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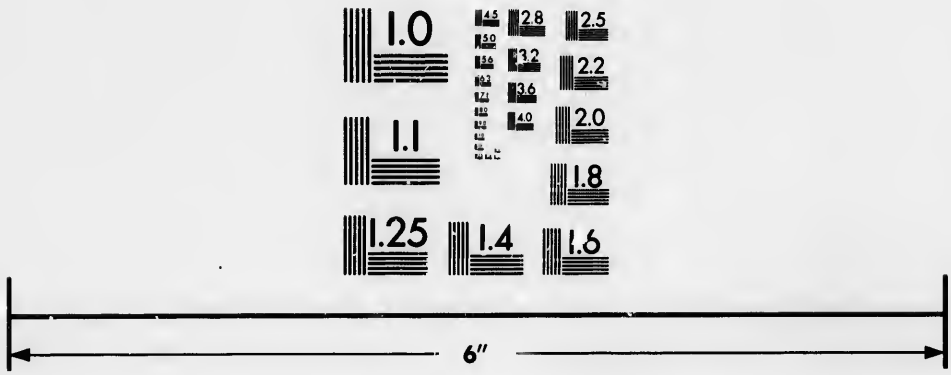

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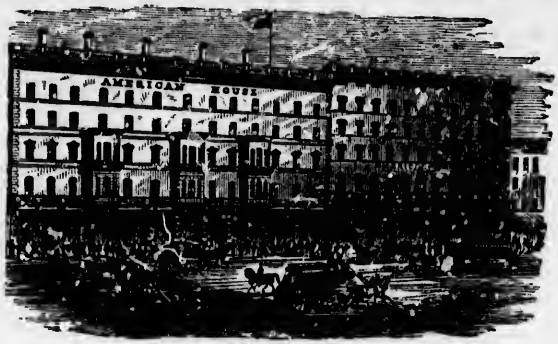

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PREFACE.

THE ALL ROUND ROUTE AND PANORAMIC GUIDE, in its new form, has far exceeded in its success the most sanguine anticipations of the proprietors; and they feel that their desire to publish such a book as would meet the requirements of the American traveller, in making the popular tour described therein, have been fully appreciated.

They feel certain that the present edition will prove still more useful and attractive than previous ones, advantage having been taken of suggestions made in regard to alterations, additions, and improvements.

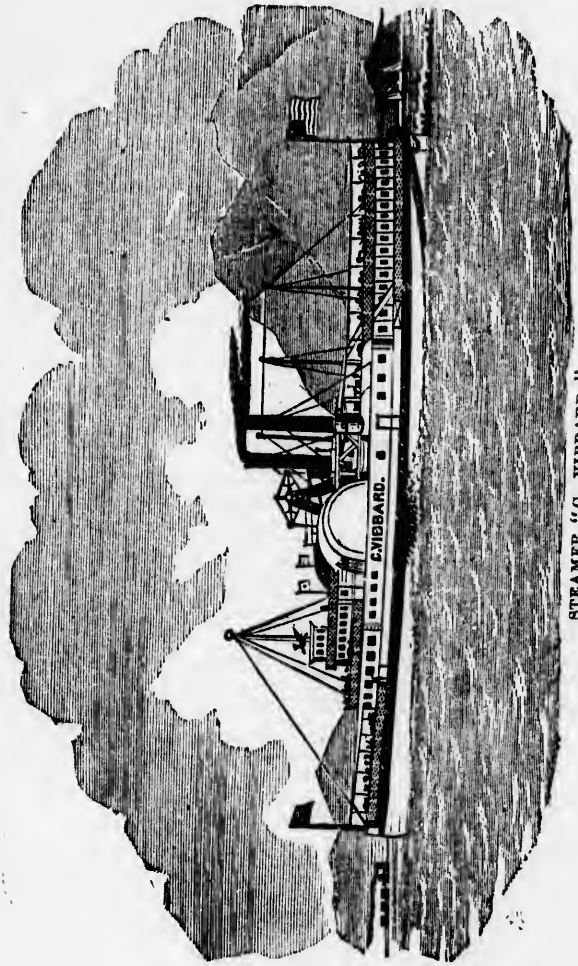
Every attention has been given to securing accuracy of detail, so as to make this work the most reliable Guide to Tourists, and the publishers therefore hope to secure a continuance of support and patronage. They still solicit suggestions which may tend to benefit the work in future editions, and all favors will be duly acknowledged and, whenever practicable, made use of.

CHISHOLM'S
ALL ROUND ROUTE
AND
PANORAMIC GUIDE
OF THE
ST. LAWRENCE.

THE HUDSON RIVER.

Probably no other river in the world presents so great a variety of views as the Hudson. Throughout its whole extent, there is a combination of the finest views, and each turn in its course, reveals fresh pictures which serve to illustrate some of the best scenery of the Old World. Some travellers have pronounced the Hudson grander than the Rhine. Certainly the unprejudiced opinion of Tourists will agree with that of Thackeray, who has given to this noble river, the verdict of Beauty.

In order to view these beauties, it is necessary that this trip be taken by daylight, and we recommend to the notice of our readers the splendid steamers "Armenia," "Chauncey Vibbard" and "Daniel Drew," of the Day-line. These are indeed floating palaces, for the speed and arrangements of the vessels, and the luxurious fittings of the saloons, are not surpassed by any other line of boats on the continent.



STEAMER "C. VIBBARD"

The People's Line of Steamers, the "St. John" and "Drew," or the Citizens Line, the "Sunnyside" and "Powell," are equally fine boats, and in their appointments are not excelled by any steamers in the world. These magnificent steamers leave New York daily—the People's Line from foot of Canal street, and the Citizens Line (for Troy) from Crane Pier No. 49 North River, foot of Leroy street—at 6 p.m., and pass the beautiful scenery of the Palisades before dark, arriving at Albany by 6 a.m. The day steamers leave the wharf at Vestry street every morning, calling at the foot of 24th street, and run up the 150 miles of the Hudson, by 6 o'clock in the evening.

For the first twelve miles of our upward journey we skirt along the Island of Manhattan, upon which the city of New York is built. One of the first objects of interest we see on the right hand, is the handsome stone edifice of the New York Orphan Asylum, where nearly 200 children of both sexes are clothed, fed, and taught, and ultimately assisted to find respectable employment. The happy and contented looks of these poor children are, perhaps, the most satisfactory proofs of the success of this inestimable institution, which, founded in 1806, by several benevolent ladies, has gradually progressed, until it now occupies the stately and comfortable house whose gardens stretch down to the very edge of the water.

On the opposite side of the river, we pass by the yet picturesque villages of Hoboken and Weehawken. We say *yet* picturesque, as their close proximity to that great city which is daily travelling onwards, would make one imagine that the villas and street palaces of its merchants would mar their rural beauty; but this not so. How long this state of things may remain it is impossible to conjecture, as lager beer saloons, pleasure gardens, and restaurants are daily being raised here.

Just above Manhattanville, a small village, and one of

the suburbs of New York, chiefly occupied by the poorer class of people, is Trinity Cemetery, where, among many others, lie the remains of Audubon, the celebrated naturalist, whose name, also, has been given to a small village, of about twenty or thirty acres, where he used to live, but which since his death has been cut up into building lots, and still retains the aristocratic name of Audubon Park. Just beyond this park, a large building, surmounted by a cupola, and having a tower at the south-west angle, may be descried among the trees. This is the New York Institution for the Deaf and Dumb, incorporated 1817, which is probably unequalled by any similar establishment in America. It stands in its own grounds of thirty-seven acres, and the terrace upon which the buildings (five in number, arranged in a quadrangle) are erected, is one hundred and thirty feet above the river. This institution alone accommodates four hundred and fifty patients, and is only one more instance of the open-handed liberality and discriminating foresight of those in the State of New York, who do their best to alleviate distress, in whatever form it may appear, among their fellow creatures.

We here approach, on the same side, Fort Washington, or Washington Heights, as it is sometimes, and perhaps more appropriately, called. The residence of the late James Gordon Bennett is built near the site of the Old Fort. The ground is from five to six hundred feet above the river, and the view from this spot is exceedingly fine, the eye being able to trace the windings of the Hudson River northward for many miles, whilst southward the great city we have just left, with its suburbs of Brooklyn and Jersey City, can be plainly seen, though ten miles off.

We now leave the Island of Manhattan behind us, having by this time passed abreast of the Spuyten Duyvil Creek, which separates the Island from the rest of the State of New York. The Hudson River Railroad crosses the creek by a long bridge, laid upon piles, and a station, called after the

name of the inlet, is immediately on the other side of the bridge. On the opposite shore of the river that singularly beautiful formation of rock called "The Palisades," commences.

