Secretary, R. H. Y. C.

Halifax, 15th April, 1871.

Full programmes will be published in next issue, as well as full information respecting *extra* Hotel accommodation.

Established 1822.

J. & A. M' MILLAN,

78 Prince William Street, - - St. John, N. B.,

PUBLISHERS, PRINTERS, BLANK-BOOK MANUFACTURERS.

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Strangers are respectfully invited to visit our Establishment, and to examine our Books and General Stock at their entire leisure.

78 Prince William Street.

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I. & F. BURPEE & CO.,
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82 King Street,	- - - - -	ST. JOHN, N. B.
108 Barrington Street,	- - - - -	HALIFAX, N. S.

STEAMERS.

Anchor Line—Inside back cover.

Boston and Colonial Steamers "Commerce" and "Alhambra," run between Boston and Charlottetown weekly, during the Summer months, calling at Halifax and Strait of Canso, going and returning.

"City of St. John"—Weekly between St. John and Windsor, and semi-weekly between St. John and Border Ports.

Cunard Line—(Branch) Steamers leave Halifax for Bermuda and St. Thomas every fourth Friday, at noon.

"Empress" leaves St. John for Digby and Annapolis every Monday, Wednesday and Saturday morning at 7 o'clock; returning same day.

Express Line—Tri-weekly trips to and from Fredericton.

Inman Line—Leave New York for England, via Halifax, fortnightly; leaving Halifax every alternate Friday, at noon. Returning—leave Liverpool every alternate Saturday; leaving Halifax for New York shortly after arrival.

International S. S. Co.—Leave St. John for Boston, and Boston for St. John, every Monday and Thursday, at 8 A. M. See page 77.

"Linda" runs weekly between St. John, Yarmouth, and Portland.

"M. A. Starr"—Weekly between Halifax and Western Shore Ports, connecting with steamer "Linda."

New England and Nova Scotia S. S. Co.—Weekly between Halifax and Portland. See page 83.

"Neptune"—Bras d'Or Lake.

P. E. I. Steam Navigation Co.—Twice a week between Shediac, Summerside, Charlottetown, and Pictou, N. S.

"Rothesay Castle"—Weekly between Shediac and Gulf Ports. See page 79.

Union Line—Tri-weekly trips to and from Fredericton.

Quebec and Gulf Ports Steamship Co.—Leave Quebec every Tuesday, and Montreal every alternate Thursday, at 4 P. M., for Pictou and intermediate Ports; Returning, leave Pictou every Tuesday for Quebec, and every alternate Thursday for Montreal and intermediate Ports, at 7 A. M. See page 81.

STAGES.

Archibald's—Leave Truro for Amherst daily; leaving Truro on arrival of morning trains, returning in time to connect with afternoon train for Halifax.

Archibald's—Leave Halifax for Tangier, Sheet Harbour, and Salmon River, every Monday, Wednesday, and Friday mornings at 6 o'clock; returning next day.

Blair's Express leave Truro for Pugwash, Wallace, Tatamagouche, and Point Brule, on Tuesday, Thursday and Saturday; returning to Truro on the intervening days.

King's Leaves Halifax for Chester, Bridgewater, Liverpool and Shelburne daily, at 6 o'clock, A. M.; returning daily. A branch runs from Chester to Lunenburg.

Kilcup's—Leaves Annapolis for Liverpool every Tuesday, Thursday and Saturday, at 6 o'clock, A. M.; returning next day.

Lindsay & Co.—Leave New Glasgow for Antigonish, Guysboro', Strait of Canso, St. Peters, Sydney and Cow Bay daily, on arrival of morning train from Halifax; returning daily, in time to connect with afternoon train for Halifax.

McAmis & Geddes' Stage leaves Antigonish for Sherbrooke and Wine Harbour Gold Fields, on Monday, Wednesday and Friday mornings; returning same days.

Stalling's—Leave Digby for Weymouth and Yarmouth daily, boat days, about one hour after her arrival from Annapolis, other days at 6 P. M.; returning—leave Yarmouth at 5 P. M.

RIGHTS OF TRAVELERS AND RAILROAD COMPANIES.

The Courts have decided that applicants for tickets on railroads can be ejected from the cars if they do not offer the exact amount of their fare. Conductors are not bound to make change.

Passengers who lose their tickets can be ejected from the cars unless they purchase a second one. Railroad tickets are good until used.

Passengers are bound to observe decorum in the cars, and are obliged to comply with all reasonable demands to show their tickets.

Standing on the platform or otherwise violating the rules of the company, renders a person liable to be put off the train.

No person has a right to monopolize more seats than he has paid for.

Any article left in the seat while the owner is temporarily absent, entitles him to his seat on his return.

Railway Companies are liable for not giving due notice of a change in the time of running or starting trains.

By purchasing tickets before entering the cars, money is saved and trouble avoided.

Baggage of all kinds should be checked. Companies are not responsible for the loss of packages carried by passengers into the cars.

A SOUTH AFRICAN ADVENTURE. *From a Traveller's Note-Book.* When passing near the Riet River gate, and while our oxen were grazing, Van Wyk, the colonist, related to us the following interesting circumstance: It is now more than two years since, in the very place where we stand, I ventured to take one of the most daring shots that ever was hazarded. My wife was sitting inside the house, near the door, the children were playing about her, and I was without, near the house, busied in doing something to a wagon, when suddenly, though it was mid-day, an enormous lion appeared, came up and laid himself down in the shade upon the threshold of the door. My wife, either frozen with fear, or aware of the danger attending any attempt to fly, remained motionless in her place, while the children took refuge in her lap. The cry they uttered attracted my attention, and I hastened towards the door; but my astonishment may be well conceived, when I found the entrance to it barred in such a way. Although the animal had not seen me, unarmed as I was, escape seemed impossible; yet I glided gently, scarcely knowing what I meant to do, to the side of the house, up to the window of my chamber, where I knew my loaded gun was standing. By a most fortunate chance, I had set it in the corner, close to the window, so that I could reach it with my hand; for, as you may perceive, the opening is too small to admit of my having got in; and, still more fortunately, the door of the room was open, so that I could see the whole danger of the scene. The lion was beginning to move, perhaps with the intention of making a spring. There was no longer time to think. I called softly to the mother not to be alarmed, and, invoking the aid of the Lord, fired my piece. The ball passed over my boy's head, and lodged in the forehead of the lion, immediately above his eyes, which shot forth sparks of fire, and stretched him on the ground, so that he never stirred more.

Indeed, we all shuddered as we listened to this relation. Never, as he himself observed, was a more dangerous attempt hazarded. Had he failed in his aim, mother and children were all inevitably lost; if the boy had moved, he had been struck; the least turn in the lion, and the shot had not been mortal to him.

WHAT A GOOD-FELLOW IS. The word "good" according to the *Pittsburg Leader* is one fitted to subjects of the widest difference and opposite nature, and is finely fitted to illustrate the fact that the object of words, instead of being the expression of ideas, is really to conceal them. A good-fellow is far from being a fellow who is good; he is rather a good-for-nothing fellow. He never has his eyes more than half open, is good-natured, and as gentle and kind as a mouse. He takes the "world and all its hollow crew" pretty much as he finds it, and never contemplates any improvements in it, as tearing it to pieces to make it run better, as babies do with watches. The typical good-fellow will be sure to agree with you on all subjects, religion, politics, etc. He resembles a tame bear, being somewhat clumsy, but capable of being led anywhere. He will tell you good

stories if you will listen to him, and if not he will kindly listen to your bad ones. He will eat or drink at any time or place. He will never be the first to break up a party, but will sit by until midnight, entirely oblivious of his wife and children. A good-fellow is quite in his glory when he is either half drunk, or asleep. He cares for nothing, but is at everybody's service; he bears no resentments, but is obliged to everybody but his own family, whose existence he seems to be scarcely aware of. His mind, like his body, seems to have acquired a chronic habit of quietly sitting down and calmly "waiting for the facts." He is a nose of wax to be pulled or squeezed into any shape. He has no mental or moral character. He is not a good man, or a bad man, but is a good-fellow; he has neither wit nor wisdom, but is a good-fellow; he has done nothing that anybody can recollect, but is a good-fellow; in short, a complete nonentity, a hideous failure, but nevertheless a good-fellow.

HARD ON THE ENGINEER.—An engineer on the O. & M. R. R. tells the following story on himself:

One night the train stopped to wood and water at a small station in Indiana. While this operation was going on, I observed two green looking countrymen in homespun, curiously inspecting the locomotive, and occasionally giving vent to expressions of astonishment. Finally one of them looked up at me and said:

"Stranger, be this a locomotive?"

"Certainly. Didn't you ever see one before?"

"No, haven't never saw one afore. Me'n Bill came down to the station to-night purpose to see one. Them's the biler, ain't it?"

"Yes, certainly."

"What yer call that yer in?"

"We call this the cab."

"And this big wheel?"

"That's the driving-wheel."

"That big black thing on the top is the chimbley, I suppose?"

"Precisely."

"Be you the engineer what runs the machine?"

"I am the engineer."

"Bill," said the fellow to his mate, after eyeing me closely for a few minutes, "it don't take much of a man to make an engineer, do it?"

"All aboard!"

STANDING TREAT.—A traveler may go all over the Continent of Europe, of Asia and Africa, without seeing any man, except a Yankee, offer to "treat," and the Frenchmen are quite social enough, but, when they turn into a *café* to sip their wine and brandied coffee together, each man pays for his own. When two Germans, long separated, meet, they will be very likely to embrace, and then to turn into an adjacent beer-cellar, sit down and drink lager, and eat pretzels and chat, but when they part again, each man settles his own score independently. So in Italy. The Italians are proverbially merry and generous, but every man pays for his own wine, maccaroni, and cigars. They never go into each other's pocket-books in the sacred name of friendship. They never think of transferring to each other their washer-woman's bills. They would as soon as "treating" is responsible for the terrible drunkenness in America. There would be as little need of temperance societies, and the work performed by them, as there is in Germany, France, and Italy, if this pernicious and insidious habit was abolished. It is to take it all in all, the most ridiculous, the most unreasonable, and the most pestilent custom that ever laid its tyrannical hands on civilized human beings.

SCENE IN A BEER SHOP.—An enterprising Dutchman, who kept a porter house in New York, gave the following account at the police office of an assault on his premises:

"He comed in and asked me to sell him some beer; I told him he had more as would do him good—he called me a Dutch liar, and begin to broke two of my tumblers, ven me and Hans Speigher, and my wife and dorter Petsy, and all the ody men and beelpe about my place pegins to put him out—and presently he coom pack wid more shees like him and say—I will fix dis beer concern and preak him up, and de shentlements as wants to get trunk may go to shumvers elah, and not in dis dam Dutch pisen. Den dey kick Hans Speigher behind his pack, and kisseed my dorter Petsy before her face, upset de stone butcher, and spilt my wife and me and toddler parrels of peer all over de cellar. Hans run out der door and called for vatch house, and my wife called for murder like de

tifel, but before de vatch house come der dam rodies proke us all to pieces, me and my wife and dorter Petsy and Hans, and ter tam pottles and tumplers and plates and dishes, all smashed up togedder."

A STORY is told of an American travelling in Paris. Having occasion to take a bath, his physician recommended a wine bath. In the employ of the establishment there was a colored man whom he had known in America, and of him he inquired how they could afford to give a wine bath for seventy-five cents.

"Why, massa," said the negro, "that wine has been in the bath-room for one week, and you is the thirty-eighth person that bathed in it."

"Well, I suppose they throw it away when they are done with it?"

"Oh, no, massa! they send it all down stairs for the poor people who bathe for twenty-five cents."

"And then what do they do with it?"

"Bottle it up and send it to America, where they sell it for French wine!"

PERFECTLY SATISFACTORY.—A good man recently attempted the conversion of a prisoner in the Tombs, beneath the court-house, inasmuch as he had shown some sighs that were considered hopeful.

After a suitable opening, the instructor, wishing to make his teachings appropriate, said:

"What brought you here, my friend?"

"Two state constables," said the prisoner.

"Ah! yes—but I mean—had intemperance anything to do with your misfortune?"

"Yes," said the convict meekly, "they were both drunk!"

The examiner passed on to the next hopeful subject.

PATRONIZING A BROTHER.—An amusing story is told of a huckman at Newport, R. I. A zealous Methodist, by-the-way—who last year donned the Quaker coat and broad-brim, and meeting the drab-colored visitors at the depot, meekly said, "Will *thee* have a carriage?" Glad to patronize a brother, as he expected, they filled up his vehicle immediately, when, to the amusement of the bystanders, he drawled out, "Where's *thou's* baggage?" It is needless to say that the trick was seen through by the occupants, who left him in disgust; and the funniest part of it is that to this day he can't imagine how they found him out.

