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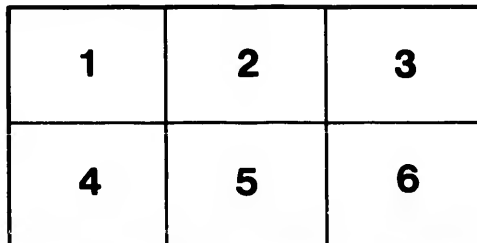
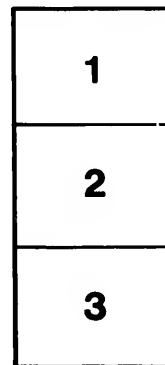
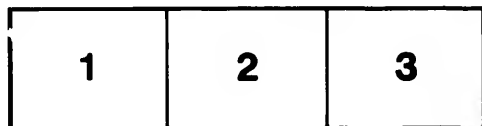
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**MOORES**  
**HANDBOOK**

**CANADA**  
**SECOND EDITION**

PUBLISHED BY THE  
BRITISH AMERICAN  
ADVERTISING AGENCY,  
22. ST. FRANCOIS XAVIER ST.  
MONTREAL.

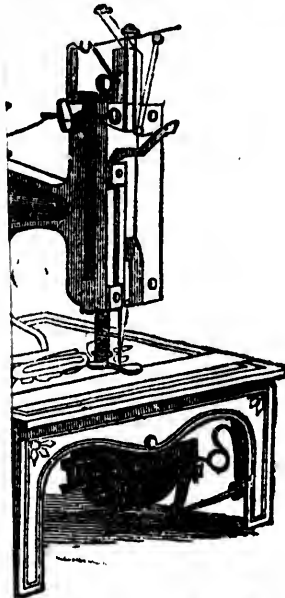
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# SEWING MACHINES!!

*The EDITH and LORNE PIERCE  
COLLECTION of CANADIANA*



*Queen's University at Kingston*



**AGLE'S  
Sewing MACHINES,  
NEW YORK PRICES!!**

are used in all the principal Towns  
via.

**TO GIVE SATISFACTION.**

from different parts of Canada.  
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MONTREAL, December, 1859.

We take pleasure in bearing testimony to the complete working of the Machines manufactured by Mr. E. J. Nagle, having had THREE in use for the last six months. They are of Singer's pattern, and equal to our acquaintance of any of the kind.

**BROWN & CHILDS.**

MONTREAL, December, 1859.

We have used SEVEN of E. J. Nagle's Sewing Machines in our Factory for the past six months, and have no hesitation in saying that they are in every respect equal to the most approved American Machines, of which we have several in use.

**CHILDS, SCHOLLES & AMES.**

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1860      UNEQUALLED      1860  
**STEAMBOAT ARRANGEMENT.**



**Royal Mail Through Line**

AND

**LAKE ONTARIO EXPRESS STEAMERS.**

Forming a DIRECT LINE between

*Quebec, Montreal, Kingston, Toronto, Niagara, and  
Lewiston.*

This magnificent Line, composed of the following First  
Class Steamers :

<b>KINGSTON,</b>	[Iron]	<b>Capt. Kelley,</b>
<b>PASSPORT,</b>	[Iron]	“ <b>Harbottle,</b>
<b>BANSHEE,</b>		“ <b>Sinclair,</b>
<b>CHAMPION,</b>		“ <b>Smyth,</b>
<b>NEW ERA,</b>		“ <b>Chrysler,</b>

GOING WEST, leave the Canal Basin, MONTREAL, at 9  
o'clock EVERY MORNING, (Sundays excepted,) and LA-  
CHINE on the arrival of the Train leaving the Bonaventure  
Street Station, at NOON,

1860      UNEQUALLED      1860  
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<b>CHAMPION,</b>		“ Smyth,
<b>NEW ERA,</b>		“ Chrysler,

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 Street Station, at NOON,

**FOR KINGSTON AND INTERMEDIATE PLACES.**  
 Connecting at Ogdensburgh with the  
 furnished Lake Ontario Express  
**NEW YORK,**  
**NORTHERNER,**

For Brockville, Alexandria, Clayton, Cape Vincent,  
 Lewiston; connecting at Toronto with the Grand  
 Trunk Railway for Hamilton, Stratford, London, Saratoga,  
 Oswego, Waukegan, St. Louis, Galena, Green Bay, St. Paul,  
 and LEWISTON with the Railways for Niagara Falls,  
 Toledo, and Cincinnati.

**G O I N G E**

The Steamers leave the Quebec Steamers

**EVERY EVENING**

(Sundays excepted,) at 7 o'clock

**FOR QUEBEC**

Running through without

Connecting with the splendid Iron Steamers  
 River Ouelle, Murray Bay, River du Loup,  
 Ha Bay, every *Tuesday* and *Friday* Morning

This Line of Steamers is unequalled for the com-  
 pleteness of its arrangements, Tickets  
 BY RAIL OR BOAT; to or from any of the  
 present advantages to Travellers,  
 afford.

Through Tickets, with any in-  
 tained of C. F. MUCKLE, at the Hotel  
**40 McGill Street.**

**ALEX. M.**

Royal Mail Through Line Office,  
 40 McGill Street, Montreal, 1st May, 1860.

ON AND INTERMEDIATE PORTS,  
Lansburgh with the large and magnificently  
Lake Ontario EXPRESS STEAMERS:

Capt. Van Cleve,  
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ndria, Clayton, Cape Vincent, Toronto and Lew-  
Toronto with the Grand Trunk and other Rail-  
Stratford, London, Sarnia, Detroit, Chicago, Mil-  
lena, Green Bay, St. Pauls, &c., and at NIAGARA  
the Railways for Niagara Falls, Buffalo, Cleveland,  
ti.

ING EAST,  
ave the Quebec Steamboat Basin  
RY EVENING  
days excepted,) at 7 o'clock,  
R QUEBEC,

ing through without stopping,  
the splendid Iron Steamer MAGNET, for  
Murray Bay, River du Loup, Tadousac, and Ha  
uesday and Friday Morning.

steamers is unequalled, and from the com-  
arrangements, Tickets being AVAILABLE  
BOAT, to or from any place on the Route,  
ges to Travellers, which none other can

Tickets, with any information, may be ob-  
BUCKLE, at the Hotels, and at the Office,  
et.

**ALEX. MILLOY, Agent.**

rough Line Office, }  
Montreal, 1st May, 1860. }

## DELIGHTFUL TRIP

TO THE

River St. Lawrence and the River Saguenay.



THE SPLENDID FIRST CLASS IRON STEAMER

# "MAGNET,"

CAPT. THOS. HOWARD,

(Late of the R. M. Steamer "Banshee,")

Running in connection with the UPPER CANADA ROYAL MAIL  
STEAMERS, and the STEAMERS OF THE RICHELIEU COMPANY,  
will leave GILLESPIE'S WHARF, QUEBEC,

**EVERY TUESDAY AND FRIDAY MORNING**

During the Season, at 8.30 o'clock, for the

## RIVER SAGUENAY, TO HA HA BAY,

CALLING AT

River Ouelle, Murray Bay, River du Loup, and Tadousac.  
Families for Cacouna,

OR ANY OF THE WATERING PLACES.

Will not experience *the least inconvenience* in exchanging Boats at  
Quebec. In every instance, the one Steamer is brought alongside of  
the other.

The "MAGNET" is built in *Four Water-Tight Compartments, of great  
strength, and equipped with every possible appliance for safety*, and  
is one of the *best Seaboats afloat*. She is fitted up with **LARGE  
FAMILY STATEROOMS, most comfortably furnished**; and in every re-  
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TICKETS granted, allowing parties ample time to remain at any  
place on the route for the enjoyment of Sea-Bathing, Fishing, or  
Hunting.

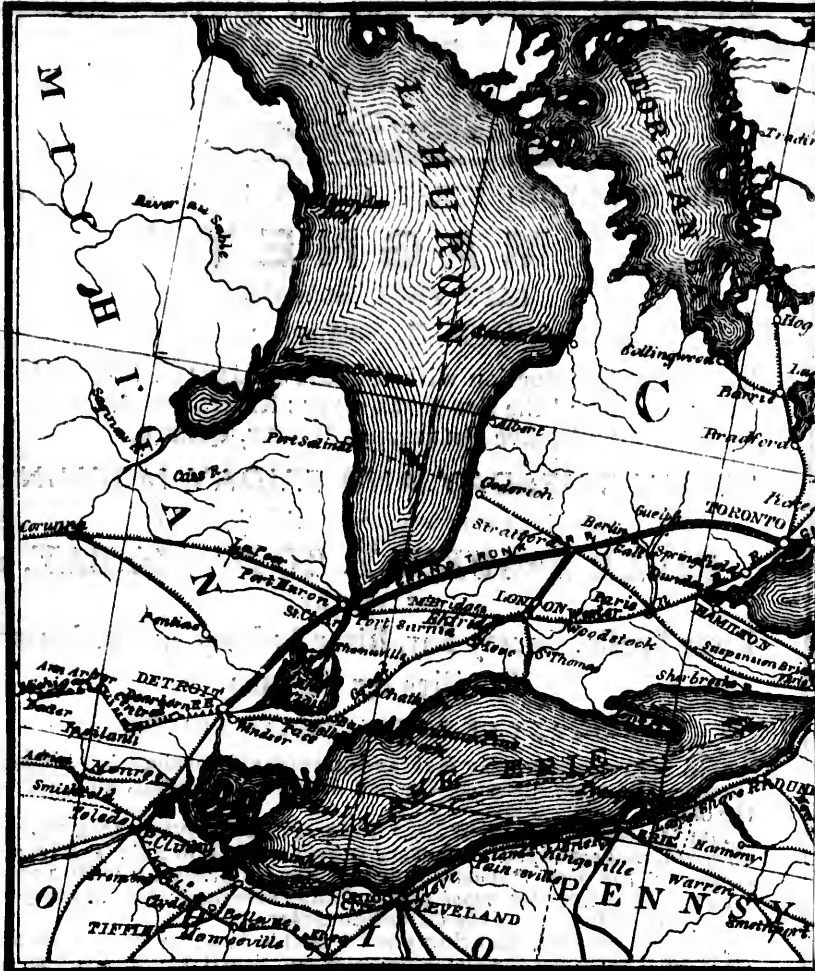
For Tickets, or further information, apply at the Office, **40 MCGILL  
Street.**

MONTREAL, MAY, 1860.

**ALEX. MILLOY.**

# Map of the G


BRITISH AMERICAN ADVERTISING AGENCY MONTREAL.



W. LITTLE LITH

FOR I

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MOORE'S  
HAND-BOOK  
OF  
CANADA,

WITH A  
TARIFF OF RATES, AND THE HOURS OF ARRIVAL AND  
DEPARTURE OF THE RAILWAY TRAINS AND  
STEAMERS, RATES OF POSTAGE,  
COINAGE,  
AND OTHER USEFUL INFORMATION.

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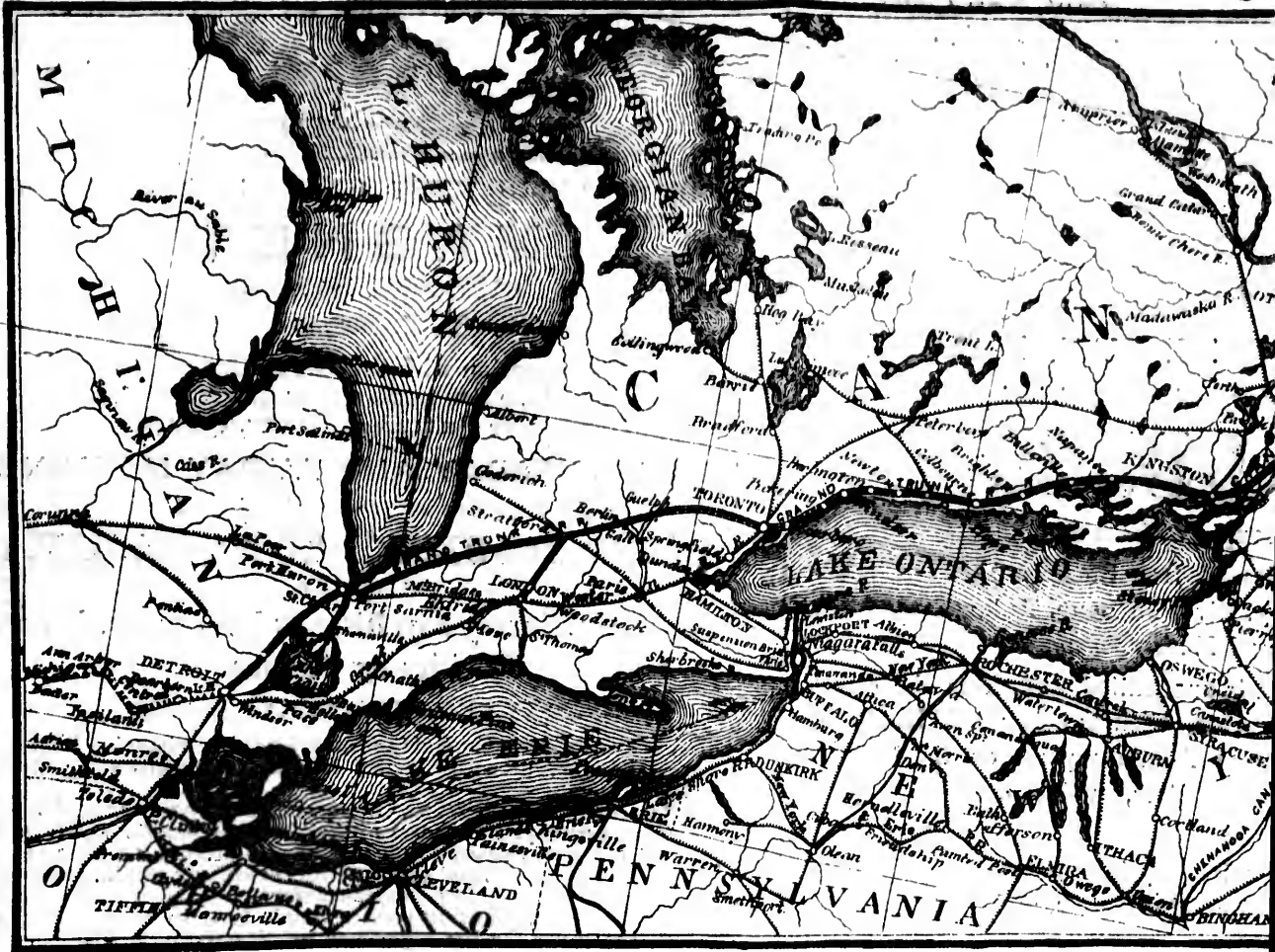
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Montreal:  
PUBLISHED BY THE BRITISH AMERICAN ADVERTISING  
AND CIRCULAR DELIVERY AGENCY,  
22 ST. FRANCOIS XAVIER STREET,  
1860.



# Map of the Grand Trunk Rail

BRITISH AMERICAN ADVERTISING AGENCY MONTREAL.

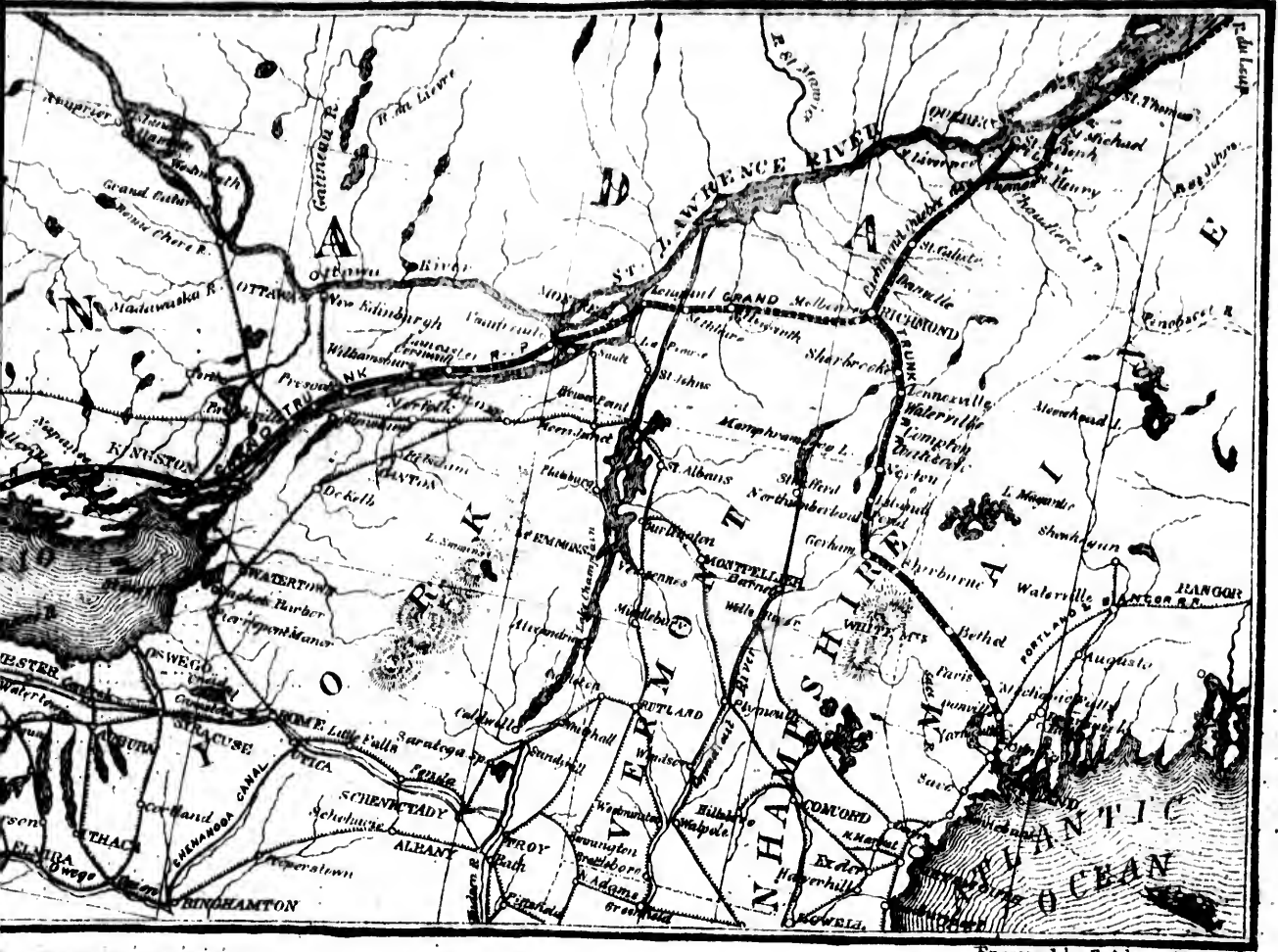


W. LITTLE LITH

FOR MOORE'S HAND BOOK



# Bank Railroad with its Connections.



COMPILED FROM THE LATEST AUTHORITIES.

HAND BOOK OF CANADA.

Engraved by F. Adams Montreal.

LP 1035 H. 1260



BY APPOINTMENT.



LEVEY'S

GENUINE

Havana Cigar, Tobacco and Snuff

WAREHOUSE,

149 NOTRE DAME STREET, MONTREAL,

AND

FABRIQUE STREET, QUEBEC.

Established, 1842.

A very choice assortment of CIGARS of the most favorite brands; very fine TOBACCOS of every description; a very large assortment of

PLAIN AND SILVER MOUNTED

Meerschaum and Briar Root Pipes,

SNUFF BOXES, CIGAR CASES, CIGAR TUBES,

Tobacco Pouches, Jars, and an extensive collection of every description of

TOBACCONIST GOODS

are always kept on hand at the above favorite Establishment.

1969

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100/100

OF CANADA.

**JAMES PARKIN,**  
**Laceman,**

Importer of British and Foreign

**LACES & EMBROIDERY,**

168 *NOTRE DAME STREET, MONTREAL.*

Direct Importations—connexion with some of the First  
Houses in Europe—a long experience in the business, and  
the frequent arrival of Steamships to this Port,  
enable me to place before my customers the  
**LARGEST & CHOICEST** Assortment of

**NEW & FASHIONABLE GOODS,**

*In this line, to be found in Canada.*

Every description of LACE and EMBROIDERY from the  
least expensive article of BRITISH MANUFACTURE to the  
more costly and *recherché* of the CONTINENTAL FABRICS.

The attention of MILLINERS & MERCHANTS generally,  
is invited to the advantages of a Choice Assortment at all  
seasons, supplied direct from the FIRST MARKETS, and  
offered at the

**LOWEST POSSIBLE ADVANCE FOR CASH.**

**WHOLESALE & RETAIL.**

ESTABLISHED 1849.

Montreal, May, 1860.

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1961

1961/4

# IMPORTANT TO LADIES.

Trade Mark.



Paisley

Trade Mark.



## CABLE-LAID

# Thread.

**T**O prevent misrepresentations regarding CLARK'S CABLE-LAID THREAD, we have to state that our Father is the oldest member of the Clark Family and maker of that celebrated THREAD, and we are determined to maintain, as he has done, public confidence and support.

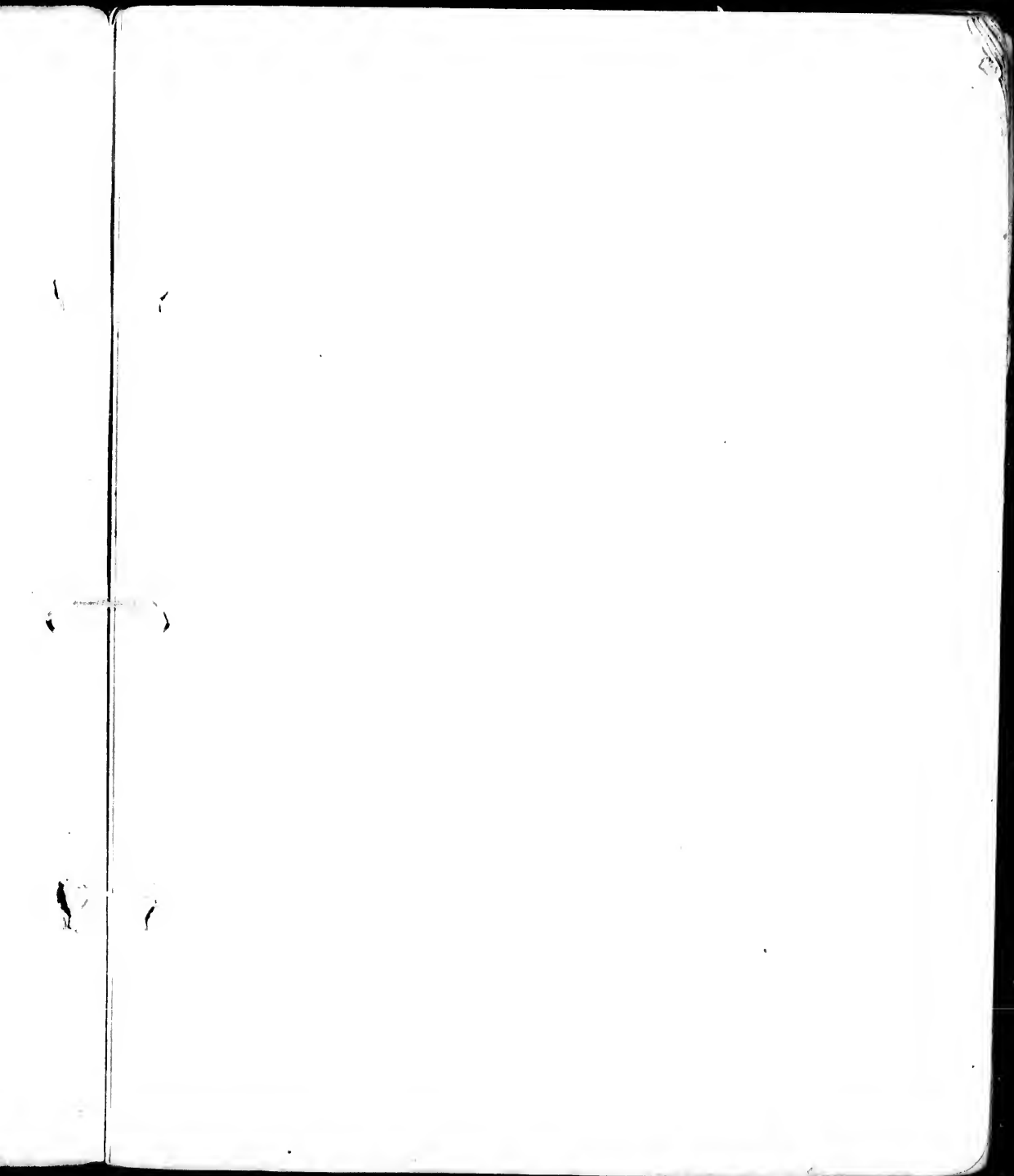
Our Thread is enclosed in the original Blue Wrapper, and labelled with the name of our Firm in full; and by being careful to observe on each reel:—J. & R. CLARK & CO.'S PAISLEY CABLE-LAID THREAD,—Ladies will be protected against imposture and Threads false in Length and inferior in quality

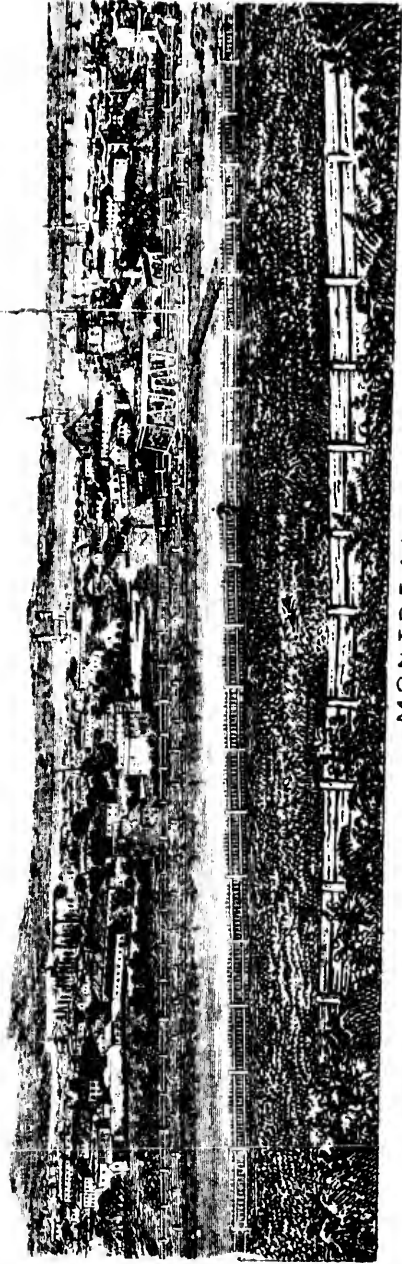
AGENT FOR CANADA.

## Alex. Walker,

ST. PETER STREET,

MONTRÉAL.





MONTREAL.

## MONTREAL.

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The Island of Montreal, upon which the largest and most populous city of Canada is built, lies at the mouth of the Ottawa River, at its junction with the St. Lawrence. The Ottawa comes down from the North-west, and sweeps round the Island, forcing the St. Lawrence to the South side. The waters of the two do not mingle together for a distance of 80 miles. The Island is rich and fertile, and was a favorite hunting ground of the Huron Indians, who had a fortified village at Hochelaga, near where the City of Montreal stands. The name of this village has given the title to a delightful volume on Canada, by the late Major Warburton. The City stands at the base of Mount Royal, a magnificent hill wooded to the summit, on the slopes of which many of the merchants have erected splendid residences, and from which delightful views are obtained of the magnificent river and the surrounding campaign, which stretches away for miles till it is dimmed by distance, or lost in the horizon. The mountain is intersected by a steep road, leading to the pleasant little village of Côte-des-Neiges, and from the western side the eye scans the Lachine rapids, and Ste. Anne's, where Moore wrote the celebrated boat song. The City is tolerably regularly built, and already possesses

wharves which are unsurpassed on the continent for solidity and strength, while they are so conveniently planned that vessels of very large size lay alongside and discharge or take in cargo. In approaching the City from Quebec, by the river, the traveller is delighted to observe a line of humble but cleanly looking dwellings painted in gay colours, which stretches along for several miles. These are the Quebec Suburbs, and Hochelaga, almost wholly peopled by French. On the left hand lies the small pretty islet of St. Helens, which belongs to the Government. The mantle of foliage with which it is covered in the summer, conceals the stern preparations of war it contains, for it is fortified very strongly, and guarded by a detachment of the troops in the barracks. Opposite to it, a block of formal, dismal looking buildings denote that they are designed for the use of the military, and the sentry pacing here and there, with measured tread proclaims the fact. A little farther up he sees the City Hall, where the City Fathers meet, with its dome, covered with tin plates which glitter in the sun. A handsome cutstone building, stately and imposing in appearance, it stretches along the River side. Underneath it is fitted up as a market place, and here the *habitants* resort for the purpose of disposing of their produce. It is called Bonsecours Market, after the Church of Notre Dame de Bon Secours, which is near to it. Bonsecours presents a lively scene on market days, when the farmers congregate, and the stranger is amused by the quaintness of their costumes, and the abundance of gestures they exhibit, as they press their articles upon their customers. Thence, running beside the wharves, is a range of solid stone buildings, occupied as stores and places of business, making a fine sweep along the banks of the River to Custom House



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GREENSHIELDS & JOHNSON,  
**General Commission Agents,**

AND

**ACCOUNTANTS;**

**Offices, 32 Little St. James Street.**  
**MONTREAL.**

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## References :

Messrs. Bruyere, Thomas & Co.	Wm. Molson, Esq., Pres. Molson's
" J. G. McKenzie & Co.	Bank.
" D. Torrance & Co.	Messrs. Wm. Dow & Co.
" S. Greenshields, Son & Co.	Hon. John Ross.
	Hon. James Ferrier.