From the summit of the Palisades a magnificent view is obtained. "High up upon the crest of the great escarpment, one may stand, and look far away into the east, and see the most glorious sunsets that ever changed the sky to gold or fire. To the north lie the highlands we are soon to pass, stretched out in noblest panorama for our view, and to the south the river flows on in a broader stream, until on the eastern side the City of New York begins, and the stream changes its aspect, and passes between the crowded shores that send out across it the noisy thunder of their busy life; and palisades, and rocky hills, and long reaches of still stream, and green pleasant banks, make a sudden end as the Hudson sweeps grandly and quietly down to the sea."

The Palisades were known to the early settlers as the Great Chip Rock. These rocks are from three to six hundred feet high, and present the same bold front to the river that the celebrated Giant's Causeway does to the ocean. They extend about 15 miles, from Fort Lee to the hills of Rockland county, and form a separating line between the valley of the Hudson and that of the Hackensack, and such an effectual barrier do they present, that the Hackensack River flows side by side with the Hudson, but at a higher level, for thirty miles, and at a distance of within two or three hundred yards. The rock is that known as the Basaltic trap rock, one of the oldest geological formations.

About two miles and a-half above Spuyten Duyvil, the tourist will perceive a handsome stone castellated building. This was erected by Mr. Edwin Forrest, the eminent tragedian, as a residence, and is called Fonthill. It has now changed hands, and is a portion of the building belonging to

the convent and Academy of Mount St. Vincent, as the surrounding neighborhood is called, having a station on the Hudson River Railway. Two miles higher up, we come to the flourishing village of Yonkers. Near the river stands an old building, a portion of which was erected in 1682 as a manor house, in which may be seen a curious fire place, formed of tiles illustrating scripture subjects, 100 in all, and still retaining their fresh appearance. The whole interior of the building serves to mark the quaint, yet tasteful style of house decoration in the early times. This building (with additions) is now used for a town hall. Near the village, the little Sawmill River runs into the Hudson. The whole valley through which the Sawmill River runs is very beautiful, and the angler will find the stream well stocked with fish.

Four miles more steaming through a strikingly picturesque country, brings us to Hastings, and Dobb's Ferry, at both of which places the Railroad, which runs along the river, has stations. The division between the States of New Jersey and New York strikes the river on the left bank, just opposite Dobb's Ferry, and henceforth our journey is continued entirely through the State of New York. At this point the Palisades may be said to end.

We now approach a part of the river full of interesting associations to both the American and British nations, for it was about Tarrytown and Tappan, on the opposite side of the river, during the rebellion of 1789, that Major Andre, of the British Army, was hanged as a spy, after having been made fully acquainted with plans by which West Point could be seized by the British troops, Arnold, of Washington's Army, having turned traitor to his cause. Major Andre, who to the last maintained a character for personal bravery, terminated his life as a spy, whilst Arnold, after doing his best to deliver his country into the hands of its enemies, escaped death by placing himself under the protection of the British flag. Major Andre's body, after lying interred near

the scene of his sad fate for forty years, was at last given over to his countrymen, and now finds a resting place among the great and the good of Great Britain in Westminster Abbey.

The neighboring district of TARRYTOWN and IRVINGTON is rich in associations of that greatest of American authors, Washington Irving. About half-a-mile above Irvington, on the right hand side of the river, may be seen, peeping through the bower of trees that nearly hides it from view, the charming stone cottage called "Sunnyside," the home of Washington Irving, and the place where most of his novels were written. The cottage was from time to time increased, and improved, whenever Irving had the means to do it, and it has now become naturally one of the chief objects of interest in the neighborhood. Many other beautiful estates are to be seen around, and if time is a matter of no moment, we can well advise the traveller to stop here, and spend some hours.

Half-way between IRVINGTON and TARRYTOWN, and quite close to the river, we pass by a conspicuous house of white marble, built by the late Mr. Philip Paulding, from the designs of Mr. Davis, an architect of some merit. Another mile and a-half brings us to Tarrytown, seeming to invite the tourist, with its white villas snugly perched on the hillside, to *tarry* for a moment in the town. We leave philologists to decide on the derivation of the name which by some is referred to the Dutch, who once were in force here.

At SING-SING, the next station on the line, the tourist may possibly exhibit less anxiety to tarry, for, as is well known, it is the seat of the Mount Pleasant Prison, belonging to the State of New York. The village itself contains about five thousand inhabitants, and is nearly two hundred feet above the river. The prison is built near the river; that for males being on the lower stage, whilst the building for females is higher up the slope. It has been completed since 1830, and

can accommodate over 1,000 persons, the buildings having from time to time, been increased as more room was needed.

HUDSON RIVER—VIEW FROM SING-SING.

Immediately opposite SING-SING, the Rockland Lake Ice Company have their depot, and employ a large number of

men each winter, to cut and store ice for the coming summer's consumption in New York. It is curious to note that whereas New York is almost entirely supplied with ice from this neighborhood, it is also supplied with water from the Croton Lake, which is hard by. This lake is estimated to contain over six hundred million gallons of water, and (daily) fifty to sixty million gallons are contributed by it, to supply New York with this necessary of life. The water is conveyed from this lake, which is chiefly formed by a long dam being built across it, through an aqueduct thirty-three miles long, right on to New York. The entire cost of this aqueduct was twelve million dollars. It is built of stone, brick and cement, arched above and below, seven feet eight inches wide at the top, and six feet three inches at the bottom, the side walls being eight feet five inches high. A few more miles travelling takes us past the small village of Haverstraw, which gives its name to the lovely bay, and then past a limestone quarry, extending along the bank for more than half-a-mile, and two hundred feet in height, and which must prove, from the number of men we can see employed in it, a very profitable speculation. Two miles further on, on the western side of the river, is Grassy Point, a small village where bricks are made, and again, one mile higher up, is Stoney Point, where there is a redoubt of considerable extent—another one on the opposite side, at Verplank's Point, guarding the entrance to what is called the "Lower Highlands."

Three miles above Stoney Point is GIBRALTAR OR CALDWELL'S LANDING. DUNDERBERG MOUNTAIN rises its towering head almost immediately in the rear of this spot. Directly opposite is Peekskill, a thriving village of some five or six thousand inhabitants. The river here makes a sudden bend to the west. This is called the Race, and the scenery from here for the next fifteen miles is enequalled in beauty. On the right we pass by a rock promontory called Anthony's

Nose, whilst on the left or western side, we have the DUNDERBERG MOUNTAIN already alluded to. Anthony's Nose is thirteen hundred feet above the surface of the river. The Hudson River Railway has had to tunnel under the bottom of this mountain for a distance of two hundred feet. On the opposite side of the river, a large creek can be seen, where vessels of almost any size could anchor. The entrance to this creek is guarded on one side by Fort Clinton, and on the other by Fort Montgomery, the two so close to one another that rifle shots could be easily exchanged, Fort Montgomery being on the northern side and Fort Clinton on the lower. Almost immediately under the shadow, as it were, of the former fort, lies the picturesque little island of Iona, belonging to Dr. C. W. Grant, and covered in the summer time with vines and pear trees, in the successful culture of which the worthy Doctor is supposed to be unequalled.

A little way above Iona, and but half-a-mile below West Point, we come upon the Buttermilk Falls, caused by the flowing down of a small stream into the river below, and falling over the hill-side a hundred feet in as many yards. This fall, when increased by any late rains or swollen by freshets, well deserves the homely name by which it is known, the snow-white foam truly giving it the appearance of buttermilk.

Half-a-mile further up brings us to "COZZEN'S HOTEL DOCK" at West Point. Here the vessel on which we are travelling, stops for a while, to land passengers who are anxious to remain a day or so, at Cozzen's comfortable hotel. This, during the summer season, is a very favorite resort, and much crowded; travellers would do well to make use of the telegraph a day beforehand to bespeak accommodation, or they may find themselves disappointed on their arrival.