Two Dutch farmers at Kinderhook, whose farms were adjacent, were out in their respective fields when one heard an unusually loud bellowing in the direction of a gap in a stone wall, and ran with all speed to the place, and the following brief conversation ensued: "Shon, vat ish te matter?" "Vell, den," says John, "I was trying to climb on te top of dish high stone wall, and I fell off, and all te stone wall tumbled down into me, and has broke one of mine legs off, and both of mine arms, smashed mine ribs in, and deese pig stones are laying on the top of mine body."

"Ish dat all?" says the other; "vy, you holler so big loud I tot you got de toofache."

A Jack Tar, having strayed into a show, to have a look at the wild beasts, was much struck with the sight of a lion and a tiger in the same den.

"Why, Jack," said he to a messmate, who was chewing a quid in silence, "I shouldn't wonder if next year they were to carry about a sailor and a marine living peaceably together?"

"Aye," said his married companion; "or a man and his wife!"

"Willie," said a doting parent, at breakfast table, to an abridged edition of himself, who had just entered the grammar class at the high-school. "Willie, my dear, will you pass the butter?"

"Thirtainly, thir—takthes me to parthe anything. Butter ith a common thubthantive neuter gender, agreeeth with hot buckwheat caketh, and ith governed by thugar—molath-eth underthood."

THE SECRET OF LIFE.—How many take a wrong view of life, and waste their energies and destroy their nervous system in endeavouring to accumulate wealth, without thinking of the present happiness they are throwing away! It is not wealth or high station which makes a man happy. Many of the most wretched beings on earth have both; but it is a radiant, sunny spirit which knows how to bear little trials and enjoy little comforts, and thus extracts happiness from every incident of life.

A SERVANT-GIRL, who had just been admonished by her mistress to be very careful in "washing up" the best tea-things, was overheard, shortly afterward, in the back kitchen,

indulging in the following soliloquy, while in the act of wiping the sugar-basin: "If I was to drop this ere basin, and was to catch it, I s'pose I shouldn't catch it; but if I was to drop it, and wasn't to catch it, I reckon I should catch it."

"Young man, what's the price of this silk?" asked a partially deaf old lady.

"Seven dollars," was the reply.

"Seventeen dollars!" exclaimed she; "I'll give you thirteen."

"Seven dollars, ma'am, is the price of the silk," replied the honest shopman.

"Oh, seven dollars!" replied the lady, sharply; "I'll give you five."

HOW TO BECOME A DUCHESS.—"Mother," said a little girl who was engaged in making her doll an apron, "I believe I shall be a duchess when I grow up." "How do you ever expect to become a duchess, my daughter?" her mother asked. "Why, by marrying a Dutchman, to be sure," the girl replied.

NEVER ACTED WITHOUT A MOTIVE.—A politician, who was noted for never doing any thing without a sinister purpose, having died, the clergyman who preached his funeral sermon said, that it would have been a great consolation to the friends of the deceased, if they could have ascertained his motive in thus suddenly leaving them.

An old lady on a steamboat observed two men pumping up water to wash the deck, she accosted the captain as follows: "Well, captain, got a well aboard, eh?" "Yes, ma'am; always carry one," said the polite captain. "Well, that's clever," she said. "I always did dislike this nasty river water."

"So there's another rupture at Mount Vociferous," said Mrs. Partington, as she put down her paper and put up her specs; "the paper tells us about the burning lather running down the mountain, but it don't tell how it got on fire."

"What! tipsy agin!" said a wife to her husband. "No, my dear," said he, "not tipsy, but a little slippery. The fact is, somebody has been rubbing my boots till they are as smooth as glass."

An epitaph in a rural churchyard reads thus: "Here lies Bernard Lightfoot, who was accidentally killed in the forty-fifth year of his age. This monument was erected by his grateful family!"

A little girl was lately reprov'd for playing out of the doors with the boys, and informed that, being seven years old, she was too big for that now. "Why, grandma," the bigger we grow the better we like 'em."

Be careful of your promises, and just in your performances, and remember it is better to do and not promise, than to promise and not perform.

As it regards the number of years that a kat kan live, that depends entirely upon circumstances—they can't live over Sunday with me.—*Josh Billings.*

"Gentlemen," said a ragged loafer, addressing a crowd, "I am an author." "Of what?" "Of my own mis-fortunes."

The ladies at some of our seaside resorts utterly refuse to bathe in sight of the buoys that have been put out for their safety.

"Pa, how many legs has a ship?" "A ship has no legs, my child." "Why, pa, the paper says she draws twenty feet, and she runs before the wind."

Why is a son who objects to his mother's second marriage like an exhausted pedestrian? Because he can't go a step farther.

What is the difference between a cashier and a schoolmaster? One tills the mind and the other minds the till.

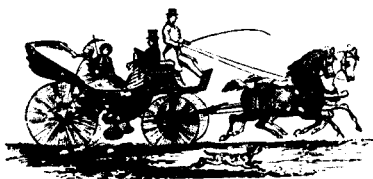
Whenever you buy, sell, let, or hire, make a clear bargain, and never trust to—"We shan't disagree about trifles."

What is the difference between an auction and sea-sickness? One is the sale of effects, the other the effects of a sail.

"Walk in without knocking," as Paddy said to the praties.

When may money be called wet?—When it is due in the morning and mist at night.

When may a smith be said to commit a felony?—When he forges.



Park Hotel Livery Stables,

SYDNEY STREET, - - ST. JOHN, N. B.

HORSES AND CARRIAGES TO LET,

Coaches always in attendance at Railway Stations and Steamers.

Horses Boarded on reasonable terms. Horses Bought and Sold.

S. T. GOLDING,

Proprietor.

PARK HOTEL,

KING SQUARE,

SAINT JOHN, N. B.

H. FAIRWEATHER,

Proprietor.

VERMONT CENTRAL RAILROAD LINE.

GENERAL OFFICES—ST. ALBANS.

J. G. SMITH, President.

G. MERRILL, General Superintendent.

J. W. HOBART, General Freight Agent.

M. G. ELLIOT, General Ticket Agent.

L. MILLIS, General Eastern Agent, 65 Washington Street, Boston.

[Dec. 14, 1870.]

CONDENSED TIME-TABLE of Through Express Trains—Boston and Chicago.

RUNNING NORTH and WEST.				RUNNING SOUTH and EAST.			
MIS.	STATIONS.	No. 1.	No. 2.	MIS.	STATIONS.	No. 1.	No. 2.
	BOSTON..... Leave	8.00 A.M.	8.00 P.M.	0	CHICAGO..... Lve	9.00 A.M.	9.00 P.M.
26	Lowell.....	8.48 "	6.55 "	281	DETROIT.....	6.20 P.M.	7.10 A.M.
40	Nashua.....	9.20 "	7.20 "	424	Stratford.....	1.05 A.M.	1.45 P.M.
57	Manchester.....	9.55 "	7.55 "	506	TORONTO.....	6.00 "	7.30 "
75	Concord.....	10.35 "	8.40 "	579	Coburg.....	9.15 "	10.30 "
94	Franklin.....	11.16 "	9.30 "	622	Belleville.....	11.10 "	12.25 A.M.
113	Danbury.....	12.25 "	10.28 "	670	Kingston.....	1.35 P.M.	2.40 "
133	Enfield.....	12.46 "	11.21 "	677	Brockville.....	3.40 "	4.55 "
144	WHITE RIVER JNC..... Arr	1.15 P.M.	11.55 "	730	Prescott..... Arr	4.10 "	5.30 "
	Lve	1.25 "	12.10 A.M.		OTTAWA..... Lve	12.00 P.M.	10.30 P.M.
163	South Royalton.....	2.12 "	1.58 "	37	Oxford.....	2.00 P.M.	
177	Randolph.....	2.46 "	1.32 "	54	Prescott..... Arr	3.10 "	1.00 A.M.
198	Northfield.....	3.40 "	2.27 "		Prescott Junc..... Lve	4.10 "	5.30 "
209	Montpelier.....	3.55 "	2.40 "	733	OGDENSBURG..... Lve	5.00 "	6.20 "
218	Waterbury.....	4.30 "	3.25 "	758	Potsdam Junc.....	7.15 "	8.10 "
231	Richmond.....	5.00 "	4.05 "	794	Malone.....	10.30 "	8.10 "
240	Essex Junc.....	5.40 "	4.42 "	851	Rouse's Point.....	4.00 A.M.	10.42 "
248	Burlington.....	5.00 "	4.15 "	875	ST. ALBANS..... Arr	5.50 "	11.50 "
264	ST. ALBANS..... Arr	6.35 "	5.42 "		QUEBEC..... Lve	8.00 P.M.	
	Lve	6.50 "	6.10 "	172	MONTREAL..... Arr	6.30 A.M.	3.45 P.M.
283	St. Armand.....	7.30 "	7.05 "		Lve	9.00 "	4.50 "
290	Stanbridge.....	7.50 "	7.19 "	159	St. John's.....	10.00 "	5.32 "
308	St. John's.....	8.05 "	7.35 "	217	Stanbridge.....	10.42 "	5.50 "
335	MONTREAL..... Arr	9.15 "	8.50 "	224	St. Armand.....	11.02 "	6.45 "
	Lve	10.00 "		875	ST. ALBANS..... Arr	11.45 "	
507	QUEBEC..... Arr	8.00 A.M.			Lve	12.00 P.M.	7.30 "
264	ST. ALBANS..... Lve	6.55 P.M.	6.05 A.M.	908	Burlington.....	12.30 P.M.	7.50 "
288	Rouses Point.....	8.00 "	7.18 "	900	Essex Junc.....	1.00 "	8.40 "
315	Malone.....	10.20 "	10.00 "	909	Richmond.....	1.23 "	9.05 "
383	Potsdam Junc.....	12.12 A.M.	12.00 M.	922	Waterbury.....	2.02 "	9.40 "
406	OGDENSBURG.....	1.25 "	1.10 P.M.	933	Montpelier.....	2.17 "	9.55 "
409	Prescott..... Lve	5.45 "	1.15 "	942	Northfield.....	2.56 "	10.35 "
425	Oxford.....	6.40 "	2.00 "	963	Randolph.....	3.54 "	11.39 "
463	OTTAWA..... Arr	8.30 "	3.45 "	977	South Royalton.....	4.32 "	12.25 A.M.
	Lve	1.35 "	1.15 "	996	WHITE RIV. JNC. Arr	5.15 "	1.20 "
462	Brockville.....	2.10 "	1.50 "		Lve	5.35 "	1.50 "
460	Kingston.....	4.15 "	4.05 "	1007	Enfield.....	6.07 "	2.29 "
517	Belleville.....	6.20 "	6.15 "	1027	Danbury.....	6.49 "	3.29 "
540	Coburg.....	8.25 "	8.25 "	1046	Franklin.....	7.35 "	4.24 "
630	TORONTO.....	11.45 "	11.30 "	1065	Concord.....	8.15 "	5.30 "
715	Stratford.....	3.45 P.M.	4.00 A.M.	1063	Manchester.....	8.53 "	6.15 "
858	DETROIT.....	10.20 "	9.10 "	1100	Nashua.....	9.00 "	7.05 "
1130	CHICAGO..... Arr	8.00 A.M.	8.00 P.M.	1114	Lowell.....	9.30 "	7.40 "
				1130	BOSTON..... Arr	10.30 "	8.35 "

Luxurious Drawing-Room and Compartment Cars.

AND

ELEGANT PALACE. SLEEPING and SMOKING CARS,

FROM BOSTON TO MONTREAL WITHOUT CHANGE.

W. H. OLIVE, - - - - - Ticket Agent, St. John, N. B.,

ALSO AGENT FOR Lake Shore and Michigan Southern, and Erie Railways; Great South-
ern Mail Route; Fall River, Stonington, and Norwich Lines to New York; Pacific Mail
S. ship Company.

GRAND TRUNK RAILWAY OF CANADA.

RICHARD POTTER, President, LONDON, ENGLAND.

[Oct. 31st, 1870.

C. J. BRYDGES, Managing Director, Montreal.
 J. HICKSON, Sec'y. and Treasurer, "
 RICHARD EATON, Locomotive Supt. "

H. SHACKELL, Gen. Pass. Agent, Montreal.
 F. C. STRATTON, Gen. Freight Agent, "
 P. S. STEVENSON, Gen. Western Freight Agent, Toronto.

CONDENSED TIME-TABLE of Through Express Trains—Portland and Chicago.