WE OFFER FOR SALE

OVER

**50,000 Acres Wild and Improved Land,**

Situated in both Sections of the Province.

—ALSO,—

Properties in Montreal and other Towns in this Pro-  
 vince, as well as

**MILL SITES AND WHARF LOTS.**

And Negotiate Loans on Personal and Real Estate.

**GREENSHIELDS & JOHNSON.**

---

**JOHN PAPE & Co.,**  
**ST. LAWRENCE HOUSE,**

*298½ Notre Dame Street, and 93 McGill Street,*

Beg to intimate to the Public generally, that their

**SUMMER STOCK** is very extensive and  
well assorted,

Consisting of every Novelty of Design, together with  
all New Fabrics suitable for the coming season.

**THE SHAWL,**

**MANTLE**

**AND**

**DRESS DEPARTMENTS**

**WILL REPAY A CAREFULL INSPECTION,**

And cannot be surpassed by any house in the trade.

---

A COMPLETE ASSORTMENT OF

**STAPLE & FANCY DRY GOODS.**

**ONLY ONE PRICE.**

**ALL GOODS SOLD FOR CASH.**

**MONTREAL.**

Square, fronting which is the wharf of the Quebec Steamers.

In Customhouse Square is the Montreal House, an excellent Hotel, much used by Americans traveling in the Summer months. The Customhouse stands in the middle of the Square, and in front of it there is a small garden, with a *'et d'eau*. Still farther up the banks are the wharves intended for the use of the Ocean Steamers, at the foot of McGill Street. As yet, however, they are only in a state of preparation; but when completed they will form spacious docks, facilitating the landing and loading of cargo, as the Steamers will be laid close alongside the wharf. Here the Lachine Canal commences, and the terminus of the Grand Trunk Railway, which crosses at Windmill Point, is to be placed at the bottom of McGill Street, having tracks along the wharves, thus affording abundant room for the immense stores of cargo from the west, which will be brought down by the railroad. When all these operations have come to a close, Montreal will not be surpassed by any city in its traffic accommodations.

St. Anne's Market is a little way up McGill Street, on our right hand, and it forms one side of Commissioners Street. This Market is not so well fitted up as Bonsecours, but it is next in size, and here the inhabitants can purchase all the necessaries for the table, and also country made straw hats and other articles. On the other side of the Market, and facing it, is the Grey Nunnery, a large building enclosed by a wall, and having a garden around it.

McGill Street is a wide and excellent street, running northwards in the direction of the mountain, which appears to be at its head. As we look up the street the outline of the mountain stands before us in bold relief against the sky, with its rounded bluff, abrupt and precipitous, covered with

foliage, while here and there the bare brown rock jutting out, forms a striking contrast to the verdant leaves of the trees and shrubs. McGill Street is the boundary of the city proper, on the west, and has on its other side Griffintown and the St. Antoine suburbs. St. Paul, Notre Dame, and Great St. James Streets, strike off from it on the east, the two latter lying upon the top of an elevation, which runs the whole length of the City. Commissioners Square and Haymarket Square are at its head; and on the other side of Haymarket Square is Beaver Hall Hill, adorned by several elegant Churches,—St. Andrew's Church (Presbyterian), Zion Church (Independent), and the Unitarian Church. Victoria Hall, the Parade Room of the Volunteer Rifles, is also at the head of the Square. The Gavazzi riots took place in front of Zion Church, several years ago, when some persons were shot by the military.

St. Paul Street is entirely occupied by Warehouses and Stores, and is the principal business street of the City. It runs parallel with Commissioners and Notre Dame Streets to Dalhousie Square, and is intersected by various smaller streets, such as St. Peter Street, St. Francis Xavier Street, &c. The wholesale trade is carried on in these localities. In St. Sacrament Street, which crosses from St. Francis Xavier to St. Peter Street, stands the Merchants' Exchange, the Rialto of Montreal. It is a handsome building, very conveniently planned, and covers, with the space behind, about half an acre of ground. It is in the modern Italian style of architecture, and has a Reading Room, Committee Rooms, &c., all well suited for the purposes for which they were intended. The building, however, is not seen to advantage, being in a narrow street, where its proportions are hidden from view. Opposite the Exchange is the Telegraph

Office, also a fine building, but having the same disadvantage in point of position.

Passing from McGill Street along Notre Dame Street, the first object which attracts the attention, is the Recollet Church, at the corner of St. Helen Street, with its front to Notre Dame Street. This is the oldest Church in the City, having been built in 1725. Bonsecours Church, the next oldest, was built in 1772. It has an ancient, quaint appearance, with its portico, and its high stone wall, closing it in from the busy world around. A few trees and shrubs flourish in front of it, and heighten the appearance of quietude which it has. In our onward progress we find that improvements are going on, the intention evidently being to attain greater width, for we observe blocks of elegant new buildings erected a short distance back from the line of the older houses, which stand out so much as to make the street inconveniently narrow. It is evident from these old houses that Notre Dame Street was planned at that ancient period when cleanliness and fresh air were not classified as luxuries. But that time has passed now, let us hope never more to return, and we see that the children of this generation are wiser than their fathers, for there is a strong desire to attain both these blessings. The great requisite for making Notre Dame Street one of the finest in the city, is greater breadth, and this could be got all along by pulling down the old houses and building others on a line with these handsome structures we see. But moving on we cross St. François Xavier Street and notice the Seminary of St. Sulpice built at the corner of it, having on the front wall one of the two public clocks the city can boast of. The Seminary is an unprepossessing building of rough stone, and washed with lime. The garden of the Seminary is large, extending almost to St. Paul Street.

A high wall is built around the parts facing Notre Dame and St. Francis Xavier Street, running a considerable length down the latter. Beside the Seminary, and contrasting strongly with it, is the French Parish Church, one of the finest buildings in Montreal. It fronts on Place d'Armes, and has a spacious porch. It is flanked by two towers 240 feet high, and in them there is a fine peal of bells. The Church is about the same in length as the towers are in height. From the summit of the towers a fine view of the city and surrounding country is obtained. It was at first intended to make this church very much larger than it is at present, in fact to extend it almost to St. Paul Street, and to build it in the form of a Maltese Cross, so as to make it a cathedral for all Lower Canada ; but the plan was given up and altered to the present structure. In front of the Church is Place d'Armes, commonly called French Square, with its plot of garden and its *jet d'eau* in the centre. On the opposite side of the square stand two elegant substantial buildings, the Bank of Montreal and the City Bank.

Proceeding onwards in Notre Dame Street we notice on the left hand side handsome modern blocks of buildings such as the Crystal Block, side by side with, and forming a striking contrast to, the old French houses, with their small narrow windows, and quaint looking roofs, till we come to the large and stately Court House, which stands back from the street a considerable distance. Here the Courts of Law, civil and criminal, sit, and here also are the various offices attached to them, and the Police Magistrate's office and court. On the opposite side, stretching down to St. Paul Street is Jacques Cartier Square, named after the celebrated French navigator, at the head of which is the statue of Nelson standing on a pillar with his back to the River. The monument

has on its pedestal, representations of three of the battles which the hero fought, but is very much defaced by time and the severe frost of the Canadian winter. Various efforts have been made to raise funds for the purpose of putting it in thorough repair, but without much success, as it still stands in all its dilapidation, an unsightly object. The Governor's Garden is on the other side of the street, and the old Government House, where the French Governors held their levees and transacted business, still stands a little farther on, to the right hand side facing it. The old building is now converted into the Jacques Cartier normal school. Behind it, however, the Government offices remain. Still farther on, we come to Dalhousie Square, where the Donogana Hotel opens its portals to receive strangers. Near here also are the head quarters of the military, and the officers' rooms, while the barracks lie to the right fronting the River. St. Mary's Street is a continuation of Notre Dame Street and leads into the Quebec Suburbs, where stands the jail, a substantial building, firm and solid, but too small for the necessities of the district.

A little before we come to the Jail, on the opposite side of the street, is St. Thomas Church, Countess of Huntingdon's Connection. This Church was built by Thomas Molson, Esq., who has also erected Molson's College in the rear of it. The Church is a neat building, and is the only Church in Montreal which has a clock in the tower. The College is a large, handsome quadrangular building, and is devoted to teaching and training the youth of both sexes. The Rev. Alfred Stone, who is incumbent of the Church, is also Rector of the College, and under his superintendence are a number of teachers, male and female, by whom useful knowledge and accomplishments are imparted to the boys and girls committed to their charge.

Notre Dame Street would be a much finer promenade if it were all of one width, and that width considerably greater than it is at present. It is proposed, however, to attain this object, and gradually properties on which the old houses were erected have been purchased, and the tenements pulled down to make room for much finer buildings, more adapted to modern taste. In this way the Cathedral Block and others have been built on the proposed new line of the width of the street.

Retracing our steps a short distance, we turn down a cross street called Gosford Street, and enter the Champ de Mars at the east end. This is a spacious ground, and forms a fine military parade; and here also the hustings are erected for the nomination of members of the Provincial Parliament. The Champ de Mars is about 500 yards long and 100 broad, and is bordered on one side by a fine line of Poplar trees, and on the other by trees of different species. It is right at the back of the Courts of Justice. A number of Russian Cannon, trophies captured in the late Crimean war, lie on the south side, but they have never been mounted. At the south corner, fronting St. Gabriel Street, one of the oldest Protestant Churches in the city stands—St. Gabriel Street Free Church. Passing in front of this Church, a few steps bring us to the east end of Little St. James Street, much frequented by the legal fraternity, many of whom have their offices here. It is a narrow street, with little of interest to note in it excepting the Natural History Society, and the Young Men's Church of England Society. At the west end, Little St. James Street opens upon Place d'Armes at its north east corner, and brings us in front of the two Banks which grace the north, as the French Church adorns the south side of the square. At the corner we have passed is the Plan-



tagenet water depot. This mineral water is brought from Plantagenet, a small place in the direction of Ottawa, and is sold for three coppers a glass. In the depot a good supply of papers is kept, so that, in the words of an advertisement the visitor is at liberty "to strengthen the mind and body at the same time." Compain's Cosmopolitan Hotel stands also on the same side. This Hotel has been recently fitted up, and is conducted on the European principle. It is large and well managed. Crossing the Square on the north side we enter Great St. James Street, wide and excellent, running from Place d'Armes to McGill Street. The buildings here are almost all built with stone, and there is much uniformity in the structure of them. At the corner of St. Francis Xavier Street is the Post Office, having entrances from both these streets. It is a large and substantial building, fitted up in the interior with pigeon-holes numbered, so that a person renting one of them obtains all his letters or newspapers, by merely mentioning the number of his box to a clerk in charge. At the other corners of St. Francis Xavier Street, is the Savings Bank and the *Banque du Peuple*, while beside the Post Office in Great St. James St. stands the Bank of British North America. The St. Lawrence Hall, under the management of Messrs. Hogan & Co. is directly opposite. This Hotel extends as far as Craig Street, the communication between the front and rear parts being by a covered archway across Fortification Lane. The St. Lawrence Hall is much frequented. Nearer to McGill Street, on the other side, is the Ottawa Hotel, which is also a first class house, largely patronized. Mr. Samuel Browning is proprietor of this Hotel. The other buildings in this street are the Wesleyan Methodist Church with its fine front of the Gothic order of architecture; it is capable of holding 3000 persons with comfort. The Me-

chanic's Institute and the Mercantile Library Association almost face each other. Both are literary institutions, having a good selection of newspapers and magazines, and also a Library. Strangers are allowed admission, on entering their names in a book kept for that purpose. The entrance fees are comparatively small. The American Presbyterian Church stands at the western extremity of the street. It is a plain and modest building. Behind the Mercantile Library is Nordheimer's Music Hall handsomely decorated with *al fresco* painting. It is a fine hall, well worthy inspection.

Descending the ridge on the north side, we enter another fine large street called Craig Street. It commences at St. Antoine Street on the west and extends to Colborne Avenue on the east, running parallel with Notre Dame Street. Formerly Craig Street was the bed of a rivulet, but the stream has been converted into a sewer to carry off the waste water. Branching off from the north side of Craig Street, are a great many other streets rising up on the slopes of the mountain. The houses are almost entirely used as dwellings. St. Lawrence Street is the principal business street in this part, and is filled on either side with shops and stores. In the middle of this street stands the St. Lawrence Market. Not so large as either Bonsecours or St. Ann's Markets, it is still a great accommodation for the inhabitants. By way of St. Lawrence Street we go to the Mount Royal Cemetery, and also around the Mountain.

St. Antoine Street runs west from Craig Street into the suburbs, and the farther it goes, the more is taste displayed in the buildings, it being inhabited by many of the wealthier classes. At the west end it comes very close to a precipitous rock which rises up between it and Dorchester Street. There are gardens laid out with terraced walks here, and orchards

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VICTORIA BRIDGE MONTREAL

of fine fruit trees, which bear excellent apples. The side walks of the street are shaded from the sun by rows of Maple trees, which give a cool and refreshing shelter from the heat of his rays. The buildings here are mostly elegant and there are one or two fine squares. Before the houses in many places there are little plots of garden ground, each fenced in with a railing, and filled with a variety of flowers to please the eye and delight the olfactory nerves with their agreeable odour. Running parallel with St. Antoine Street, but farther up the mountain side are Dorchester, St. Catherine and Sherbrooke Streets, and several avenues and squares. This part of the city is the finest and of course the most aristocratic. The same praise may be given to these streets for beauty and elegance which we have given to St. Antoine Street. They are in the city and yet in the country, and combine all the pleasure of a rural residence with the comforts and conveniences of the town. Christ Church or the Episcopalian Cathedral stands in Union Square. It is a beautiful edifice in the mediæval Gothic, with its tall spire tapering upwards through the air. This Church is one of the finest among the many buildings in Montreal, and is excellently situated for the display of its graceful proportions. It is indeed a model of ecclesiastical architecture, and when the grounds are all laid out and finished will command the attention as being a perfect gem. It is built in the cruciform style, and is handsomely decorated within, as well as comfortably seated, and contains a magnificent organ, built in England.

Among the other Churches in Montreal worthy of inspection is St. Patrick's Roman Catholic Church, corner of La-gauchetière and Alexander Streets which has a noble front of imposing appearance, and which, with its handsome approaches by broad stairs is a splendid model of ecclesiasti-

cal architecture. But one building which ought to be visited is the McGill College, situated at the side of Sherbrooke Street and University Avenue. This is a fine large institution, and besides lecture and other rooms, it contains residences for the Professors. It was built in accordance with the terms of a bequest made by the Hon. James McGill who left a large sum of money for that purpose, which was increased by subscription till it sufficed for the purpose of endowing the college, with the aid of a grant from Government.

As we descend the mountain, McGill College stands on our left hand. Farther up the side is the Reservoir of the Montreal Water Works, constructed for the supply of the city. The water is drawn from the river, above the Lachine Rapids, and is pumped up to the Reservoir by two powerful water wheels, which are kept in motion by the water they draw. The Reservoir is cut out on one side from the rock, and is divided into two compartments, capable of containing fifteen millions of gallons of water. The elevation of the Reservoir above the city is so great, that the most of the fires are extinguished by the use of the Hose, without the force pumps being brought into requisition at all.

In Sherbrooke Street, at the head of Bleury Street, are the Botanic and Zoological Gardens, under the management of Mr. J. E. Guilbault. The gardens are laid out with great taste, and form a pleasant recreation ground for the inhabitants. These are well worth a visit.

All along the slopes of the Mountain are many fine edifices embowered among the trees; in truth, one cannot pass along in any direction, without being struck with the charming beauty of the scenery, while through the opening of the streets many views are gained of the magnificent St.

Lawrence rolling along its tide in solemn dignity to the ocean.

And now, having feasted our eyes on this side let us propose a drive around the Mountain. No sooner said than done, and here we are in a *caleche* traversing the long line of St. Lawrence Street, till after we pass the tollgate we turn off to the left and ascend gradually the Mountain side, and the road takes us up to Mount Royal Cemetery, a large Necropolis tastefully laid out, having many fine tombs, and adorned with flowers and shrubs and winding walks. Returning at a little distance down, a road branches out again on the left hand, and now we traverse along, while that portion of the Island which extends up the Ottawa opens to the view, with the Isle Jesus in the distance, and St. Anns at the junction of the two rivers. The country round looks rich and fertile, varied with trees and dotted with farms. Winding down the western side we arrive at the pretty little village of Cote des Neiges, lying in the bosom of the Mountain, and sheltered by its branching arms from the north and east. From the village there are two roads into Montreal, one around the base of the little Mountain as it is called, and one over the defile which separates the mountain proper from the one just mentioned. As the latter road ascends the eminence it curves to avoid too steep a grade and gradually we reach the summit, at which a tollgate is placed. Here we are quite shut in on all sides, but watch! as our vehicle turns yonder corner ahead. There lies the city at our feet with its spires and houses and streets. There arise the two towers of the French Cathedral and yonder are the tall masts of many a gallant vessel which, after battling the breeze, now lies quietly at the wharf, and discharges the valuable cargo it has brought safely into

port. Beyond is St. Helen's Island, and, to the right, the Victoria bridge trails its length across the river for nearly two miles. It is a distant view we are taking of it, and not from the most favorable position, so we will resume our downward progress by which we reach the city in safety.

The Victoria Bridge is a wonderful triumph of human science and art over nature, and the obstacles it presents in the way of progress. To bridge a river nearly two miles wide and twenty five feet deep, with a current running in some places at the rate of eight miles an hour, it appears, at first sight, madness to think of it. But the madness was thought of, and planned, and built, and finished, and England's heir apparent is coming out to sanction it, by formally opening the way through that Iron Tunnel. The Bridge is built upon twenty four piers of solid cut stone, strongly bound together, with abutments to fend off the large mass of floating ice which is carried down every spring by the current. Upon these piers are built iron tubes with their plates strongly rivetted together and as strongly fixed to the piers. The roof is covered with tin plates to protect the iron from the weather, and both in the iron and tin, sufficient allowance is made for expansion and contraction. The Engineers, who came out to examine it, before it was handed over to the Grand Trunk Railway Company, expressed their firm opinion as to its strength and solidity. There is a single track for the cars running through the centre, and two spacious side walks for the use of foot passengers. Seen from the river this structure has a fine appearance and seems to bid defiance to all the force the ice can bring against it.

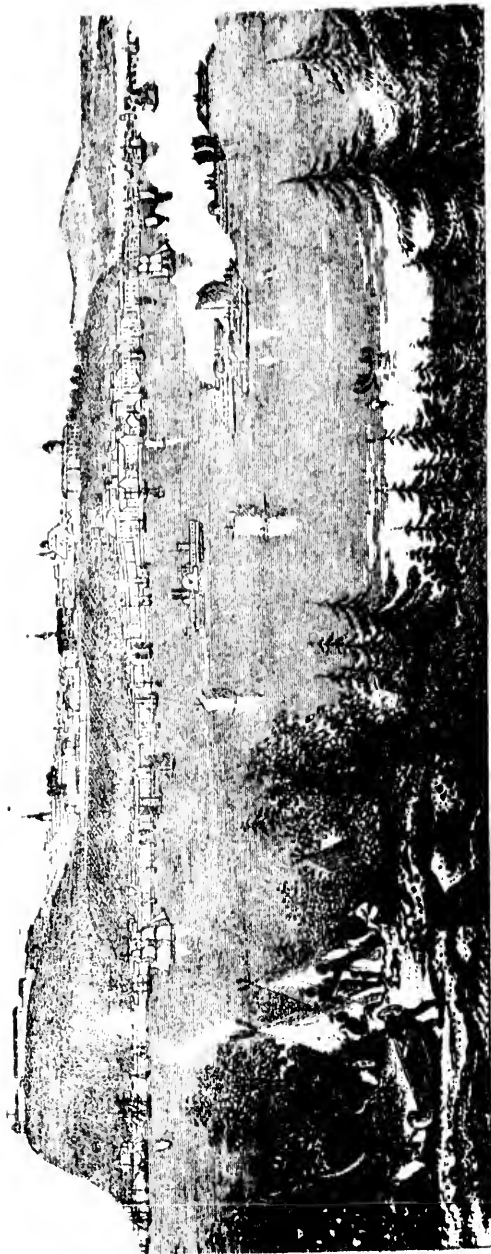
Now we shall bid adieu to the fine city of Montreal and start on our journey for Canada's ancient capital, Quebec, the strongest fortress on this continent.



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Having bid adieu to Montreal, here we are in the cars driving along behind the snorting, puffing Steam Engine "thorough bush, thorough briar," on our downward journey. At the south side of the Victoria Bridge, the railroad to Rouse's Point and the United States, effects a junction with the Grand Trunk at the village of St. Lambert.—The Rouse's Point road would take us south to the town of St. Johns, at the outlet of Lake Champlain, but as our will is, to descend the St. Lawrence, and not to cross the Line, we prefer sitting in the cars of the Grand Trunk. However, we may as well say, that on the Rouse's Point road, there is much interesting and varied scenery, of which the forest commands a large share. The same thing may be said of the most of the Eastern Townships, as the country undulates, and is varied by mountain scenery. The Richelieu, which takes its rise in Lake Champlain, and falls into the St. Lawrence at Sorel, is a very beautiful river, and the fine Lake Memphremagog, near which stands the town of Stanstead, is a magnificent sheet of water. Lake Memphremagog, although far surpassed in magnitude by those "inland seas" in Upper Canada, more than rivals them in the beauty of its scenery. The

bold blunt outlines of the mountains, the varied hues of the foliage which creeps up their sides, the long deep gorges, descending to the edge of the water, and the lake itself, lying in deep repose in its quiet bed, make up a picture, which is scarcely equalled by the scenery of any other locality.

But to return to our journey,—starting from St. Lambert, in a short time we arrive at Longueil and pass through a dead level country, excellently suited for farming, but with nothing to interest the eye of the Tourist in the uniformity of its tame surface, till we come to a fine iron bridge across the Richelieu. Immediately after crossing the bridge, the road takes a quick turn, and enables us to obtain a fine view of the stately proportions of the structure, as well as of the river it spans; while the stream turns and winds with many a curve, on its way to pay its tribute to the Father of Waters, irrigating the fine alluvial country through which it flows, and imparting to it the joy of perpetual freshness and beauty. The scenery also changes, for there is the mountain of Belœil rearing its rocky and precipitous bulk upwards. The train passes close by its base and we can better estimate its vast proportions. There used to be a large gilt cross upon the top, but time and the seasons have done their work of destruction, and it is in a state of complete dilapidation. Leaving the mountain, the scenery changes again to the same dull uninteresting level, till we come to St. Hyacinthe, a peculiarly French town, containing a population of about 5000. On we dash into the wild bush of tamarac, brown ash, stunted fir, and wild birch, scaring the denizens of the forest with the coughing of our panting iron horse, and the thunder of the wheels of our cars, till by a gradual incline we reach the beautiful valley of the St.

Francis, a quiet and gentle stream, which flows noiselessly onwards; and shortly afterwards we arrive at Richmond Junction, where the branch line from Quebec connects with the main line to Portland. Still we travel through the woods, and have time to yawn and stretch ourselves at the view of the dreary monotony of the country. But again we reach, and dash over, another iron bridge which spans the foaming rapid of the Chaudière, whose waters boil and hiss, as they hurry to precipitate themselves over the Falls of the Chaudière a little below. Shortly after, the whistle of the engine gives forth its warning, and the train stops at Point Lévi or South Quebec, and on the other side we see the "grim feature" of the gigantic fortress.

But to change our route, and with our route our mode of progress. Let us go down the river. Taking our passage by the Steamer, we pass down to Custom-House Square and find our Boat lying alongside the wharf in front of it. Passing on board, we cast loose, and slowly at first, we move along, steam and the current taking us down; but soon full speed is set on, and quickly we leave behind us the city of Montreal, with its tinned roofs glittering in the beams of the evening sun, for the steamers start in the afternoon and sail all night reaching Quebec in the morning. This arrangement is not suited to the pleasure seeker, as the night and darkness deprive him of a view of the banks; but, after all, the loss is not great, as there is a sameness in the dull, flat, level country through which the river flows, and in the villages and farmhouses, which at intervals dot its banks, that when he has seen one part, he may take it for granted he has seen the whole of the route. It will not be necessary therefore to do much more, than merely mention a few of the places we pass, at which the Steamer stops. The first

of these is SOREL or WILLIAM HENRY, a pretty town with a population of about 3000. It is 45 miles below Montreal, and is situated at the junction of the River Richelieu with the St. Lawrence. The town contains several buildings of good style, the principal of which are the English and Roman Catholic churches. Below Sorel about five miles, is the commencement of Lake St. Peter, formed by the expansion of the river to the breadth of 9 miles, and extending to the length of 25 miles. The expansion is so great that the Lake is quite shallow, and till recently vessels of upwards of 600 tons could not come through. A new channel has however been discovered and deepened, and now vessels drawing 19 feet of water can safely pass. This work has been done, at the original expense of the city of Montreal, and is proving of vast benefit, for the Ocean Steamers now come up easily, and discharge and load a great part of their cargoes. It was owing to the energy of the Hon. John Young that this great scheme was originated, and carried through to its present state of progress.

Half-way between Montreal and Quebec, is the town of THREE RIVERS, situated at the confluence of the St. Maurice with the St. Lawrence. It is only here, that the waters of the Ottawa and the St. Lawrence may be said to have mingled,—all the way down to this place, we can easily notice the difference in the colour of the water on each side of our vessel. Three Rivers is a well laid out town, and has several fine buildings, as the Courthouse, the Jail, the Roman Catholic Church, the Ursuline Convent, and the English and Wesleyan Churches. It is one of the oldest settled towns in the Province, having been founded in the year 1618. It has a population of about 5,500. The last place at which the

steamers stop before reaching Quebec is Batiscan, a small town of no importance. Batiscan is about 117 miles below Montreal.

But yonder comes the powerful king of day,  
Rejoicing in the east.

THOMSON.

and we start from bed, and having performed the necessary matutinal exercises, we emerge from our cabin and pace the deck, for the scenery begins to open upon our view, and it is of a very different character from that we have been passing through for these last 100 miles. Here, the banks begin to rise up from the water, at first, in gentle undulations, and then more boldly, till they end in high cliffs, which frown upon the steamer as she hurries along beside them. The bed of the river becomes narrower, and the water looks darker, by the shadow of the rocky promontories flung upon it. It does not need to be mentioned, for we have an instinctive conviction of the fact, that here commenced the series of movements which ended in the capture of Quebec, by the immortal Wolfe, on the memorable 20 September, 1759. It was here he landed, and those rocks he, with his gallant little force, scaled, to meet, and fight, and conquer, the chivalrous Montcalm, and alas! in the outbursting of his fame, and just as his glory was beginning to brighten, was he cut down in the prime of his years. Raise the stone on the spot where the hero breathed his last, and inscribe on it, the joy and the grief! "Here died Wolfe victorious." "Victorious," there is the joy! "Here died Wolfe," there is the grief!

Now we arrive safely at the quaint looking city of Quebec, struggling up the rocky side of the height, on which sits the fortress, extending a protecting arm over the irregular and wayward town.