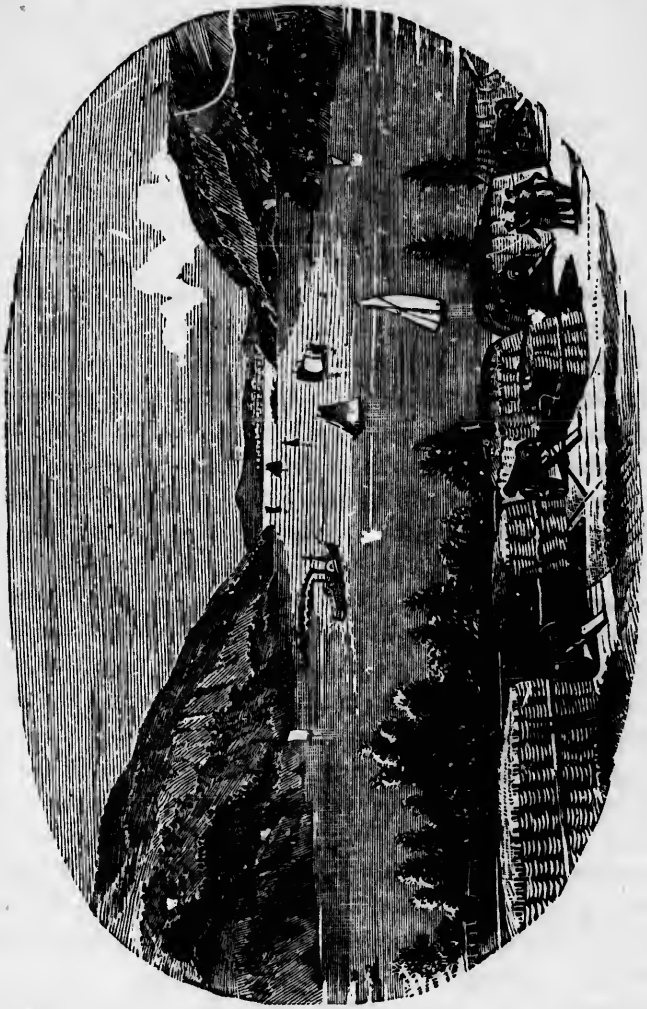
This familiar resort of summer pleasure seekers, is perched high on a cliff, the most prominent for many miles along the river. Nothing could be more picturesque than its situation,

high up in the air, looking down upon the noble river. It is several hundred feet above the water, but so perpendicular are the rocks that it looks twice the real distance. The view of the old building upon the wharf, with the beetling cliff rising abrupt from the river, and crowned by the elegant structure above, needs but little imagination to recall the scenery on many parts of the Rhine.

One mile more brings us to "WEST POINT" itself, the most lovely of all the lovely spots on the river. It is well known that the great Military Academy is situated here. Space will not enable us to enter fully into a description of the course of instruction pursued; suffice it to say that the fact of a young man having passed through the course is a clear proof of his being an officer, and a gentleman in its broadest sense. The traveller may well pass a few hours in this locality, and if he should happen to be acquainted with any of the professors, or cadets in the Military College, he will be enabled to go over the buildings, different galleries, &c., and judge for himself as to whether the instruction and discipline kept up is not likely to produce some of the finest military men—soldiers that any European nation might be proud of. West Point is the centre of a host of reminiscences of the War of the Revolution. Upon its defences was concentrated the attention and efforts of the Congress, and it became one of the most important military posts in the country. Here from Gee's Point, was stretched across the River Hudson, a huge chain to stop the passage of vessels above this point. It was laid across a boom of heavy logs, that floated near together. These were 16 feet long, and pointed at each end, so as to offer little resistance to the tidal current. The chain was fastened to these logs by staples, and at each shore by huge blocks of wood and stone. Several of the great links of this chain are preserved at the Point.

Reluctantly we must draw ourselves away from West

Point, and allow our steamer to plough her way once more along the flowing current, and between the shady



HUDSON RIVER—WEST POINT, LOOKING NORTH.

and overhanging cliffs which give so much character to the scene at this spot. A very few revolutions of the wheel

will bring us between the BOTERBERG MOUNTAIN on the western side, and the rock called BREAKNECK, on the eastern bank, forming an imposing entrance to NEWBURG BAY, from which a series of mountains, hills and cliffs rise in succession, until they seem almost to shut out all remaining nature, and to give the idea that one is at the bottom of a large basin, from which there is no possible exit. CROWNEST is the principal of these mountains, rising almost directly from the river bank to a height of nearly one thousand five hundred feet. As the side of this mountain is entirely covered with foliage, the view of it in the summer time, is most beautiful, and only to be exceeded by the sight of it in the commencement of October, when the fall tints are in their richest and most luxuriant profusion. Soon after passing between the two rocks, we come to a small town called CORNWALL, on the western shore. This is a place of very general resort in summer, and is much noted for its many pleasant drives and walks. Its nearness to the river, and to West Point, makes it a very favorite place for travellers to spend some few days, whilst many stay here a very much longer time during the warm weather.

Between CORNWALL and NEWBURG lies the once prosperous, but now sadly decayed settlement of NEW WINDSOR. It is now almost entirely a collection of small houses in great want of repair. On the shore, but higher above it on the plateau, one can discover several large farms with comfortable houses attached, giving the idea that if there is decay below, there is prosperity above. Leaving the tumble-down village either to be repaired, or to fall into still greater decay, we will approach the more flourishing town of NEWBURG, where the steamer stops for a few minutes to discharge some of her passengers, and to take up others, and we will employ these few minutes in viewing the substantial streets and houses of the town, which, by the

by, we should have designated a city, seeing that it boasts of a mayor and corporation of its own. The first settlement at NEWBURG was made as early as 1709 by some emigrants from the Palatinate; since then, English, Irish, Welsh, Scotch, and Germans have followed their example, but of all these varied nationalities the Scotch have, perhaps, done the most towards making the place what it is. Among the large buildings is an extensive flannel factory, in which a very large number of hands are daily employed.

Exactly opposite NEWBURG, is the more modest looking village of FISHKILL LANDING, from which place, any traveller anxious to ascend the South Beacon hill, can do so with the assistance of any of the boy guides to be picked up in the streets of the village; and let us tell the traveller that he had better avail himself of our advice, and take a guide, or before he reaches the top he may have repented of not having done so, as it is quite easy to lose oneself in the numerous gorges and ravines that are about the summit of the Beacon. As this is one of the highest mountains about here, the view from the top is most extensive and interesting. Far up to the north the Catskill Mountains can be discerned, while to the east the Shawangunk hills are to be seen. Southwards, again, Boterberg and Breakneck, already seen, guard the pass through which the river running at our feet finds its way down to the sea. But it is time that we should descend from our lofty position, and go on our way up the river.

A broad, rocky platform, jutting out into the river, cannot fail to attract the traveller's attention. This is called the DEVIL'S DANSKAMMER, or Dancing Chamber, and, down to a comparatively late date, was used by the Indians as the scene of some of their religious ceremonies.

For about the next five miles, we steam on through pretty country, though without finding anything striking enough to draw attention, until we pass the little village of NEW HAM-

BURG, lying at the mouth of WAPPINGER CREEK, which is navigable for some distance up. The railroad crosses the Wappinger by a causeway and drawbridge, and then pierces a promontory jutting out into the river, by a tunnel about eight hundred feet long. New Hamburg is a pretty little village, but nothing more. About a mile higher up, and on

VIEW ON THE HUDSON.

the opposite side of the river, is another village called HAMPTON, then comes MARLBOROUGH, two miles higher up still, with BARNEGAT nearly opposite, on the right hand side, and again MILTON LANDING two miles more on the left hand side. As these villages lie mostly on the high banks of the river,

there is not much to be seen of them from the boats, but they act as outlets or ports, to the country districts lying behind them; and, judging from the numerous comfortable-looking country-houses in their immediate neighborhood, must be tolerably thriving.

As already stated, these villages are hardly important enough to require mention, but we now approach a town of some twenty thousand inhabitants, rejoicing in the peculiar name of POUGHKEEPSIE. As we near this point we pass Locust Grove, the summer home of the late Professor Morse of "telegraph fame." Poughkeepsie is nearly half-way between New York and Albany, being seventy-five miles from the former and about seventy from the capital of the State through which we are passing. This "rural city," as an American writer has termed it, lies pleasantly upon its group of hills, and overlooks a bright river view. By day, the smoke of its busy mills and factories, somewhat mars the scene, but as night draws on, these light up the river like beacons, and the sound of the ponderous machinery, and roaring furnaces greets our ears, and tells of the energy of the citizens. It was originally settled by the Dutch, towards the close of the seventeenth century, and is situated, like most of their river cities, at the mouth of a tributary stream or creek. The village, as it was then, has much extended, and now occupies the large open plain, about two hundred feet above the river. The streets are broad, handsome, and well planted with trees, affording in summer, grateful shelter from the piercing rays of the sun. Poughkeepsie is best known for the very excellent schools and colleges which it maintains.

The Vassar Female College, which is one of the finest in the country, occupies a commanding position a short distance back of the city.

Six miles above Poughkeepsie, after a sudden bend in the river, we come upon some rocky and precipitous banks. This used to be called by the original settlers "Krom Elle-

boge," but has since been Anglicised into "CRUM ELBOW." Quite close to this, only higher up from the river, stands the village of HYDE-PARK, called after a former Governor of the State of New York, Sir Edward Hyde, who, we regret to say, did not leave a very satisfactory reputation behind him; his tyrannical and unprincipled conduct being well known to all who have studied the history of New York when under British rule.