Westward Trains.				Eastward Trains.				
Mis	STATIONS.	No. 1.	No. 2.	Mis	STATIONS.	No. 1.	No. 2.	
0	PORTLAND..... Leave		1.10 P.M.	0	CHICAGO..... Leave	9.00 A.M.	9.00 P.M.	
91	Gorham.....		6.00 "	56	Michigan City.....	11.10 "	11.10 "	
149	Island Pond.....	4.30 A.M.	10.00 "	140	Kalamazoo.....	2.15 P.M.	2.10 A.M.	
196	Sherbrooke.....	6.20 "	12.30 A.M.	176	Marshall.....	3.28 "	3.30 "	
221	Richmond.....	7.30 "	2.05 "		{ Ar	6.40 "	7.30 "	
				281	DETROIT JUNC. { Lv	6.45 "	7.40 "	
317	QUEBEC (Pt. Levi) { Ar	5.00 P.M.	8.00 "	289	Milwaukee Junc.....	8.40 "	9.45 "	
	{ Lv		8.00 P.M.	343	Port Huron.....	9.40 "	10.35 "	
291	St Hyacinthe.....	9.35 A.M.	4.15 A.M.	341	Sarnia.....			
290	St. Lambert.....	11.00 "	6.05 "	421	STRATFORD..... { Ar	1.05 A.M.	1.45 P.M.	
					{ Lv	3.10 "	3.10 "	
237	MONTREAL..... { Ar	11.25 "	6.30 "	447	Berlin.....	3.10 "	3.57 "	
	{ Lv	8.00 P.M.	8.00 "	460	Guelph.....	4.17 "	5.00 "	
384	CORNWALL..... { Ar	10.50 "	10.45 "	478	Georgetown.....	4.37 "	5.20 "	
	{ Lv	11.05 "	10.45 "	487	Brampton.....	5.30 "	6.15 "	
409	Prescott Junc.....	1.35 A.M.	1.15 P.M.	509	TORONTO..... { Ar	6.00 "	7.30 "	
425	Oxford.....	6.40 "	2.00 "		{ Lv	6.00 "	7.30 "	
451	Ottawa.....	8.30 "	3.45 "		Peterboro'..... Ar	7.35 P.M.		
422	Brookville.....	2.10 "	1.50 "	572	Port Hope.....	8.45 A.M.	10.05 "	
495	Ottawa..... Lv	10.30 P.M.	9.40 A.M.	578	COBOURG..... { Ar	9.15 "	10.30 "	
492	Perth.....		11.20 "		{ Lv	11.10 "	12.25 A.M.	
				622	Belleville.....			
499	KINGSTON..... { Ar		3.45 P.M.	670	KINGSTON..... { Ar			
	{ Lv	4.15 A.M.	4.05 "		{ Lv	1.35 P.M.	2.40 "	
517	Belleville.....	6.20 "	6.15 "	0	Ottawa..... Lv			
561	COBOURG..... { Ar	8.25 "	8.25 "	64	Perth.....			
	{ Lv	8.45 "	8.50 "	717	Brookville.....	3.40 "	4.55 "	
567	Port Hope.....	8.45 "	8.50 "	0	Ottawa..... Lv	12.00 P.M.	10.30 P.M.	
593	Peterboro'..... Lv	5.20 A.M.	5.20 P.M.	37	Oxford.....	2.00 P.M.		
630	TORONTO..... { Ar	11.30 "	11.30 "	730	Prescott Junc.....	4.10 "	5.30 A.M.	
	{ Lv	11.45 "	11.30 "		{ Ar	6.10 "	7.20 "	
651	Brampton.....	12.40 P.M.		775	CORNWALL..... { Lv	6.25 "	7.35 "	
650	Georgetown.....	1.03 "	1.45 A.M.		{ Ar	9.30 "	10.30 "	
678	Guelph.....	1.55 "	2.25 "	840	MONTREAL..... { Lv	10.00 "	2.00 P.M.	
690	Berlin.....	2.30 "			{ Ar	10.40 "	2.25 "	
718	STRATFORD..... { Ar	3.35 "	3.30 "	847	St. Lambert.....	12.05 "	3.55 "	
	{ Lv	3.45 "	6.30 "	875	St Hyacinthe.....			
708	Sarnia.....	7.30 "	6.30 "		QUEBEC (Pt. Levi) { Ar	8.00 A.M.		
739	Port Huron.....	7.45 "	6.30 "		{ Lv	8.00 P.M.		
833	Milwaukee Junc.....	9.55 "	8.45 "	918	Richmond.....	2.15 A.M.	6.15 "	
858	DETROIT JUNC. { Ar	10.05 "	9.00 "		943	Sherbrooke.....	3.0 "	7.30 "
	{ Lv	10.05 "	10.15 "		960	Island Pond.....	7.00 "	9.45 "
962	Marshall.....	1.37 A.M.	1.55 P.M.	1048	Gorham.....	9.45 "		
1068	Kalamazoo.....	2.52 "	3.08 "	1139	PORTLAND.....	2.10 P.M.		
1083	Michigan City.....	5.52 "	5.53 "					
1190	CHICAGO..... Arrive	8.00 "	8.00 "					

SLEEPING CARS ON Night Express Trains between Montreal and Island Pond.

PULLMAN'S PALATIAL SLEEPING CARS ON NIGHT EXPRESS TRAINS between MONTREAL and the WEST.


NOTE.—STANDARD OF TIME.—Trains are run between Portland and Island Pond by Portland time; between Island Pond and Montreal by Montreal time; between Montreal and Toronto by Montreal time; between Toronto and Sarnia by Toronto time; between Port Huron and Detroit by Chicago time; between Detroit and Chicago via Michigan Central, by Chicago time;

Trains leaving terminal stations on Saturday evenings run through to destination Sunday morning. Other trains leave and arrive daily, Sundays excepted.


GEORGE P. BLACK, AGENT, G. T. R..... Halifax, Nova Scotia.
 JOHN N. THORNTON, " " St. John, New Brunswick.

GRAND TRUNK RAILWAY OF CANADA.

Trains are run Daily, Sundays excepted, by MONTREAL TIME.

 SLEEPING CARS ON Night Express Trains.

Montreal to Quebec.					Quebec to Montreal.					
Miles	STATIONS.		Mix	Ex	Miles	STATIONS.		Ex.	Mix	Mix
	Leave		A. M.	P. M.		Leave		P. M.	A. M.	P. M.
0	MONTREAL	Leave		10.00	0	QUEBEC (Point Levi)		8.00		8.00
7	St. Lambert			10.40	2	Hadlow		8.05		8.10
10	St. Hubert				8	Chaudiere Curve		8.50		8.45
15	St. Bruno				15	Craig's Road		9.10		9.50
21	Belœil			11.13	20	Black River		9.45		10.40
23	St. Hilaire				28	Methot's Mills		10.15		12.00
28	Soixante				37	Lyster		10.30		12.45
35	St. Hyacinthe			12.05	41	Beauceour		10.55		1.15
42	Britannia Mills				49	Somerset		11.15		2.00
44	St. Liboire				55	Stanford		11.45		3.00
48	Upton			12.42	64	Arthabaska		12.10		4.10
51	Acton			1.05	71	Warwick		12.50		5.10
62	Old Durham				84	Danville				
66	New Durham				96	RICHMOND	} Ar	1.30		
76	RICHMOND	{ Lv		2.00	106	New Durham	{ Lv	2.05		
188	Danville			8.00	110	Old Durham		2.40		
100	Warwick			9.05	118	Acton		2.50		
98	Arthabaska			10.10	124	Upton		3.15		
118	Stanford			11.00	128	St. Liboire		3.35		
123	Somerset			12.00	130	Britannia Mills		3.52		
131	Beauceour			12.45	137	St. Hyacinthe		4.15		
135	Lyster			1.40	144	Soixante		4.40		
144	Methot's Mills			2.00	150	St. Hilaire		5.10		
152	Black River			2.40	157	St. Bruno		5.18		
157	Craig's Road			3.25	162	St. Hubert		5.35		
163	Chaudiere Curve			3.45	165	St. Lambert		5.50		
170	Hadlow			4.20	172	MONTREAL		6.05		
172	QUEBEC (Point Levi)			4.40				6.30		
				5.00						

 The Night Express from Quebec on Saturdays, runs through to Montreal on Sunday P. M.

QUEBEC AND RIVIERE DU LOUP.

Trains are run Daily, Sunday excepted, by MONTREAL TIME.

[Oct. 31st, 1870.]

Quebec to Riviere Du Loup.					Riviere Du Loup to Quebec.				
Miles	STATIONS.		Mix	Mail	Miles	STATIONS.		Mail	Mix
	Leave		A. M.	P. M.		Leave		A. M.	P. M.
0	QUEBEC (Point Levi)	Leave	9.00		0	RIVIERE DU LOUP	Leave	9.00	
2	Hadlow		9.05		6	Lake Road		9.20	
8	Chaudiere Curve		9.25		12	St. Alexandre		9.40	
12	St. Jean Chrysostome		9.40		16	St. Andre		9.52	
17	St. Henri		9.55		19	Ste. Helene		10.02	
25	St. Charles		10.20		25	St. Pascal		10.22	
31	St. Michel		10.40		30	St. Denis		10.40	
35	St. Valier		10.55		35	Riviere Ouelle		10.55	
40	St. Francois		11.05		41	St. Anne		11.12	
43	St. Pierre		11.18		48	St. Roch		11.30	
48	St. Thomas		11.35		52	Elgin Road		11.42	
55	Cap St. Ignace		11.51		56	St. Jean Port Joli		11.56	
58	L'Anse a Gile		12.07		61	Trois Saumons		12.10	
62	L'ISLET	{ Ar	12.20		61	L'ISLET	{ Ar	12.20	
		{ Lv	12.35				{ Lv	12.35	
65	Trois Saumons		12.45		68	L'Anse a Gile		12.50	
70	St. Jean Port Joli		1.10		71	Cap St. Ignace		1.00	
74	Elgin Road		1.12		78	St. Thomas		1.20	
78	St. Roch		1.25		84	St. Pierre		1.40	
83	St. Anne		1.48		86	St. Francois		1.50	
91	Riviere Ouelle		2.08		91	St. Valier		2.05	
96	St. Denis		2.25		95	St. Michel		2.17	
101	St. Pascal		2.43		101	St. Charles		2.40	
107	St. Helene		3.00		109	St. Henri		3.05	
110	St. Andre		3.10		114	St. Jean Chrysostome		3.20	
114	St. Alexandre		3.22		118	Chaudiere Curve		3.35	
120	Lake Road		3.40		124	Hadlow		3.55	
126	RIVIERE DU LOUP		4.00		138	QUEBEC (Point Levi)		4.00	

Arrive P. M.

Arrive P. M.

EUROPEAN & NORTH AMERICAN RAILROAD.

MAINE DIVISION.

[May 8, 1871.]

G. K. JEWETT, President.

J. M. LUNT, Superintendent.

M. H. ANGELL, General Ticket Agent, Bangor, Me.

Bangor to Mattawamkeag.					Mattawamkeag to Bangor.						
Miles.	STATIONS.	Mix		Mail		Miles.	STATIONS.	Mail		Mix	
		A.M.	P.M.	A.M.	P.M.			A.M.	P.M.	A.M.	P.M.
0	BANGOR	Leave				0	MATTAWAMKEAG	Leave			
5	Venzie	7.55	11.30	4.45	7.50	3	Winn	4.40		1.10	
5	Basin Mills	8.10	11.42	4.58	8.03	3	Winn	4.47		1.10	
8	Orono	8.18	11.50	5.07		12	Lincoln Centre	5.10		2.10	
9	Webster	8.35	11.55	5.15	8.15	14	Lincoln	5.16		2.15	
11	Great Works	8.40	12.00	5.20		23	Enfield	5.40		3.10	
12	Oldtown	8.50	12.10	5.30	8.23	27	Passadunkkeag	5.50		3.25	
13	Milford	9.00	12.15	5.40	8.30	32	Olamon	6.00		4.05	
18	Costigan	9.10	12.25	5.50	8.35	35	Greenbush	6.13		4.25	
23	Greenbush	9.25			8.47	40	Costigan	6.25		4.45	
26	Olamon	9.40			8.58	45	Milford	6.37	7.45	5.15	1.15
31	Passadunkkeag	9.55			9.10	46	Oldtown	6.45	8.00	5.30	1.20
34	Enfield	10.15			9.20	47	Great Works	6.48	8.05	5.35	1.25
44	Lincoln	10.30			9.30	49	Webster				
45	Lincoln Centre	11.10			9.55	50	Orono	7.00	8.20	6.00	1.36
46	Winn	11.25			10.02	52	Basin Mills		8.20	6.05	1.50
53	MATTAWAMKEAG	12.00			10.28	53	Venzie	7.10	8.20	6.15	2.00
58	MATTAWAMKEAG	12.10			10.40	58	BANGOR	7.15	8.25	6.25	2.15
	Arrive	P.M.	P.M.	P.M.	P.M.		Arrive	A.M.	A.M.	P.M.	P.M.