Truly, as we step ashore, our first impressions of Quebec are not those derived from the view of an object capable of imparting pleasure. The Lower Town is built, apparently where the inhabitants thought they could secure a position, without regard to appearance, or to the wishes of their neighbours. The streets are steep and tortuous, twisting about, here and there, in the attempt to secure a passage through the French-looking houses, which, on their part, seem to manifest a strong desire to throw every obstacle in the way, they possibly can. From the strong declivities which descend on every side, one would think that there was not much necessity for regulations, in promoting cleanliness, as the first heavy shower sends a flood from above which washes away all the filth that would otherwise accumulate, with the speed of a torrent. It does not require much rain to wash most of the streets of the Lower Town, but they soon get dirty again from the constant traffic which strives, and pushes, and winds its way along. The Lower Town is the mercantile part of Quebec, and extends along the shores, from the foot of the rocky height on which the fortress is built, to the River St. Charles, where it joins with the St. Lawrence. In the busy months of summer, the streets are crowded, and it requires some little manœuvring, to pick our way along. Here are the stores, and offices, and ship building yards, and the wharves are all full of noise and bustle and "hurrying to and fro." But as we ascend the steep streets which lead to the Upper Town, our impressions undergo a change, till on arriving at the esplanade, we look around with wonder and delight. Still above us is the haughty keep, looking stern and grave, as a warrior ought, and below is the town we have left, in all its bustle, the stately ships lying alongside the wharves, or sleeping at



their anchors, and, on the other side, the bold promontory of Point Levi, while down the broad and deep River, the fine island of Orleans divides the channel, and to our left the St. Charles discharges its volume of waters into the larger stream, and still further down on the same side, the road which leads across the Montmorenci, a short distance before it throws itself into the St. Lawrence, over a precipice 250 feet high, while the bold bluff banks, and the mountains in the background, ably complete the picture. The Upper Town of Quebec is handsome and elegant, and forms a striking contrast to the Lower. The houses are generally tastefully built, and there are fine streets and gardens, elegantly laid out, extending to the foot of the *glacis* of the stronghold. By applying to the Town Major, we get a pass to allow us to see the fortifications, and slowly we wind our way up the steep ascent. Everything has regular and stiff military precision about it, and the strength of the works becomes more apparent the higher we ascend. The road we are travelling can be swept, by cannon placed for that purpose, and the guns show their iron mouths out of the embrasures of the battlements. The space occupied by the fortifications is about forty acres, and everything necessary for protection and safety has been done. There is abundance of military stores, and also of provisions, while water can be had from within the castle. Cape Diamond rises above the precipitous rock, and its guns command the shipping, and also Point Levi; and from one of the guns stationed here, is the proclamation of morning and evening made. It is a fearful height to look down from, and the appearance of everything is much diminished. It must be a terrible trial for the sentries who have to watch on a cold winter's night, when, lower down, the thermometer

ranges 30° below zero. The whole of the spacious buildings must be seen to be duly appreciated, for description cannot give a proper idea of the strength of this towering stronghold. The view from Cape Diamond is a very fine one, being much more extended than the one from the esplanade, we have previously described, but the features of the scenery are the same.

The fortress is of an irregular triangular shape, impregnable on two sides, while the third, facing the plains of Abraham, is strongly fortified in a line of well armed ramparts. Looking down from the battlements we gaze, with mingled feelings of gratitude and sorrow, on the field where the decisive battle was fought, one hundred years ago. Hear the lamented Warburton\* as he describes, in eloquent language, the scene of the battle and the death of Wolfe.

“ For a few years, and for a great purpose, England was given one of those men whose names light up the page of history; he was humble and gentle as a child, graceful in person and manners; raised by transcendent merit in early manhood, he had done high service at Minden and Louisburg; the purpose was accomplished, and the gift resumed at Quebec, when he was about thirty two years old. This was WOLFE; to him was the expedition entrusted.

“ He took possession of the Island of Orleans, and occupied Point Levi with a detachment. His prospects were not encouraging: the great stronghold frowned down upon him, from an almost inaccessible position bristling with guns, defended by Montcalm, with a superior force of a gallant army, and inhabited by a hostile population. Above the city, steep banks rendered landing almost impossible; below,

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\* HOCHELAGA.

the country, for eight miles, was embarrassed by two rivers, many redoubts, and the watchful Indians. A part of the fleet lay above the town, the remainder in the North Channel, between the Islands of Orleans and Montmorenci; each ebb tide floated down fireships, but the sailors towed them ashore, and they proved harmless.

“ The plan which first suggested itself was, to attack by the side of Montmorenci, but this the brave Montcalm was prepared to meet. On the 31 July, a division of grenadiers landed below the falls; some of the boats grounded on a shoal and caused great confusion; so that arrangements, excellent in themselves, were in their result disastrous. The grenadiers, with an indiscreet ardor, advanced against the entrenchments, unformed and unsupported; a steady and valiant defence drove them back; a storm threatening, and the loss being already heavy, the general reembarked the troops with quiet regularity. The soldiers drooped under their reverse, but there was always one cheerful face, that of their leader; nevertheless, inward care and labour wasted his weak frame; he wrote to England sadly and despondingly, for the future was very dark, but he acted on an inspiration. His generals were brave men, and suggested daring plans; he seized the boldest counsel, risked the great venture, and won.

“ On the night of the 12 September, the fleet approached the shore below the town, as if to force a landing. The troops embarked at one in the morning and ascended the river three leagues, when they got into boats, and floated noiselessly down the stream, passing the sentries unobserved. Where they landed a steep narrow path wound up the side of the cliff, forming the rivers bank; it was defended bravely against them, but in vain. When the sun rose, the army stood upon the plains of Abraham.

“Montcalm found he was worsted as a general, but it was still left to him to fight as a soldier; his order of battle was promptly and skilfully made—the regular troops were his left, resting on the bank above the river, the gallant Canadian Seigneurs with their Provincials, supported by two regiments, formed his right; beyond these menacing the English left, were clouds of French and Indian skirmishers.

“General Townshend met these with four regiments; the Louisbourg Grenadiers formed the front of battle, to the right, resting on the cliff; and there also was Wolfe, exhorting them to be steady, and to reserve their discharge. The French attacked; at forty paces they staggered under the fire, but repaid it well; at length they slowly gave ground. As they fell back, the bayonet and claymore of the Highlanders broke their ranks, and drove them with great carnage into the town.

“At the first, Wolfe had been wounded in the wrist, another shot struck him in the body, but he dissembled his suffering, for his duty was not yet done. Again, a ball passed through his breast, and he sank. When they raised him from the ground, he tried with his faint hand to clear the death-mist from his eyes; he could not see how the battle went, but the voice which fell upon his dying ear told him he was immortal.

“There is a small monument on the place of his death, with the date, and this inscription: “Here died Wolfe victorious.” He was too precious to be left, even on the field of his glory. England, jealous of his ashes, laid them with his father's, near the town where he was born. The chivalrous Montcalm was also slain. In a lofty situation on Cape Diamond a pillar is erected “To the memory of two illustrious men, Wolfe and Montcalm.”

" Five days after the battle, Quebec surrendered, on such terms as generous victors give to gallant foes. The news of these events reached home but forty-eight hours later than the first discouraging despatch, and spread universal joy for the great triumph, and sorrow for its price. Throughout broad England, were illuminations and songs of triumph, except in one country village; for there Wolfe's widowed mother mourned her only child."

So tells the kind and gentle-hearted George Warburton the story of Quebec a century ago.

Upon the heights of Abraham,  
 Death claimed and got a noble prey;  
 Two heroes of great chivalry,  
 Fought and died one glorious day.  
 Wolfe, bravest in a nation brave;  
 Montcalm, the chivalrous and true;  
 In bold attack, death seized on one,  
 In bold defence, the other too.

Raise high the stone, and let the scroll,  
 " Wolfe died in victory's arms," now tell;  
 But of defeated glory too,  
 Speak it, how noblest Montcalm fell,  
 One died victorious, o'er his grave  
 Each noble heart in sorrow weeps;  
 Disaster seized Montcalm, but still,  
 Sad tears are falling where he sleeps.

History lifts her voice aloud,  
 And claims for each the silent tear:  
 For victor, vanquished, whose blood  
 Poured for the cause to honor dear

Brave Wolfe, we mourn thy early loss ;  
We weep for thee, most brave Montcalm ;  
We raise on high one monument,  
Your noble memories to embalm.

Let us turn away from the scene, and descend from the grim and stern keep, which watches in gloomy dignity over the city. But it is not so easy to get out of the reach of military preparations, for at every step we take throughout the town, we find ourselves in presence of a wall, or cannon, or sentry, or a group of soldiers, while the proud Union Jack waves aloft on the rampart heights.

There are several fine walks and drives out from the city, and much interesting and varied scenery, which those who delight in the beauties of Nature cannot fail to find much enjoyment in. And many pleasant country excursions can be made, to places remarkable either for loveliness or for water-falls. All around the country there are very fine water-falls. We have already incidentally mentioned two, the Montmorenci and the Chaudière. The Falls of Montmorenci form a picturesque object, when seen from the middle of the St. Lawrence, the white foaming water pouring itself sheer down a precipice 250 feet high, in one unbroken stream. They are about ten miles below Quebec ; and are both during the summer and winter, a favorite picnic scene for the inhabitants. And pleasant it is to drive out, and descend to the foot, and look at and listen to the water as it falls in monotonous cadence down from the height, and seems in haste to meet and mingle its waters with the larger stream ; and when the sunbeams glance upon the white foaming mass, and light it up with

prismatic glory, we feel all the sublime beauty of the scene absorbing our senses in our mingled feeling of wonder and delight. On the south side, a few miles up the river, and a short distance in the country, brings us to the beautiful Falls of the Chaudière, which, although they cannot match those of Montmorenci in bulk of water or depth of fall, yet more than rival them in the romantic loveliness of their scenery. The height of the falls is about 100 feet, but the rocks overhang, so that the stream plunges in a zigzag course here and there, and half shrouded in spray, boils and whirls about in the strangest manner. It is this last peculiarity which has given the name to the Falls, the Chaudière or Boiling Pot, and the resemblance is strong. The water continues this dance near the Falls for sometime, and then hurries away, as if ashamed of its madness, through a gorge between the hills, to the Saint Lawrence. Above, wherever there seemed to be room to grasp, mosses, lichens, and creeping plants have got hold, and hang over the cliffs in fantastic drapery, while firs, pines, and cedars, clustering down to the very edge of the stream, fill up the picture.

Quebec is now the seat of Government, it having been removed from Toronto last winter, and is a very busy city when the Parliament is assembled, as it is at present. Spencer Wood, the residence of the Governor General, was a very pretty spot but unfortunately it was recently burned down.

The Houses of Parliament, and indeed the most of the public buildings, are not characterized by much beauty or elegance. Plainness and substantiality have been more cultivated than taste. The Roman Catholic Cathedral is a large building, commodiously constructed, and capable of containing 4000 sitters. It is well fitted up inside, and has several fine old paintings, and a good organ. The English

Cathedral has more pretensions to elegance, and is also provided with a good organ. There are several other Churches such as the Scotch Presbyterian Church, the Free Church or St. Johns, the Wesleyan Methodist, the Congregational and the Baptist.

Quebec is well provided with Hotels, such as Russell's Hotel, in Palace Street, Upper Town, and the Clarendon House, St. Lewis Street, both which are admirably conducted as regards accomodation, abundance, and comfort; Mrs. Dexter's also is an excellent Hotel.

Point Levi or South Quebec, as it may be called, lies on the south side of the River on the top of a steep rocky ridge, forming the other side of the deep gorge through which the St. Lawrence pours its flood. It would almost seem as if some grand convulsion of nature had rent asunder the rocks, and cast them on either side, to allow the stream to pass through. Point Levi is a prettily situated village, and is rapidly growing up into a business town, its increase being facilitated by the branch of the Grand Trunk Railway having its station here, and communicating along the South shore to Rivière du Loup.

The Isle of Orleans lies in the middle of the river, and divides it into two, the north and south channels.—It is a pretty large island, being 19 miles long, by about five wide, and is very fertile. It has a population of about 6000. About 24 miles below Quebec on the north side of the St. Lawrence, in the midst of exquisite scenery, to which they add grace, are the Falls of St. Ann's, on the river of the same name. And the Lake St. Charles to the north of Quebec abounds in fine trout, and is much visited by the brethren of the gentle craft.



And now we will leave Stadaconé (what a pity the fine sounding Indian name was ever changed to Quebec!) and take a trip either by Steamer or Railroad to where the grand and majestic, but gloomy Saguenay pours, in sullen state-  
liness, his waters into the St. Lawrence. By the Railway we are hurried along the southern shore, through a country vastly different from that we traversed in coming from Mon-  
treal to Quebec. The dull level flats have changed into an undulating country, and to the southward and northward, and eastward, magnificent mountain ranges extend as far as the eye can reach. Yonder are the hills from which the rivers of Maine take their source far away to the southward ; on the northern side are the Laurentine Mountains, a gigantic assemblage, fronted and overtopped by Cape Anne and Cape Tourment, which are well fitted to be the leaders of such a giant army, rising as they do nearly two thousand feet above the tide. Onward we rush spanning mountain streams, and passing farm houses till the Hotel at Kivière du Loup, 114 miles below Quebec receives us. Or, we walk on board the fine steamer Magnet, and as soon as we get under weigh, open up the Falls of Montmorenci in the distance, and then skirting the shores of the Isle of Orleans, we hasten down on the bosom of the mighty River, and find ourselves in a labyrinth of smaller islands, which, all around, raise their green heads from the water, and bask in bright-  
ness and beauty in the sun. Threading our way through these spots of loveliness, we come abreast of the quarantine station, where all vessels are examined, to find out whether the passengers have brought any infectious disease across the deep. Here upwards of 6000 Irish immigrants were buried in one spot. The Island is very beautiful, with its village, and its neat little Church, which seem as if, by a

hard struggle, they had at last gained standing room upon the unruly rocks. We pass the Pillars, and now the stream is open, and with the exception of a distant Island standing alone, we see only the rocky shores of the St. Lawrence jutting out into headlands on either side, or retiring into bays, while, here and there, a brawling brook tumbles its puny tribute into the majestic stream, which receives it with uninterrupted composure. Now we pass River Ouelle, where there is a landing, on the south bank, and, on the opposite side, Malbaie, much frequented by the Stadaconians, for the invigorating effects of sea water bathing. All along our way downwards, the shores are studded with farm houses, which have a lively appearance, from being painted white. We reach Rivière du Loup, and the steamer lays alongside, to start again in the middle of the night, in order to reach the entrance of the Saguenay, at dawn the next morning. As the light breaks in the eastern sky we see Red Island rugged and bare, standing sentinel at the entrance of the River, while farther down, and nearer the shore we have left, is Green Island. Beyond Red Island rise two mountains whose summits recede from each other while their tawny sides seem striving to meet at the base, but never can, for between them the Saguenay, more than three hundred and fifty fathoms deep, rolls its dark waters, to stain with their sombre hue, the clear stream of the Saint Lawrence. The entrance to the River is comparatively narrow, but soon the banks, on either hand, retire and open up into a spacious basin. At the entrance, on the lower bank of the River, is the village of Tadoussac, a post of the Hudson's Bay Company, who have a resident here. The village is adorned by a little antique looking Church, said to be one of the most ancient on the continent. It is a small

building, suited to the size of the congregation who worship in it. There is also a salmon fishery at Tadoussac. The buildings of the Company comprise the Resident's house, and the stores, and are surrounded by a railing. There is a flagstaff in front, flanked by two pieces of artillery. The rocky sterile island *L'Islet*, separates Tadoussac from the Saguenay. Just within the entrance is the little village of *L'Ance à l'Eau*, built upon the rocks. Passing along, we see the remarkable mountain *Tête de Boule*. Standing apart from its fellow rocks, it seems as if it were a solitary hermit, voluntarily withdrawn from their society. Rising sheer up more than 1000 feet, a solid mass of primitive granite, with its round head sometimes cloud-capped, and at others shewing its bald and bleak scalp, with here and there a few stunted pines, which contrive to gain a meagre subsistence from it, it is an object of wonder.

And then, again, the rocks on either shore, tremendous masses, jut out their points or draw back their crevices, as if some giant hand had seized their tops and wrenching them asunder, had opened a deep gorge for the river to pass through, without caring to smooth down the marks of the rupture. Tall and gloomy, rising fifteen hundred to two thousand feet, rough, bare and precipitous, they spread an air of gloomy grandeur over the black and sluggish waters, which lazily trail their course along at their base. And the rent does not stop at the surface of the water but goes down, deep, deep down, fifty, sixty, or one hundred fathoms, so that the largest man-of-war could graze the rocks with her side and yet find abundance of water to float her, were she ten times bigger than she is. The scene is magnificently stern, and it only needs a thunder storm to make it terribly sublime. Then, the lurid clouds cap the summits of the

rocks, and half-obscure the day, the stern cliffs grow grimmer and sterner still, and the water becomes of an inky blackness. Suddenly, it is lit up by one grand gleam of lightning, and then the roar of the thunder awakens echoes, which like ten thousand bandogs startled from slumber, roar the thunder over again—one after the other, taking up the growling reverberation, till the whole scene becomes, as it were, one great body of sound, and then the rush, rushing of the rain, darting downwards with an angry hiss, completes the gloomy picture. Flash after flash, roar after roar, echoed and re-echoed as if the universal harmony of nature were rudely broken, and changed into one great mass of chaotic discord. Above, below, around, everywhere, the growling tumult is heard, till the stunned senses seem incapable of action, benumbed by the terrific clatter and clash which drive them into utter helplessness. And now, the storm has passed away, the angry clouds betake themselves to other regions, growling as they go, while back again, as if in defiance, the wrathful echoes reverberate the sound. The sun bursts forth and the rocks dry their wet flanks in his beams and all is peace again.

But let us proceed upwards, and now we come to St. John's Bay on the south shore, where there is a village, mostly inhabited by lumberers. On our way up, we pass the Picture rocks or the Profiles, so called from the resemblance they bear to the human face. After we pass St. John's, about six miles, we come upon two magnificent crags, called Eternity Point and Cape Trinity, names suggested, doubtless, from the solid firm appearance of duration and unchangeableness they bear. It is impossible to look upon the imposing grandeur of these peaks, standing stern and rigid, without deep emotions of reverential fear and wonder. These are fitting

emblems of eternity, while we feeble mortals pass away and are forgotten. Statue Point next meets our eye, so called from a Gothic niche in its side, eight hundred feet above the water, in which there used to be a figure having some resemblance to the human form, but which has now crumbled away. Mysterious cavern, untrodden by human foot, unscanned by human eye, it stands and will stand for ever. Then we pass a perpendicular rock rising to the height of nine hundred feet, called the Tableau.

Gloomy grandeur has hitherto been the characteristic of the scenery, but now, without losing much of its grandeur, it has more of the picturesque and beautiful, as we enter Ha-Ha Bay, a splendid harbour, nine miles long, and six miles wide. Openings of valleys are seen, with good arable land and abundance of trees, which give varied beauty to the banks, and cause many exclamations of delighted wonder to escape involuntarily from our lips. About seventy miles from Tadoussac is Chicoutimi, where is another post of the Hudson's Bay Company, and where the Steamboat navigation ends. Fifty miles above is the Lake St. Johns, through which the Saguenay runs, not, as some works have it, from which it takes its source. The sources of the Saguenay are some smaller lakes a great distance inland. It is then called the Chomouchouan and runs through Lake Miskouaskane or Great Lake, and thence it flows in a winding stream into and through the Lake St. Johns to its outlet in the St. Lawrence.

We bid farewell to the gloomy mysterious Saguenay, by quoting Mrs. Leprohon's beautiful poem.

THE RIVER SAGUENAY.  

---

Few poets yet in praise of thee,  
Have tuned a passing lay,  
Yet thou art rich in beauties stern,  
Thou dark-browed Saguenay.

And those bright charms that surely forma  
For earth her rarest crown,  
On thee with strangely lavish hand,  
Have all been showered down.

Thine own wild flood, so deep, so dark,  
That holds the gaze enthralled,  
As if by some weird spell, at once,  
Entranced yet not appalled ;

Seeking in vain to pierce those depths,  
Where wave and rock have met,  
Those depths which by the hand of man,  
Have ne'er been fathomed yet.

And then, thy shores—thy rock-bound shores,  
Where giant cliffs arise,  
Raising their untrod, unknown heights,  
Defiant to the skies,

---

And casting from their steep, stern, brows,  
Shadows of deepest gloom,  
Athwart thy wave till it doth seem,  
A passage to a tomb.

Such art thou in thy solitude,  
Majestic Saguenay !  
As, lonely, aye ! and sternly rude,  
As in time past away.

When the red man in his fragile bark,  
Sped o'er thy glassy wave,  
And found amid thy forests wild,  
His cradle, home, and grave.

All, all is changed—reigns in his stead,  
Another race and name,  
But in thy lonely grandeur still,  
Proud River, thou'rt the same !

MRS. J. L. LEFRON.

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Every precaution has been taken, during construction, to secure the positive safety of guests from the dangers of conflagration. Subdivision double brick walls extend from the rock foundation to the roof. All of the floors are double, and are separated by a layer of cement, making the entire structure fire-proof.

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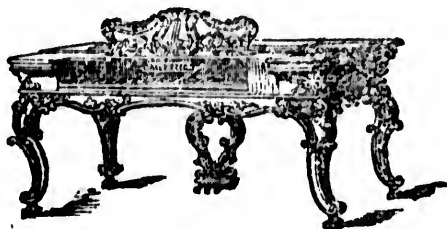
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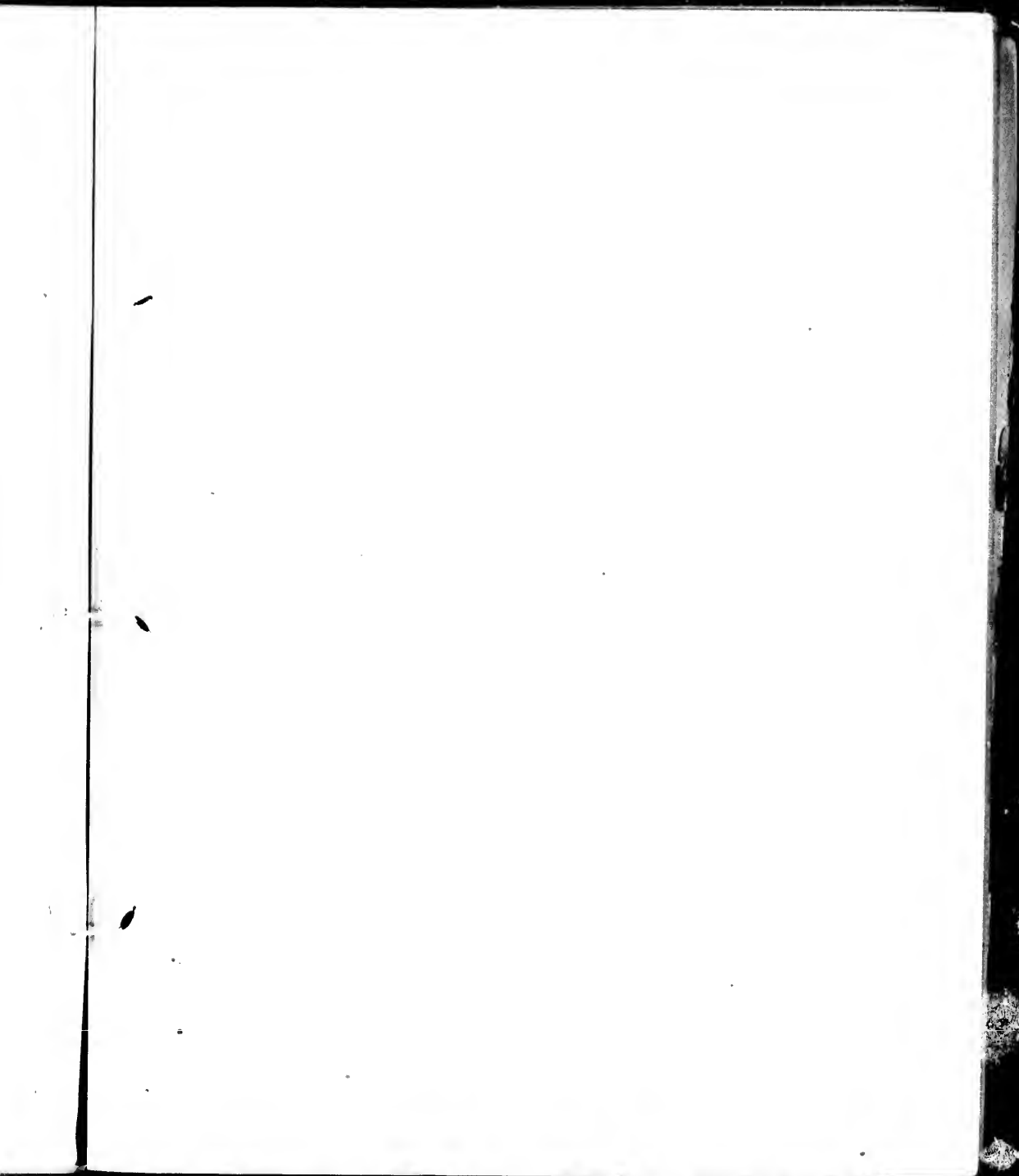
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OTTAWA.



## OTTAWA.

Leaving the romantic scenery of Quebec and the River Saguenay, we retrace our route, and reach Montreal again in safety. But not to rest, for the Ottawa river, and city, invite us to view the beautiful scenery of the first, and the picturesque position of the latter. And here, again, we have a choice of routes. There is first, the Grand Trunk Railway, by which we can either catch a steamer at Ste. Anne's, and then ascend the river; or go on to Prescott, and speed across the country direct to the city, by the Ottawa and Prescott Railway. But the best route, though we have mentioned it last, is to take the train to Lachine, and there stepping on board the steamer, sail up the river. By this last route we have a better opportunity of seeing the beautiful scenery of the St. Lawrence and Ottawa rivers, as they first meet. It is bright morning, and the sun glances slantingly along the majestic waters, tinged with golden light the tips of the wavelets as they rise, one after the other, to greet his rays. A faint mist, like a delicate veil, spreads over the bosom of the river, on which one or two islets repose, as childhood sleeps on its mother's bosom, yet it does not conceal the enchanting beauty of the scene, but adds grace and loveliness to the charms, which it vainly strives to hide.

It is soon dissolved, and the light breeze which has sprung up, carries it all away.

Away we go, stemming the current, until in due time, we reach Ste. Anne's, where are a succession of rapids, which we avoid by going through a lock, 45 feet wide and 180 feet long. More islets are here, round which the Ottawa bubbles and struggles in its course, while the pretty village of Ste. Annes reposes in quiet beauty upon the bank. This village is considered the starting point for the Ottawa River, by all orthodox *voyageurs*, as the last church on the island of Montreal is situated here, and is, moreover, dedicated to their tutelary saint, from whom also the village takes its name. Emerging from the canal, again we enter the Ottawa, having left the St. Lawrence far astern, and after sailing about two miles, we find the shores recede on either hand, to about eight miles wide, and this recession continues for a distance of ten miles, for we are in the Lake of the Two Mountains, so called from two mountains on the north side rising four to five hundred feet from the water. The river divides here into two branches, that which we have just come up, another which diverges towards the northeast, and forms the western boundary of the Island of Montreal. There is the Isle Jesus and beside it Pigeons Island, on which are the ruins of an Indian village. For the purpose of guarding against the incursions of the Indians, the French built a fort on the Island of Montreal, opposite to the village, but both village and fort have now fallen into decay, and large trees are growing inside the ruined walls of the latter. Here is also situated the Indian Village of the Two Mountains, inhabited by the remnants of two tribes, the Mohawks and the Algonquins, as the village of Caughnawaga, opposite to Lachine, is by a remnant of the Iroquois. A Roman Catholic Church

divides the settlements, as the people are all baptized into that Church. Three or four chapels stand on the mountain side. The highest peak of the mountain is called Calvary and on certain religious fetes of the Church it is frequented by both white and Indian. At the head of the Lake of the Two Mountains the banks contract, so that the river is not more than half a mile in width, and it continues thus narrow, for about a mile, when there is again an expansion, for the length of nine miles, forming the Upper Lake of the Two Mountains. On the southern bank is the mountain of Rigaud, where there is also a settlement of the same name. The river again contracts to the breadth of half a mile, and continues, sometimes broader sometimes as narrow, until at the end of eight miles we reach Carillon, and here again the navigation is impeded by rapids. However, human ingenuity has succeeded here as well as elsewhere in overcoming this difficulty, and a lock and canal carry us along for the distance of twelve miles, when we again seek the stream. A railroad has also been formed between the two stretches of navigable water, and by it, as well as by the canal, we arrive at Grenville, whence we proceed by steamer to Ottawa which we reach before daylight has faded into darkness.