RHINEBECK LANDING lies about two miles away from the village of the same name, which was first settled by one William Beekman, a German, who came from the neighborhood of the Rhine, and called the place partly in honor of his birthplace and party after himself. Immediately opposite Rhinebeck Landing, across the river, is KINGSTON'S LANDING, a quiet little village, pleasant enough, but without any great activity apparent, though Kingston cement, which comes from here, is in much request. Between this and Hudson, fifteen miles off, we come upon a number of large, substantially built, and handsome country houses, with lawns of smooth turf stretching down towards the river, and an air of luxury and wealth pervading the whole estates.

Six miles above RHINEBECK is BARRYTOWN, and four miles above Barrytown is TIVOLI, each of them possessing a station on the railroad, though, like many of the other villages we have had a glance at, small and unpretentious, having, however, possibly a vast idea of their own importance, as a great deal of the farm and garden produce of these villages is sent up to supply the wants of the Fifth Avenue, and other districts of the great city. Opposite Tivoli, on the western bank of the river, stands a flourishing little village called SAUGERTIES, at the mouth of the Esopus Creek. This little place boasts manufactories of iron, paper and white lead, and a fine flagstone quarry. Two miles from Saugerties we pass MALDEN, which lies backed by the Catskill Mountains, and about ten miles on we come to the large village of CATSKILL.

Passengers from New York by railroad, who wish to ascend the mountains, must alight at Catskill Station, and cross by ferry to the village, and we sincerely recommend our travellers to avail themselves of this trip. They will find plenty of omnibuses and stages to take them to the Mountain House, and the Clove, about twelve miles off. We shall not attempt to describe the scenery, which, at this point, must be seen to be appreciated. The Mountain House is built on a flat rock on the very edge of a precipice nearly 4000 feet above the river! The view from the piazza is truly wonderful. It is of a most extensive character, embracing a region of about ten thousand square miles in extent, portions even of Vermont, Massachusetts, and Connecticut being, on a fine day, plainly visible, whilst at least sixty miles of the Hudson River can be seen shining like a broad silver belt at our feet. Besides the Mountain House, the Falls must be visited.

"The most famous beauty of the region is the Fall of the Kauterskill. On the high table-land of the South and North Mountains lie two lakes, buried in a dense forest. A little brook, making its way from these lakes, westward along the shoulder of the Mountain, soon reaches the edge of a very steep declivity, over which it leaps into a deep pool in the centre of a great amphitheatre of rock.

"Gathering its strength again, the torrent makes a second leap over huge boulders, which have fallen from the ledges above, and lie scattered down the glen, dashing itself into foam in its headlong fury. Tumbling from one ledge to another, it reaches, at length, the bottom of the glen, when, meeting the stream that flows from Haine's Fall, the mingled waters hurry down the stony pathway through the Cove, and out into the valley, until, swollen to a wide stream, they glide placidly into the Hudson at the village of Catskill. There is nothing more beautiful in American scenery than this water-fall, as it leaps from the lofty height, and dashes

into spray in the hollow basin below. The strata of which the mountain is formed lie piled upon one another horizontally, and through them the water has cut its way smoothly like a knife. Some distance above the margin of the pool, in which the fallen waters boil as in a cauldron, there is a stratum of soft stone, which has broken up and crumbled in the dampness. Wearing away several yards deep into the cliffs, it has left a pathway all around the Fall, from which you have a fine view, and often, when the stream above is swollen, through a veil of glittering drops dripping from the rocks above. Exquisite as is the effect of the whole Fall, when seen from the rocks at the foot of its second leap, this last point of view is even more striking. Standing on the narrow pathway, you look through the great white veil of falling waters, leaping out over your head and sending up clouds of spray that float off down the gorge. Sometimes, when the sun is shining brightly, a dancing rainbow will keep pace with you as you creep around the semicircle beneath the rock. Here, too, you get an enchanting glimpse of the edges of the Clove, down which the stream goes headlong, and can mark the wild figures of the pines that cling to the verge of the cliffs, and seem, with their black spears, to pierce the sky.

"Upon the very edge of the precipice, close to the narrow channel through which the fall makes its plunge, there is a tree which has grown out from a crevice, and then upward until it juts out over the abyss. To this solitary tree, the lad who acts as your guide points with his finger, and tells you of the adventurous young woman, who crept out to the rock, and, clasping the slender trunk of the tree with her hands, slung her body far out over the Fall, and then, with a cry of triumph, back again in safety.

"Beneath the second Fall the gorge is wild in the extreme On both sides, the mountains rise perpendicularly, clad with a dense forest, and, through the shade beneath, the torrent oars, ceaselessly, among the rocks."

Five miles from the Catskill Station, on the eastern side of the river, we come to the large and handsomely-built city of HUDSON, the chief town in Columbia County, one hundred and fifteen miles from New York, and thirty from Albany. The city is built on an eminence above the river, like many of the other villages we have passed in our course. The streets are wide and well laid out, and altogether the place has an air of thrift and prosperity. The principal street is called the Promenade, and laid out with trees and shrubs with excellent taste. One side is built with handsome houses, and the other is open to the river, and runs along the bank for nearly a mile.

Any one anxious to pay a visit to the Shaker Village at Mount Lebanon, had better leave the boat here, and take the train which leaves for Chatham three times during the day, and there the traveller will connect with the Boston and Albany Railway, and, after an hour's journey of twenty-three miles, will be landed at the Shaker Village itself. Space will not allow an extended notice of this remarkable village; suffice it to say that cleanliness, and all the other cardinal virtues, reign paramount. Order, temperance, frugality and Shaker worship, are the things that strike one's senses on first arriving. Every one here is free. No soldiers, no police, no judges live here, and among members of a society in which every man stakes his all, appeal to the Courts of Law is a thing unknown. Among a sect where celibacy is the first and principal code, it would seem as if such a society would of itself die a natural death; but yearly many fresh converts to the sect are made, and not only among the old and those tired of this world's pomps and vanities, but from the young and healthy of both sexes. Happiness, peace and plenty are evident in all the villages of this most peculiar of all religious societies. Mr. Hepworth Dixon has written so fully about them in his interesting work, entitled "New America," that we should recommend

the curious, or those who have visited any of their villages, to obtain the book and "read them up."

We must go back to our steamer at Hudson, however, after this digression, and before leaving this interesting town may mention that the village opposite, which has the high-sounding name of Athens given to it, (though for what reason, we know not,) can be reached by a small steam ferry. There is nothing, however, to reward the task of crossing, except perhaps in order to obtain a good view of Hudson; but as this can be done quite as satisfactory from the deck of our steamer, we presume our readers will not attempt the passage, but continue with us for the next thirty miles of our trip to Albany.

The light-house seen on the western side of the river on FOUR MILE POINT, (that distance from Hudson) marks the head of navigation for ships. About a mile higher up, on the same side, is COXSACKIE VILLAGE, the older portion of which is called Coxsackie street, and lies on a large plain about a mile back from the river. NEW BALTIMORE, and COLYMAN'S, are two smaller settlements north of Coxsackie, with SCHODACK LANDING immediately on the other side, whilst four miles higher up is CASLETON. Here the well known sand-bar, called the Overslaugh, is situated, a spot that has proved [illegible] to more steamboats and other vessels than any known p[illegible] the continent. The country just around here is flat, [illegible] apparently well cultivated. Soon after leaving this village, we approach a place, evidently of some importance, as the river has a busier look, and the banks are more thickly dotted with houses, and after a few minutes' delay, we see in the distance, the thickly built city of Albany, the Capital of the State, whilst the newly constructed railroad bridge spans the river immediately opposite the city.