Bangor—Connects with Maine Central Railroad for Portland, Boston, &c.

NEW BRUNSWICK DIVISION.

[May 8, 1871.]

Eastward Trains.				Westward Trains.				OFFICES:	
Miles.	Stations.	Pass		Miles.	Stations.	Pass		ST. JOHN, N. B.	
		A.M.	P.M.			A.M.	P.M.	General Manager.	
	HOULTON	Leave		0	St JOHN, (Ferry)	8.00	3.45	H. D. McLEOD, Local Supt.	
	WOODSTOCK	10.00		1	Carleton	8.15	3.55	W. RAUNNIE, Train Master.	
	ST. ANDREW'S	10.00		4	Fairville	8.30	4.05	CONNECTIONS AT	
	ST. STEPHEN	11.15		6	Lancaster	8.38	4.12	McADAM JUNCTION	
0	ST. CROIX			11	Grand Bay	8.57	4.31	—with New Brunswick & Canada Railway, for St. Andrews	
4	McADAM JUNC.	1.45		16	Westfield	9.11	4.43	St. Stephen, Woodstock, and Richmond.—By Calais & Lewis' Island Railway and Stage to Lincoln; and from Houlton and Woodstock by Eastern Express Line of Stages to Mattawamkeag.	
15	Magalloway	2.10		20	Nerepis	9.26	4.57		
25	Harvey	2.45		25	Welsford	9.50	5.19		
30	Cork	3.14		29	Clarendon	10.44	5.00		
42	Tracy	3.54		33	Gaspereaux	10.16	5.40		
45	Fredericton Junc.	4.07		36	Enniskillen	10.55	5.48		
0	FREDERICTON	8.40		39	Hoyt	10.35	5.57		
1	Salamanca	8.44		42	Blissville	10.46	6.06		
6	Glacier	8.59		46	Fredericton Junc.	11.00	6.18		
10	Wassiss	9.10		0	Fredericton Junc.		6.23		
14	Rusiganon	9.25		3	Three Tree Creek		6.34		
19	Three Tree Creek	9.36		8	Rusiganon		6.50		
22	Fredericton Junc.	9.45		12	Wassiss		7.16		
45	Fredericton Junc.	9.50	4.11	16	Glacier		7.32		
50	Blissville	10.04	4.24	21	Salamanca		7.32		
53	Hoyt	10.14	4.35	22	FREDERICTON		7.35		
55	Enniskillen	10.25	4.44	46	Fredericton Junc.	11.05			
58	Gaspereaux	10.34	4.53	50	Tracy	11.18			
62	Clarendon	10.44	5.04	62	Cork	11.59			
76	Welsford	10.58	5.19	67	Harvey	12.16			
71	Nerepis	11.13	5.40	77	Magalloway	12.52			
80	Westfield	11.26	5.56	86	McADAM JUNC.	1.20			
86	Grand Bay	11.37	6.11	92	ST. CROIX				
87	Lancaster	11.49	6.32	96	ST. ANDREW'S	5.00			
95	Fairville	12.00	6.40	125	ST. STEPHEN	3.45			
91	Carleton	12.13	6.53	127	WOODSTOCK	4.45			
92	St. John, (Ferry)	12.25	7.00	131	HOULTON	4.45			
	Arrive	A.M.	P.M.		Arrive	P.M.	P.M.		

STAGES.—A Daily Line of first-class Stages runs between Mattawamkeag and Houlton, 51 miles, connecting with New Brunswick and Canada Railway for McAdam Junction, and thence via New Brunswick Division of European and North American Railway for St. John. Stages also run from Lincoln Station daily for Princeton Station, 56 miles, connecting there with Trains for Calais, and at St. Stephen with New Brunswick and Canada Railway for McAdam Junction, thence via New Brunswick Division, E. & N. A. R'y, for St. John, N. B. See full connections page 73.

EUROPEAN & NORTH AMERICAN RAILWAY.

AND INTERCOLONIAL RAILWAY.

GENERAL OFFICES—ST. JOHN, N. B.

[May 8, 1871.]

LEWIS CARVELL,

General Superintendent.

ALEXANDER McNAUGHTON, Accountant.

HENRY A. WHITNEY, Loco. and Car Sup't.

TRAINS GOING EAST.

TRAINS GOING WEST.

Miles	STATIONS.	No 2						No 4						No 6						No 8						No 10													
		Ex.	Acc.	Ex.	Acc.	Fr't.	No 8	No 10	Pass.	Acc.	Ex.	Acc.	Fr't.	No 8	No 10	Pass.	Acc.	Ex.	Acc.	Fr't.	No 8	No 10	Pass.	Acc.	Ex.	Acc.	Fr't.	No 8	No 10	Pass.	Acc.								
	ST. JOHN	Leave																																					
0	ST. JOHN	A.M.	A.M.	P.M.	P.M.	P.M.	A.M.	A.M.																															
3	Moose Path	7 00	11 15	2 30	5 00																																		
5	Torryburn	7 08	11 23	2 42	5 08																																		
7	Riverside	7 15	11 38	2 52	5 15																																		
9	Rothsey	7 19	11 44	2 58	5 19																																		
12	Quispamsis	7 24	11 52	3 05	5 24																																		
17	Nauwigewauk	7 46	12 30	3 37	5 46																																		
22	Hampton		12 50	3 55																																			
26	Passage	8 00	1 05	4 10	6 00																																		
27	Bloomfield	8 11	1 20	4 27	6 11																																		
33	Norton			4 55																																			
39	Apohaqui	8 47	2 12	5 00	6 23																																		
44	Sussex		2 30	5 40	6 47																																		
47	Plumweseep	9 00	2 45	6 00	7 00																																		
51	Penobscia	9 09	2 58	6 13																																			
55	Dunsinane	9 19	3 20	6 29																																			
61	Anagnance	9 30	3 35	6 45																																			
66	Petitcodiac	9 45	3 58	7 08																																			
71	Pollet River	10 00	4 20	7 50																																			
76	Salisbury	10 10	4 30																																				
79	Boundary Creek	10 23	4 48																																				
89	Moncton			6 00																																			
91	Humphrey's Mill	11 14	6 20																																				
95	Cook's Brook	11 19	6 27																																				
96	PAINSEC JNC.	11 30	6 41																																				
		11 35	6 48																																				
101	Meadow Brook				11 40																																		
108	M'cook				11 58																																		
116	Dorchester				12 21																																		
127	Sackville				12 28																																		
131	Aulac				12 52																																		
137	Amherst				1 36																																		
102	Dorch'r Road				1 49																																		
106	Shediac				2 10																																		
108	Point Du Chene				2 19																																		
		11 56	7 08																																				
		12 09	7 27																																				
		12 15	7 35																																				
		Arrive	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	

No. 1 Train is passed by No. 2 at Hampton at 8 A. M.
 No. 2 Train passes No. 1 at Hampton at 8 A. M., No. 3 at Norton at 8 29 A. M., No. 6 at Petitcodiac 10 A. M., and No. 7 at Painssec at 11 35 A. M.
 No. 3 Train is passed by No. 2 at Norton at 8 20 A. M.
 No. 4 Train is passed by No. 5 at Nauwigewauk at 12 28 P. M., and by No. 7 at Penobscia at 3 16 P. M.
 No. 5 Train is passed by No. 2 at Petitcodiac at 10 A. M., and passes No. 4 at Nauwigewauk at 12 28 P. M.
 No. 6 Train is passed by No. 7 at Norton at 4 58 P. M.
 No. 7 Train is passed by No. 2 at Painssec at 11 35 A. M. Passes No. 4 at Penobscia at 3 16 P. M., No. 6 at Norton at 4 58 P. M., and is passed by No. 8 at Hampton at 6 P. M.
 No. 8 Train passes No. 7 at Hampton at 6 P. M.
 No. 9 } Trains have a Free Track.
 No. 10 }
 Trains Nos. 1, 6 and 8 only, will, when necessary, stop at Quispamsis and Athol.
 On and after 1st June, and until 1st October, Trains No. 6, 7 and 8 will stop at Cemetery Platform to land and take up Passengers. Full connections see page 71.

NEW BRUNSWICK & CANADA RAILWAY.

May 8th, 1871.

Westward Trains.				Eastward Trains.				HENRY OSBURN, General Manager.	
Stations.		Pass		Stations.		Pass		J. P. CHANGLE, Superintendent, St. Andrews, N. B.	
Miles.	Leave	a.m.	p.m.	Miles.	Leave	a.m.	p.m.	CONNECTIONS.	
0	ST. ANDREWS			0	Houlton			McAdam Junction — Connects with N. Brunswick Division of European and North Am'en Rail- road to and from Fredericton and St. John.	
5	Chamcook	10	00	4	Greenville	10	15		
11	Bartlett's	10	25	8	Debec Junc... Arr	10	30		
13	Waweig	11	00	0	WOODSTOCK	10	00		
15	Raix Road	11	10	3	Hodgdon	10	10		
19	Hewitt's	11	30		Barker House				
20	Rolling Dam	11	35	11	Debec Junc... Arr	10	30		
24	Dumbarton	12	00	8	Debec Junction	10	40		
27	Watt Junc. Arr	12	15	10	Wickham	10	48		
0	ST. STEPHEN	11	15	15	Eel River	11	05		
5	Maxwell	11	30	21	Craig Bridge			Watt Junction— Connects with the Branch to and from St Stephen. Change cars.	
8	Moore's Mills	11	40	25	Canterbury	11	45		
10	Baillie	12	00	31	Deer Lake	12	05		
15	Meadows	12	00	34	Hall's Siding				
27	Watt Junction	12	25	45	Maudsley				
29	Lawrence	12	30	47	M ADAM JNC. LV	1	45		
34	Barber Dam	12	50	51	Toby Guzzle				
36	Toby Guzzle			52	Barber Dam	2	10		
43	McAdam JUNC.	1	45	56	Lawrence	2	30		
45	Maudsley			63	Watt Junction	2	45		
56	Hall's Siding	2	45	67	Meadows	3	00		
59	Deer Lake	3	15	72	Baillie			Debec Junction — Connects with the Branch to and from Houlton, Maine. — Change cars.	
65	Canterbury	3	15	74	Moore's M	3	20		
68	Craig Bridge	3	45	77	Maxwell	3	30		
73	Eel River	3	45	82	ST. STEPHEN	3	45		
80	Wickham	4	00	0	Watt Junction	3	00		
82	Debec Junction	4	07	3	Dumbarton	3	20		
0	Debec Junction	4	15	7	Rolling Dam	3	25		
8	Barker House	4	35	8	Hewitt's	3	45		
11	Hodgdon	4	45	12	Raix Road	3	55		
11	WOODSTOCK Arr	4	45	14	Waweig	4	05		
82	Debec Junction	4	15	16	Bartlett's	4	35		
93	Greenville	4	30	22	Chamcook	4	35		
90	Houlton	4	45	27	ST. ANDREWS	5	00		
	Arrive	p.m.	p.m.		Arrive	p.m.	a.m.		

WINDSOR AND ANNAPOLIS RAILWAY.

GENERAL OFFICES—KENTVILLE.

[May 13, 1871.]

VERNON SMITH, Manager, Kentville, N. S.