Yonder is a raft of wood coming floating down, manned by hardy *voyageurs* who have built their wooden hut upon the timber island they have made. Far, far, back, in the thick and dark woods, have they toiled through the inclemency of winter, gathering together the huge monarchs of the forest; far, far back, where the bears prowl, and the gaunt and hungry wolves "make night hideous" with their howlings; while the hardened snow has covered the ground many feet deep, and the frost spirit has

" Bound the waters in icy chains  
By a spell unseen yet strong "

and the cold is keen, cutting, and piercing, such a cold as can only be felt when the thermometer ranges  $30^{\circ}$  or  $40^{\circ}$  below zero ; in this wild scene in this severe season, they have toiled, felling the huge trees and fitting them for the market. And now, one by one they have launched the logs, and fastening them strongly together have committed them to the river to bear them down. They have sent them rushing crib after crib adown the slides, which have borne them along and plunged them again safely into the dark deep water. Refastened, and their hut rebuilt and their low masts with broad square sails all arranged, there they go night and day, watching the floating treasure which serves them for a habitation, until they reach a market, where it is broken up and sold. Hardy, daring fellows are the *voyageurs*, simple and kind withal. Though their manners are homely their hearts are warm. Heaven speed them down the rapids to a safe arrival and a profitable sale of their hard earned produce.

Both from Grenville and Carillon and halfway between them are roads leading back into the mountains, for the great range commencing at Labrador and uniting with the Rocky Mountains, runs through this country. The interior of this region is dotted every where with small lakes, which here and there form variety to the scenery. In the Township of Wentworth alone, there are upwards of sixty, plentifully stocked with red and grey trout, inviting the disciple of Isaac Walton to pursue his favourite amusement. Lake Louisa, or Abbott's Lake, is perhaps most worthy of notice among them all, especially as it is more accessible than any. It is a beautiful sheet of water, clear as crystal, so that at the depth of twenty feet, the pebbles which shew the bottom may be counted. It is surrounded by rocks and

mountains, which here jut out far into the water, and there recede in indentations sometimes as deep as half a mile, forming pleasant little bays. The lake is about four miles long, by three in breadth, and is altogether the very facsimile of the largest of the lakes of the North of England. It is abundantly stocked with fish, principally the grey trout or Zunge. The Red Trout is also found in it, but not so plentifully. To reach it, we start from Carillon in the train for Grenville, after engaging a buggy to meet us about four miles off. Then we proceed at right angles with the Railway, all the way through the Township of Chatham, and a mile and a half into that of Wentworth. And now we get our tackle in order, and our hooks ready to beguile the hungry trout, in order to appease our own hunger. There, the cast is made, and we wait in calm yet eager expectation. Sudden, a twitch is felt, a nibble, and a glorious nibble too. Softly, softly, or you lose the captive after all. Play him with a firm yet gentle hand till he is tired out, then wind up your reel short, and with a light heave, there he wriggles on the bank, twisting and turning his glossy sides. Give him a knock on the head, and place him in your basket; a noble fellow—two pounds weight at the very least.

But leaving our piscatorial amusements, let us resume our route. Opposite Carillon, on the south bank of the river, is Point Fortune, where a stage awaits passengers going to Caledonia Springs, by L'Original, a distance of some 18 miles, through a very interesting country, giving some very picturesque views. The springs are much frequented by invalids during the summer months, for the sake of the mineral waters; and perhaps as much for the sake of the numerous enchanting scenes around the village. There is an excellent Hotel here, where much comfort can be enjoyed.

Caledonia Springs is quite a gay place during the season, from the many persons who crowd to it to repair the fatigues of a winter's dissipation, and to regain the bloom of health.

Here we are at Grenville on board the Steamer, and traversing the waters of the Grand River, as the Ottawa is called, and we ascend it for a distance of 63 miles. As we hurry on with the restless speed of steam, we have abundant opportunities of examining the picturesque banks of the river on both sides, until we come close up to the city. See yonder, that white curtain hanging over the steep bank on the south side. As we near it, it changes and we can see it is not a curtain, but a waterfall, being none other than the Rideau Falls. There it falls, gracefully as flowing drapery falls from the shoulders of a Queen, a most beautiful sight. The body of water is not so large, and the height of the fall 30 feet, is not so great as to warrant the appellation grand, but what it wants in grandeur is amply made up in beauty. Gently, gracefully the water pours over, and mingles with that of the Ottawa beneath, with just as much noise as is necessary to add to the effect. We obtain a fine view of it as the Steamer passes close by. And now we reach Ottawa City, picturesquely built upon three separate bluffs or ledges forming the river bank of the south side. Right before us is an imposing scene, second only to Niagara in grandeur and magnificence. The Chaudiere Falls are immediately above the City, and there with thundering cadence the waters precipitate themselves down the precipice of forty feet in height and gathering into a basin, boil, and seethe, and hiss, and whirl around in mad excitement, while the spray arises and the sunbeams gleaming upon it form an almost perpetual rainbow. A fine bridge spans the river just below the Falls, from which a magnificent view of them

is obtained. Beside the Grand Fall there is also Little Chaudiere on the northern side, and here a curious phenomenon presents itself. The great portion of the waters which precipitate down the latter, find their way underground where none can trace their course. The following description quoted from Bouchette will give us some idea of the singular scene. He says, "The Little Chaudiere may without much difficulty be approached from the Lower Canada shore, and the spectator, standing on a level with the top of the fall, and on the brink of the yawning gap into which the floods are headlong plunged, surveys the whole length of *chute*, and the depths of the cavern. A considerable portion of the waters of the falls necessarily escapes subterraneously, after their precipitation, as a much greater volume is impelled over the rock than finds a visible issue. Indeed this fact is not peculiar to the Little Chaudiere, but is one of those curious characters of this part of the Ottawa of which other singular instances are observed; the waters in various places being swallowed by deep but narrow rents and fissures, leaving their natural bed almost dry, to dash on through some subterraneous passage that defies the search of the explorer. There are in the Falls of the Chaudiere materials for much geological speculation, and the mere admirer of nature's scenic wonders and magnificence will derive much gratification and de'light by the survey and contemplation of their manifold beauties." On the northern bank, a slide has been made so that the timber can be sent from above to below the foaming waters without endangering either it being broken by abrupt and rude collision with kindred logs below, or shattered upon the rock. These slides are frequent in the Upper Ottawa, the rocky state of the river necessitating their construction; and they are

admirably adapted, carrying down the logs of timber safely, and without any damage to prevent a sale in the market. But to return to the city.

Ottawa is situated on the bold bluffs which form the south bank of the river. Like Quebec it is divided into Upper and Lower Towns; although some make three divisions adding the Middle, and perhaps this last division has the advantage of being more correct. The Upper Town, as its name implies, occupies the highest part of the rocky banks, and the Middle and Lower Towns are contented with a less elevated position. The Rideau Canal joins the Ottawa River, through a gorge between the towns, by a succession of Locks. This Canal, connects the Ottawa with Kingston and Lake Ontario, through a series of Lakes and streams. It is 135 miles long and forms a triangle with the St. Lawrence and the Ottawa rivers. The Upper terminus is about 180 miles from Montreal while the lower is 120 miles. A handsome bridge spans the gorge and forms a connection between the towns. As a City, Ottawa has perhaps the most beautiful and picturesque situation of any in the Province. Built beside the magnificent Chaudiere, upon a rocky elevation, commanding a fine view of the surrounding country, as far as the eye can reach, it is almost equal to Quebec itself. The fine far-stretching campaign, opened up to a great extent by hardy settlers, who have cleared for themselves a home, and farm; the villages nestling among the trees, the deep dark forests extending on either hand, as yet apparently untouched by the woodman's axe, and the magnificent river, all command by turns the delighted attention, and call forth unmingled exclamations of pleasure. The City itself is well built, and the elevations of the ground have been taken advan-



tage of, to heighten the effect. The Houses of Parliament are building now, the foundation stone having been laid a few weeks ago. When the Government removes to Ottawa, it will add greatly to its attractions, as the magnificent range of buildings will fitly adorn the romantic site upon which they stand. The County Buildings, one or two Banks, several good hotels, and Churches of various denominations are situated here.

What the Rideau Canal does for Kingston, the Ottawa and Prescott Railroad does for Prescott—forms a connecting link with Ottawa city. This line is fifty-four miles in length, and connects at Prescott with the Grand Trunk Railway, and also, by means of a ferry with Ogdensburgh on the United States shore, whence a railroad extends as far as New-York.

From Ottawa, many very pleasant excursions can be made into the country, both by Stages and Steamboats, running to different parts, so that every facility is afforded for enjoying to the utmost extent the romantic scenes which abound on every side. The only difficulty one has, is created by the want of time to go over the country thoroughly.

About 33 miles below the City, on the Upper Canada side is the village of Plantagenet, celebrated for its mineral springs. It is a pretty little place, and like its neighbour the Caledonia Springs is much frequented during the summer months. There is an Hotel here where good accommodation is afforded.

The Gatineau River, springing from Lake Gatineau, near the sources of the St. Maurice (which latter river falls into the St. Lawrence at Three Rivers), a fine stream, flowing through thickly wooded country, joins the Ottawa at Hull a little below the city. On the banks of the Gatineau River are situated the Mills of the same name. These Mills

are very complete with all the necessary apparatus for sawing the timber into deals and boards, and preparing it for the market, taking it in its rough state from the river, squaring it off, and then discharging it back again to be made up into cribs and floated down to the Ottawa, and thence to Montreal or Quebec.

There is a good macadamised road from the City to Aylmer, where the navigation of the Upper Ottawa commences. Aylmer is situated at the outlet of Lake Chaudiere, about nine miles from Ottawa. It is a prettily situated little town of about 1000 inhabitants. From Aylmer there is water conveyance by means of steamers to Joachin about 150 miles above the city of Ottawa. In consequence, however, of the rapids, three steamers are employed, viz, one from Aylmer to Chats, one from Unionville at the head of the Chats Rapids to Portage du Fort. From Portage du Fort to Cobden there is a good road for 16 miles. Another Steamer takes us on board at Cobden to Indian River. Thence to Pembroke a distance of 2 miles there is a plank road. From Pembroke to Des Joachims another Steamer plies. The distance is 50 miles. These vessels are a great accommodation, but they are not sufficient for the traffic; for the extensive lumbering establishments on the Upper Ottawa have increased the trade so much that they are not capable of meeting its full requirements.

Pembroke, about 100 miles from Ottawa City, is a rising place, forming as it does the terminus of the Brockville and Ottawa Railroad. This village is chosen as their residence, by some of the principal lumber merchants of the Ottawa River, and is excellently situated for that purpose, being as it is in the heart of the lumber country. It contains a population of about 800 inhabitants.

Looking at the Ottawa altogether, it is perhaps one of the finest and most picturesque of all the rivers of Canada ; And when we consider that it drains a country of about 80,000 superficial miles, we cannot but think that many more years will not pass over, without a vast change for the better in the land. Clearances effected, and comfortable farms and dwellings erected, on a soil abundantly fertile, with still a background of unlimited forest for the successful prosecution of the lumber trade, when we look at all these facts, the conclusion to which we must inevitably come, is, that PROSPERITY is written in legible characters upon the broad expanse of country stretching around us. Hard toil, there will, there must be, sufferings and privations, scanty and homely fare, loss of the comforts of cultivated life ; but the future stands out bright and true, displaying the scroll with the simple legend written thereon, PROSPERITY. Already the project has been mooted, of a railroad or canal to connect Georgian Bay on Lake Huron, by way of the French River and Lake Nipissing with the Ottawa, and thus shorten the route to the Great West by several hundred miles. It may not be so soon, as some would wish, but it will be broached and talked of, and begun and completed ; and then it will be the shortest and most complete route that has ever been planned. The establishment of the seat of Government at Ottawa, will also, when it is carried into effect, tend to open up the country, and the increase will be great.

But we will now take a glance at the Grand River, commencing with its sources 100 miles above Lake Temiscaming. And as we find it better done, than we can do, by Bouchette, who travelled up the River in 1832, and has given us a graphic description of its scenery, we will avail ourselves of his labours in the following quotation.

“ Issuing from Lake Temiscaming upwards of 350 miles northwest of its junction with the St. Lawrence, and having its remotest sources nearly 100 miles beyond that lake, the Ottawa river flows majestically through a fine and fair country as yet in a state of nature, although, generally speaking, remarkably well adapted to the purposes of agriculture and settlement. From the Falls and *Portage des Allumettes* distant about 110 miles above Hull, the River becomes better known, as it is usually frequented thus far, by timber contractors, who derive their valuable supplies of timber from those remote districts of the Ottawa. The fur traders extend their explorations considerably beyond this point, and a trading post, for that object, is established on the shores of Lake Temiscaming.

“ At the Allumettes the Ottawa is divided into two channels ; the one to the northwest, the other to the southwest of a large island, in length about 15 miles by an average breadth of four. The southerly channel expands below the falls and rapids of the Grand Allumettes to the width of three or four miles, and forms the Lake des Allumettes, at the head of which an arm of the river opens an entrance to the Mud and Muskrat Lakes ; the latter, by far the largest of the two, has a solitary settlement on its southern shores, the proprietor of which is an individual of the name of John Persons, whose thriving farm offers a fair exemplification of the fertility of the soil in that part of the Ottawa. Eight miles below the junction of these channels is situated the Hudson's Bay Company's Post of Fort Coulange, where one of the agents of the Company resides.

“ Four or five miles above Fort Coulange. the river again forms two channels, the extensive island by which they are separated extends in extreme length about 20 miles, and its

average breadth is about seven. Neither channel is free from impediment to its navigation; but though rapids and falls are frequent in both, that lying to the north is the broadest and most practicable, and the route invariably pursued by voyageurs. The first and longest carrying place, descending from the fort, is the *Grand Calumet*, twenty-one miles below it; here the river penetrates a ridge of high and broken mountains, and forms a succession of cascades, varying from six to ten feet in height, at the foot of which the current resumes its gentleness to the *Portage d'Argis*, one mile above the *Portage de la Montagne*.

“From the latter to the *Portage du Sable*, on the north bank of the river, at the eastern extremity of the Island, is four miles. This portage is nearly twenty chains in length, and passes over a rising ground 25 or 30 ft. above the water's level. The cascades, which it avoids, do not exceed eight feet perpendicular height, but they are much broken and divided by rocky islets, and are extremely wild and romantic.

“From these Cascades to the foot of the Chenaux, a distance of 10 miles, the river is singularly diversified by numerous beautiful islands richly clad with trees of luxuriant foliage. Clustered in various parts of the river these islands divide it into as many channels, through which the waters are impelled with different degrees of violence, according to the narrowness to which their bed is contracted, and the obstructions they meet with in their rapid course.

“The banks of this part of the river are composed of white marble which can be traced two or three miles along the margin of the stream, and which appear to extend considerably in depth on either shore. The specimens taken from different parts of the quarry on the banks of the river

were of a soft and coarse texture ; but there is reason to believe that upon further penetration a superior description of marble would be found, infinitely more durable and susceptible of a higher polish. Four or five hundred yards above the line of Clarendon, and in the Township of Litchfield, is Bissets *Chantier*, consisting of a loghouse, a small clearing, and an area of one or two acres in culture. This romantic and interesting little spot is situated at the foot of the *Rapids du Fort*, and agreeably relieves the eye from the monotony of savage nature, whose characters, however beautiful or grand, are often gloomy. This small settlement is already very much frequented in winter by traders and voyageurs, as a welcome asylum from the inclemency of the weather.

“ At the foot of the Chenaux, opens to view the magnificent lake which derives its name from the *Rapides des Chats* situated at its eastern extremity. In extreme length it is fifteen miles, and in mean breadth about one ; but its northern shore is deeply indented by several sweeping bays, by which extensive points are formed, sometimes contracting the lake to a width of scarcely one mile, whilst at others it is nearly three. The surface of the water is prettily studded with occasional islands, richly wooded, and so situated as to diversify most agreeably the natural beauties of the soft and sweet scenery of the lake. The calms of the Ottawa are peculiarly glassy and beautiful, and its waters are much esteemed for their softness.

“ In descending the Ottawa, it is interesting to bear in mind that upon our right we have Upper, and on our left Lower Canada ; hence comparisons may be instituted between the settlements of one Province upon the banks of that magnificent river, with those of the other. The shores

of Lake *Des Chats* are woody, and generally flat to the northward with a pebbly or rocky beach; to the southward they are higher and in some parts even bold, attaining an elevation of 80 to 100 feet. The first settlement presenting itself, in passing down this lake, is a comfortable frame dwelling house and rural appendages on the south shore; and four miles lower down, on the same side, is the house and farm of one Andrews, settled in the Township of Horton, at the mouth of the River Bonne Chere. The lake is here one mile in width, and opposite is the Clarendon Landing. No settlement on the Clarendon shore can be discovered from the Lake, as the colony of emigrants located there in 1829-30 are in the third, fourth, fifth and remoter concessions; but in the front of Bristol, one or two wretched hovels are discernible on the margin of the lake. Kinnel Lodge, the residence of the Highland Chieftain Macnab, is beautifully situated on the southern bank of the lake, about four or five miles above the head of the Chats Rapids. A short distance east of Kinnel Lodge is the mouth of the Madawaska river; and nearly opposite, apparently a speck on the margin, is the miserable habitation of a *bois brulé*, one of that class of people known under the denomination of *squatters*. This is the broadest part of the lake; but about a mile lower down it contracts abruptly from the southward; by the intervention of Government Island, between which and the north shore, dash in swift and violent eddies the *Rapides des Chats*. These rapids are three miles long, and pass amidst a labyrinth of varied islands, until the waters are suddenly precipitated over the Falls of the Chats, which are from sixteen to twenty feet in height. There are fifteen or sixteen falls on a curved line across the river, regularly divided by woody islands, over one of which is effected the portage in passing from the

top to the bottom of the Falls. Thence to Mondion's point in Onslow is but a short distance ; and here is seen one of the original northwest-posts, established on the Ottawa, at the most flourishing period of the Hudson Bay Company's existence. The dwelling house and store bear evidence of their antiquity, from the dilapidated state they are in, and the soil is too poor about the point to invite the resident agent to the culture of the farms.

" From the foot of the Chats to the head of Lake Chaudière is computed to be six miles. Here a *presqu'île* from the northward of an island, called the Six Mile Island, contracts the channel, which is very shoal : and half a mile below the island are the settlements of Bolus and Vignola, in the Township of Onslow.

" Lake Chaudière that now opens before, has the advantage of the *Lac des Chats* in magnitude : but its views are less diversified by jutting points and picturesque islands. Both contain a sufficient depth of channel to float boats drawing from four to eight feet of water ; and it is to be hoped that ere long the benefits of steam navigation will be extended to this interesting portion, as successfully, as it has been below Hull. Lake Chaudière is 18 miles long by an extreme breadth of five miles. The shores to the north increase in boldness and elevation in approaching Hull ; to the southward they are, generally speaking, more bold and elevated, and much better settled. At the southeast end of the lake rapids again impede the navigation and continue successively from the head of *Rapides des Chenes* to the Chaudière Falls."

The description of Bouchette's in the year 1832, is the best we have seen, of the fine scenery of the Ottawa river. Of course there have been many alterations and improve-



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ments since then, hamlets, and villages, and towns rising up in all directions, and Bytown itself, formerly only a collection of huts has grown to be a city of so much importance as to be selected for the Seat of Government of the two Provinces under the designation of Ottawa City. May improvement go on steadily, and yet more rapidly than before, till those 80,000 miles shall be the support of a hardy and vigorous population.

And now having accompanied us so long in our tours through Montreal, Quebec, the Saguenay and Ottawa, and listened with so much patience, gentle reader, we draw to a close. Trusting we have not wearied you too much, with a hearty God speed you, we bid you adieu for the present, in the hope, that you may have experienced so much gratification in our company, as will induce you on a future occasion, to traverse with us the upper St. Lawrence, Lake Ontario and Niagara Falls. Gentle Reader, adieu!

---

**T. COSTEN,**  
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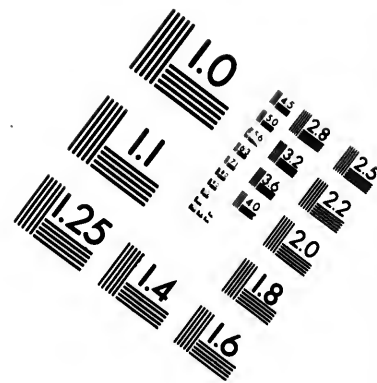
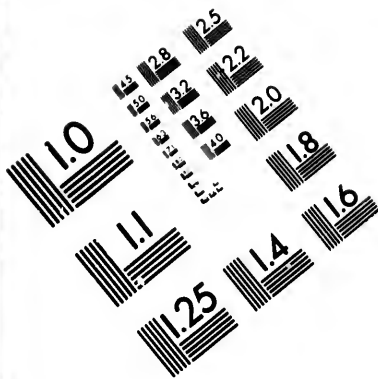
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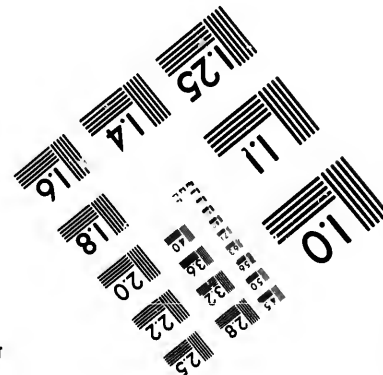
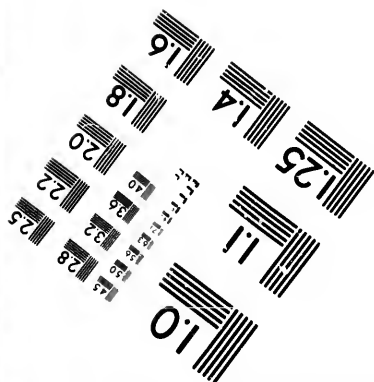
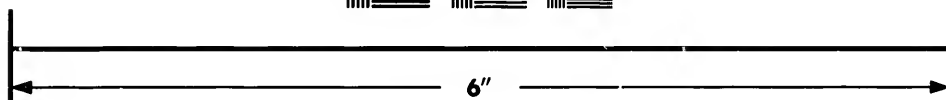
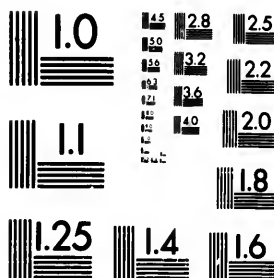
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**A. M<sup>C</sup> PHERSON,**  
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As his Stock of Ready Made Clothing, which is manufactured with great care and nothing inferior to Custom Made, is daily increasing, he is now prepared to offer the same to Customers and Strangers visiting the City, at Prices as moderate as any other house in the Trade.

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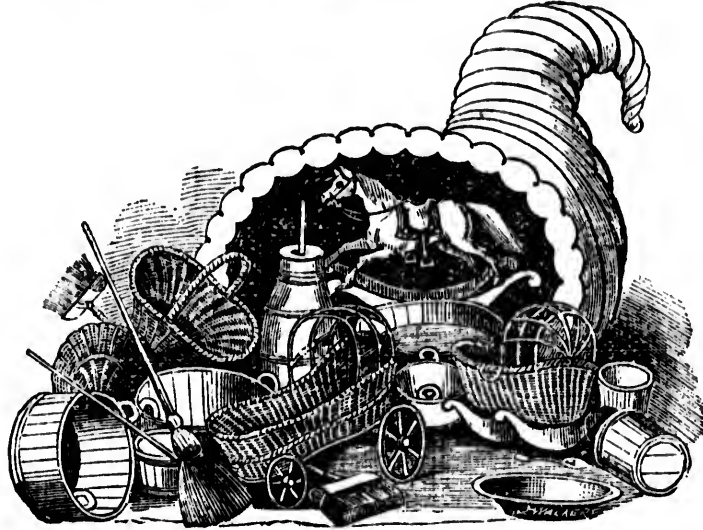
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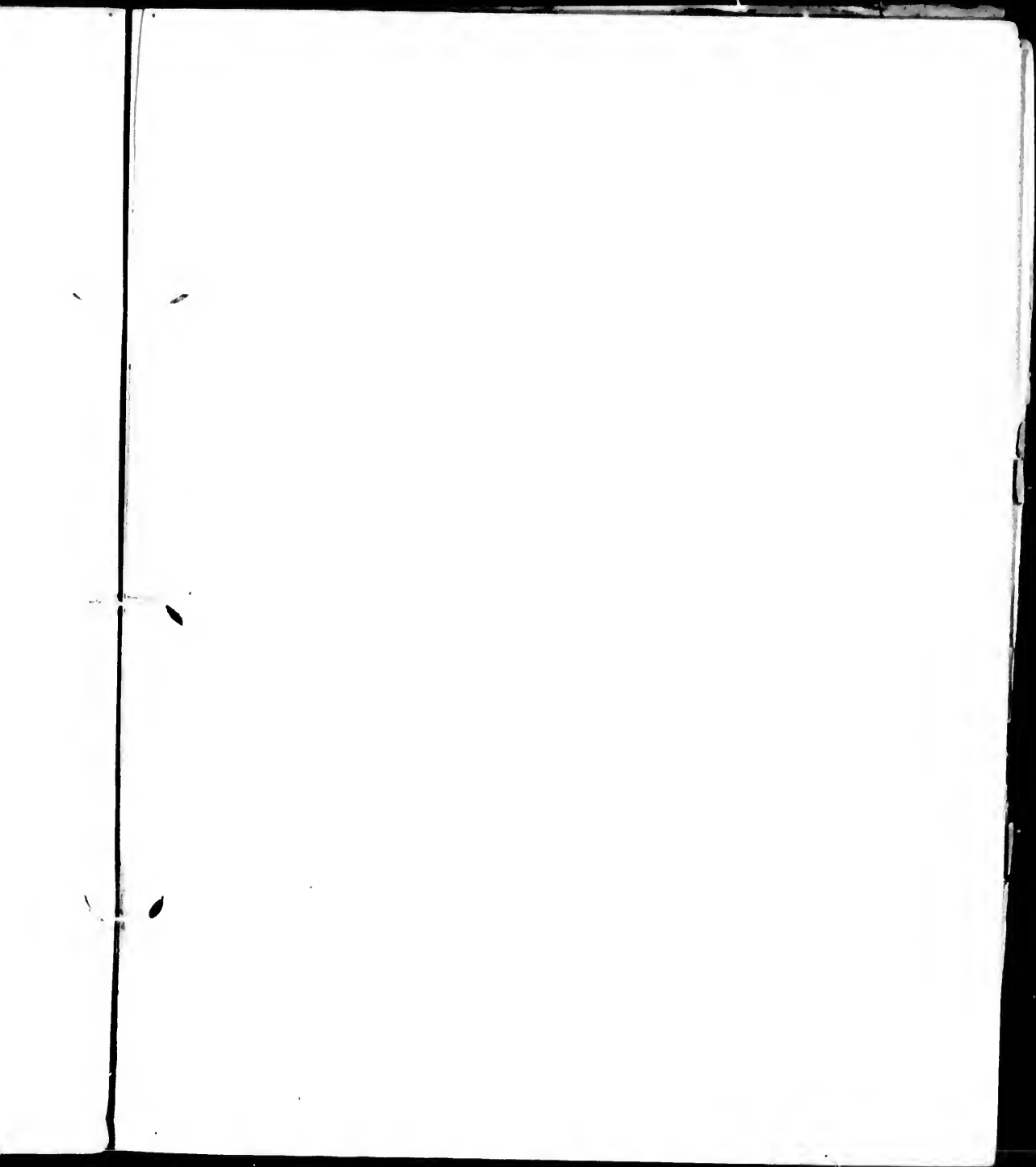
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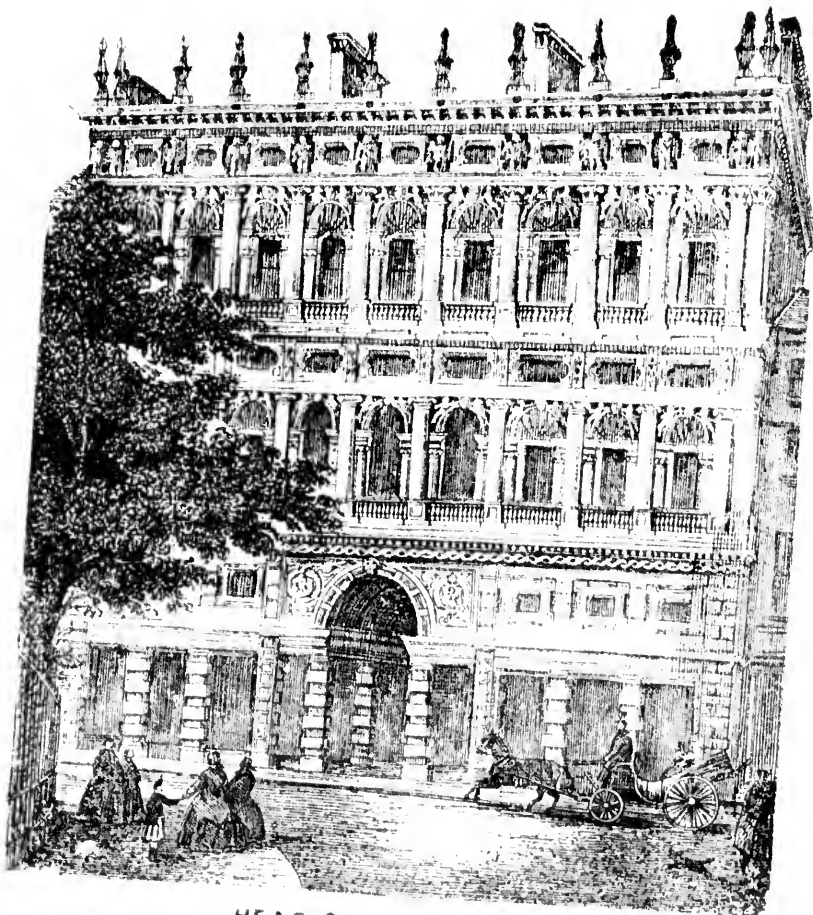
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The following advantages, amongst numerous others, are offered by this Company to parties intending to insure their lives:

Perfect security for the fulfilment of its engagements to Policy-holders.