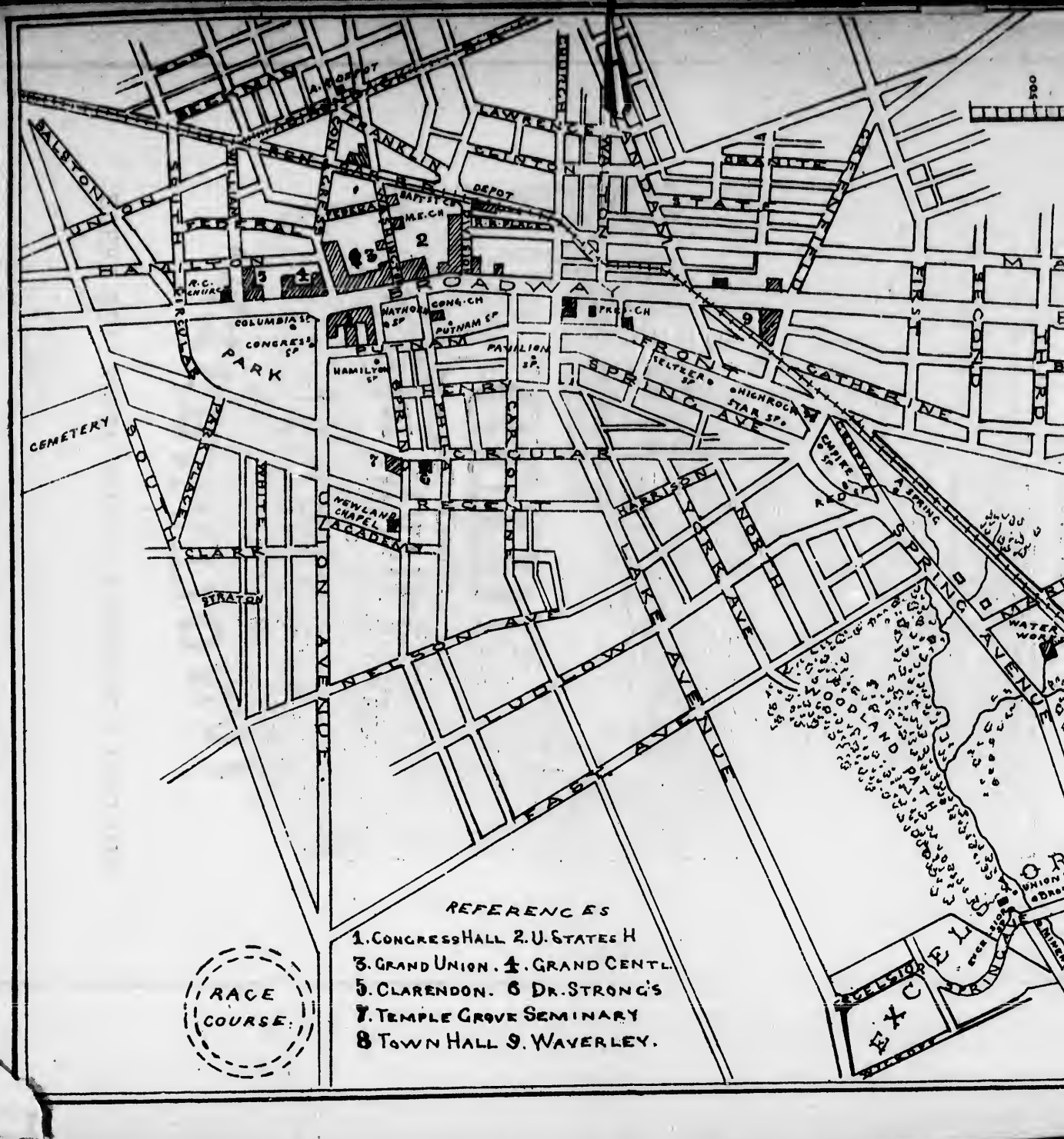
Some of our tourists may desire to visit the celebrated and fashionable Saratoga Springs, whose summer scenes of gaiety and pleasure, and the medicinal qualities of the waters of its

numerous Mineral Springs, have gained for it a reputation almost unequalled. We shall therefore continue the duties as *cicerone*, and pass with them to the depot of the Rensselaer and Saratoga Railway. Taking our seats in one of their elegant drawing room cars, we speedily find ourselves entering the important City of Troy, 6 miles distant, and situated at the head of tide water. Immense iron works are located in the southern part of the city, and the high reputation of its wares, attracts a very extensive trade with all parts of the world. At West Troy is situated the Watervleit (U. S.) Arsenal, which contains many relics from Saratoga, Yorkton and other historic battle fields. Troy boasts many fine churches, public buildings, and private mansions, and those who may desire to stay over for a day in order to view the surrounding scenery and visit the many sights, should locate themselves at the Troy House (J. W. Stearns, proprietor) corner of First and River Streets, where excellent accommodation, gentlemanly clerks, and kind attention may always be relied upon. Leaving Troy, a short, and most agreeable ride of 36 miles lands our tourists at Saratoga.

SARATOGA.

This celebrated watering place is a grand focus, to which the fashionable world of the United States, and indeed of Europe, is annually drawn. As we pass from the train, we find ourselves surrounded by crowds of pleasure seekers, who flock to meet the new arrivals. Here are intellectual men, stylish men, the beaux of society, and men of the world; ladies of social rank, the managing mother, the marriageable daughter, the fluttering bee of fashion, and the gentler bird of beauty, are found amidst the throng, for Saratoga is cosmopolitan. The ladies have here ample oppor-


GLEN MITCHEL
FAIR GROUND
AVENUE
MAPLE AVENUE
LAKE
LAKE
MAP
OF
SARATOGA.
DRAWN FOR
CHISHOLM'S "ALLROUND ROUTE.


REFERENCES
1. Congress Hall 2. U. States H
3. Grand Union. 4. Grand Centl.
5. Clarendon. 6 Dr. Strong's
7. Temple Grove Seminary
8 Town Hall 9. Waverley.
RACE COURSE.
BROADWAY
HAMILTON
FEDERAL
UNION
FRANKLIN
LAWRENCE
MILTON
STATE
DEPOT
BAPT. CH
M.E. CH
R.C. CHURCH
COLUMBIA SP
CONGRESS SP
PARK
NATHOL SP
CONG. CH
PUTNAM SP
PAVILION SP
FREE. CH
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HIGHROCK
STAR SP
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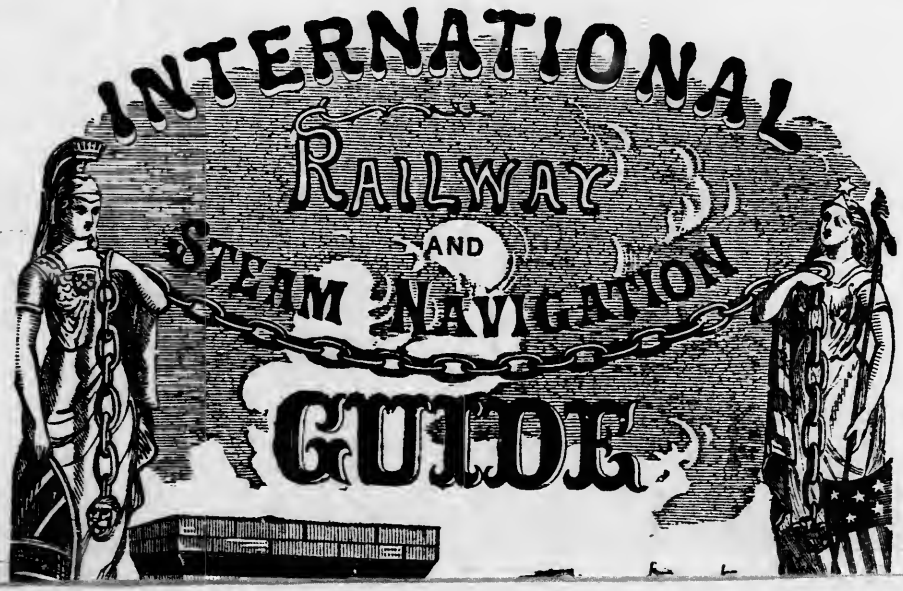
CIRCULAR
EMPIRE SP
NEWLAND CHAPEL
ACADEMY
CLARK
STATON
NELSON AVE
LUDLOW
YORK AVE
NORTH
SPRING AVENUE
WOODLAND PATH
EAST AVENUE
WATER WORKS
ELLSWORTH
SPRING
EXCELSIOR

MAP OF SARATOGA.

DRAWN FOR CHISHOLM'S "ALL ROUND ROUTE."

EVERY TRAVELLER SHOULD PURCHASE A COPY OF

THE



tunity for the display of their peculiar charms and graces. The sporting gentleman finds opportunity for gratifying his peculiar tastes, the philosopher may study human nature in all its phases, and the invalid may ofttimes find that most precious of all gems, *perfect health.* In fact, to all classes, Saratoga offers some pleasure suited to their peculiar desires.

But laying aside our moralizing we shall proceed to make our choice from the many fine hotels of which Saratoga boasts.

The most fastidious taste could not but be gratified in this respect, and among the elegant hotels situated in the place it would be difficult to discriminate. We shall, therefore, mention the principal hotels, some of which are not excelled in any city in the world.