ST. JOHN, N.B. by Steam					HALIFAX by N. S. R.					CONNECTIONS AT					
STATIONS.		Pas.		Ex.		STATIONS.		Ex.		Pas.		Pas.		Ex.	
Miles.	Leave	a.m.	p.m.	a.m.	p.m.	Miles.	Leave	a.m.	p.m.	a.m.	p.m.	a.m.	p.m.	a.m.	p.m.
0	ST. JOHN, N.B. by Steam					45	Windsor	10.30	1.30	6.30					
8	Annapolis	6	00	1	00	47	Falmouth		1.35	6.35					
14	Boundhill	6	30			50	Mount Denson	10.50	2.00	6.55					
19	Bridgetown	7	00	1	45	52	Hantsport		1.55	6.50					
22	Paradise	7	15			57	Avonport	11.00	2.15	7.10					
29	Lawrencetown	7	30	2	00	59	Horton Landing	11.08	2.25	7.20					
31	Middleton	7	50	2	15	60	Grand Pre	11.15	2.45	7.30					
35	Wilnot	8	00			63	Wolfville	11.20	2.55	7.35					
40	Kingston	8	15	2	30	65	Port Williams	11.40	3.20	7.50					
45	Morden Road	8	35			70	Kentville	11.50	3.35						
47	Aylesford	8	55	2	50		Do		3.55						
42	Berwick	9	15	3	05	76	Coldbrook	12.10	4.15						
50	Waterville	9	25	3	10	79	Waterville	12.20	4.25						
54	Coldbrook	9	40			82	Berwick	12.40	4.40						
59	Keptville	10	00	3	30	87	Aylesford	12.40	4.40						
	Do	6	00	10	35	89	Morden Road	12.55	5.10						
61	Port Williams	6	20	10	55	94	Kingston		5.30						
66	Wolfville	6	30	11	15	98	Wilnot	1.15	5.40						
69	Grand Pre	6	40	11	25	101	Middleton	1.30	6.05						
70	Horton Landing	6	50	11	30	107	Lawrencetown		6.15						
72	Avonport	7	00	11	40	110	Paradise	1.45	6.40						
77	Hantsport	7	20	12	00	115	Bridgetown		7.00						
79	Mount Denson	7	30			121	Roundhill	2.30	7.50						
82	Falmouth	7	40	12	20	129	Annapolis		8.00						
84	Windsor	7	60	12	30	190	ST. JOHN by Steamer								
129	HALIFAX by N. S. R.	11	05	5	20										
	Arrive	a.m.	p.m.	p.m.	p.m.			p.m.	p.m.	p.m.	p.m.				

CONNECTIONS AT
 Annapolis—
 with steamer for St. John, N.B.
 by the Express on Monday,
 Wednesdays and Saturdays.

NOVA SCOTIA RAILWAY.

GENERAL OFFICES—HALIFAX, N. S.

[May 15, 1871.]

GEORGE TAYLOR, General Superintendent.
THOMAS FOOT, Accountant.

ALEXANDER MCNAB, Chief Engineer.
W. JOHNSTON, Locomotive Superintendent.

MAIN LINE.

Halifax to Pictou.						Pictou to Halifax.					
Miles	STATIONS.	Exp.	Mix	Mix	Mix	Miles	STATIONS.	Exp.	Mix	Mix	Mix
	Leave	a.m.	p.m.	p.m.	p.m.		Leave	p.m.	a.m.	a.m.	a.m.
0	HALIFAX	6 45	12 15	3 30		0	PICTOU BOAT	1 45	6 00		
3	Four Mile House	6 53	12 26	3 42		1	Pictou Landing Ar	1 55	6 10		
8	Bedford	7 07	12 46	4 05			Do. Train Lve	2 00	6 15		
11	Rocky Lake	7 15		4 20		2	Fisher's Grant Lve	2 04	6 20		
13	Windsor Junc. Arr		1 08	4 30		9	New Glasgow	2 23	6 50		
	Do. Lve	7 21	1 20	4 35		12	Coal Mines	2 30	7 02		
20	Fletcher's	7 40	1 48	5 04		17	Hopewell	2 44	7 23		
23	Grand Lake	7 48		5 16		24	GLENGARRY	3 02	7 55		
25	Oakfield	7 54	2 07	5 24		31	West River	3 22	8 23		
28	Enfield	8 03	2 19	5 36		39	Riversdale	3 42	8 56		
30	ELMSDALE Arr		2 27	5 55		43	Union	3 52	9 13		
	Do. Lve	8 08	2 27	5 55		52	Truro Arr	4 15	9 50		
35	Milford	8 22	2 47	6 17			Do Lve	4 30	10 10	6 30	
39	Shubenacadie Arr		3 02	6 35		56	Johnston's	4 41		6 48	
	Do. Lve	8 33	3 02	6 35		60	Brookfield	4 52	10 42	7 07	
41	Stewincke	8 47	3 22	6 58		65	Polly Bog	5 05	11 02	7 30	
48	Polly Bog	8 58	3 39	7 16		69	Stewincke	5 16	11 19	7 50	
53	Brookfield	9 12	3 58	7 39		74	Shubenacadie Arr			8 15	
57	Johnston's	9 24		7 57			Do Lve	5 30	11 38	8 33	
61	Truro Arr		3 43	8 15		78	Milford	5 41	11 54	8 52	
	Do. Lve	9 50	4 45			83	ELMSDALE Arr			9 14	
70	Union	10 14	5 22				Do Lve	5 55	12 14	9 14	
74	Riversdale	10 24	5 34			85	Enfield	6 00	12 22	9 23	
82	West River	10 45	6 11			88	Oakfield	6 08	12 34	9 36	
89	GLENGARRY Lve	11 01	6 40			90	Grand Lake	6 14		9 46	
96	Hopewell	11 23	7 10			91	Fletcher's	6 22	12 53	10 00	
101	Coal Mines	11 36	7 30			100	Windsor Junc. Ar		1 20	10 30	
101	New Glasgow	11 44	7 42				Do Lve	6 41	1 30	10 35	
111	Fisher's Grant	12 02	8 10			102	Rocky Lake	6 40		10 44	
112	Pictou landing Ar	12 05	8 15			105	Bedford	6 54	1 49	10 58	
	Do. Boat Lve	12 10	8 20			109	Four Mile House	7 07	2 09	11 19	
113	PICTOU	12 15	8 30			113	HALIFAX	7 15	2 10	11 30	
	Arrive	p.m.	p.m.	p.m.	p.m.		Arrive	p.m.	p.m.	a.m.	a.m.

WINDSOR BRANCH.

Halifax to Windsor & Annapolis. Annapolis to Windsor & Halifax.

Miles	STATIONS.	Exp.	Mix	Mix	Miles	STATIONS.	Exp.	Mix	Mix	Mix
	Leave	a.m.	a.m.	p.m.		Leave	a.m.	a.m.	a.m.	a.m.
0	HALIFAX	8 00	7 00	3 00	0	St. John, N. B. by stm'r	7 00			
3	Four Mile House	8 10	7 12	3 13	45	Digby	11 00			
8	Bedford	8 25	7 35	3 34	0	Annapolis	Lv	1 00	6 00	
11	Rocky Lake	8 35	7 48	3 47	50	Kentville	Lv	3 30	10 00	
13	Windsor Junction	Ar	7 55		4	Do.	Lv	4 00	10 35	6 00
	Do. Lve	8 41	8 00	3 50	84	Windsor	Ar	5 30	12 20	7 50
16	Beaver Bank	8 50	8 11	4 00	0	Windsor	Lv	5 40	12 45	8 00
25	Mt. Uniacke	Ar	8 50		3	Three Mile Plains	Lv	5 48		8 13
	Do Lve	9 20	9 35	4 51	6	Newport	Lv	5 55	1 10	8 26
33	Stillwater	9 41	10 45	5 21		Do.	Lv	6 05	1 30	8 36
30	Ellershouse	9 51	11 00	5 34	9	Ellershouse	Lv	6 15	2 00	8 50
	Ar			5 47	12	Stillwater	Lv	6 15	2 00	9 10
30	Newport	Ar	10 02	11 20	19	Mt. Uniacke	Ar			9 18
	Do Lve	10 11		6 08		Do.	Lv	6 37	2 30	9 20
42	Three Mile Plains	Ar	10 20	11 45	29	Beaver Bank	Lv	7 05	3 10	10 00
45	Windsor	Ar	10 20	11 45	32	Windsor Junc.	Ar			3 25
	Do Lve	10 30	1 30	6 30		Do.	Lv	7 18	4 30	10 12
70	Windsor	Ar	11 40	3 20	37	Bedford	Lv	7 34	4 50	10 21
	Kentville	Ar	11 50	3 35	41	Four Mile House	Lv	7 51		10 53
	Do.	Lv	12 30	7 30	45	Halifax	Ar	8 00	5 20	11 05
129	Annapolis		4 00			Arrive	p.m.	p.m.	p.m.	p.m.
145	Digby		9 00							
190	St. John, N. B. by stm'r									

Passenger Train between Halifax and Bedford commencing on 1st June next—Leave Bedford at 8 30 a.m. arrive at Halifax at 8 55, and leave Halifax at 6 00 p.m., arrive at Bedford at 6 25 calling at "Four Mile House" and "Prince's Lodge." Full connections see page 75.

BOSTON & MAINE RAILROAD.

FRANCIS GOGSWELL, President.

WILLIAM MERRITT, Gen'l Superintendent.
J. S. EATON, General Ticket Agent.

A. BLANCHARD, Treasurer.
J. K. GILLET, General Freight Agent, BOSTON

PORTLAND to BOSTON.

BOSTON to PORTLAND.

Miles.	STATIONS.	P.M.				F.M.
		A. M.	A. M.	P. M.	P. M.	
	Portland LEAVE	6.15	8.40	2.55	6.00	
0	So. BER. JUNC.	7.45	10.35	4.59	7.5	
2	Salmon Falls	7.59	10.42	4.55	7.30	
3	Rollinsford	7.53	10.47	5.00	7.33	
4	Dover	8.00	10.55	5.08	7.38	
5	Malden	8.06	11.02	5.14	7.47	
6	Darham	8.12	11.08	5.20	7.51	
7	Bennett Road	8.17	11.12	5.28	7.59	
8	Newmarket	8.22	11.16	5.33	8.01	
20	So. NEWMARKET	8.33	11.25	5.42	8.10	
24	EXETER	8.59	1.43	6.00	8.28	
29	E. K. Depot	8.58	11.50	6.0	8.33	
30	E. K. Woodhouse	9.0	11.51	6.13	8.38	
33	Newton	9.05	11.59	6.19	8.43	
36	Plaistow	9.15	12.05	6.25	8.48	
37	Atkinson	9.18	12.09	6.0	8.50	
41	H AVERHILL	9.30	12.20	6.40	8.56	
42	Bardford	9.32	12.22	6.41	8.58	
43	Ward Hill	9.35	12.25	6.45	9.00	
46	North Andover	9.40	12.29	6.56	9.05	
47	North Lawrence	9.40				
48	South Lawrence	9.45	12.40	6.55	9.10	
51	Andover	9.56	12.46	7.0	9.15	
53	Baldardvale	9.54	12.51	7.0	9.19	
56	Wilmington June	10.00	12.53	7.11	9.21	
62	Reading	10.10	1.05	7.22	9.33	
64	Wakefield	10.15	1.10	7.28	9.37	
65	Wakefield June	10.17	1.13	7.29	9.38	
67	Melrose	10.22	1.20	7.36	9.44	
69	Malden	10.29	1.26	7.41	9.48	
70	Modford June	10.32	1.30	7.46	9.50	
72	Somerville	10.35	1.34	7.50	9.53	
74	BOSTON	10.45	1.45	8.00	10.00	

Miles.	STATIONS.	P.M.				F.M.
		A. M.	M.	P. M.	P. M.	
	BOSTON LEAVE	7.30	12.00	3.00	6.0	
0	Somerville	7.38	12.08	3.08	6.8	
4	Modford June	7.40	12.12	3.11	6.0	
5	Malden	7.42	12.15	3.14	6.12	
7	Melrose	7.46	12.22	3.20	6.16	
9	Wakefield June	7.51	12.25	3.25	6.20	
10	Wakefield	7.55	12.26	3.27	6.21	
12	Reading	7.55	12.30	3.30	6.25	
18	Wilmington June	8.05	12.40	3.40	6.3	
21	Baldardvale	8.10	12.45	3.4	6.30	
24	Andover	8.11	12.50	3.50	6.3	
26	South Lawrence	8.2	12.7	3.57	6.50	
27	North Lawrence	8.25		4.00		
28	North Andover	8.30	1.05	4.05	6.55	
31	Ward Hill	8.35	1.10	4.0	7.00	
31	Bardford	8.40	1.15	4.13	7.03	
33	H AVERHILL	8.45	1.20	4.24	7.0	
37	Atkinson	8.53	1.27	4.27	7.11	
38	Plaistow	8.58	1.30	4.30	7.14	
41	Newton	9.05	1.36	4.38	7.20	
41	E. K. Woodhouse	9.10	1.41	4.41	7.22	
41	E. K. Depot	9.12	1.53	4.47	7.26	
50	EXETER	9.20	2.02	4.5	7.34	
53	So. Newmarket	9.28	2.12	5.08	7.41	
57	Newmarket	9.45	2.19	5.23	7.5	
59	Bennett Road	9.50	2.22	5.28	7.53	
62	Darham	9.55	2.29	5.33	8.0	
65	Malden	1.00	2.35	5.38	8.04	
67	Melrose	10.10	2.40	5.45	8.12	
69	Dover	10.16	2.46	5.51	8.16	
71	Rollinsford	10.23	2.51	5.57	8.21	
72	Salmon Falls	10.25	2.57	6.05	8.25	
74	Portland	12.30	5.00		9.00	

* The 6.00 p.m. express train from Boston to South Berwick Junction, and the 7.25 p.m. train from South Berwick Junction run Monday, Wednesday and Friday only.
At Portland—connects with Maine Central for New Brunswick, via European and North American Railway. STANDARDS OF TIME. Clock in Passenger Station at Boston.