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Policies lapsed by non-payment of premiums may be renewed within three months, by paying the premium, with a fine of ten shillings per cent. on the production of satisfactory evidence of the good state of health of the life assured.

Participation of Profits by the assured, amounting to two-thirds of its net amount.

Large Bonus declared 1855, amounting to £2 per cent. per annum on the sum assured, being on ages from twenty to forty, 80 per cent. on the premium. Next division of profits in 1860.

*Medical Referee.*—W. E. SCOTT, M. D.

Montreal, March, 1860.

H. L. ROUTH, *Agent*.

T H E

# OTTAWA HOTEL,

Great St. James Street, Montreal.

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The Proprietor of this well known Hotel takes this opportunity of announcing to travellers, that extensive alterations and improvements having recently been made throughout the house, he is now prepared to accommodate, comfortably, as large a number of visitors as any other first class Hotel in this City.

Situated on the most fashionable street in the city, within a minute's walk of the French Parish Church, contiguous to the various Banks, in sight of the beautiful Mountain, a short distance from the Victoria Bridge, the Champ-de-Mars, and other prominent places of interest or business, this House is admitted to be the most desirable in Montreal.

Omnibuses and Porters are in attendance at Railroad Depots and Steamboat Landings.

Particular attention is directed to the fact that the Proprietor of the Ottawa Hotel utterly discards the employment of RUNNERS, being satisfied to allow the success of his House to depend upon its own merits.

### M E A L H O U R S :

Breakfast from Seven to Nine o'clock.

Dinner from One to Three o'clock.

Tea from Six to Nine o'clock.

Rooms may be secured by Telegraph.

**S. BROWNING,**

*Proprietor.*

MONTREAL, March, 1860.

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# ALBION HOTEL,

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**DECKER, BAILEY & CO., Proprietors,**

Is pleasantly situated at the head of St. PAUL STREET amongst the largest wholesale houses in the city. It has (with business men generally, and especially with the best Merchants of both Provinces) become so great a favourite, that it is now acknowledged to be THE Business Hotel of Montreal.

To meet the extensive increase, during the last year in the business of the house, the Proprietors have built a large addition. The Dining Room has been extended and made more commodious; there have been completed, in the new wing, a great number of well ventilated sleeping rooms, and the house throughout has been refitted, and now contains many improvements and conveniences hitherto unknown to its guests.

The whole of the beds have, at a great expense, been furnished with NEW SPRING MATTRESSES.

The Proprietors expect that by continuing their personal management of the concern, "THE ALBION," to say the least of it, will continue to be, as it now is, the best DOLLAR AND A HALF HOTEL in Canada.



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**NOTRE DAME STREET CIGAR BOX.**

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**S. BRAHADI,**  
**IMPORTER OF CIGARS, TOBACCO**  
AND  
**FANCY PIPES,**  
**NO. 174 NOTRE DAME STREET,**  
(Opposite Mussen's,)  
**MONTREAL.**

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**WHOLESALE AND RETAIL.**

GENUINE HAVANNA CIGARS, OF ALL THE FAVORITE BRANDS; VIRGINIA TOBACCO, CUT AND UN CUT; FIG TOBACCO, PRIME QUALITY; PLUG TOBACCO IN TIN FOIL;

**Silver Mounted Meerschaum and Briar Root PIPES.**

All kinds of

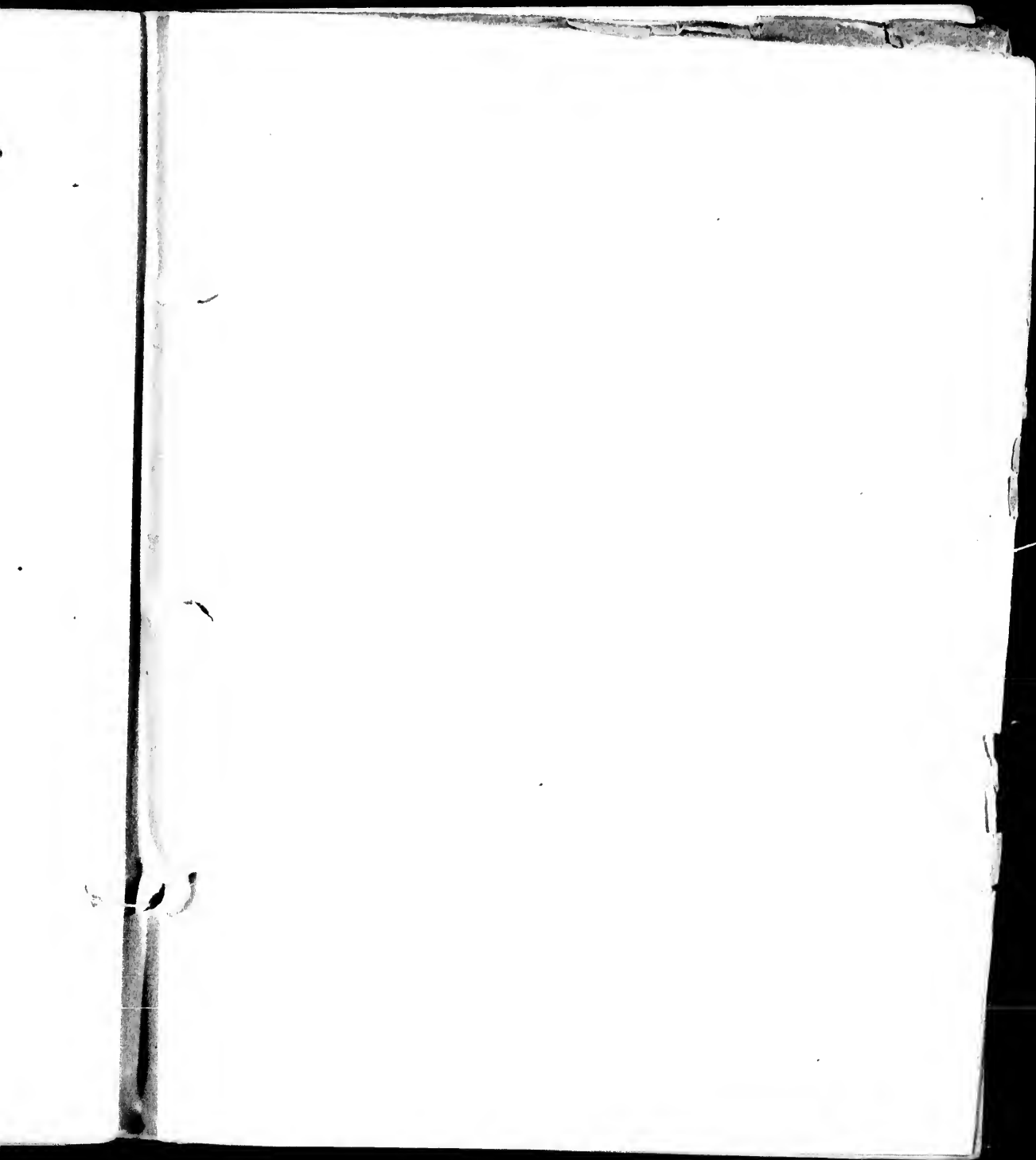
FANCY CLAY PIPES, VICTORIA R. PIPES, OF HOME AND FOREIGN MANUFACTURE, IN ALL VARIETIES AND SHAPES.

**CALL AND SEE**

**THE SPLENDID STOCK**

Which is constantly kept on hand by

*No. 174 Notre Dame St.,* **S. BRAHADI,** *No. 174 Notre Dame St.,*  
**MONTREAL.**





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## NIAGARA.

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There is something awful in the view of Nature's great manifestations. The mountain lifting up its giant head till it pierces the clouds,—the majestic river flowing onwards in calm repose; the immense lake, so large that it is an inland sea; the volcano vomiting forth its fire and smoke, and darkening the air for leagues around; and the thunder of waters pouring over the cataract;—all these are objects which no one can look upon, without deep and solemn emotion. Who, then, can visit Niagara's Grand Falls, and gaze on the overflowing waters tumbling with thunderous cadence down the precipice, and not feel his pulse throb quicker, and his breath repressed by uncontrollable wonder? This mighty flood, continually roaring down, at once arrests and surprises him into unbounded astonishment,—astonishment so great that it requires long and repeated visits to restore the mind to its natural power of conception of the scene. The greatest fall is on the Canadian side, and, from its peculiar shape, is called the Horse-shoe fall. The body of water which is precipitated over this fall is immense, and it falls with an unbroken steadiness, and with a heavy cadence into the gulf beneath, making a dull numbing sound as it reaches the bottom. The cataract is divided in the centre by Goat

Island, which is connected with the American side by a bridge, and from which a very close view of the falls can be obtained. The bridge is a wire one, running to Bath Island and the shore. A tower has been built on the verge of the Horse-shoe fall, and a magnificent view is obtained from it, as the spectator stands on the very edge of the cataract. From the American shore to Goat Island, the distance is 65 rods, across Goat Island 78 rods, round the Horse-shoe fall 144 rods, directly across the Horse-shoe fall on the Canadian side 74 rods. The height of the fall near the American shore is 163 feet, near Goat Island on the same side 158 feet, near Goat Island on the Canadian side 154 feet. The front of Goat Island rises up a mass of perpendicular rock, and completely separates the two channels. Table rock on the Canadian side, is a large shelving rock 150 feet high. This is considered the most favorable spot for viewing the Falls, and accordingly is most patronised by tourists; but an exceedingly good view can also be obtained from the American side, in early morning, when the rising sun lights up the waters, and forms a rainbow of the spray and mist which dashes up from the depth below. There is on this side a covered staircase leading down to the very bottom of the precipice. Under the Horse-shoe fall there is a pathway behind the water where spectators can walk to Termination Rock and look out at the volume of water which is pouring before them. Those who are bold enough, and the fair sex are among the number, dare this exploit, being encased from head to foot in waterproof to save them from being wet with the moisture which drips all around them. It is with a strange feeling that we stand and look at the enormous body of water, which we can almost touch with our extended

arm, and yet we are uninjured by it. The scene is stupendous, and the effect is overpowering.

This sublime scene is, and always will be, one of the grandest objects in nature, and will continue to excite the admiring wonder of travellers. It is said, however, that the Falls are receding, and that they used formerly to be much farther down the river, that gradually the waters have worn away the rock, and it has crumbled before their power; and that thus it will still continue to crumble until the Falls shall be carried up to the outlet of Lake Erie. This may be so, but the process will be so slow, that centuries will elapse before any very perceptible difference can be effected.

The banks on either side are steep and rocky, but there are numberless beautiful and odoriferous shrubs and flowers which adorn their rocky sides, and enhance their beauty. Stately trees cover the islands, and clumps of firs here and there vary the charm of the scene. No place offers greater attractions than Niagara; but language fails to convey an idea of the strange beauty and sublimity of the great cataract. It must be looked at, and examined, and gazed upon, and sat beside for days, in order to thoroughly grasp the magnificence of the view.

Above the Falls are the rapids, over which the water hurries along with great force, seething and boiling on its way down to the cataract. There are several islands, some belonging to the United States and some to Canada, all very beautiful. The climate is healthy, the exhalations which arise from the tumbling mass imparting moisture and making the air cool and bracing. Numerous water-fowl frequent the river, and gladden it with the quick flapping of their wings. And above all, the summer days of Canada, when the sky is hardly specked with a single cloud, but looks

for ever bright and blue, all exercise an uncontrollable influence over the mind, and make us loathe to leave a scene of so much supreme grandeur and stately beauty.

And those waters have been falling over that precipice for ages and ages, never ceasing their turmoil, or abating their roar. Long, long ago, when perhaps man had not degenerated into the forest savage, they poured themselves down the steep, with the same incessant roar they do to-day, when the white man has brought the skill, energy and enterprise of civilization to contend with the rude arts and ignorance of barbarity. Generations have looked on them and passed away, generations have succeeded those who have gone, and have passed away likewise; generations will succeed and will descend to the "dark and narrow house" like those who have gone before. But that "Thunder of Waters" has been, is, and will be heard, unchanging and unchangeable, through all the successive strugglings, and strivings, and changes of centuries.

Grand however as the scenery of Niagara is, it is sometimes tinged with sorrow, from the melancholy accidents which occur, where the cataract is made the scene of occurrences so terrible as to make the blood run cold with horror. "A Canadian, of the village of Chippewa, was engaged in "dragging sand from the river, three miles above the Falls. "Seated in his cart, he backed the horses into the water, ignorant of the depth. It sank; but a box on which he sat "floated, and was soon driven by a high wind off from the "land into the strong but smooth current. He, being unable "to swim, clung to the box. A boat was on the shore; but "by the mismanagement of the bystanders, it was let loose "into the stream, and floated past the unhappy man empty "and useless. There was no other for two miles lower down.

"Beyond that, aid was impossible. The people on the beach instead of hastening to get a boat ready in time below, ran along the shore talking to him of help, which their stupidity rendered of no avail. He knew that he was doomed. "I'm lost!" "I'm lost!" sounded fainter and fainter, as the distance widened. This dreadful protraction lasted nearly an hour, the stream being very slow. At first he scarcely appears to move; but the strength increases, the waters become more troubled, he spins about in the eddies, still clinging with the energy of despair to his support. He passes close by an island, so close that the box touches and stops for one moment; but the next, it twists round, and is sucked into the current again. The last hope was that a boat might be ready on the shore at Chippewa. It was vain: there were none there but frail canoes, all high upon the beach. By the time one of them was launched, the boldest boatman dared not embark.

"For, but just above the Falls, they saw the devoted victim, whirled round and round in the foaming waves, with frantic gestures appealing for aid. His frightful screams pierced still through the dull roar of the torrent, "I'm lost!" "I'm lost!"

"He is now in the smooth flood of blue unbroken water, twenty feet in depth, the centre of the Canadian fall. Yet another moment, he has loosed his hold, his hands are clasped as if in prayer. His voice is silent. Smoothly, but quick as an arrow's flight, he glides over and is seen no more, nor any trace of him from that time!"

One of the burying grounds of the departed race is to be found on Goat Island, and a good many skeletons have been found interred, according to Indian custom, in a sitting or standing position. It is a singular spot to be devoted to



such a purpose, but it is vain now to conjecture why it was chosen. Perhaps some faint superstition that when the dead awoke again it would be to hear the "Thunder of Waters" falling on their ear, to recall them back to life,—perhaps, to shield the bed of the sleepers from the spoiling of future generations.

Niagara Falls are reached by Railway from Hamilton, and also by Steamer from Toronto, daily. There are two excellent hotels there, the International and the Clifton House, which are both well frequented by visitors during the season. The obliging proprietors do all they possibly can to make their guests comfortable and at their ease, and that they succeed is manifest, from the crowds which pour in upon them.

About three miles below the falls, is a place hollowed out of the cliff in a bend of the river, large and deep, called the Whirlpool, which is so deep and dangerous that no boat can go near it, for fear of being sucked down the horrible abyss. Here the debris, which have been floated over the falls, are carried round and round, sucked down and vomited up again, with the certainty of being carried on revolving for a long period, until some chance eddy casts them out into the stream. But the interest assumes a horrible cast when some unfortunate has gone down the falls, and the ghastly features are exposed as the body wheels round in the whirling eddies, not to be recovered till some evolution carries it beyond the influence of the pool, and friendly hands can then reach it, and give it decent burial. Niagara City is situated about seven miles below Queenston heights. It is a flourishing place. The Suspension Bridge is a great work of art, and is justly admired by all who see it. It is formed by

throwing four wire cables from towers on each side, and upon them laying the track. The towers on the American side are 88 feet high. On the Canadian side they are 78 feet high; but the height of the track above water is much greater, being 250 feet. The number of wires in each cable is 3,659, and the length of span from centre to centre of the towers is 822 feet. It is altogether a most astonishing work of human skill, and the constructors of it are deserving of the highest praise. There is a railroad track, and also a carriage track, on the bridge.

There is a Steamer daily from the falls to Hamilton and Toronto, by which the tourist can take passage; and he can also travel by the Great Western Railway, which will take him to both these cities in a very short time.

HAMILTON is situated at the head of Burlington Bay, on Lake Ontario, where it takes a sweep to the northward. It is a finely situated city, which has risen up very rapidly of late, and is laid out with great regularity. The streets are wide, and formed in right angles. The mountain, at the base of which the city is built, is a fine one, and forms a splendid background. Hamilton was first laid out in the year 1813, and, by the census of 1851, its population was estimated at 10,248. The city increased very rapidly; but within the last year the disastrous effects of the late crisis have been severely felt, and the population has lessened considerably. But returning prosperity will cause the tide of increase, which is now at the ebb, to flow again, and the increase will be greater than ever it was before. Hamilton is distant from Toronto by railway about 39 miles. It is a fine city, and occupies a most favorable situation. The Great Western Railway connects it with Toronto, and there are also Steamers plying between the two places.

TORONTO, the capital of Upper Canada, also lies on the shore of Lake Ontario. It is built on a flat, stretching away from the lowest of the "inland seas." The soil is sandy, and it has been put to the best use possible. For culture, it is entirely unfitted; but for buildings it is well adapted, and to this purpose it has been applied. Toronto is, as most of the cities of Upper Canada are, well laid out. Its streets are broad and regular, and in many cases very fine. The University and the College Gardens, are well worth a visit, and the latter form a favorite promenade for the rank and fashion of Toronto.

The appearance of Toronto from the lake is tame, owing to the uninterrupted level on which the city is built; but as you enter the bay and approach the wharves, you cannot fail to be struck by the regularity with which it is laid out, while many spires of churches and domes of other buildings impart to it much of interest. Among the many fine buildings are the General Hospital, St. Michael's, St. James', and Knox's Churches, the City Hall, the Exchange, Mechanics' Institute, Post Office, City Schools, the Rossin House, Trinity Church, the Normal and Model Schools, Osgoode Hall, the seat of the Courts, the University and University College, and others too numerous to mention here. The streets are evenly laid out, and, in a great many cases adorned with trees and shrubbery. The principal are King Street, which runs parallel with the bay, and is the principal promenade and fashionable business street; and Yonge Street, which runs at right angles, and extends through an irregular village for a distance of 30 miles into the rich country which stretches away at the back of the city.

Another building which we may mention is the Provincial Magnetical Observatory, situated in the University Park,

and now connected with the University. It was erected by the British Government, at the request of the Royal Society of England, in 1840.

Toronto is a large and flourishing city, with a population which is yearly increasing. It has a good many public works, such as Foundries, Mills, Factories, Tanneries, and others, and is and will continue to be the metropolis of Upper Canada. No doubt the severity of the late crisis was deeply felt, as well as the removal of Parliament to Quebec; but the effects are being obliterated, and a fresh impulse has been given to trade by the last and the present abundant harvests. The latter cause was felt strongly; but the sources of the prosperity of a city like Toronto do not spring from a casual and extraneous influence, such as the meeting of one or two hundred gentlemen, but they take their rise in the abundance of the soil which extends around, and which is fertile, and in the facility with which her resources can be made available by being sent off to the nearest or best market, either by land or water. That magnificent inland sea, Lake Ontario, is the pathway for much of her grain to the marts of the United States, while the Grand Trunk Railway and the St. Lawrence bear it down to Montreal, where it is shipped for the markets of Europe. The population of Toronto is upwards of 60,000, and is rapidly increasing.

Toronto was founded in 1794, by Governor Simcoe, and was then called Little York; but the name, with much propriety, has been changed to the old, fine-sounding Indian word, Toronto—the place of meeting or of Council. It derived this name from the fact, that, on the spot where the city was built, the Indian tribes used to assemble for the purpose of settling their disputes, or resolving upon war.

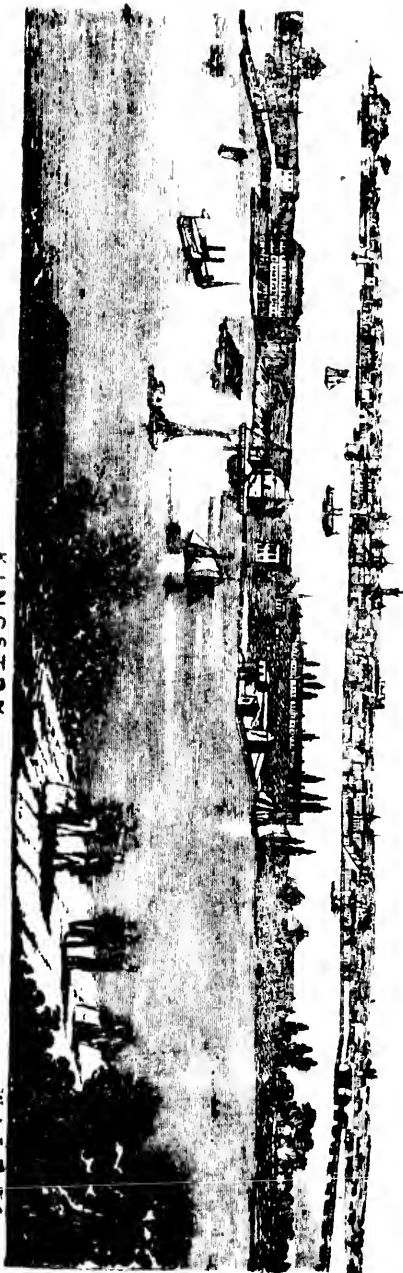
Leaving Toronto, the Grand Trunk Railway takes us down

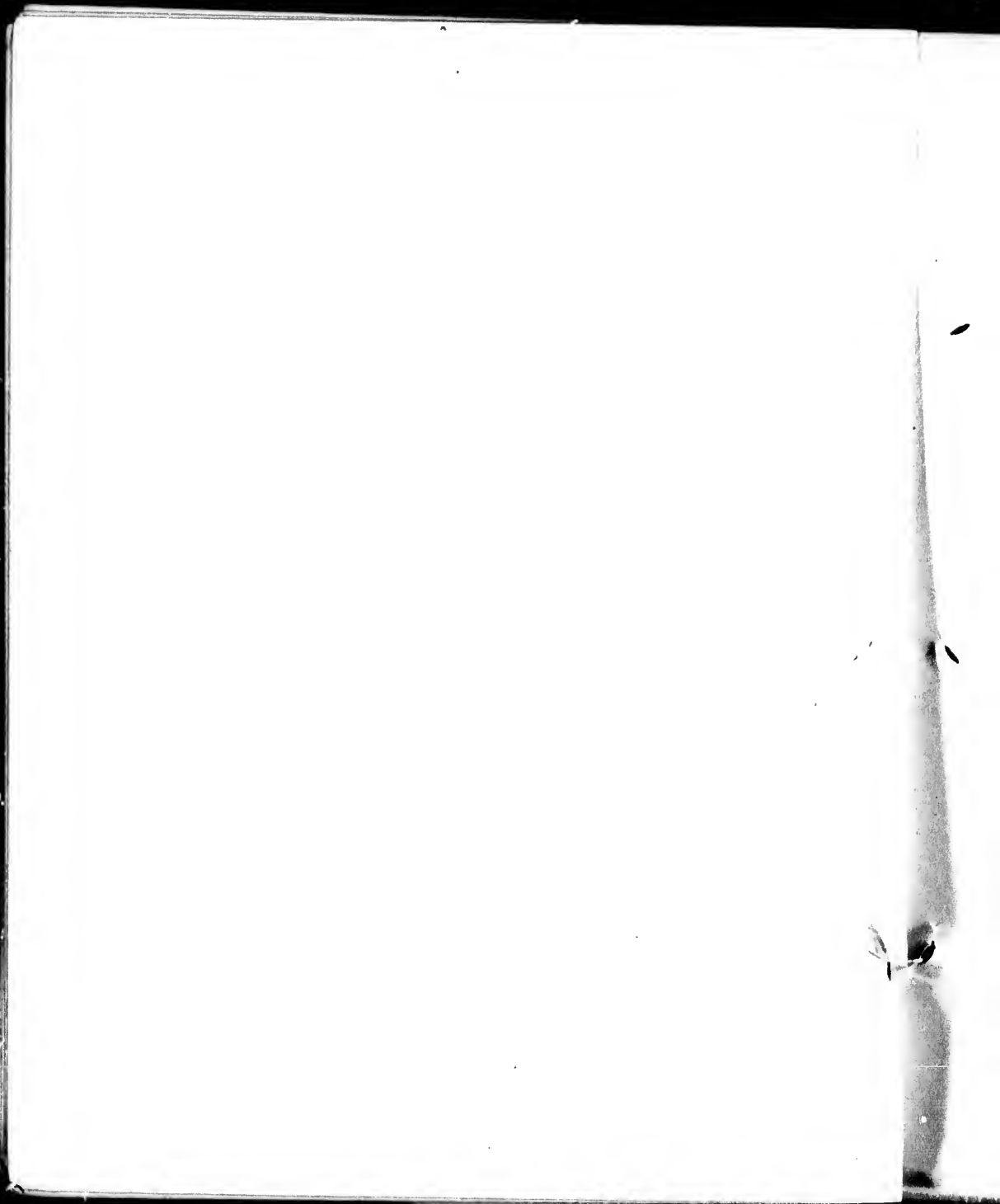
past Whitby, Oshawa, Bowmanville, Port Hope, Cobourg, Belleville, and other flourishing towns to Kingston. Or by Steamer we can reach the ancient capital of Upper Canada from Toronto. Either of the routes is interesting, as the one skirts the shores of Lake Ontario, giving a fine view of it, and the other enables us to scan the banks and note the rapid hand of improvement everywhere transferring the wild into cultivated land. Before we reach Kingston, the Bay of Quinte, at the foot of Lake Ontario, attracts our attention. I should rather say the mouth of it, for the bay itself stretches a long way inland, and, taking a turn parallel to the lake, is only prevented by a narrow neck of land from making an island of Prince Edward County. This bay is one of the most curious formations in Canada. Looked at on the map, it winds along backwards and forwards in a very zigzag course, peeping into a creek here, cutting out an island there, turning and twisting about till it is, by only a narrow neck of land, which obstinately stands in the way, hindered from joining its parent lake after performing the circuit of the whole county. Indeed, it is supposed that there is a subterraneous passage from the lake to the bay through this neck, which has been formed by a natural bridge, extending from the main land to the peninsula. The Napanee, Moira, and Trent Rivers empty themselves into the Bay of Quinte.

But now we are approaching the ancient city of Kingston, partly built on the site of an old French fort, called *Frontenac*. Kingston came into the possession of the British Government shortly after the taking of Montreal, when the articles of capitulation were signed. It is next to Quebec in military strength. Fort Henry, situated on a hill on the eastern side of the Rideau Canal, is strongly fortified, and affords protection to the city. It guards also a dockyard of

KINGSTON

W. A. LINDEN





great importance, which has been established at the foot of the mountain. Fort Frederick is also situated at the base of the hill, and both are equipped with the muniments of war. Fort Henry is a favorite out-of-town promenade for the inhabitants, as it commands a fine view of the city, and the river, with the upper portion of the Lake of the Thousand Islands. Kingston used to be a gay and bustling town when the seat of Government was fixed there; but although the removal deprived it of much of its business activity, the energy is still there, and it is a thriving and rapidly increasing place. The proximity to the United States, through Oswego, a town on the opposite bank of the St. Lawrence, increases the business of Kingston, as a large quantity of grain is annually shipped. Although the appearance of Kingston from the river is at first unprepossessing, it improves upon more intimate acquaintance. The streets are wide and generally well built. The public buildings are often handsome erections, and arrest the attention of the passer-by with their fine architectural proportions. The City Hall, built of cut limestone, and capable of containing 1000 persons, is really a fine building. The Court House, Queen's College, Roman Catholic Cathedral and College, the General Hospital, and other buildings, are all handsome. The Penitentiary, appropriated for the use of those whom the law of an offended country has sentenced to seclusion, is a large and elegant building. There every precaution is taken against the escape of prisoners, and they are all compelled to labour at some trade. A large sum of money is made yearly from the product of convicts' labour, at the Penitentiary. Kingston is situated in a bay on the St. Lawrence, just at the head of the Thousand Islands, and, seen from the land, is a very pleasing city. Altogether, the tourist will be much



pleased by paying a visit to this ancient capital of Canada. But now he is invited to accompany us on board a steamer, for the Lake of the Thousand Islands invites our notice, and is waiting to carry us on its bosom through the labyrinth of beauty which has made it so famous.