CONGRESS HALL, situated on Broadway, extends from Spring to Congress Street. It has a frontage of 416 feet on Broadway, and its two mammoth wings, extending 300 feet back, combine to make it a most perfect specimen of architecture; the foundations, which rest on solid rock, were laid October, 1867. It is entirely of brick, and has 7 fire-proof brick walls extending through the whole structure to the roof. It is 5 stories high, surmounted by a French roof with observatories at each end and in the centre; the wings are 7 stories high; the rooms are spacious; the halls 10 feet wide, and 400 feet long on each floor, and broad commodious stairways, with an Otis elevator of the finest description render every portion readily accessible. A front piazza, 20 feet wide, and 240 feet in length, with numerous others within the grounds, and a promenade on the top of the hotel affording a charming view, contribute to render the house attractive. The dining halls, parlors, etc., are superb and ample, and every thing about the house is on a scale of unequalled magnificence and grandeur, while the proprietors, Messrs. Hathorn and Southgate, have endeavored to provide every thing that can afford comfort and pleasure. Our cut of the hotel serves to convey a general idea of its

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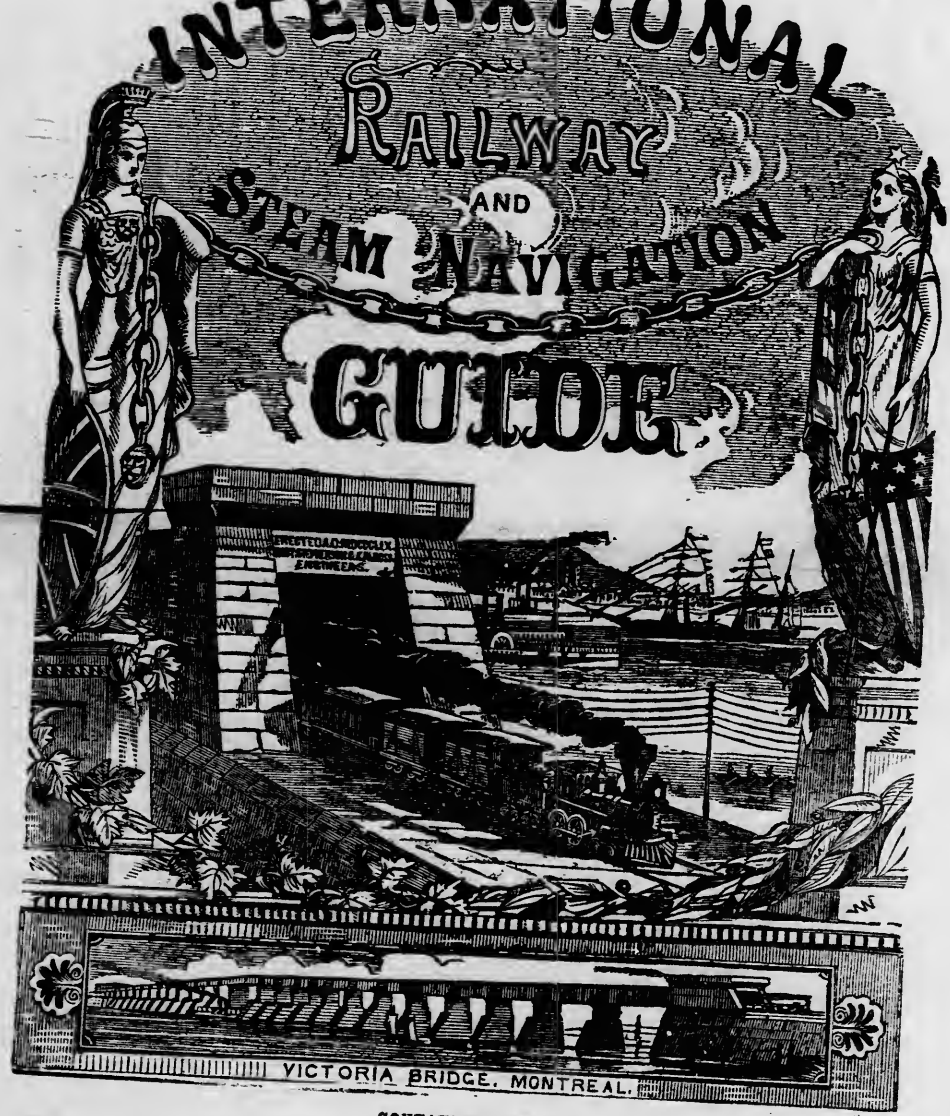

CONTAINING THE

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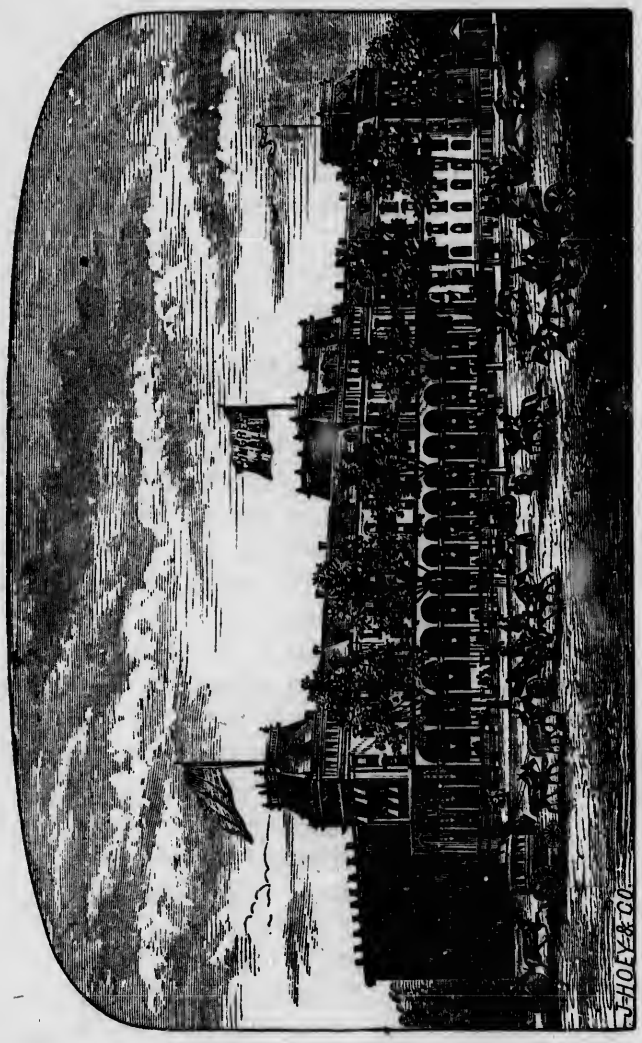
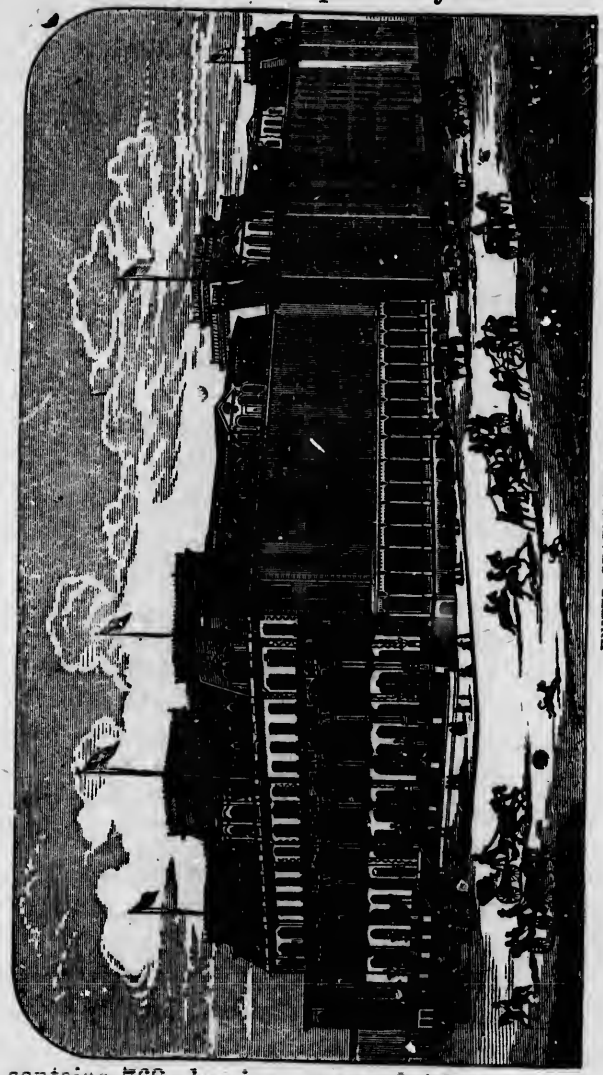
outward appearance, but fails to depict all its elegant outline. The weekly balls given are of the most brilliant



CONGRESS HALL.

nature, and the music is furnished by unrivalled orchestras. The Hathorn Spring is on the grounds of this hotel.

The UNITED STATES HOTEL is a superb establishment, equal in size and grandeur to any summer resort in the world. Its construction occupied two years.



UNITED ST ES HOTEL.