PORTLAND, SACO & PORTSMOUTH RAILROAD.

L. GOODWIN, President, PORTSMOUTH, N. H. [Dec 5, 1870.]
E. NOTT, Treasurer, PORTLAND.

PORTLAND to BOSTON.

BOSTON to PORTLAND.

Miles.	STATIONS.	P.M.				F.M.
		A. M.	A. M.	P. M.	P. M.	
	Portland LEAVE	6.15	8.40	2.55	6.00	
2	Cape Elizabeth	6.20	8.52	3.08	6.04	
6	Scarboro(Ok hill)	6.28	9.03	3.18	6.11	
9	West Scarboro	6.34	9.10	3.25	6.17	
14	SACO	6.44	9.22	3.37	6.27	
15	Biddeford	6.49	9.30	3.44	6.33	
19	Kennebunk Port.	6.59	9.40	3.53	6.41	
23	Kennebunk	7.10	9.53	4.05	6.50	
25	Wells	7.21	10.05	4.18	7.00	
34	North Berwick	7.34	10.20	4.34	7.11	
41	SO. BERWICK J.	7.45	10.35	4.48	7.20	
45	June G. T. & C. R.	7.53	10.43	4.58	7.27	
47	Elliott	8.05	10.55	5.09	7.36	
50	Kittery	8.15	11.05	5.20	7.47	
52	PORTSMOUTH	8.20	11.10	5.25	7.52	
	Boston	10.45	1.45	8.00	10.00	

Miles.	STATIONS.	P.M.				F.M.
		A. M.	M.	P. M.	P. M.	
	Boston LEAVE	7.30	12.00	3.00	6.00	
2	PORTSMOUTH	10.10	2.50	5.30	8.00	
6	Kittery	10.15	2.55	5.35	8.04	
9	Elliott	10.17	2.47	5.47	8.12	
14	June G. T. & C. R.	10.28	2.58	5.58	8.21	
14	SO. BERWICK J.	10.4	3.10	6.10	8.27	
18	North Berwick	10.7	3.25	6.25	8.3	
21	Wells	11.10	3.35	6.40	8.49	
23	Kennebunk Port.	11.25	3.05	6.55	9.02	
23	Kennebunk	11.33	4.13	7.0	9.10	
27	Biddeford	11.43	4.22	7.15	9.10	
37	SACO	11.50	4.27	7.23	9.16	
43	West Scarboro	12.0	4.37	7.33	9.21	
46	Scarboro(Ok hill)	12.10	4.45	7.41	9.26	
50	Cape Elizabeth	12.20	4.50	7.50	9.40	
52	PORTLAND	12.30	5.00	7.55	9.45	

* The train leaving Portland 6.00 p.m. and train arriving at Portland 9.50 p.m., will run only to and from S. Berwick Junction on Monday, Wednesday and Friday.
At Portland—connects with Maine Central for New Brunswick, via European and North American Railway.

The Daily Telegraph AND JOURNAL

THE LEADING DAILY NEWSPAPER
and
BEST ADVERTISING MEDIUM

in the

Maritime Provinces!

TREBLE THE CIRCULATION OF ANY OTHER St. JOHN JOURNAL!

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is the Popular WEEKLY of the Lower Provinces.

**CIRCULATES NEARLY 8,000 COPIES IN
NEW BRUNSWICK,
NOVA SCOTIA,
and P. E. ISLAND.**

Issued on Tuesday Afternoons.

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☞ The Combined Circulation of these two Journals carry Advertisements among 50,000 people.

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JOHN LIVINGSTON,
Proprietor & Editor.

PUBLISHING ROOMS 96 Prince William Street, opposite Bank of New Brunswick.

"THE CITIZEN"

(Tri-Weekly and Weekly)

Is Published at 25 SACKVILLE STREET,

HALIFAX, N. S.,

By "The Citizen Publishing Company."

The Tri-Weekly Citizen

Is published on the mornings of Monday, Wednesday and Friday. It is mailed to subscribers at \$2.50 a year when paid in advance, otherwise \$3.00 will be charged.

ADVERTISEMENTS.

General Business Advertisements will be charged ONE DOLLAR per square of twelve lines, and twenty-five cents for each continuance. Larger advertisements will be charged at the same rate.

Special arrangements will be made with merchants and others for yearly advertisements.

THE WEEKLY CITIZEN

Contains all the editorials, news and shipping and commercial reports that appear in the Tri-Weekly edition; agricultural matter, and an interesting story, poetry, &c. It is published every Saturday Morning, and is mailed to subscribers at ONE DOLLAR a year, paid strictly in advance.

CLUB RATES FOR WEEKLY CITIZEN:

6 Copies in advance.....	\$5 00
11 " "	8 00
15 " "	12 00
20 " "	15 00

Special terms will be made with persons forwarding clubs of 30, or upwards.

A limited number of advertisements will be inserted in the WEEKLY CITIZEN.

N. B. THE CITIZEN is the largest paper published in Halifax. Its subscription list, which for three months past has been increasing at the rate of nearly three hundred copies per month, is the largest in Nova Scotia. Particular attention is given to Shipping and Commercial interests.

All Correspondence should be addressed to

"THE CITIZEN PUBLISHING COMPANY,"

Box 34, Post Office, Halifax.

JOHN D. NASH,

Halifax, Nova Scotia,

AUCTIONEER, REAL ESTATE BROKER,
and

General Commission Merchant.

PARTICULAR ATTENTION PAID TO HOUSEHOLD SALES
AND GENERAL MERCHANDIZE.

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CORNER

SACKVILLE & HOLLIS STREETS.

FIRST CORNER NORTH OF

Halifax and International Hotels.

U. D. HARRINGTON,

DIRECT IMPORTER AND DEALER IN

TEAS, COFFEES, SUGARS, WINES, BRAN-
DIES, ALE, PORTER, CIGARS,
TOBACCO, PICKLES,

SAUCES,

Flour, Meal, Spices, &c. &c.

We shall be happy to have a call.

Imperial Buildings.

Established 1836.

MAGEE BROTHERS,

IMPORTERS OF

British and Foreign

DRY GOODS

FURS, &c., &c.

Wholesale and Retail.

MANUFACTURING DEPARTMENT.

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MANTLES,

SHIRTS,

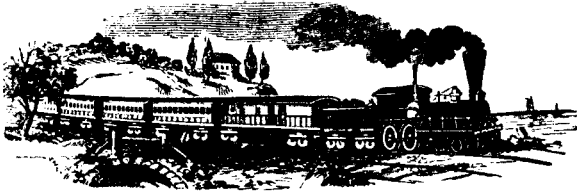
AND REGALIA

of every description

MADE TO ORDER IN A SUPERIOR MANNER.

CHARGES MODERATE.

Corner of King and Prince William Streets,
SAIN'T JOHN, N. B.



GOVERNMENT RAILWAYS.

1871.

New Brunswick.

1871.

EUROPEAN and NORTH AMERICAN and INTERCOLONIAL.

CONNECTING THE

Bay of Fundy, the Gulf of St. Lawrence, and Amherst, N. S.

Connections are made at

POINT DU CHÉNÉ

WITH THE STEAMERS OF THE

Prince Edward Island Steam Navigation Co.,
for

SUMMERSIDE, CHARLOTTETOWN, & GEORGETOWN, P. E. I.,
PORT HOOD, STRAIT OF CANSO, PICTOU, N. S.,

there connecting with the

Nova Scotia Railway for HALIFAX, N. S.

With the steamer "Rothsay Castle," for

Richibucto, Miramichi, Shippegan, Caraquette, Bathurst, Dalhousie
and Campbellton.

And with the Steamers of the Quebec and Gulf Port Steamship Company, for
The Ports on the North Shore of New Brunswick and Gulf of St.
Lawrence, Father Point, Quebec and Montreal.

AT SHEDIAC WITH STAGES FOR

Cocaigne, Richibucto, Miramichi, Bathurst and Dalhousie.

AT SALISBURY with Stages to and from

Hopewell, Hillsborough, and the Albert Mines.

AT AMHERST with Stages to and from

TRURO AND ALL PARTS OF NOVA SCOTIA.

At ST. JOHN with the Western Extension Railway for
Fredericton, McAdam Junction, &c.; thence by Stages to Mattawam-
keag, connecting there with Maine Division for Bangor,
&c.; also connects at St. John with Steamers of
the International Steamship Company for
Eastport, Portland and Boston.

THOS. B. BUXTON, WINE MERCHANT,

No. 25 Dock Street,

SAINT JOHN, N. B.

IMPORTER FOR WHOLESALE AND RETAIL OF

Sparkling and Still Wines.

HENNESSY BRANDY—in Wood and Bottle.

MARTELL do. do. do.

VINEGROWERS' do. do. do.

DuKYPERS' GENEVA, do. do.

HENK'S do. do. do.


GUINNESS' PORTER, do. do.

ALLSOPPS' ALE, do. do.

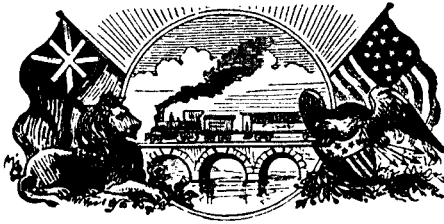
PORT & SHERRY WINES, do. do.

CIGARS, &c., &c., &c.

BONDED WAREHOUSE: NELSON STREET.

 Goods delivered to any part of City free of charge.

WESTERN EXTENSION.



European and North American Railway.

1871.

SUMMER ARRANGEMENT.

1871.

Trains leave St. JOHN (see Time Table) daily, for McAdam Station, where connection is made with the Trains of the N. B. & C. R. for St. Andrews, St. Stephen, Woodstock and Houlton, and for Fredericton; *Returning*—Leave McAdam on arrival of Trains from St. Croix, St. Andrews, St. Stephen, Woodstock and Houlton.

Passengers arriving in St. John per Train from Amherst and Shediac (see Time Table) will have time to take the Train for Fredericton. The Eastern Mail makes this connection.

The FREDERICTON TRAINS connect at Fredericton Junction, with those to and from McAdam.

This Railway opens up a comfortable and reliable route to the United States, overland, whereby travellers may reach Bangor and other places WEST, without the inconvenience of night travel; as well as avoid *sea sickness*, delays, and other difficulties attending Steamboat travel in the Bay of Fundy.

Passengers leaving St. John in the morning reach Houlton per Train in afternoon—remain over night. In morning, leave by the comfortable and splendid Mail Stage Line of the Eastern Express Co., reach Mattawamkeag, a distance of 55 miles, same day—remain there over night, and take Train next morning direct for Boston, &c.—also making connection at Danville Junction, with the Grand Trunk Railway for Montreal; the time consumed between Fairville and Boston being 58 hours, and between Fairville and Montreal 70 hours.

By driving through from Houlton to Mattawamkeag in the night, the time may be reduced 24 hours. Extras can be procured for this purpose in Houlton at the office of the Eastern Express Co., EBEN WOODBURY, Esq., Agent.

FARE FROM ST. JOHN AND FREDERICTON :

TO BANGOR.....	\$ 8.00	To Portland and Danville Junction..	\$10.00
" BOSTON.....	12.00	" MONTREAL.....	19.00

When extras are obtained from Houlton the rate will be more.

Requisitions in advance may be made at Fairville or Eastern Express Office, St. John, for extra Night Stages from Houlton to Mattawamkeag.

Travellers will find good Hotel accommodation at Houlton and Mattawamkeag, as well as along the road.

TICKETS for sale at EASTERN EXPRESS OFFICE, and GRAND TRUNK RAILWAY OFFICE, in St. John; and at ST. JOHN AND FREDERICTON STATIONS.

Tickets for Newcastle via Fredericton Railway and Orr's Mail Stage, are sold at Station at \$6.00. Stages leave Fredericton on Tuesday and Friday at 9 a. m., and leave Newcastle for Fredericton, Monday and Thursday—arriving there in time for Train for St. John following morning.

E. R. BURPEE, Manager.

SAINT JOHN, N. B., 1871.

FRASER, REYNOLDS & Co.

IMPORTERS OF

IRON, STEEL,

London Paints and Oils,

Cordage, Lines and Twines,

SMETHWICK AND FOREIGN GLASS,

ZINC, LEAD, SHOT, POWDER,

Blasting Fuze, Cut Nails,

TABLE AND POCKET CUTLERY,

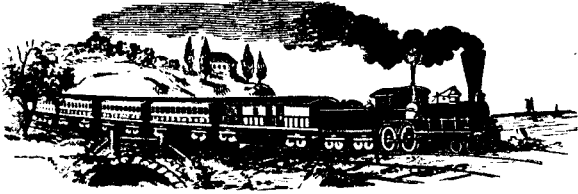
AGRICULTURAL IMPLEMENTS,

Railway, Mining & Machinery Supplies.