And truly, never before has such a succession of panoramic beauty been unveiled to our sight, when, in a bright summer day, we sail among these islands. There are some 1,800 of them scattered about in careless irregularity on the current of the river, some small, so small that they seem only a few yards in circumference, others again so large that they occupy miles, but all rich with verdure and covered with trees. Then the steamer hurries through a narrow passage between two islands, which lie so closely together that it requires the most careful navigation to keep the proper channel. Ahead the way appears to be blocked up entirely, there being no visible exit; but, as we reach the apparently impenetrable barrier of land, an opening occurs, and through we go, only to find ourselves similarly land-locked again. And so on for the distance of 50 miles, the same shutting in, and the same mode of egress continues, while we are sailing among trees rich with all the greenness of foliage, from the deepest and darkest to the gayest and lightest. The sunbeams gleam upon the waters, and the thirsty leaves bathe themselves in the tide, and with the light wind lift themselves again, shaking the liquid from them in a thousand dewdrops. Beauty is the characteristic of everything. Beauty is stamped in broad characters upon every islet which rises above the water, and upon the water itself. But after all, it is only a transient view one gets of all this loveliness, on board of a steamer. Thoroughly to enjoy it, would be, to cast the world and business to the

winds, and equipping a good strong boat, launch ourselves upon the tide, and having provided the necessaries for a fortnight, not forgetting a gun and fishing tackle, determine, with Christopher Sly, to let "the world slide," and give ourselves up to all the enjoyment of the occasion. Plenty of wild ducks there are to be shot at, plenty of fish greedy to bite, plenty of wood to roast the one or boil the other; and the long summer day seems far too short to exhaust our strength, or to tempt our patience. When tired of one island we go to another, and thus going a gypsying, we can, while we supply ourselves with fish and fowl, examine with patient minuteness every spot which has a more peculiar attraction, and, like the bee, gather honey from every flowery bank we rest upon. And the long summer days of Canada are peculiarly favorable for this wild life. No one need be afraid of sleeping *sub tegmine fagi*, for there is no blighting influence in the evening dews, such as is often the case in more southern climes. When that season, so refulgent in beauty, and so appropriately called "the Fall," comes on, it invests these islands with a supernal loveliness. Then the different hues of the leaves form a glorious scene, which is perhaps saddened but softened too by the thought that it will soon pass away. Earth's brightest things die first; "those whom the gods love die young," was a favorite heathen saying, and accordingly they buried the early dead in the early morning. But this is the fall, the leaves have performed their functions, and now the winter is coming on, the old age of their life, yet before they go they will show us how passing lovely they are, though that loveliness is a sure presage of their own decay.

" So have we seen the fair young cheek

" Become more lovely fair,

" More delicately beautiful,

" With colors rich and rare,

" And turned away to hide the tear,

" That, such bright lovely bloom,

" Such rare and radiant loveliness,

" Was ripening for the tomb."

Oftentimes that wonderful phenomenon the *mirage* draws the attention of the traveller, when Islands far distant seem to be lifted up in mid air, so that we have, at one and the same time, Islands on the water, and Islands in the air, a double vision of Islands.—Islands below and Islands above in the far distance, looking all the more wonderfully beautiful from the position they are in. As the bright day dreams of youth are quickly shattered by the stern realities of life, those Islands we see, are brought down to their true level by the swift revolutions of the paddles of our steamer, so to leave the region of fancy for that of fact, we recall ourselves, and find that we are leaving the thousand Islands and rapidly approaching *Brockville*. This is also a handsome town, named in memory of General Sir Isaac Brock who fell on Queens-town heights in 1812, where a monument is raised to his memory. This noble soldier fell mortally wounded in the Frontier War, at that time raging, and his last words to his soldiers were "Never mind, my boys, the death of one man; I have not long to live" Upper Canada raised the monument to the hero with this inscription..

UPPER CANADA has dedicated this Monument to the memory  
of the late

MAJOR GENERAL SIR ISAAC BROCK, K. B.

Provincial Lieutenant Governor and Commander of the  
forces in this Province, whose remains are deposited  
in the vault beneath.

Opposing the invading enemy he fell in the action near the  
heights, on the 13 October 1812, in the 43 year of his age.  
Revered and lamented by the people whom he governed, and  
deplored by the sovereign to whose service his life has  
been devoted.

It is a lamentable fact that the first monument was shattered by a dastardly knave, who attempted to blow the whole up, but his attempt was so successful, that it called forth the energies of Upper Canada, to build a nobler and better monument than the first.

From Brockville to Pembroke on the Ottawa, a line of Railway has been planned and carried out as far as Arnprior. This railroad will do much to open up the country and will form a link in the bond of union which is to unite Georgian Bay with the St. Lawrence by means of the Ottawa River. This Railway will soon open the canal; and the canal as in all similar cases will open up the Railway, and the competition between the two companies will benefit the people. But the mischief is, that in these solitudes the people are wanting. There are no people. Excepting a solitary inhabitant here and there scattered over the "boundless contiguity of shade" there is no sign of human life, though there is abundance of animal. But a country is not peopled in a day. Even our neighbours, whose increase of population has been the greatest ever known in the chronicles of time, have

required near a hundred years, and an outflow of the people of Europe far surpassing that which has poured on our own more northern shores to make them what they are.

Our Steamer is ready to start, and so we leave Brockville for PRESCOTT, the last point of river and lake navigation for sailing vessels, as the rapids intervene between it and Montreal. Prescott is a town of about 5000 inhabitants. It lies almost immediately opposite to Ogdensburg, a town of the United States, whence a railroad connects both, with Boston and New York; while the Ottawa and Prescott Railroad brings it in close proximity to the new capital of Canada, which we have attempted to describe previously. Prescott, like Kingston does a large business with the United States, and of course the Railroad affords great facilities for extending this traffic.

But our passage is still downwards, and we have much and difficult navigation to accomplish before we reach Montreal, the city of our destination, and we are now reaching the most dangerous and difficult portion of our voyage, for before us all the way down are the Rapids, which, but for the calm, steady skill of our pilots, would hurl us to certain destruction. The first of these we meet is the Galops, but before coming to it we pass Windmill Point, the scene of one of the conflicts in the late rebellion, when a few of the rebels made a stand, under the command of a Polish exile, named Von Shultz, but were driven from it with great loss. Now the *Isle aux Galops* comes into view, from which the Rapids take their name. There is one or two small islands on either shore. The Galop Rapids are the easiest to pass. In fact there is no perceptible effect on the motion of the vessel, with the exception of a swifter motion downwards. But they only prepare us for what we are to expect when

we get farther down, and then we feel fascinated with the scenes we come through. The Long Sault Rapids are the next we meet, and in passing over them, the influence of the current is more perceptible, and the interest is greater. There we go through the wild and roaring waters, dashing themselves in fury against the rocks, hissing and seething around our vessel as if panting to devour her. But a steady hand is at the helm, and the four steersmen are used to their work, and besides have all the impassability of the Indian race; and, therefore, though the scene looks threatening, and there is danger, still the vessel is so skilfully managed that it passes safely down. The south side of the islands, which lie in the stream, and cause the rapids, used formerly to be the favorite passage, but the discovery was made, by Captain Maxwell, of Montreal, at considerable personal risk, that the north side was the safest, although the current was stronger than on the south side, and it is now mostly used. Approaching the rapid, the grand heaving of the waters breaking on the rocks, and foaming with the contact fills us with a sort of fearful awe. As our vessel dashes in amongst them, four strong men at the wheel stand ready to obey the slightest signal. The vessel is well under way, the steam is shut off, and all eyes are watching with intense interest the narrow channel, with its roaring flood of boiling waters, through which our course lies. Excitement is pictured on every face, except those of the crew. The Captain stands still and resolute, the pilot, an Indian, has all the stoicism of his race, and looks on the scene with apathy; alive, however, to every danger, he gives his orders quietly but quickly, and they are as quickly obeyed. Soon as thought, almost, the vessel is guided with steady precision through the rough and unruly waters into the calm of the peaceful stream.

After passing the Long Sault Rapids, the town of Cornwall is the next place of call. Cornwall is a town of about 3,000 inhabitants. Cornwall is the county town of the United Counties of Stormont, Dundas and Glengarry, and is a port of entry. Almost opposite Cornwall, the boundary line between Canada and the United States strikes the St. Lawrence. Shortly after leaving Cornwall, the river widens into the Lake St. Francis. This lake is forty miles long. The village of Coteau du Lac is situated near the bottom of Lake St. Francis.

Soon after leaving the village of Coteau du Lac, the Coteau, Cedar, Split Rock and Cascade Rapids again command our excited attention. The passage of these is very exciting, and particularly the Split Rock, where the rocks on either hand are alternately covered with water or left bare. It looks dangerous, for the channel is narrow, and the boat is hurried along with fearful rapidity. But the pilot is a good one, and the boat is a good one, and the danger is safely and quickly avoided.

After these rapids are passed, the river again widens, and is called Lake St. Louis. And here the upper branch of the Ottawa river joins the St. Lawrence, wheeling round the Isle Perrot. Lake St. Louis is 24 miles long. And now we come abreast of the Island of Montreal, and soon are lying alongside the quay of the pretty little town of Lachine, with the Indian settlement of Caughnawaga on the opposite shore. Here the ferry boat of the Lake Champlain Railway takes passengers across to join the train, which takes them on through Plattsburg, on Lake Champlain, to Boston or New York. This route is a fine one, and though there is little to interest between this and Plattsburg, the winding shores of Lake Champlain, Lake George and the Hudson,

will well reward the tourist for the few days he may spend in seeing them.

From Lachine we can either take the cars to Montreal or, continuing with the steamer, pass down the last of the rapids, and perhaps the most dangerous, Here the vessel is run by her Indian pilot almost upon an island in the middle of the swift current, but only almost. "A miss is as good as a mile" here, for at a given signal the head of the vessel wheels round with sudden motion, and we glide past the danger in safety. The waters heave and boil around us, but an experienced hand guides all the movements of the vessel; and though the risk of danger gives a great excitement to the scene, there is a pleasure in it, which much enhances the feeling with which we attempt the passage.

And now having passed the Nuns Island, Victoria Bridge rises up before us in all its grandeur, quickly we are borne through the gigantic middle arch, and soon after landed on the wharf, where we part company.



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**HENRY CORRIGIN,**  
**SHAKSPERE INN,**  
**53 ST. FRANCOIS XAVIER ST.,**  
**MONTREAL.**

---

*Wines, Liquors and Cigars*

Of the Best Brands,

**BITTER ALES, AND BROWN STOUT ON DRAUGHT.**

**Oysters, &c.**

---

**RATHBONE'S**  
**RESTAURANT,**  
**247 NOTRE DAME STREET, MONTREAL.**

---

*Game, Fish, Meats, and every thing in season,*

Ready at all hours, and at moderate charges.

—o—  
**ALES, WINES, SPIRITS, LIQUORS of the choicest kinds.**  
—o—

N. B.—Dinner Parties, Balls and Suppers supplied wholly or in part; and Game when in season sold either cooked or uncooked.

# BERRY'S FIRST PRIZE SEWING MACHINE DEPOT,

Corner of Anderson and Lagachetiere Sts., West End,  
(Four doors East of Bleury Street,)

**MONTREAL.**



These Machines have taken the First Prize for three successive years, and are now admitted, by parties who have been testing them for the last four or five years, to be the best and cheapest ever offered to the public, whether for Light or Heavy Sewing, such as Shirt Work, Dress Making, Tailoring, Shoe Binding and Foxing, Hemming and Felling, Harness, Work, private families, or manufacturers.

The Machines sold by the Subscriber are all of his own Manufacture.

His sole reliance being placed in their superiority, he most respectfully disclaims any connection with any other manufactory, house or agency, foreign or domestic.

The particular points in which the Machines of the subscriber excel, are their simplicity, durability, speed, and economy of needles and thread. Numbers have been working one and two seasons without breaking a single needle. These Machines work without noise.

They are not for sale at any other place than at his Office and Machine Shop, as above.

Numerous and highly respectable references kindly permitted, to private families as well as to manufacturers in the different branches above mentioned, in this City and Province, can be given.

Purchasers thoroughly instructed gratis. Every Machine warranted.  
*Silk Thread and Needles constantly on hand.*

MOORE'S HAND-BOOK

# FIRE INSURANCE.

## THE MERCANTILE HANOVER & HOPE INSURANCE CO'S, OF NEW YORK.

### MONTREAL REFERENCES :

Messrs.	Messrs.	Messrs.
Wm. Workman.	Edwin Atwater.	Henry Lyman.
B. H. Lemoine.	D. P. Janes.	William Sache.
N. S. Whitney.	Ira Gould.	E. Hudon.
T. Doucet.	Henry Joseph.	Canfield Dorwin.

The Undersigned Agent continues to grant policies for the above first class Companies at the **LOWEST RATES** of **PREMIUM**.

**FIRST CLASS RISKS** taken at **FIVE SHILLINGS**.  
**FRAME DWELLINGS** insured at **FOUR DOLLARS**.

**AUSTIN CUVILLIER,**  
Agent.

**L. P. FONTAINE,**  
Inspector.

---

**JOHN JAMES BROWN,**  
**ARCHITECT,**  
**OFFICES, 132 CRAIG STREET,**  
**MONTREAL, C. E.**

---

**Plans & Specifications Prepared.**

**ESTIMATES FURNISHED.**

**Buildings Superintended, & Artificers' Work Measured.**

**VALUATIONS, ARBITRATIONS,**

**Purchase and Disposal of Property, attended to.**

---

**J. J. B. will give his Professional Services to Parties  
at a distance.**

DEPOT OF THE CELEBRATED  
**PLANTAGENET MINERAL WATER,**  
 PLACE D'ARMES.

**T**HE place where this celebrated Spring Water is found is in the Township of Plantagenet, on the southern shore of the River Nation, and situated about 36 miles below Ottawa City.

The Mineral Water of the Plantagenet Spring is strongly Saline, and contains a considerable quantity of the compounds of Bromine and Iodine, to which this class of waters is conceived to owe a great part of their medical virtue. It is, besides, characterized by the large amount of Magnesia which it contains, dissolved in the form of a Bicarbonate.

ANALYSIS.

One pound avoirdupois weight—7,000 grains—contains of

	<i>Grains.</i>
Chlorid of Sodium, .....	81.66200
Chlorid of Potassium, .....	.72800
Chlorid of Calcium, .....	.95480
Chlorid of Magnesium, .....	1.71654
Bromid of Magnesium, .....	.05635
Iodid of Magnesium, .....	.03689
Carbonate of Lime, .....	6.23301
Carbonate of Magnesia, .....	6.23301
Carbonate of Iron, .....	.06748
Silica, .....	.49000
Sum of Solid Ingredients, .....	92.17607
Water, .....	6.907.82393
	7.000.00000

The specific gravity of the Water is 1006.377, pure water being 1000. As I have not collected the Water at the Spring, I am unable to determine the amount of carbonate acid which it contains, but it appears to be considerable.

T. S. HUNT,

Chemist to the Geological Commission  
 Office of the Geological Survey,  
 Montreal, 23rd March, 1849.

---

**CANADA LEAD PIPE CO.,**

MANUFACTURERS OF

*Lead Pipe and Composition Gas Tube,*

62 & 64 QUEEN STREET, MONTREAL.

---

**G. W. WARNER & SON,  
BANKERS, AND MONEY BROKERS,**

*No. 40 St. Francois Xavier St., Montreal,*

COLLECTIONS PROMPTLY ATTENDED TO.

---

**THOMAS IRELAND.**

**ENGRAVER, STATIONER**

AND DEALER IN

**FANCY GOODS,**

26 GREAT ST. JAMES STREET, MONTREAL.

---

A choice selection of Letter, Note, and other Papers, from the first English makers; Envelopes, Inks, Inkstands, Account and Memorandum Books, Rogers' superior Cutlery, Portmonnaies, Walking Canes, &c., &c. Select Periodicals as soon as published.

Wedding, Visiting and Business Cards, Engraved and printed in the first style. Door and Coffin Plates, Seals, &c., promptly executed.

Die Presses, Seals, Door Plates, Dog Collars, &c., constantly on hand in great variety, handsomely Engraved and Bound. Blank Cheques on all the City Banks. Views of Montreal and other Canadian Cities, Boxer's New Map of Montreal. Illustrated Letter and Note Paper. Stereoscopes and Slides. **POSTAGE STAMPS.**

↔ Charges strictly moderate.



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**POST OFFICE DEPARTMENT.**
**LETTER RATES.**

Letters posted in Canada, addressed to any place within the Province, pass if prepaid, for 5 cents per  $\frac{1}{2}$  oz., but if posted unpaid, such letters are charged 7 cents per  $\frac{1}{2}$  oz.

On Letters to Nova Scotia, New Brunswick, and Prince Edwards Island, the rate is 5 cents per  $\frac{1}{2}$  oz. with optional prepayment.

The rate on Letters to the United Kingdom is

By Canadian Packet..... 12 $\frac{1}{2}$  cents per  $\frac{1}{2}$  oz.

By Cunard Packet ..... 17 " "

Letters for the United Kingdom must be prepaid, or they will be charged a fine of 6d. Sterling, on arrival in England.

Letters for British Colonies beyond sea, and Foreign countries, via England, must be prepaid.

The rate on Letters for the United States (except California and Oregon) is 10 cents per  $\frac{1}{2}$  oz.

The rate of Letters for California and Oregon is 15 cents per  $\frac{1}{2}$  oz.

**REGISTRATION CHARGES.**

For the registration of a Letter addressed to any place in British North America, the charge is..... 2 cents.

For the registration of a Letter to the United Kingdom,..... 12 $\frac{1}{2}$  cents.

For the registration of a Letter to the United States ..... 5 cents.

**MISCELLANEOUS CHARGES.**

The charge on Parcels by Parcel Post to any place in Canada is 25 cents per lb. (with 5 cents additional if registered.)

One cent per oz. payable in advance by Postage Stamp, is the rate on Printed Circulars, Prices Current, Hand Bills, and other printed matter of a like character, and on Books, bound or unbound, when posted at a Canadian Post Office, addressed to any place in Canada, British North America generally, or the United States.

The charge on Books, &c., by Book Post to England, is 7 cents on packets not exceeding 4 oz. in weight, 12½ cents on ½ lb. packets, and 12½ cents additional for every additional ½ lb. These charges must be prepaid.

#### BOOK POST WITH FRANCE.

For a packet of printed matter, or single Newspaper, Book, &c., not over 2 oz. 4 cents.

"	"	"	exceeding 2 oz. and	"	"	4 oz.	8	"
"	"	"	"	"	"	4 oz.	8 oz.	17
"	"	"	"	"	"	8 oz.	1 lb.	34

And so on increasing 17 cents for each additional ½ lb.

The Book Post regulations between Canada and England apply to matter between Canada and France.

#### NEWSPAPERS AND PERIODICALS.

Newspapers published in Canada may be sent by the post from the office of publication, addressed to any place in Canada, at the following rates, if paid quarterly in advance, by either the Publisher at the Post Office, where the papers are posted, or by the Subscriber at the delivering Post Office.

For a paper published 6 times a week, 40 cents per quarter.

"	"	3	"	"	20	"	"
"	"	2	"	"	13	"	"
"	"	1	"	"	6½	"	"

When the above rates are not paid in advance by either publisher or subscriber, such papers are charged one cent each on delivery.

## TRANSIENT NEWSPAPERS.

*Transient Newspapers.*—That is to say, Canadian Newspapers posted otherwise than from the office of publication, and American or British Papers posted or reposted in Canada must be prepaid one cent each, by postage stamp, or they cannot be forwarded, except only British Newspapers distributed to regular subscribers by Canadian Book-sellers or News-Agents—such papers pass free as they would do if received in the Canadian Packet Mails.

## NEWSPAPERS BY MAIL FROM ENGLAND OR UNITED STATES.

Newspapers received from England by the Canadian Packet Mails are delivered free.

Newspapers from England by the Cunard Packet Mails are charged 2 cents each on delivery. (This is the American Transit charge.)

United States Newspapers, brought by Mail into Canada, are charged one cent each on delivery.

## PERIODICAL PUBLICATIONS.

The rate on Periodical Publications is, if not exceeding 3 oz. in weight, 1 cent, over 3 oz. 4 cents. If prepaid by postage stamps from the Office of Publication Periodicals published in Canada may pass for 2 cents each.

Periodicals printed in this Province, other than Newspapers, when specially devoted to Education (both religious and general) to Agriculture, to Temperance, or to any branch of science, and addressed directly from the office of publication to be transmitted to any Post Office in this Province, are exempt from charge.

Transient Periodicals—including Canadian Periodicals not prepaid the commuted rate from the office of publication, nor exempted by the preceding clause, and all other periodical publications posted in this Province, must be prepaid by stamp the full rate at the time of posting.

Periodicals received in the Mails from the United States are charged with the rates named in the first clause of this section.

#### POSTAGE STAMPS.

Postage Stamps of the respective values of 1 cent for Newspapers; 5 cents for ordinary Provincial Letters; 10 cents for United States Letters; 12½ cents for Canadian Packet, and 17 cents for Cunard Packet, are provided for sale to the public.

#### PENAL CLAUSES.

The Act contains the following penal clauses:

To enclose a letter or letters, or any writing intended to serve the purpose of a letter, in a parcel, posted for the Parcel Post, shall be a misdemeanour.

To enclose a letter or any writing, or to make any written marks to serve the purpose of a Letter, or to enclose any other thing in a Newspaper, posted to pass as a Newspaper, at the rate of postage applicable to Newspapers (except in the case of accounts and receipts of Newspaper Publishers, which are permitted to pass folded within the Newspapers sent by them to their subscribers) shall be a misdemeanour.

#### MONEY ORDERS.

Money Orders payable in the Province may be obtained at the Money Order Offices, at the following rates:

##### *Commission chargeable upon Money Orders.*

Under and up to \$10.....	5 cents.
Over \$10 and not exceeding \$20.....	10 "
"    20        "        "    30.....	15 "
"    30        "        "    40.....	30 "
"    40        "        "    60.....	45 "
"    60        "        "    80.....	60 "
"    80        "        "   100.....	75 "

N.B.—No half cents to be introduced into the orders.

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No single order can be issued for more than \$100.

Money Orders, payable at any Money Order Office in Great Britain and Ireland can be obtained at any Canadian Money Order Office.—The orders are drawn in Sterling, the Commission chargeable being for £2 and under, one shilling sterling; from £2 to £5, two shillings. No order can be drawn for more than £5, but any number of orders of £5 each may be procured.

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## **CITY HOTEL,**

139 *NOTRE DAME STREET, MONTREAL,*

*Luncheons & Snacks at all hours,*

**CHOICE COLLECTION OF WINES, SPIRITS, CIGARS, &c.**

**H. O'NEILL, Proprietor.**

---

## **JAMES BAYLIS,**

IMPORTER OF

***Carpets, Druggets, Door Mats,***

**HEARTH RUGS &c.,**

***AND FLOOR OIL CLOTHS***

In every Width and Style.

Medallion, Tournay Velvet, Patent Velvet, Tapestry, Brussels, Kidderminster, Dutch and Stair Carpet; Druggets and Felts, Mosaic Screens, Carpet Bags, Hassocks, &c., &c.

Offers to his friends and the public advantages in the purchase of the above unsurpassed by any other house in the Province.

**MONTREAL**,—No. 74 Great St. James Street,  
Two doors east of Ottawa Hotel, and opposite Gr. Trunk R. R. Office  
**TORONTO**,—No. 2 Commercial Buildings, Yonge Street.

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**B. DAWSON & SON,**  
**BOOKSELLERS, STATIONERS,**  
**PRINTSELLERS,**  
**And Dealers in Newspapers and Magazines,**  
WHOLESALE AND RETAIL.  
*No. 23 GREAT ST. JAMES STREET,*  
**MONTREAL.**

**H**AVE always on hand, on the **LOWEST TERMS**, a full assortment of all Articles in their line, comprising:—

Bibles, Prayer Books and Religious Books,  
Miscellaneous Books,  
New Books, as issued,  
Scientific Books.

Writing Papers, Plain and Fancy,  
Blank Books,  
Gillott's and Mitchell's Pens,  
Faber's Pencils.

Stereoscopic Slides,  
Views of St. Lawrence, &c., in 25 Cent packets,  
Hunter's Ottawa Scenery,  
Views of Montreal.

McMillan's, and all other British Magazines,  
Blackwood and Home Reviews,  
All American Magazines,  
Illustrated News and British Newspapers.

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**Strangers visiting the City are respectfully invited to call.**

**MONTREAL AND CHAMPLAIN RAILWAY.**

JOHN OSTELL, President, Montreal.

W. A. MERRY, Secretary, " "

**ROUSE'S POINT DIVISION.****GOING SOUTH.**

Miles.	LEAVE	Express.	Express.	Freight.
	Montreal,.....	6.45 A.M.	3.45 P.M.	8.30 A.M.
1	St. Lambert,.....	7.00 "	4.05 "	9.20 "
6	Brosseaus,.....	.....	4.20 "	9.45 "
14½	Lacadie,.....	.....	4.35 "	10.15 "
21	St. John's,.....	7.35 "	4.50 "	10.25 "
				10.40 "
27½	Grand Ligne,.....	.....	5.05 "	11.05 "
33½	Stotts,.....	8.00 "	5.20 "	11.30 "
37½	Lacolle,.....	.....	5.30 "	11.45 "
44	Rouse's Point, .....Arrive	8.25 "	5.45 "	12.10 P.M.

**GOING NORTH.**

Miles.	LEAVE.	Express.	Express.	Freight and Accomm.
	Rouse's Point, .....	7.30 A.M.	8.30 P.M.	1.30 P.M.
6½	Lacolle,.....	7.40 "	8.45 "	1.50 "
10½	Stotts,.....	7.55 "	8.55 "	2.15 "
16½	Grand Ligne, .....	8.12 "	9.10 "	2.40 "
23	St. John's,.....	8.25 "	9.25 "	3.05 " }
				3.20 " }
29½	Lacadie, .....	8.45 "	9.40 "	3.45 "
38	Brosseaus, .....	9.05 "	10.05 "	4.15 "
43	St. Lambert,.....	9.20 "	10.20 "	4.40 "
44	Montreal, .....Arrive	9.30 "	10.30 "	5.15 "

**MONTREAL AND CHAMPLAIN RAILWAY.****CAUGHNAWAGA DIVISION.**

MOVING SOUTH.			MOVING NORTH.		
Miles.	LEAVE	Mail Accom.	Miles.	LEAVE	Mail Accomm.
	Montreal.....	3.30 P.M.		Province Line,...	8.00 A.M.
8	Lachine,.....	4.00 "	3	Hemmingford,...	8.15 "
10	Caughnawaga,....	4.30 "	7	Johnsons,.....	8.30 "
15	St. Isidore, .....	4.50 "	14	Lapigeoniere,....	9.00 "
21	St. Remi,.....	5.15 "	18	St. Remi,.....	9.16 "
25	Lapigeoniere,.....	5.30 "	24	St. Isidore, .....	9.40 "
32	Johnsons,.....	6.00 "	29	Caughnawaga, ...	10.00 "
36	Hemmingford,....	6.15 "	31	Lachine, .....	10.30 "
40	Province Line, ar.	6.30 "	40	Montreal, Arrive	11.00 "

**LACHINE DIVISION.**

FROM MONTREAL.	FROM LACHINE.
7.00 A.M.	8.15 A.M.
9.30 "	10.30 " Or on arrival of Ferry Steamer.
12.00 Noon.	1.00 P.M.
3.30 P.M.	4.00 "
5.00 "	5.30 " Or on arrival of <i>Lady Simpson.</i>
6.30 "	7.30 "



**G E A N D T R U N K R A I L W A Y .**

Hon. JOHN ROSS, President, Toronto.  
 T. E. BLACKWELL, Vice-President, Montreal.  
 W. SHANLY, General Manager, " "  
 H. BAILEY, Assistant Manager, " "  
 M. PENNINGTON, Gen. Freight Manager, " "  
 J. HARDMAN, Auditor & Gen. Ticket Agent, Montreal.  
 S. T. COESER, Supt. Portland District, Portland, Maine.  
 J. S. MARTIN, Supt. Mont. & Isl. Pond Dis., Richmond.  
 S. T. WEBSTER, Supt. Montreal to Toronto, Montreal.  
 C. E. CHRISTIE, Supt. Toronto & London Division.  
 JOHN M. GRANT, Secretary, Montreal.