It contains 768 sleeping rooms, finished and furnished in the latest style, with gas, running water, and other con-

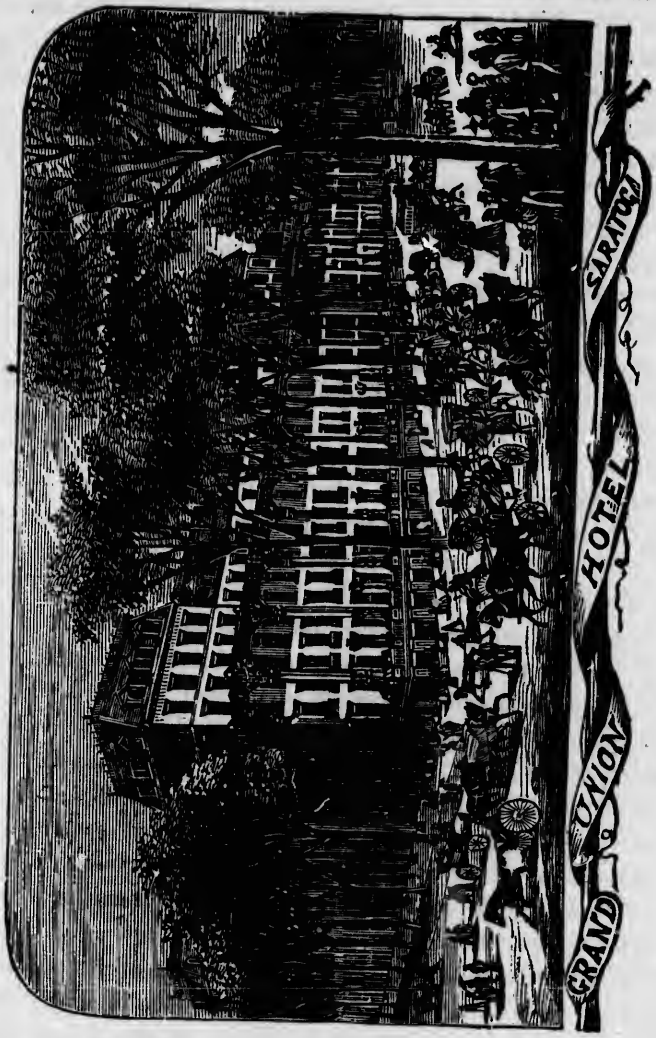
veniences. In addition there are 65 suites of rooms, with bath-rooms attached. Its dining room measures 212 by 50 feet, drawing-room 85 by 60 feet, ball-room 112 by 52 feet, ceilings from 11 to 26 feet in height. The halls are broad and spacious. Two passenger elevators, of the most approved pattern, touch each floor. The broad piazzas measure 2700 feet in length, and the house encloses three sides of a charming lawn and lo[illegible] ground, containing three acres tastefully laid out and [illegible]etely shaded. The piazzas afford unequalled facilities for promenading. The furniture was manufactured by the celebrated Boston House of Beal & Hooper, of Haymarket Square; the silver came from the Taunton Silver Works; the glass was made by the American Glass Company, of Cambridge; the carpets from A. T. Stewart & Co., of New York; the crockery from Tucker & Crawford, of Albany; and the elevators are made by Otis Bro. & Company of Boston. The proprietor of this magnificent hotel is the Hon. Jas. M. Marvin who will be remembered by the patrons of the "Old United States," and he will be assisted, during the season, by Messrs. Thompson, Perry, Gage and Janvrins, whose management of the new house gave such universal satisfaction.

This house was the first to introduce the popular morning concerts which proved so successful, and attractive last season. The chief cook is Mons. C. Roux, a celebrated artist from New York, who has not a superior in the country. When the house is in full operation, the necessities of all departments demand the employment of five hundred servants. Professors Stubb's magnificent full band, from New York, has been engaged, and there are nightly hops throughout the season.

Its prices are not in advance of those of its contemporaries, and nothing is spared that can conduce to the comfort, welfare, and pleasure of all its guests.

GRAND UNION HOTEL, is one of the great houses of Sarato-

ga. It is 650 feet in length, and the immense extent of frontage is skilfully relieved by the arrangement of windows and entrances, and by the massive towers which rise in the



centre and at each extremity. It is one of the largest hotels in the country, and accommodates 1200 guests comfortably.

Within, is a court, which is beautifully shaded, and here a band plays morning and evening. A vertical railway renders the 6 stories easy of access to guests. The public rooms are of prodigious size, and the office is most perfect in arrangement. This monster hotel has of piazzas, in length over 1 mile; halls, two miles; carpets, 10 acres; number of rooms, 800; and posesses every conceivable comfort for guests, interpreters being always on hand to receive orders, and impart information to foreign guests, in their native tongue. Since closing the Grand Union in 1873 upwards of one hundred thousand dollars have been expended in decorating and refurnishing, and it stands without any rival for comfort, ventilation, and grounds. Its tables are always loaded with every thing the market affords. Its rates have also been arranged with a view to meet the requirements of the times, and the proprietors, Messrs. Breslin, Purcell & Co., have placed their rates for the months of June and September at $21 per week, July and August $28. In doing so they have considered that it is better to have a full house at those prices, than to be half full at the rates of former years, which were $35 without any reduction.

The Marvin House is situated on the corner of Broadway and Division streets directly opposite the United States Hotel. It is one of the best constructed Hotels in Saratoga and will accomodate 450 guests. The building is of brick, of modern and improved arrangement in its interior plan, having been built but a few years.

It is five storeys high, surmounted with a mansard roof, and presents a very neat and attractive exterior, on the fashionable avenue of the town. The House fronts two of the most prominent streets of the town, and its rooms are particularly desirable as they command views of the liveliest portions of Broadway and the business center of the place. Extending along Broadway, in front, is a fine broad Piazza, two storeys high, which commands the most extended view

of Broadway of any Piazza in Saratoga, overlooking it from Congress Park and Spring, for a distance north, of over half a mile, thus affording a delightful lounging place on a summer's day, and an excellent resort for sight seeing. During the spring of 1874 the office was remodeled and very much improved, so that the Marvin has now the pleasantest office and reading room of all the Saratoga Hotels. At the same time, the plumbing was re-arranged, thoroughly repaired, and made as convenient as that of any first class Hotel.

THE MARVIN HOUSE

The Marvin is but a few steps from the Railroad Depot, and free carriages, and trusty porters await the arrival of all trains. The most important mineral springs, are within a

short distance of the house, but guests who desire are supplied with the principal spring waters, at the Hotel.

The present proprietors, H. A. Quackenbush & Co., aim to give excellent accomodations, and entire satisfaction to their patrons, at moderate prices, not only in summer, but throughout the year, as the Marvin is open both summer and winter.

Mr. S. C. Barr has the entire management of the house, and from his long experience in the Hotel business, guests may rest assured that they will be properly cared for.

THE WAVERLY HOUSE.

The WAVERLY is a very beautiful and finely furnished house, situated on Broadway. It is surrounded by spacious double piazzas, which afford splendid promenades. It is situated midway between Congress and Empire Springs, just outside the crowd and bustle of business. It is four stories high, and is strictly first class in every respect, while the charges are very moderate. This is the nearest Hotel to the celebrated High Rock, Saratoga, Star, Excelsior and

Seltzer Springs, and within a few minutes walk of the Hathorn, Congress and others. It stands on higher ground than any Hotel in Saratoga, and is kept with a view to affording the greatest comforts and luxuries to its patrons. Parties and families wishing rooms, and board for the season, will find reasonable terms. The proprietor, Mr. W. J. Riggs, has had large experience, and every attention is paid to his guests.

The Clarendon, owned by Chas. E. Leland, has always been patronized by a choice, wealthy and aristocratic class, and guests are made to feel perfectly at home, by the careful attention of every employee.

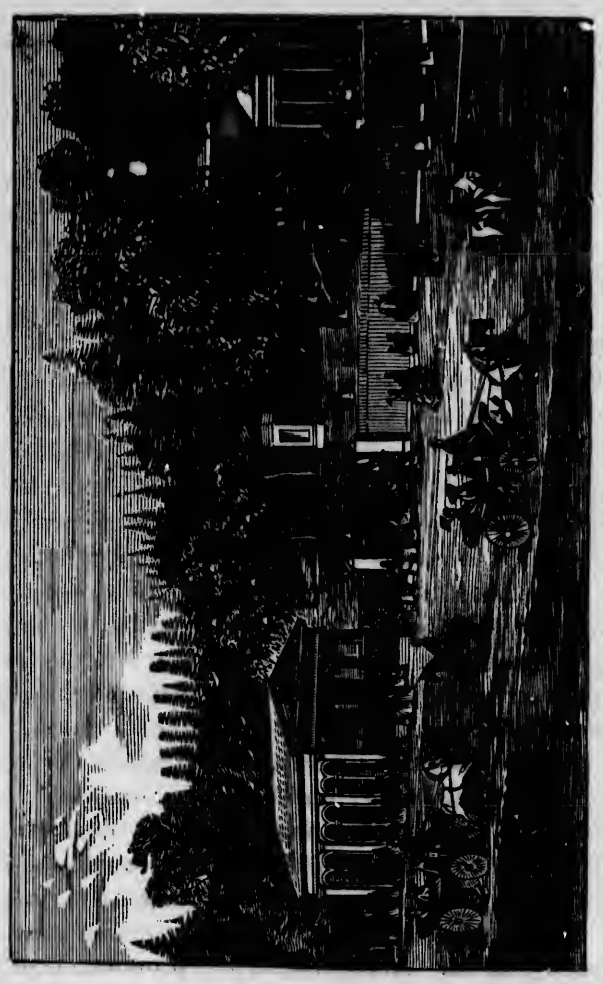
Besides these, there are many smaller hotels, which are well kept.