JERICO WAREHOUSE:

No. 111, Upper Water Street,

HALIFAX, N. S.



GOVERNMENT RAILWAYS,

1871.

Nova Scotia.

1871.

Connecting the BAY of FUNDY and GULF of ST. LAWRENCE
with HALIFAX.

The morning Trains from Halifax

CONNECT at TRURO with the stages for LONDONDERRY and
AMHERST,

Connecting there with the Intercolonial Railway for

Sackville, Dorchester, & Painsec Junction,

and with the E. & N. A. Railway for ST. JOHN and SHEDIAC, N. B.,

at NEW GLASGOW with LINDSAY & Co's STAGE LINE for

ANTIGONISH, GUYSBORO, STRAIT of CANSO, ST. PETER'S,
Cow Bay, Sydney, and all parts of Cape Breton, at
Pictou, (during the navigable season) with
PRINCE EDWARD ISLAND

STEAM NAVIGATION COMPANY'S LINE OF STEAMERS

FOR

Port Hood and Hawkesbury, C. B., Charlottetown, Georgetown,

SUMMERSIDE, P. E. I. and SHEDIAC, N. B., and with

QUEBEC & GULF PORTS STEAMERS

For Quebec, Montreal, and all Ports on the St. Lawrence, also
with Stage Lines, for River John, Wallace, Pugwash,
and Amherst.

At Windsor, with the Windsor and Annapolis Railway, running through the Valley of
Acadia; connecting at Annapolis with steamers for Digby and St. John, N. B., and
with the International Line of Steamers for Eastport, Portland, and Boston. Stages
connect at Annapolis for Digby, Yarmouth, and Liverpool, N. S.

For the accommodation of parties residing along the shores of Bedford Basin, a train
is run during the summer months; leaving Halifax about 6, P.M., and Bedford at 8
o'clock, A. M., calling at Four Mile House, Sherwood, and Prince Lodge.

FOR PARTICULARS SEE SUMMER ARRANGEMENT.

PASSENGER LOCAL FARES:

First Class	"	Three cents per mile.
Second "	"	Two " "

Season Tickets, (three and six months) Family and Through Tickets, at reduced rates.
The City Railway Horse Cars connect with all Trains at Richmond Station, Halifax.



FISHWICK'S EXPRESS

AND

General Forwarding Agency.

CARRYING HER MAJESTY'S MAILS.

Transport Contractor to H. M. War Department from Halifax
to all parts of America

AND TO THE

Militia Department for all parts of Nova Scotia,

CONNECTING WITH THE

PRINCIPAL EXPRESSES

IN

EUROPE AND AMERICA.

☛ This Express collects Notes, Drafts, &c.

CHIEF OFFICE:

249 & 251 Hollis Street, Halifax, N. S.

FREDERICK W. FISHWICK,

Proprietor.

NOTE.—The steamer "M. A. Starr," in connection with this Express, sails from Halifax weekly, for Western Shore Ports, connecting at Yarmouth with steamer "Linda," for St. John N. B.

F. W. F.

ARRANGEMENT FOR 1871.

International Steamship Company.

T. C. HERSEY, President and Manager. - - H. J. LIBBY, Treasurer.
 Capt. J. B. COYLE, Chief Engineer, Portland, Me.

LINE OF STEAMERS BETWEEN
 BOSTON, PORTLAND, EASTPORT AND ST. JOHN, N. B.
 With connections to Halifax, N. S., Charlottetown, P. E. I., &c.

The favorite and superior sea-going Steamers of this Line.

NEW ENGLAND, - - - 1,100 tons, - - - - - Capt. E. FIELD.
 NEW YORK, - - - - - 1,100 tons, - - Capt. E. B. WINCHESTER.
 NEW BRUNSWICK, - 1,000 tons, - - - - - Capt. S. H. PIKE.

Leave the End of Commercial Wharf, Boston, at 8 A. M., and Railroad Wharf, Portland, at 6 P. M., for Eastport and St. John, N. B., as follows:

In April, May, and June, one of these Steamers will leave every MONDAY and THURSDAY. In July, August and September, every MONDAY, WEDNESDAY, and FRIDAY. In October, and November, every MONDAY, and THURSDAY, and in December, every MONDAY. Passengers by the 7½ A. M., and 12 M. trains of Boston and Maine and Eastern Railroads from Boston, can take the Steamer at Portland at 6 P. M.

☞ In January, February and March, 1871, one of these Steamers leaves PORTLAND for EASTPORT and ST. JOHN every MONDAY, P. M., connecting with morning Trains from BOSTON.

RETURNING—A Steamer will leave ST. JOHN at 8 A. M., and EASTPORT at 1 P. M., for PORTLAND and BOSTON, on the same days as from BOSTON and PORTLAND, except when making one trip per week, when the day for leaving the Eastern end of the route will be Thursday.

Usual running time between Boston and Portland, eight to nine hours; Portland and Eastport, fifteen to seventeen hours; Eastport and St. John, four to five hours.

CONNECTIONS.—At Eastport, steam ferry to Lubec; Daily Stages to Pembroke, Dennysville, and Machias, and steamers Queen and Belle Brown in regular connection to Robbinston and Calais, Me., and St. Andrews and St. Stephen, N. B., and from the latter places the New Brunswick and Canada Railway runs northward to Woodstock and Houlton Station, making this the best route for travellers to Aroostook County, Me. At St. John, steamers run daily up the River St. John to Fredericton; the European and North American Railway has two trains a day to Shediac; from Shediac steamers run to Bedeque, Charlottetown, and Georgetown, P. E. I., Pictou, N. S., and Hawkesbury and Port Hood, Cape Breton; and during the summer there are also steamers to the places on the north shore of New Brunswick. Passengers are forwarded by steamer "Empress" from St. John to Digby and Annapolis, N. S., thence by railway to Windsor and Halifax, N. S.

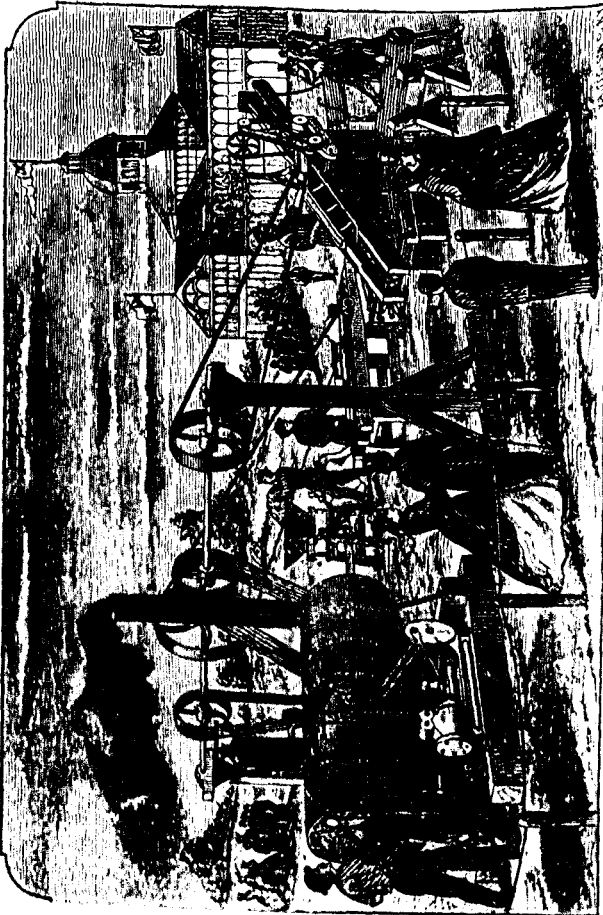
—LOCAL AGENTS—

W. H. KILBY, Boston; A. E. STUBBS, Portland; GEORGE HAYEN, Eastport; THOS. JOHNSON, Calais; H. W. CHISHOLM, St. John, N. B.

BRANTFORD ENGINE WORKS,

C. H. WATERHOUS & Co., Brantford, Ont.

Portable Saw Mill, capable of cutting 2000 ft. Lumber in an hour. Grist Mills that will grind 100 bris. of Flour while using 1½ cords of wood.



First Prize & Diploma awarded for Steam Saw-Mill in operation Profr. Exhibition, Hamilton, Sept. 28, 1884.
This Mill is specially adapted for sawing spruce and small Timber. We put our Mills in operation, guaranteeing them to give every satisfaction, when properly managed. We make Esotixes and Saw-Mills. Machinery our special lines of business; and devoting ourselves exclusively to these, claim to turn out the most efficient, economical and durable Mills, and at the same time, the most practical, of any built in America.

ENGINES of all sizes,

Upright, Horizontal and Portable.

Also,—Patent combined Portable and Stationary Engines;
Shingle, Lath and Stave Machines, Chopping Mills, &c., &c.

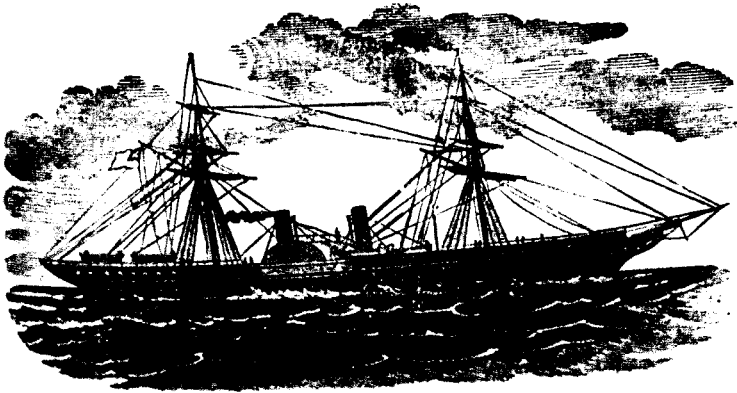
For full particulars address

C. H. WATERHOUS & Co., Brantford, Ont.,
or W. H. OLIVE, Saint John, N. B.

STEAMER

"ROTHESAY CASTLE."

HERON & LEACH, --- Proprietors,
Toronto, Ont.



SWIFT IRON STEAMER

“ROTHESAY CASTLE,”*(Under Government Contract.)*

LEAVES POINT DU CHENE (TERMINUS OF E. & N. A.
 RAILWAY) EVERY WEEK, FOR

Richibucto, Miramichi, Shippegan, Caraquette,
 Bathurst, Dalhousie and Campbellton.

Regular Days of Sailing will appear in supplementary issue in June.

R. C. HAMILTON & CO.

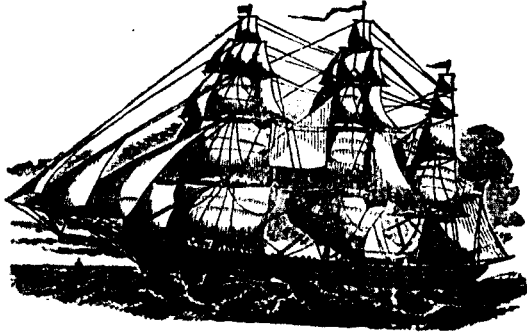
Flour & General Commission

MERCHANTS,

119 Lower Water Street,

HEAD OF ESSON'S WHARF,

HALIFAX, N. S.



Having a House in TORONTO, Ontario, we are prepared to execute orders for FLOUR, &c., in the Western Markets with the

GREATEST POSSIBLE DESPATCH.

And on the most reasonable terms.

AGENTS FOR THE

"VIRGINIA TOBACCO WORKS," TORONTO.

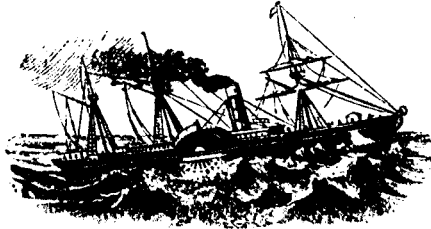
TORONTO HOUSE:

W. D. MATTHEWS & CO.,

OLD CORN EXCHANGE,

16 Front Street, East.

The Quebec and Gulf Ports S. S. Co.



ROYAL MAIL LINE BETWEEN

Quebec, Montreal, New Brunswick, Nova Scotia, Prince Edward Island and Newfoundland.

The Iron Side Wheel Steamship "SECRET," Captain DAVISON.
 " Screw " "GEORGIA," "CONNELL.
 " " " "GASPE," "BAQUET.
 And two new Steamships to be purchased.