**TORONTO TO MONTREAL.**

The following Trains, going East, running by Montreal Time, the TORONTO TIME of Departure will be:—  
 Express—4.57 p.m. Mail—5.47 p.m. Mixed—10.17 a.m.

MILES.	STATIONS.	EXPRESS.	MAIL.	MIXED TRAIN.
11	Toronto, .....	5.20 A.M.	6.10 P.M.	10.40 A.M.
17	Don, .....	5.25 " "	6.15 " "	11.00 " "
21	Scarboro' .....	.....	6.35 " "	11.43 " "
23	Port Union, .....	.....	6.49 " "	12.10 P.M.
29	Frenchman's Bay, .....	.....	6.59 " "	12.30 " "
33	Duffin's Creek, .....	.....	7.04 " "	12.42 " "
38	Port Whitty, .....	6.31 " "	7.20 " "	1.12 " "
43	Oshawa, .....	6.41 " "	7.29 " "	1.30 " "
47	Rowmanville, .....	7.03 " "	7.52 " "	2.15 " "
53	Newcastle, .....	7.13 " "	8.02 " "	2.35 " "
59	Newtonville, .....	.....	8.15 " "	3.00 " "
62	Port Britain, .....	.....	.....	.....
70	Port Hope, .....	7.50 " "	8.40 " "	3.45 " "
77	Cobourg, .....	8.05 " "	8.55 " "	4.15 " "
84	Grafton, .....	8.20 " "	9.10 " "	4.25 " "
91	Colborne, .....	8.37 " "	9.30 " "	5.00 " "
101	Brighton, .....	8.52 " "	9.47 " "	5.30 " "
113	Trenton, .....	9.08 " "	10.05 " "	6.05 " "
	Belleville, .....	9.23 " "	10.30 " "	6.51 " "
		9.55 " "	11.00 " "	7.35 " "
		10.00 " "	11.05 " "	8.00 " "

120	Shannonville,.....	10.17 A.M.	.....	8.35 A.M.
126	Tyendinaga,.....	10.31 " "	.....	9.05 " "
131	Napanee,.....	10.50 " "	11.53 P.M.	9.45 " "
143	Bath Road,.....	.....	.....	.....
145	Ernestown,.....	.....	.....	.....
160	Kingston,.....	{ Arrive.....	11.50 " "	11.50 " "
		{ Depart.....	4.30 " "	4.30 " "
164	Kingston Mills,.....	12.10 P.M.	.....	.....
178	Gananoque,.....	12.53 " "	.....	5.45 " "
187	Lansdowne,.....	1.13 " "	.....	6.25 " "
196	Mallorytown,.....	1.35 " "	.....	7.10 " "
204	Lyn,.....	1.55 " "	.....	7.50 " "
		2.05 " "	2.45 " "	8.10 " "
208	Brockville,.....	{ Arrive.....	2.50 " "	8.30 " "
		{ Depart.....	.....	.....
213	Maitland,.....	2.38 " "	.....	.....
220	Prescott,.....	2.43 " "	3.15 " "	9.25 " "
221	Prescott Junction,.....	2.68 " "	.....	9.35 " "
229	Edwardsburg,.....	3.11 " "	.....	10.10 " "
234	Matilda,.....	3.26 " "	3.47 " "	10.35 " "
241	Williamsburg,.....	3.26 " "	4.02 " "	11.05 " "
249	Aultsville,.....	3.46 " "	.....	11.45 " "
256	Dickinson's Landing,.....	4.01 " "	4.37 " "	12.13 P.M.
260	Moulinette,.....	.....	.....	.....
265	Cornwall,.....	{ Arrive.....	5.00 " "	1.00 " "
		{ Depart.....	5.15 " "	1.15 " "
273	Summerstown,.....	5.00 " "	.....	1.55 " "
279	Lancaster,.....	5.14 " "	.....	2.23 " "
289	River Beaudette,.....	.....	.....	.....
296	Coteau Landing,.....	.....	.....	.....
298	River Rouge,.....	5.52 " "	6.30 " "	3.40 " "
304	Cedars,.....	.....	.....	.....
309	Vaudreuil,.....	6.22 " "	.....	.....
312	St. Anne's,.....	.....	7.01 " "	4.46 " "
318	Pointe Claire,.....	.....	7.19 " "	5.02 " "
333	Montreal,.....	7.20 " "	7.25 " "	5.35 " "
		.....	8.00 " "	6.45 " "

**G B A N D T R U N K R A I L W A Y .**  
**MONTREAL TO TORONTO.**

MILES.	STATIONS.	NIGHT EXPRESS.	DAY MAIL.	MIXED TRAIN.
15	Montreal,.....	9.00 P.M.	9.00 A.M.	4.30 P.M.
21	Pointe Claire,.....	9.40 "	"	5.35 "
24	St. Anne's,.....	9.58 "	"	6.07 "
29	Vaudreuil,.....	10.06 "	9.56 "	6.22 "
35	Cedars,.....	"	"	"
37	River Rouge,.....	10.43 "	10.26 "	7.20 "
44	Coteau Landing,.....	"	"	"
54	River Beaudette,.....	11.27 "	11.02 "	8.30 "
59	Lancaster,.....	11.42 "	11.15 "	8.55 "
67	Summerstown,.....	12.05 A.M.	11.35 "	9.30 "
73	Cornwall,.....	12.20 "	11.50 "	9.45 "
77	Moulinette,.....	"	"	"
83	Dickinson's Landing, .....	12.45 "	12.18 P.M.	10.28 "
92	Aultsville,.....	"	12.28 "	10.55 "
99	Williamsburg,.....	1.21 "	12.48 "	11.35 "
104	Mafilda,.....	1.36 "	1.04 "	12.07 A.M.
112	Edwardsburg,.....	"	1.15 "	12.35 "
113	Prescott Junction,.....	"	1.33 "	1.10 "
120	Prescott,.....	2.10 "	1.38 "	1.20 "
125	Maitland,.....	"	"	"
129	Brockville,.....	2.40 "	2.05 "	2.15 "
138	Lyn,.....	2.45 "	2.10 "	3.15 "
	Mallorytown,.....	"	2.20 "	"
			2.38 "	4.15 "

OF CANADA.

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146	Lansdown,.....				2.59	"	5.00
155	Ganoquo,.....				3.19	"	6.00
169	Kingston Mills,.....	4.25	"				7.30
173	Kingston,.....	4.35	"		4.00	"	8.00
185	Bath Road,.....				4.20	"	
190	Ernestown,.....	5.31	"				9.55
193	Napanee,.....				5.40	"	10.31
203	Tyendinaga,.....				5.57	"	10.57
213	Shannonville,.....	6.20	"		6.15	"	11.30
220	Belleville,.....	6.25	"		6.20	"	11.35
232	Trenton,.....	6.52	"		6.51	"	12.32 P.M.
242	Brighton,.....	7.12	"		7.15	"	1.15
249	Colborne,.....	7.27	"		7.33	"	1.50
256	Grafton,.....	7.42	"		7.50	"	2.20
264	Cobourg,.....	8.00	"		8.10	"	3.00
270	Port Hope,.....	8.15	"		8.25	"	3.15
274	Port Britain,.....	8.31	"		8.40	"	3.45
280	Newtonville,.....	8.55	"				4.35
286	Newcastle,.....	9.08	"				5.04
293	Bowmanville,.....	9.18	"		9.20	"	5.25
300	Oshawa,.....	9.42	"		9.53	"	6.10
304	Port Whitby,.....	9.50	"		10.04	"	6.30
310	Duffin's Creek,.....	10.05	"				7.04
312	Franchuan's Bay,.....	10.11	"				7.15
316	Port Union,.....	10.21	"				7.35
322	Scarboro,.....	10.35	"		10.35	"	8.03
331	Dou,.....	10.55	"				8.45
	Toronto,.....	11.00	"		11.10	"	9.00
					11.15	"	

The above Trains running by Montreal Thru., the TORONTO TIME of their Arrival will be:—Express—  
11.37 A.M. Mail—10.52 P.M. Mixed—8.37 P.M.

MONTREAL AND PORTLAND.

Mail.	Day Ex. to Portland.	Miles.	STATIONS.	Miles.	Night Express.	Mail.	Local.
4.00 P.M.	8.30 A.M.	3	Leave.] Montreal [Arrive.	288	8.45 P.M.	2.30 P.M.	
4.10 "	"	6	St. Lambert.	290	8.40 "	2.20 "	
4.36 "	"	11	Charons				
5.00 "	9.15 "	18	Bou. Mountain.	275	8.10 "	1.43 "	
"	"	24	St. Hilaire.				
"	9.45 "	31	Soixante	262	7.45 "	1.10 "	
5.30 "	10.00 "	38	St. Hyacinthe.	255		12.50 "	
5.44 "	10.15 "	44	Britannia Mills	249	7.23 "	12.40 "	
6.08 "	10.30 "	50	Upton.	243	7.10 "	12.20 "	
6.30 "	11.00 "	62	Acton.	231		11.50 A.M.	
6.45 "	11.20 "	72	Durham.				
7.10 "	11.30 "	83	Richmond.	221	6.30 "	11.25 "	
7.30 "	11.55 "	91	Windsoor	210	6.15 "	11.10 "	
7.48 "	12.10 P.M.	97	Brompton Falls	202	5.45 "	10.43 "	
7.55 "	12.25 "	100	Sherbrooke	196	5.25 "	10.22 "	
8.12 "	12.35 "	107	Lennoxville	188	5.08 "	10.05 "	
8.40 "	12.50 "	111	Waterville.	186	5.00 "	9.55 "	
9.05 "	1.15 "	119	Compton.	182	4.30 "	9.30 "	
9.45 "	1.35 "	127	Coaticook.	174	4.10 "	9.05 "	
7.30 A.M.	2.15 "	144	Boundary Line.	166		8.45 "	
8.03 "	3.00 "	158	Arr. } Island Pond	149	3.00 "	8.00 "	
8.22 "	3.32 "	170	Dep. } North Stratford	134	2.35 "	7.40 P.M.	
9.02 "	4.00 "	183	Northumberland.	122	2.04 "	7.03 "	
9.15 "	4.29 "	189	West Milan	109	1.40 "	6.35 "	
9.27 "	4.41 "	194	Milan.	103	1.12 "	6.02 "	
	4.53 "		Berlin Falls	97	1.00 "	5.48 "	
					12.50 "	5.35 "	

/ nights a Special Train Will Leave Montreal at 10.00 P.M., connecting with Ocean Steamship for Quebec.

The Express Train runs through on Saturday nights. For the convenience of Local Passengers, a Car will be attached to the Through Freight Train on Monday Mornings, arriving in Montreal at 7.30 A.M.

Local.	9.50	5.10	201	Gorham	91	12.35	5.20	7.20 P.M.
	10.02	5.22	207	Shelburne	85	12.15	4.58	7.08 "
	10.12	5.32	212	Gilead	80	12.05	4.48	6.50 "
	10.35	5.57	222	Bethel	70	11.45 A.M.	4.25	6.25 "
	11.55	6.15	230	Bryant's Pond	62	11.25	4.03	6.10 "
6.10 A.M.	11.48	6.50	244	South Paris	48	10.53	3.27	5.40 "
	12.01 P.M.	7.03	251	Oxford	41	10.35	3.07	5.25 "
6.35 "	12.13	7.12	256	Mechanic Falls	37	10.25	2.57	5.10 "
7.06 "	12.48	7.35	264	Danville Junction	28	10.02	2.32	5.40 "
7.18 "	1.00	7.46	270	New Gloucester	22	9.47	2.15	5.25 "
7.46 "	1.25	8.09	280	Yarmouth Junction	12	9.21	1.48	5.10 "
7.50 "	1.30	8.13	281	Yarmouth	11	9.19	1.45	5.40 "
8.05 "	1.45	8.26	287	Palmouth	5	9.04	1.30	5.25 "
8.17 "	2.00	8.40	292	Portland		8.50	1.15	5.10 "

QUEBEC AND RICHMOND DISTRICT.

DOWN TRAINS.

Total Miles.	STATIONS.	Day Mail.	Night Mail
73	Montreal,	8.30 A.M.	8.25 P.M.
85	Richmond,	11.35 "	12.45 A.M.
97	Warwick,	12.10 P.M.	1.30 "
105	Arthabaska,	12.42 "	2.15 "
114	Stanford,	1.05 "	2.50 "
120	Somerset,	1.25 "	3.25 "
128	Becancour,	1.45 "	3.47 "
140	Method's Mills,	2.05 "	4.20 "
149	Black River,	2.37 "	5.10 "
154	Craig's Road,	3.00 "	6.00 "
160	Chaudiere,	3.15 "	6.27 "
161	Chaudiere Junction,	3.30 "	7.00 "
169	Point Levi,	3.33 "	
		4.55 "	

UP TRAINS.

Total Miles.	STATIONS.	Day Mail.	Night Mail
8	Point Levi,	7.15 A.M.	5.00 P.M.
9	Chaudiere Junction,	7.38 "	5.30 "
15	Craig's Road,	7.49 "	5.50 "
20	Black River,	7.53 "	6.17 "
29	Method's Mills,	8.07 "	6.47 "
41	Becancour,	8.25 "	7.10 "
49	Somerset,	8.55 "	7.40 "
55	Stanford,	9.15 "	8.10 "
64	Arthabaska,	9.30 "	8.40 "
72	Warwick,	9.55 "	9.15 "
84	Danville,	10.15 "	9.35 "
96	Richmond,	10.45 "	9.55 "
169	Montreal,	11.15 "	10.45 "
		2.30 P.M.	8.45 "

Express Train leaves Point Levi at 3.15 p.m. and arrives at Richmond Junction at 6.15 and Montreal at 8.45 p.m. Leaves Montreal at 4.00 p.m. arriving at Richmond Junction 6.45 and at Point Levi at 9.45 p.m.

## TORONTO TO DETROIT.

Miles.	STATIONS.	Day Express.	Night Express.	Mixed.
	Toronto,.....	10. 45 A.M.	11. 00 P.M.	4 25 P.M.
1	Grand Junction,.....	10. 51 "	11. 06 "	4. 31 "
5½	Carlton,.....			4. 47 "
9	Weston,.....	11. 13 "		5. 00 "
16	Malton,.....			5. 23 "
22	Brampton,.....	11. 45 "	11. 50 "	5. 40 "
27	Norval,.....			5. 54 "
30	Georgetown,.....	12. 05 P.M.	12. 07 A.M.	6. 05 "
32	Lincolnhouse,.....			6. 19 "
36	Acton West,.....	12. 23 "		6. 34 "
42	Rockwood,.....			6. 50 "
50	Guelph,.....	12. 55 "	12. 55 "	7. 12 "
57	Shantz,.....			7. 31 "
59	Breslau,.....			7. 36 "
64	Berlin,.....	1. 25 "		7. 51 "
70	Petersburgh,.....			8. 06 "
73	Baden,.....	1. 48 "	1. 38 "	8. 14 "
76	Hamburgh,.....	1. 55 "	1. 45 "	8. 22 "
83	Shakespeare,.....	2. 14 "		8. 39 "
89	Stratford,.....	2. 29 "	2. 14 "	8. 53 "
99	St. Mary's, { Arrive. { Depart	2. 52 " 3. 04 "	2. 38 " 2. 43 "	9. 16 "
110	Thorndale,.....	3. 40 "		8. 35 "
120	London,.....	4. 10 "		9. 15 "
114	Lucan,.....			
121	Craigs,.....			
129	Westwood,.....			
137	Widder,.....	4. 32 "	4. 12 "	
146	Forrest,.....	4. 50 "		
159	Perch,.....			
169	Sarnia,..... { Arrive. { Depart	5. 33 " 5. 50 "	5. 16 " 5. 30 "	
170	Port Huron { Arrive. { Depart	5. 30 " 5. 40 "	5. 10 " 5. 15 "	7. 15 A.M.
	Smith's Creek,.....	6. 05 "		7. 50 "
191	Ridgeway,.....	6. 30 "		8. 27 "
	New Baltimore,.....	6. 44 "		8. 46 "
207	Mount Clemens,.....	7. 09 "	6. 45 "	9. 28 "
212	Utica Plank,.....	7. 23 "		9. 48 "
	Milwaukie Junction.	7. 51 "		10. 30 "
229	Detroit Jun { Arrive. { Depart	8. 05 " 8. 16 "	7. 37 "	10. 47 " 10. 55 "
232	Detroit,..... Arrive.	8. 30 P.M.	8. 00 P.M.	11. 10 "

## DETROIT TO TORONTO.

Miles.	STATIONS.	Day Express.	Night Express.	Mixed.
	Detroit,.....	7. 05 A.M.	6. 15 P.M.	3. 50 P.M.
3	Detroit Jun { Arrive.	7. 37 "	6. 26 "	4. 02 "
	{ Depart		6. 35 "	4. 10 "
	Milwaukee Junct.....			4. 27 "
20	Utica Plank.....		7. 16 "	5. 08 "
25	Mount Clemens.....	8. 28 "	7. 40 "	5. 28 "
	New Baltimore.....	8. 51 "		6. 05 "
41	Ridgeway,.....	9. 04 "		6. 30 "
	Smith's Creek,.....	9. 29 "		7. 10 "
62	Port Huron { Arrive.	9. 55 "	9. 00 "	
	{ Depart	10. 00 "	9. 05 "	7. 45 "
63	Sarnia, Port Ed. { A.	10. 38 "	9. 56 "	
	{ D.	10. 50 "	10. 12 "	
	Perch,.....	11. 10 "		
	Forrest,.....			
94	Widder,.....	11. 55 "	11. 18 "	
	Westwood,.....			
.111	Craigs,.....			
118	Lucan,.....			Mail.
154	London,.....	12. 15 P.M.		6. 00 P.M.
144	Thorndale,.....	12. 45 "		6. 33 "
133	St. Mary's, { Arrive.	1. 20 "	12. 45 A.M.	5. 30 "
	{ Depart	1. 35 "	12. 50 "	
143	Stratford,.....	2. 00 "	1. 15 "	5. 55 "
149	Shakespeare,.....	2. 14 "		6. 10 "
156	Hamburg,.....		1. 45 "	6. 28 "
159	Baden,.....	2. 35 "	1. 54 "	6. 36 "
162	Petersburgh,.....			6. 44 "
163	Berlin,.....	2. 57 "		7. 00 "
173	Breslau,.....			7. 14 "
	Shantz,.....		2. 25 "	7. 20 "
182	Guelph,.....	3. 28 "	2. 40 "	7. 40 "
190	Rockwood,.....			8. 00 "
196	Acton,.....			8. 16 "
	Limehouse,.....			8. 20 "
202	Georgetown,.....	4. 15 "	3. 27 "	8. 35 "
205	Norval,.....			8. 43 "
210	Brampton,.....	4. 35 "	3. 43 "	8. 58 "
216	Malton,.....			9. 14 "
223	Weston,.....	5. 03 "		9. 35 "
236½	Carlton,.....			9. 46 "
	Grand Junction,.....	5. 24 "	4. 34 "	10. 04 "
232	Toronto,.....	5. 30 P.M.	4. 40 A.M.	10. 10 "



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**GREAT WESTERN RAILWAY.**

Trains run by Hamilton Time.

**TORONTO TO HAMILTON.**

Miles.	STATIONS.	TORONTO TO HAMILTON.			
		Accomm.	Express.	Accomm.	Accomm.
	Toronto,.....	7.00 A.M.	10.45 A.M.	4.45 P.M.	10.00 P.M.
7	Mimico,.....	7.21 "	"	5.03 "	"
13	Port Credit,.....	7.38 "	11.16 "	5.21 "	10.39 "
21	Oakville,.....	7.55 "	11.36 "	5.40 "	10.54 "
25	Bronte,.....	8.04 "	11.45 "	5.49 "	11.08 "
32	Wellington Square, .	8.19 "	12.00 "	6.03 "	11.31 "
35	Waterdown,.....	8.29 "	"	6.12 "	"
37	Burlington Junction, .	8.37 "	12.13 P.M.	6.20 "	"
39	Hamilton, .....	8.45 "	12.20 "	6.30 "	12.00 "

**HAMILTON TO TORONTO.**

Miles.	STATIONS.	HAMILTON TO TORONTO.			
		Accomm.	Accomm.	Express.	Accomm.
	Hamilton, .....	9.00 A.M.	12.30 P.M.	3.00 P.M.	6.40 P.M.
1	Burlington Junction, .	9.06 "	"	3.07 "	6.45 "
4	Waterdown,.....	9.15 "	12.44 "	"	6.55 "
7	Wellington Square, .	9.22 "	12.53 "	3.22 "	7.05 "
13	Bronte,.....	9.36 "	1.03 "	3.36 "	7.20 "
17	Oakville,.....	9.45 "	1.19 "	3.44 "	7.31 "
25	Port Credit,.....	10.04 "	1.39 "	4.02 "	7.52 "
32	Mimico,.....	10.19 "	1.54 "	"	8.09 "
39	Toronto,.....	10.40 "	2.15 "	4.35 "	8.35 "

**RIVIERE DU LOUP BRANCH.**

J. S. MARTIN, Superintendent, Montreal.

Quebec to St. Paschal.		STATIONS.	St. Paschal to Quebec.	
Mixed.	Miles.		Miles.	Mixed.
		Leave] [Arrive		
*1.30 P.M.		..... Point Levi, Quebec.....	101	11.30 A.M.
	8	..... Chaudiere Junction.....	93	
2.28 "	17	..... St. Henry.....	84	10.22 "
2.57 "	25	..... St. Charles.....	76	10.03 "
4.30 "	40	..... St. Thomas.....	53	8.30 "
5.14 "	63	..... L'Islet.....	39	7.46 "
6.04 "	79	..... St. Rochs.....	23	6.56 "
6.45 "	92	..... River Ouelle.....	10	6.43 "
7.15 "	101	..... St. Paschal.....		† 6.45 "

**OTTAWA AND PRESCOTT RAILWAY.**

ROBERT BELL, President, Ottawa, C. W.

ROBERT KERNAHAN, Vice-President,

JOHN R. WHITE, Secretary and Treasurer.

BENJ. FRENCH, jr., Superintendent, Prescott, C. W.

Prescott to Ottawa.			STATIONS.	Ottawa to Prescott.		
Mail.	Fares.	Miles.		Miles.	Fares.	Mail.
P. M.	\$ c.		Leave] [Arrive		\$ c.	P. M.
2.30	.....	...	..... Prescott.....	54	1.75	1.30
2.35	.....	2	..... Prescott Junction.....	52	.....	1.25
2.58	0.25	9	..... Spencerville.....	45	1.50	1.02
3.07	0.50	17	..... Oxford.....	37	1.25	12.42
3.24	0.75	23	..... Kemptville.....	31	1.00	12.25
3.58	1.12	31	..... Osgoode.....	22	0.75	11.55
4.08	1.25	35	..... Kelly's.....	19	.....	11.45
4.18	1.37	38	..... North Osgoode.....	16	0.50	11.35
4.31	1.50	43	..... Gloucester.....	11	0.37	11.23
5.00	1.75	54	..... Ottawa.....	...	.....	11.00

\* Tuesdays, Thursdays, and Saturdays.

† Mondays, Wednesdays, and Fridays.

**NORTHERN RAILWAY.**  
**TORONTO TO COLLINGWOOD.**

		MOVING NORTH.			
MILES.	STATIONS.	Way Freight.	Mail.	Thro' Freight.	Express.
	TORONTO.....				
1	Grand Junction.....	6.00 a. m.	7.00 a. m.	11.30 a. m.	4.00 p. m.
5	Davenport Road.....	6.25 "	7.06 "	11.50 "	4.06 "
8	Weston.....	6.36 "	7.20 "	12.10 p. m.	4.20 "
11	York.....	6.50 "	7.32 "	12.30 "	4.28 "
14	Thornhill.....	7.00 "	7.45 "	12.45 "	4.38 "
18	Richmond Hill.....	7.20 "	7.55 "	1.10 "	4.48 "
22	King.....	7.42 "	8.12 "	1.30 "	5.02 "
30	Aurora.....	8.14 "	8.28 "	1.30 "	5.16 "
34	Newmarket.....	8.32 "	8.50 "	2.10 "	5.40 "
38	Holland Landing.....	8.55 "	9.10 "	2.30 "	5.55 "
41	Bradford.....	9.12 "	9.26 "	2.50 "	6.06 "
44	Scanlins.....	9.25 "	9.40 "	3.10 "	6.18 "
49	Gilford.....	9.45 "	9.50 "	3.25 "	6.25 "
52	Lefroy.....	10.00 "	10.05 "	3.45 "	6.40 "
	Bell Ewart.....	10.20 "	10.15 "	3.55 "	6.46 "
	Lefroy.....	.....	.....	.....	.....
57	Craigvale.....	.....	10.40 "	4.25 "	7.05 "
63	BARRIE.....	.....	11.00 "	4.50 "	7.25 "
68	Harrison's.....	.....	11.20 "	5.20 "	7.40 "
71	Essa.....	.....	11.30 "	5.30 "	7.45 "
73	Angus.....	.....	11.40 "	5.40 "	7.50 "
80	Sunnidale.....	.....	12.00 "	6.15 "	8.15 "
85	Nottawasaga.....	.....	12.20 p. m.	6.45 "	8.32 "
94	COLLINGWOOD.....	.....	12.45 "	7.20 "	9.00 "

COLLINGWOOD TO TORONTO.

MILES.		MOVING SOUTH.			
STATIONS.		Express.	Thro' Freight.	Way Freight.	Mail and Accommodat.
From Colling'd					
8	COLLINGWOOD	5.30 a. m.	8.30 a. m.		3.00 p. m.
14	Nottawasaga	5.55 "	9.05 "		3.30 "
20	Sunnidale	6.10 "	9.35 "		3.50 "
23	Angus	6.30 "	10.05 "		4.15 "
25	Essa	6.36 "	10.20 "		4.23 "
31	Harrison's	6.47 "	10.32 "		4.30 "
35	BARBLE	7.00 "	11.00 "		4.50 Meet.
42	Craigvale	7.18 "	11.30 "		5.15 "
	Lefroy	7.36 "	12.00 "		5.35 "
	Bell Ewart			10.40 a. m.	5.40 "
	Lefroy			11.00 "	
45	Gilford	7.44 "	12.15 p. m.	11.12 "	5.48 "
50	Scanlins	8.00 "	12.40 "	11.55 "	6.05 "
52	Bradford	8.08 "	1.00 "	11.50 "	6.18 "
56	Holland Landing	8.20 "	1.20 "	12.08 p. m.	6.30 "
60	Newmarket	8.32 "	1.40 "	12.25 "	6.44 "
64	Aurora	8.50 "	2.10 "	12.50 "	7.00 "
71	King	9.12 "	2.55 "	1.30 "	7.30 "
76	Richmond Hill	9.24 "	3.22 "	1.55 "	7.50 "
80	Thornhill	9.35 "	3.45 "	2.15 "	8.05 "
82	York	9.42 "	4.05 "	2.30 "	8.16 "
86	Weston	9.52 "	4.28 "	2.50 "	8.30 "
89	Davenport Road	10.00 "	4.40 "	3.05 "	8.40 "
93	Grand Junction	10.10 "	4.55 "	3.20 "	8.54 "
94	TORONTO	10.15 "			9.00 "

**BUFFALO AND LAKE HURON RAILWAY.  
GOING WEST.**

MILES.	STATIONS.	No. 2. Freight and 2nd Class.	No. 4. Day Express.	No. 6. Mixed.
	*BUFFALO—depart.....		10.40 a. m.	2.20 p. m.
2	Fort Erie.....		10.48 "	2.30 "
9	Ridgeway.....		10.51 "	2.54 "
13	Shirk's Crossing.....		"	3.09 "
18	Port Colborne—arrive.....		11.09 "	3.25 "
	" depart.....		11.10 "	3.35 "
23	Wainfleet.....		"	4.00 "
32	Feeder.....		"	4.30 "
37	Dunnville.....		11.51 "	5.09 "
46	Canfield (for Cayuga).....		12.08 p. m.	5.30 "
51	Cook's Station.....		"	5.43 "
58	Caledonia.....		12.30 "	6.10 "
64	Middleport.....		"	6.31 "
67	Onondaga.....		12.46 "	6.40 "
72	Brantford.....		"	6.58 "
75	Paris—arrive.....		"	7.26 "
83	" depart.....		"	7.59 "
89	Richwood.....	7.09 a. m.	1.05 "	"
91	Drumbo.....	7.35 "	1.25 "	"
97	Plattsville.....	8.09 "	2.05 "	"
	Ratho.....	8.30 "	2.22 "	"
	Tavistock.....	8.53 "	2.31 "	"
107	Strafford—arrive.....	9.30 "	2.47 "	"
115	" depart.....	9.50 "	2.57 "	"
127	Mitchell.....	10.35 "	3.15 "	"
132	Carron Brook.....	11.15 "	3.35 "	"
139	Seaforth.....	11.54 "	3.40 "	"
140	Harpurhey.....	1.00 p. m.	4.14 "	"
147	Clinton.....	1.30 "	4.28 "	"
159	GODERICH—arrive.....	2.10 "	4.45 "	"
		2.32 "	4.50 "	"
		3.10 "	5.11 "	"
		4.00 "	5.40 "	"

MONDAYS, WEDNESDAYS & FRIDAYS ONLY.