The above powerful and commodious First-Class Steamships are intended to sail as under for Pictou, N. S.

S. S. "GASPE," from QUEBEC, MONDAY the 1st May, and TUESDAY the 15th, at 4 o'clock, P. M., and every alternate TUESDAY, after calling at FATHER POINT, GASPÉ, PERCÉ, PASPEBIAC, DALHOUSIE, CHATHAM, NEWCASTLE and SHEDIAC. *Returning*—will leave PICTOU, MONDAY the 8th of May, at 7 o'clock, A. M., TUESDAY the 22nd, and every alternate TUESDAY, calling at all the above Ports except PASPEBIAC and DALHOUSIE.

S. S. "SECRET," from QUEBEC, TUESDAY the 9th May, at 4 o'clock, P. M., and every alternate TUESDAY, calling at FATHER POINT, GASPÉ, PERCÉ, PASPEBIAC, DALHOUSIE, CHATHAM, NEWCASTLE and SHEDIAC. *Returning*—will leave PICTOU the 16th May, at 7 o'clock, A. M., and every alternate TUESDAY at same hour, touching at same Ports.

S. S. "GEORGIA," from MONTREAL, THURSDAY 4th May, at 4 o'clock, P. M., and every alternate THURSDAY; and from QUEBEC, FRIDAY 5th May, at 4 o'clock, P. M., calling at FATHER POINT, PERCÉ, SHEDIAC and CHARLOTTETOWN, P. E. I. *Returning*—will leave PICTOU, THURSDAY the 11th May, at 7 o'clock, A. M., and every alternate THURSDAY, calling at same Ports.

The Steamers will connect at Shediac with Railway for St. John, N. B.; thence by Steamer for Fredericton, Eastport, Portland, and Boston; and at Pictou, with Railway for Halifax, N. S.

In addition to the above a large First-Class Steamer will be put on the route between Montreal, Quebec, Pictou and Newfoundland. Days of sailing, Ports of call, and other particulars, in a future advertisement.

J. M'LEAN & Co.,
Booksellers, Stationers,
AND NEWS AGENTS.

Dealers in

BRITISH AND AMERICAN

PERIODICALS,

Room Paper and Window Shades,

PHOTOGRAPH ALBUMS,

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GOLD PENS, &c., &c.

TWO DOORS WEST OF THE "POST OFFICE,"

WATER STREET,

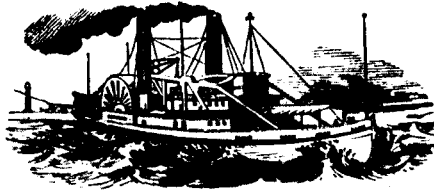
Pictou, N. S.

N. B.—All orders in our line will receive prompt personal attention.

NEW ENGLAND AND NOVA SCOTIA

Steamship Company.**Steamer "CARLOTTA,"**

CAPTAIN W. A. COLBY,



AND

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In connection with the GRAND TRUNK RAILWAY to QUEBEC, ONTARIO, CALIFORNIA, and other WESTERN STATES; also, by Steamers or Railway from PORTLAND to BOSTON and NEW YORK, will, until further notice, (unless prevented by unavoidable circumstances,) leave PORTLAND every WEDNESDAY and SATURDAY; and leave HALIFAX every TUESDAY and SATURDAY, at 4 o'clock, P. M.

Through Bills Lading and Tickets given to all points on the above routes, as follows:

Freight to CANADA as per Tariff.
 " PORTLAND, 40 cts. per bbl. greenbacks.
 " BOSTON, 50 cts. " "
 " NEW YORK, 60 cts. " "

Rates of Passage:

	1st Class.	2nd Class.
To PORTLAND.....	\$7.00	\$5.00
BOSTON, by Rail from Portland.....	9.00	7.00
" Boat ".....	8.00	6.00
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For freight or passage, apply to

GEO. P. BLACK,
 Agent G. T. R. & N. E. & N. S. S. Co.,
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N. B.—No head money charged on this line.

Established 1838.

JARDINE & Co.,

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GROCCERS,

And dealers in all kinds of

FIELD and GARDEN SEEDS,

Patent Manures,

AND

DRAINING TILES.

A large supply of

TEAS, SUGARS,

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GROCCERIES,

Kept constantly in Bond for Ships' Stores and
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No. 39 PRINCE WILLIAM STREET, and 18 and 20 WATER STREET,

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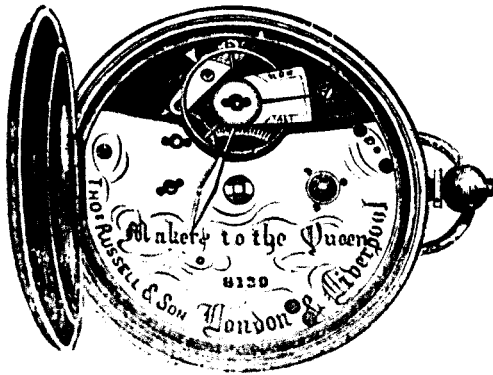
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Thos. Russell & Son's

WORLD RENOWNED

CHRONOMETER WATCHES.



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The Subscriber has on hand, and offers Cheap for Cash :

Silver Spoons, Electro-Plated Spoons and Forks ; Standard Gold Wedding Rings.

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PERFUMERY AND SOAPS,

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QUEEN STREET,

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First Class Coaches in attendance upon the arrival of all Trains

This LARGE and NEW HOTEL is situated on

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Head of the Steamboat Landing,

and in the immediate vicinity of the Post Office and all the Public Offices, and within a few minutes walk of the Railway Station.

The Rooms are Large and well ventilated, and the Furniture new and of the best material,

COME ALL!

ONE VISIT WILL SECURE A SECOND.

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A First Class Livery Stable

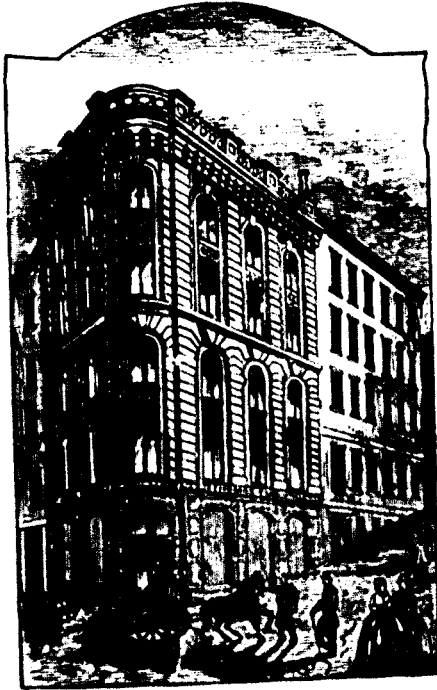
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Direct Importer of

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FIRST CLASS PRIVATE
HOTEL.

Ask for Mrs. Taylor's.

ROBSON HOUSE,
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Permanent and Transient
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taken upon early application.

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51 King Street, - - St. John, N. B.

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Satin, Cashmere Cloth, Tweed,
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LATEST STYLES OF ENGLISH AND AMERICAN

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Opposite the Market,

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And a general variety of all kinds of

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Clothing made to order, and all kinds of Millinery work done on the premises.

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NOTE.—Men's and Ladies' GAITER TOPS and BALMORALS always on hand.

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Is making Photographs in all the varieties of Style and Size, from Miniature for Rings and Lockets, up to Life Size, in plain photograph on Paper, Card Board, or Canvas, Colored in Oil or Water Colors.

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PHOTO-CRAYONS,

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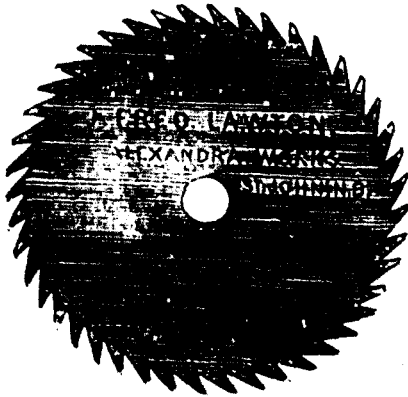
ALL WORK WARRANTED FIRST-CLASS.

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SAW WORKS,

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Corner of

NORTH AND GEORGE STREETS.



J. F. LAWTON, - - - Proprietor.

EVERY DESCRIPTION OF
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Warranted Cast Steel

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 For Price List send Address.

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JOHN MURPHY,

Proprietor.

This is the largest Brush Factory in the Dominion, containing the most improved and complete Machinery,—none of the work being done by hand.

The Proprietor is now prepared to fill orders to any extent, and in all the different descriptions of

BRUSHES.

WHOLESALE ONLY.

NOTE.—This is the only Manufactory in the Dominion, of

"MURPHY'S" PATENT COCOA SCRUB BRUSH.



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SPOKES, SHAFTS, HUBS, RAILS, PINS, &c., &c.

AGENT FOR

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GENTLEMEN'S FURNISHING GOODS.

Army, Navy and Militia Uniforms, and Clerical
work of all kinds; also, Shirts of all descriptions
made to order.

RICHEST NOVELTIES

IN

British and Continental Dry Goods.

S. HOWARD & SON,
Wholesale & Retail Importers,
HALIFAX, N. S.

Having completed our arrangements for the Spring of 1871, we beg to announce that we are exhibiting one of the Largest, Choicest and most attractive Stocks ever imported into Halifax.

Prominent among the numerous classes of Goods which are always in Stock, we desire to draw particular attention to the following specialties, which for beauty, durability and value, cannot be surpassed.

Black Lyons Silks,
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KID GLOVES in immense variety, including Derr's and the celebrated *Rouillon's* "Josephine" Glove.

REAL HONITON, MALTESE, VALENCIENNES, GUIPURE AND
BUCKINGHAMSHIRE THREAD LACES,
LINEN GOODS,
CAMBRICS, SHIRTINGS and DOMESTICS,
SHAWLS and MANTLES,
HOSIERY, HABERDASHERY,
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New Goods by every Mail Steamer.

Special Orders executed by reliable Agents in all the European Markets, with accuracy, economy and despatch.

MILLINERY, MANTLE AND DRESS MAKING executed on the Premises, from the Latest Continental Patterns, by experienced European Artists.

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HAIR VIGOR,

FOR RESTORING

GRAY HAIR TO ITS NATURAL VITALITY AND COLOR.

A dressing which is at once agreeable, healthy, and effectual for preserving the hair.

Faded or Gray hair is soon restored to its original color with the gloss and freshness of youth.

Thin hair is thickened, falling hair checked, and baldness often, though not always, cured by its use. Nothing can restore the hair where the follicles are destroyed, or the glands atrophied and decayed. But such as remain can be saved for usefulness by this application. Instead of fouling the hair with a pasty sediment, it will keep it clean and vigorous. Its occasional use will prevent the hair from turning gray or falling off, and consequently prevent baldness. Free from those deleterious substances which make some preparations dangerous and injurious to the hair, the Vigor can only benefit but not harm it. If wanted merely for a

HAIR DRESSING,

nothing else can be found so desirable. Containing neither oil nor dye, it does not soil white cambric, and yet lasts long on the hair, giving it a rich glossy lustre and a grateful perfume.

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PRICE \$1.00.

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TRANS-ATLANTIC SERVICE.

REGULAR AND DIRECT

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FROM

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For the increased accommodation of the Trade, the following First Class Steamship of the Line is intended to be despatched as follows:

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to be followed by Steamships of the Line from GLASGOW and LIVERPOOL every month throughout the season.

PASSAGE:

Single Cabin, 15 Guineas; Intermediate, 8 Guineas; Steerage, 30 Dollars.

Apply in GLASGOW, to Messrs.	HANDYSIDE & HENDERSON.
" " LIVERPOOL, " "	HENDERSON BROTHERS.
" " LONDON, " "	STEWART, MARTIN & ADAMS.
" " HALIFAX, " "	THOS. A. S. DeWOLFE & SON.
" " St. John, " "	SCAMMELL BROTHERS.

PAID PASSAGE TICKETS ISSUED at either the HALIFAX or ST. JOHN AGENCIES.

NOTE.—The Anchor Line, (Established 1855) is the most important of all Steamship Lines in point of numbers and ports. Including three ships now building, it comprises the most powerful Clyde built Iron Screw Steamers, from 1500 to 2,500 tons burthen. These steamers sail from New York for Glasgow regularly every Saturday, and alternate days, in connection at Glasgow with their Steamers for Lisbon, Genoa, Leghorn, Naples, Messina, Palermo, Gibraltar, Christiania, Christiania Sound, &c., &c. The rates of passage are, on the average, lower than by other Lines, and the accommodations are in every way First-Class.—N. Y. Free Press, Jan. 11.