GOING EAST.

MILES.	STATIONS.	No. 1.			No. 3.		No. 5.	
		Mixed.	Day Express.	Freight and 2nd Class.	Day Express.	Freight and 2nd Class.		
159	GODERICH—arrive	4.00	5.40	5.11	4.50			
	†GODERICH—depart					12.45 p.m.		
12	Clinton					1.50 "		
19	Harpurhey					2.32 "		
20	Seaforth					2.45 "		
26	Carron Brook					3.25 "		
31	Mitchell					4.12 "		
44	Saratford—arrive					5.00 "		
	" depart					5.10 "		
52	Tavistock					5.50 "		
62	Ratho					6.15 "		
67	Plattsville					6.38 "		
70	Drumbo					7.05 "		
76	Richwood					7.17 "		
	Paris—arrive					7.35 "		
	" depart					8.00 "		
84	Brantford	5.30 a.m.	2.20	8.00	2.20	8.30		
87	Cainsville	6.05 "						
92	Onondaga	6.16 "						
94	Middleport	6.30 "						
101	Caledonia	6.38 "						
108	Cook's Station	7.03 "						
112	Canfield	7.28 "						
121	Dunnville	7.44 "						
127	Feeder	8.20 "						
135	Wainfleet	8.38 "						
140	Port Colborne—arrive	9.03 "						
	" depart	9.21 "						
145	Shirk's Crossing	9.30 "						
150	Ridgeway	9.48 "						
157	Fort Erie	10.04 "						
159	BUFFALO—arrive	10.50 "						
		11.45 "						

TUESDAYS, THURSDAYS, & SATURDAYS ONLY.

**HARRISBURGH AND GUELPH BRANCH.**

STATIONS.		STATIONS.		MILES.	
From Harrisburgh.	MILES.	From Guelph.	MILES.	A. M.	P. M.
				Mixed	Mixed
HARRISBURGH.....depart	9.40	GUELPH.....depart	7.30	A. M.	P. M.
Branchton....."	10.04	Hespeler....."	7.52	6.45	4.20
Galt....."	10.28	Preston....."	8.10	7.05	4.42
Preston....."	10.38	Galt....."	8.20	7.15	4.53
Hespeler....."	10.50	Branchton....."	8.30	7.25	5.12
GUELPH.....arrive 11.15	8.55	HARRISBURGH.....arrive	8.55	7.43	5.32
				8.00	5.50

**PORT HOPE, LINDSAY AND BEAVERTON RAILWAY.**

P. HOPE, LINDSAY AND BEAVERTON.		PETEORBO' SECTION.	
Mail South.	STATIONS.	Mail North.	STATIONS.
Dep. 7.00 a.m.	LINDSAY.....	Arr. 5.45 p.m.	
7.25 "	Kelleys.....	5.20 "	
7.45 "	Onenee.....	5.00 "	
8.15 "	Lytle's.....	4.45 "	
8.23 "	Brunswick.....	4.37 "	
8.30 "	Manvers.....	4.30 "	
a 9.00 }	Millbrook.....	{ d 4.00 "	
d 9.10 }	Summit.....	{ a 3.44 "	
9.30 "	Campbell's.....	3.24 "	
9.50 "	Perrytown.....	3.05 "	
9.55 "	Quays.....	3.00 "	
10.05 "	PORT HOPE.	2.50 "	
10.25 "		2.30 "	

SOUTH.		NORTH.	
Peterboro' to P. Hope	Miles	P. Hope to Peterboro'	Miles
3.40 p.m. }		9.00 a.m. }	
3.50 "		9.05 "	
4.10 "		8.45 "	
4.30 "		8.25 "	
4.35 "		8.20 "	
4.45 "		8.10 "	
5.05 "		d 7.50 "	

All the Trains run in connection with Grand Trunk Railway.

**SUSPENSION BRIDGE (NIAGARA FALLS) TO WINDSOR.**

Miles.	STATIONS. GOING WEST.	Acco.	Mix'd	Mix'd	Day Expr.	Acco.	Night Expr.
	Suspension Bridge } Depart	A. M.			A. M.	P. M.	P. M.
	Niagara Falls, }	6.30			10.30	4.15	10.40
9	Thorold.....	6.50			10.48	4.35	10.57
11	St. Catharines.....	6.58			10.55	4.45	11.05
17	Jordan.....	7.14				5.00	
22	Beamsville.....	7.27				5.12	
26	Grimsby.....	7.37			11.28	5.23	
31	Ontario.....	7.47				5.33	A. M.
43	Hamilton... } arrive.....	8.15			11.55	6.00	12.10
	} depart.....	8.30			12.10	6.12	12.20
44	Burlington Junction.....	8.37			12.15	6.20	
48	Dundas.....	8.52			12.30	6.35	
52	Flamboro'.....	9.02				6.45	
54	Copetown.....	9.13				6.56	
59	Lynden.....	9.23				7.06	
62	Harrisburg.....	9.34				7.23	
72	Paris.....	9.59			1.30	7.50	1.45
79	Princeton.....	10.20				8.10	
81	Arnold's.....						
86	Eastwood.....	10.43				8.31	
91	Woodstock.....	10.54			2.12	8.42	
96	Beachville.....	11.06				8.53	
100	Ingersoll.....	11.19			2.33	9.05	
109	Edwardsburgh.....	11.42				9.27	
112	Waubuno.....	P. M.					
119	London... } arrive.....	12.05			3.15	9.50	3.35
	} depart.....		A. M.	P. M.			
			8.00	3.30	3.25		3.40
129	Komoka.....		8.45	4.10	3.54		
139	Strathroy.....			4.40			
153	Watford.....			5.25			
161	Wanstead.....			5.50			
175	Maudamin.....			6.15			
180	Sarnia.....			6.40			
134	Mount Brydges.....		9.08		4.07		
139	Longwood (late Ekfrid).....		9.30		4.22		
149	Glencee.....		10.15				
155	Newbury.....		10.40		4.56		
159	Bothwell.....		11.05		5.07		
168	Thamesville.....		11.45		5.28		
183	Chatham.....		12.45		5.57		5.39
198	Baptiste Creek.....		1.40				
212	Belle River.....		2.35		6.56		6.30
221	Tecumseh.....						
229	Windsor (op. Detroit) arri		3.45		7.30		7.00



## WINDSOR TO SPANISH BRIDGE (NIAGARA FALLS).

Miles.	STATIONS. GOING EAST.	Mix'd	Mix'd	Acco.	Day Expr.	Acco.	Night Expr.
	<b>Windsor,</b> } Depart	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.
	(oppos. Detroit, }	11.30			8.30		7.50
8	Tecumseh.....						
17	Belle River.....	12.30					
31	Baptiste Creek.....	1.30					
45	Chatham.....	2.30			9.50		9.10
60	Thamesville.....	3.35			10.37		
69	Bothwell.....	4.20			10.38		
73	Newbury.....	4.45			10.48		
80	Glencee.....	5.20					
89	Longwood (late Ekfrid)	6.05			11.15		
94	Mount Brydges.....	6.27			11.25		
	<b>Sarnia</b> .....		8.30				
	Mandaamin.....		8.56				
	Wanstead.....		9.20				
	Watford.....		9.45				
	Strathroy.....		10.30				
	<b>Windsor to Sarnia</b> 150 miles.						
	<b>Sarnia to London</b> 61 miles.						
99	Komoka.....	6.50	11.05		11.35		
109	London... } arrive.....	7.30	11.40		11.55		11.15
	} depart.....			6.00	12.10	3.45	11.20
113	Waubunc.....						
119	Edwardsburg.....			6.23		4.06	
128	Ingersoll.....			6.45	12.50	4.27	
133	Deschville.....			6.56		4.38	
138	Woodstock.....			7.07	1.12	4.50	
142	Eastwood.....			7.17		5.00	
147	Arnold's.....						
149	Princeton.....			7.33		5.16	A. M.
156	Paris.....			7.48	2.00	5.31	12.55
166	Harrisburg.....			8.12		5.55	
170	Lynden.....			8.22		6.05	
174	Copetown.....			8.32		6.15	
177	Flamboro.....			8.42		6.25	
180	Dundas.....			8.52	2.56	6.35	
184	Burlington Junction.....			9.07	3.09	6.48	
185	Hamilton... } arrive.....			9.15	3.17	6.55	2.20
	} depart.....			9.28	3.30	7.05	2.30
197	Ontario.....			9.55		7.30	
202	Grimsby.....			10.07	4.00	7.40	
207	Beansville.....			10.19		7.50	
212	Jordan.....			10.33		8.02	
217	St. Catharines.....			10.50	4.29	8.15	3.32
219	Thorold.....			11.04	4.37	8.23	
229	<b>N. Falls (S. Bridge) ar.</b>			11.30	5.00	8.45	4.00

---

**W. S. WALKER,**

Dealer in

**CLOCKS, WATCHES,  
JEWELLERY & FANCY GOODS,**

WHOLESALE & RETAIL,

No. 35, St. Lawrence Main Street,

**MONTREAL.**

All kinds of Clocks, Watches & Jewellery carefully cleaned  
and repaired.

---

**JOHN BOYD,**

Black & Whitesmith, Bell Hanger, &c.,

8, St. John Street.

**MONTREAL.**

---

**MANUFACTURER OF SALAMANDER SAFES, IRON SAFE  
DOORS & BOLTS, &c.**

All work executed in a superior style at the lowest prices.

**1860. AMERICAN 1860.**  
**LINE OF STEAMERS,**

FOR

**Ogdensburgh, Prescott, Brockville, Kingston, Oswego,  
 Rochester, Toronto, Hamilton, Lewiston, Niagara  
 Falls, Buffalo, Cleveland, Detroit, Chicago, Milwaukee,**  
**AND ALL WESTERN PORTS.**

**THE FIRST CLASS RIVER LINE STEAMERS**

**WELLAND,  OTTAWA,**

Capt. J. H. DEWITT.

Capt. J. RANKIN.

Form a daily line, leaving the CANAL BASIN at EIGHT o'clock, and  
 Lachine on arrival of the Cars, which leave Montreal at 9.30 A. M.

**FOR OGDENSBURGH & RIVER PORTS,**

CALLING AT

**Coteau, Cornwall, Dickinson's Landing, Morrisburgh,  
 Matilda, Prescott,**

And connect at Prescott with Prescott and Ottawa Railroad, and at  
 Ogdensburgh with the splendid Lake Steamers

**BAY STATE, ONTARIO, CATARACT, AND NIAGARA.**

Running by the South Shore, calling at Brockville, Morristown, Alex-  
 andria Bay, Clayton, Cape Vincent, Kingston, Sackett's Harbour,  
 Oswego, Rochester, Toronto, and Lewiston.

This Line presents every inducement of ease, comfort and convenience  
 to Travellers for pleasure, and is at once the cheapest and most expe-  
 ditious for the Emigrant with Baggage, furniture, horses, &c.

**FREIGHT** for Ottawa City and intermediate Stations taken at low  
 rates and forwarded with despatch.

Further information and Tickets to be had at the Office of Mr. T.  
 Ducharme, Agent, or Joseph Rousseau, Ticket Agent, 22 Great St.  
 James Street, at the Hotels, and on board the Steamers.

Office, foot McGill Street.

JOHN McMARTIN, Agent.

---

# OTTAWA & PRESCOTT



## RAILWAY.

---

SUMMER ARRANGEMENT,  
Commencing **MONDAY, 7th May,**  
**1860.**

---

### THE MAIL AND EXPRESS TRAIN

Will leave OTTAWA at **11 A.M.**, arriving in PRESCOTT  
at **1.30 P.M.**, connecting with the Grand Trunk  
Mail Trains East and West.

Passengers will arrive in Montreal at 7 P. M., and  
Toronto at 10 P. M.

Returning will leave Prescott at 2.30 P.M., bringing  
Passengers from Montreal and Toronto, and Arriv-  
ing in Ottawa at 5 P.M.

**ONLY DIRECT AND MAIL ROUTE  
FROM MONTREAL**

TO

**BOSTON, NEW YORK, ALBANY,**

**TROY, SARATOGA, LAKE GEORGE, &c.**

VIA

**MONTREAL AND CHAMPLAIN R. R.**

**TO ROUSE'S POINT,**

Connecting twice each day with

**The Splendid Lake Champlain Steamers**

AND THE

**Vermont Central, and Rutland and Burlington Railroads.**

This Route is a delightful one for the Pleasure Tourist, or Business Traveller, combining comfort with ease, elegance, safety and despatch; affording the quickest Line to the Cities of NEW YORK and BOSTON, and the only Route to

**LAKE GEORGE, SARATOGA, &c., &c.**

**TIME.**

Montreal to Boston,	13 hours.
“ New York, by Railroad,	16 “
“ “ Steamers & Railroad,	24 “
“ Lake George,	8 “
“ Saratoga,	11 “

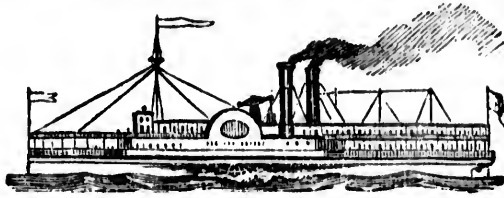
Office of the Montreal and Champlain Railroad Company,  
**No. 64 Commissioners' Street,**

Opposite the Quebec Steamboat Basin.

**W. A. MERRY, Secretary.**

N.B. The first train from Montreal leaves at 6.30 instead of 7 o'clock. The alteration came too late to be corrected in the Time Tables.

---

**RICHELIEU COMPANY.**


**Royal Mail Daily Line**  
**OF STEAMERS**  
 BETWEEN  
**MONTREAL AND QUEBEC.**

—o—  
**STEAMER QUEBEC,**

A. M. RUDOLF, COMMANDER.

**STEAMER COLUMBIA,**

P. COTTE, COMMANDER.

—o—

**O**NE of the above Steamers leaves alternately the Ports of Montreal and Quebec EVERY EVENING, connecting with the Ocean Steamers, and with the *Saguenay* and *Magnet* for the Lower Saint Lawrence. Passengers leaving for Europe by these Steamers will be provided with Breakfast on board, and a Tender will take Passengers for Europe from the Boats of this Line at the Napoleon Wharf. All Tickets issued by the Grand Trunk Railroad Company, or by the Upper Canada Royal Mail Line of Steamers, are good on the Boats of this Company.

Hour of Departure from Montreal, SEVEN P.M. ; from Quebec, FOUR P.M.

**JOSEPH LEVY,**

*Agent.*

Montreal, June 15.

1860.      **FORWARDING.**      1860.

**SIDNEY FORD JONES & CO.,**

(LATE JONES, BLACK & CO.)

**F O R W A R D E R S**

BETWEEN

**MONTREAL, TORONTO, HAMILTON AND  
PORT DALHOUSIE.**

**CALLING AT INTERMEDIATE PORTS.**

**W**E have also made arrangements with the several Rail-road Companies, so that we are enabled to *forward* Goods at *Through Rates* for all places here below named. By sending their Goods by our **THROUGH FREIGHT LINE**, Merchants will find that they will get them *forwarded to the place of destination with despatch*, and at a very *cheap rate of freight*.

*Ports on Lake Ontario and River St. Lawrence.*

Toronto, Hamilton, Port Dalhousie, Cobourg, Port Hope, Kingston, Newcastle, Darlington, Bowmanville, Oshawa, Whitby, Bronte, Oakville, Port Credit, Wellington Square, Brockville, Gananoque, Prescott, Ogdensburgh and Edwardsburgh.

*Ports on Canada Shore of Lake Erie.*

Port Stanley and Port Dover.

*Places on Welland Railway.*

St. Catharines, Thorold, Port Robinson and Port Colborne.

*Places on Great Western Railway.*

London, Guelph, Chatham, Windsor and Sarnia.

*Places on Buffalo and Huron Railroad.*

Caledonia, Brantford, Paris, Stratford, Clinton, Seaforth, Mitchell and Goderich.

*Places on Brockville and Ottawa Railroad.*

Smith's Falls, Perth, Carleton Place and Almonte.

*On Lakes Huron, Erie and Michigan.*

Cleveland, Sandusky, Toledo, Detroit, Chicago, Milwaukee, Bruce Mines, Wellington Mines and Sault Ste. Marie.

For DOWN FREIGHT, please communicate with our Toronto Agent, Mr. ROBERT BYERS, No. 50, Front Street. (Up Stairs.)

**SIDNEY FORD JONES & Co.,**

No. 59, CANAL WHARF, MONTREAL.

**SIDNEY FORD JONES & Co.,**

No. 50, FRONT STREET (UP STAIRS), TORONTO.

**French Protestant Institute**

FOR YOUNG LADIES,

MONTREAL, CANADA EAST,

227 AND 229 LAGAUCHETIERE STREET,

(NEAR ST. DENIS,)

Rev. N. CYR, Principal, Mons. C. COMMETTE, Assistant-Principal, Mme. J. A. COMMETTE, Preceptress.

The Scholastic Year of this Institution is divided into three terms :

The 1st commencing May 4th, continuing 11 weeks, ending July 21st.  
 " 2nd " Aug. 24th, " 17 " " Dec. 22nd.  
 " 3rd " Jan. 2nd " 17 " " April 23th.

For Board, Wood and Lights per term of 11 weeks \$33.00.

" " " " 17 " " 51.00.

Instruction in French per term of 11 weeks, \$8.25. 17 weeks, \$12.75.

Music, with use of Piano, " " 12.00. " 18.00

Charges for Drawing and Painting to vary according to the kind desired.

The advantages offered in this Institution for the acquisition of *French* are very great, as this language is spoken exclusively by members of the family.

Persons wishing to enter will please address their communications as follows :—

REV. N. CYR, Editor of the "Semeur Canadien,"  
 Montreal, Canada East.



# GREAT WESTERN RAILWAY

OF CANADA,

**From Niagara Falls to Detroit,**

WITH BRANCHES FROM

**HAMILTON TO TORONTO, FROM LONDON TO SARNIA,  
AND FROM HARRISBURG TO GUELPH.**

The Great Western Railway Main Line from *Niagara Falls* to *Detroit*, in connection Eastward with the New York Central, Hudson River, and Boston and Worcester Railroads, and Westward with the Michigan Central, and Detroit and Milwaukee Railroads, is the quickest and most direct route from *Boston*, *New York*, *Albany*, *Buffalo*, and the States of *Maine*, *New Hampshire*, *Vermont* and *Massachusetts*, to *Chicago*, *Milwaukee*, *St. Louis*, and all parts of the Western States of *Michigan*, *Wisconsin*, *Minnesota*, *Indiana*, *Illinois*, *Iowa*, *Missouri*, *Nebraska* and *Kansas*.

Trains on the *Toronto* Branch connect at the Union Station, *Toronto*, with trains of the Grand Trunk Railway for *Kingston*, *Montreal*, *Ottawa*, and *Quebec*, and all parts of Eastern Canada and *Portland*, U. S.

Through Tickets can be purchased and baggage checked between all principal places on this route, and for all points East and West.

Freight from *New York*, *Boston* and *Portland*, has quicker dispatch for the West by this route, being all rail, than by any other line.

The United States Mails are carried by this Railway.

C. J. BRYDGES,  
*Managing Director.*

*Hamilton, C. W., }  
April, 1860. }*

## STANSTEAD, SHEFFORD, AND CHAMBLY RAILROAD.

### Time Table No. 2.

On and after *Monday, June 4th, 1860*, Trains will  
Leave as follows:

#### PASSENGER TRAIN.

LEAVES.		LEAVES.	
Granby, .....	7 A.M.	St. John's, .....	4.50 P.M.
St. George, .....	7.20 "	Soixante, .....	5.10 "
West Farnham, .....	7.45 "	St. Bridgide, .....	5.20 "
St. Brigide, .....	7.55 "	West Farnham, .....	5.45 "
Soixante, .....	9.05 "	St. George, .....	6.05 "
St. John's (arrive), .....	9.20 "	Granby (arrive), .....	6.30 "

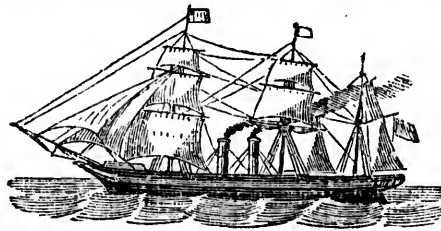
The above Train connects with the 8.20 a.m. Train *to* and 4.50 p.m. Train *from* Montreal. The Freight Train leaves Granby immediately after the morning Passenger Train, arriving at St. John's at 9.30 a.m.; also leaves Farnham at 2.00 p.m., connecting with accommodation Train of M. & C. R.R. for Montreal—making two Trains *from* Farnham; thus affording to *Shippers* facilities for reaching Montreal with their Goods the same day.

A. B. FOSTER,  
*Manager.*

# MONTREAL OCEAN STEAMSHIP

COMPANY.

SUMMER ARRANGEMENT, 1860.



This Company's Line is composed of the following First Class Powerful Screw Steamers, viz. :

**Bohemian, Canadian, [New,]  
North Briton, Anglo Saxon,  
Nova Scotian, North American.**

Carrying the Canadian and United States Mails.

SAILING

**FROM LIVERPOOL EVERY WEDNESDAY,**

AND

**FROM QUEBEC EVERY SATURDAY,**

In connection with the Grand Trunk Railway of Canada.

(For Rates of Passage, &c. see next page.)

# Montreal Ocean Steamship Company.

## RATES OF SEA PASSAGE.

### FROM LIVERPOOL TO QUEBEC.

CABIN, from £15 15s. to £18 18s. Stg. according to accommodation. (Children under 12 years of age 30s. per year in After Cabin, and 25s. per year in Forward Berths.)

THIRD CLASS, £7 7s. Stg. Children 7 years and under 12, £4 10s. Stg. 1 year and under 7, £3 10s. Stg. Under 1 year, free.

### FROM QUEBEC TO LIVERPOOL.



CABIN, from \$66 to \$80 according to accommodation. Children under 12 years of age \$6 per year in After Cabin, and \$5 per year in Forward Berths. Under 1 year, free.


THIRD CLASS, \$30. Children over 1 year and under 12, \$2.50 per year Under 1 year, free.


A duly qualified SURGEON accompanies each vessel. The foregoing Fares include PROVISIONS, but not Wines or Liquors.

Steerage Passengers are provided with Berths, but must provide themselves with Bedding, and Eating and Drinking Utensils.

Twenty cubic feet of Luggage allowed to each First Class full passenger—Fifteen feet to each before the Gangway—and Ten feet to each in the Third Class; all above that will be charged One Shilling and Sixpence per foot, payable before being shipped.

All Heavy Luggage must be on board the day previous to sailing, and passengers are requested to look after its being properly shipped, as the Company do not hold themselves responsible for the same.  Baggage not wanted during the voyage should be marked "*Below*," in order that it may be stowed away. All Baggage at the risk of the owners thereof. No sick persons will be allowed to embark in these Steamers.  No passage secured until paid for.

 For the accommodation of Passengers, the undersigned will grant Drafts at Sight, on the Liverpool Agents, for any sum they may wish to take with them.

 All PARCELS for these Steamers should be forwarded through the British and American Express Company.

Return Tickets issued at reduced rates.

**EDMONSTONE, ALLAN & CO.,**

Corner of Youville and Common Streets, Montreal.

The Subscribers beg to offer on most favorable terms,

**PORT WINES:**

Sandeman's, Cockburn's, Martinez's, Forrester's, Smith's,  
&c.

**SHERRIES:**

Martinez's, Duff Gordon's, Garvey's, Villega's, &c.

**CHAMPAGNES:**

Moet & Chandon's, &c.

**CLARETS:**

Barton & Guestien's.

**HOCKS:**

Deintard & Jordan's.

**BRANDIES:**

Martell's, Hennessy's, & Otard's.

**RUMS:**

Jamaicas & Demararas.

**GIN:**

J. de Kuyper & Son's.

**OLD TOM:**

Booth & Co.'s.

**SCOTCH WHISKEY:**

Dunlop's, Glenlivet, Balmoral, & Glendronach.

**IRISH WHISKEY:**

Jameson's.

ALSO,

Bass' Ale, London Porter, Sardines, Cheshire Cheese, &c.

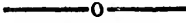
AND,

HAVANA, AND MANILLA CIGARS & CHERROOTS.

**PETER CLARKE & CO.,**

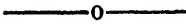
SAINT PETER STREET, MONTREAL.

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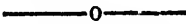
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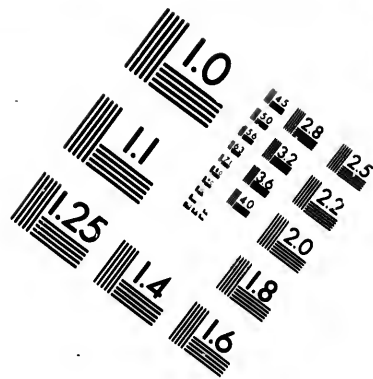
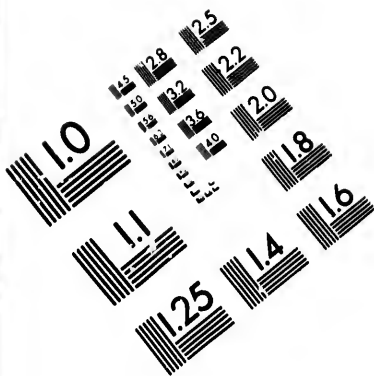
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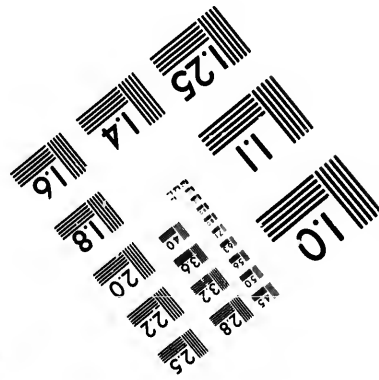
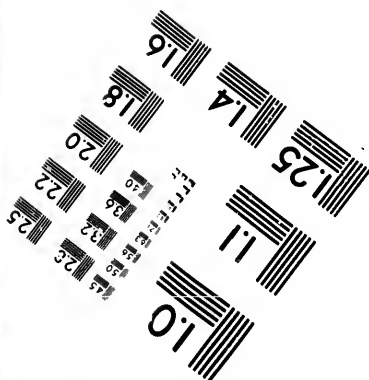
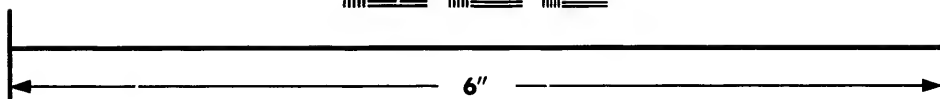
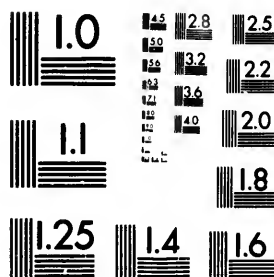
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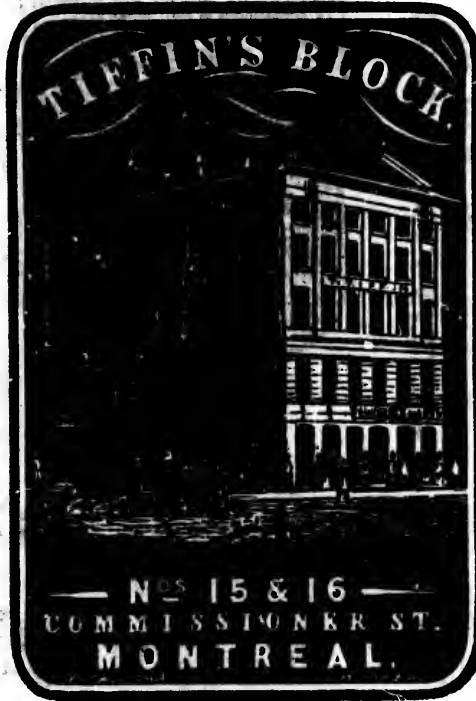
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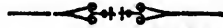
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