Having made our choice, we sally forth to see the sights, and at once decide that Saratoga is a very pleasant and pretty village. We find its streets wide, and well shaded with trees, while on either hand rise lofty and elegant structures. But our steps are directed towards the "Springs," and as we visit, in turn, those wonderful outflows from the bosom of mother earth, we are informed that, for their improvement and utilization, hundreds of thousands of dollars have been expended, and that at the present moment, Saratoga contributes of its healing waters "to almost every portion of the habitable globe."

The waters which flow from these natural curiosities are known as "chalybeate, and acidulous saline." This division arises from the relative proportions of their particles, the constituent ones, being carbonate of soda, chloride of sodium, carbonate of magnesia, hydriodate of soda, silicia and alumina, carbonic acid gas, with occasionally traces of iodine and potassa. According to the proportions of these found in each spring, so is the name given.

Congress Spring, the most important, was discovered in 1792, by three gentlemen, who were hunting in the neigh-

boring woods. It takes its name out of compliment, first, to one of the discoverers who was a member of Congress, and secondly for the superior strength of its waters,



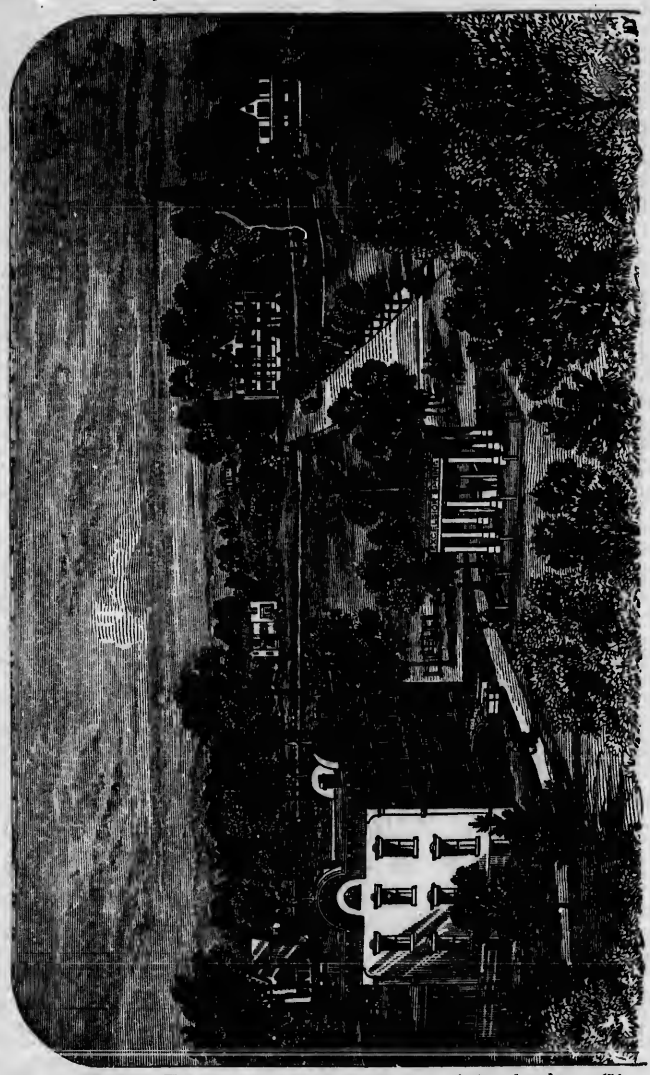
CONGRESS SPRING AND PARK, AND COLUMBIA SPRING.

which were first bottled as an article of merchandise in 1823. A few rods south-west on the same grounds is the Columbia Spring which contains more iron than the Con-

gress, and occupies a very conspicuous place among the tonic waters. The first spring tubed in Saratoga, but almost the last prepared as an article of commerce, is the Washington Spring. It was tubed in 1806. Near this there was formerly a fish pond containing large numbers of trout. The Crystal Spring was opened in 1870. The Hamilton Spring is about 30 rods north of the Congress, and a little further north is the Hathorn spring, accidently discovered while preparing the foundations of the Congress Hall Block. Putnam and Ellis Springs are chalybeate water, and the former has a large bathing establishment connected therewith. Pavillion Spring, before it was tubed and prepared, lay in a deep morass, and rose through a deposit of alluvial soil over 40 feet deep. The remaining springs are the Flat Rock, United States, the Star, formerly called the Iodine, and known for more than 50 years, the Seltzer, the Empire, which discharges about 75 gallons per hour, the Red Spring, so called from the color of its waters when agitated, the Excelsior, Eureka and White Sulphur.

THE EXCELSIOR SPRING is about one mile East of the Passenger Depot at Saratoga Springs, situated in a beautiful valley, skirted on one side by a large and picturesque piece of woods, and is one of the most delightful spots to visit at Saratoga. It has been appreciated for its valuable qualities by some of the oldest visitors of Saratoga for at least half a century. Among the most interesting of the springs are the High Rock, and the Geyser. The former is truly a wonderful formation, the rock having been formed by the deposits from the waters which flow from the spring. Some years ago the owners of the spring removed the rock, and found below it, a chamber about two feet in diameter, and ten feet deep, in which lay the body of a tree 18 inches in diameter, and in a perfect state of preservation, while several feet

below it, was a trunk of an oak tree which had suffered but little decay.



View of EXCELSIOR SPRING, and a portion of EXCELSIOR PARK.

The High Rock spring was visited by Sir Wm. Johnson in 1767. He was then residing in Johnson Hall,

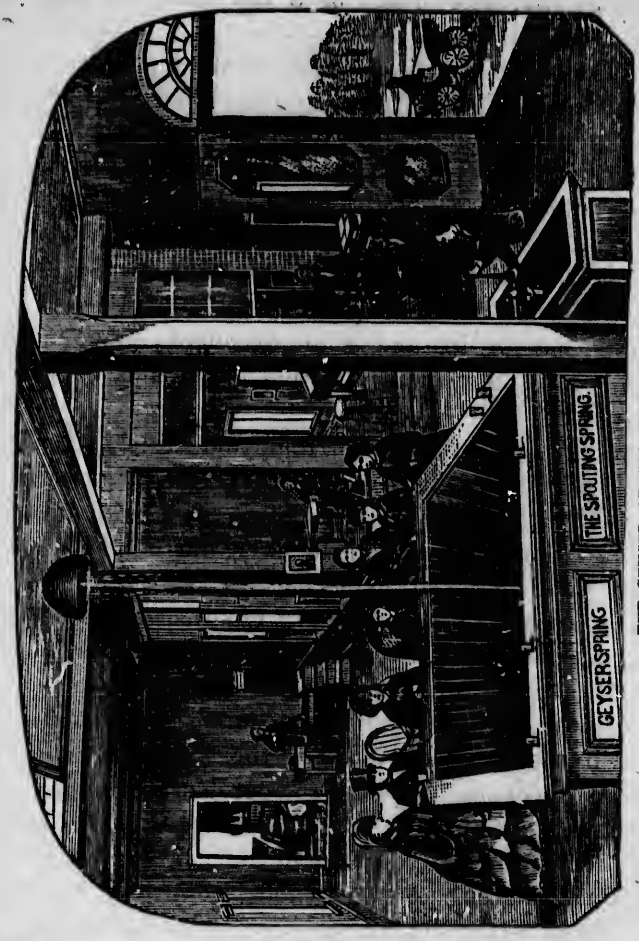
in Fulton county, about 30 miles from Saratoga. It is said that he was the first white man who ever visited the springs, and the first civilized person who used their waters medicinally. He was carried thither on a litter, by Indians, and, after a stay of a few weeks, left his bed

Sir Wm. Johnson conveyed by the Indians in 1767 to High Rock Spring.

and returned home on foot. Our illustration represents this eventful visit.

The Geyser or Spouting Spring, is situated about a mile and a half from the village. It was discovered in 1870. Appearances of a spring in the vicinity led to the sinking

of a shaft through solid rock 140 feet deep, when the waters burst forth and spouted a considerable distance from the surface. The water is exceedingly cold, being only 14 degrees above the freezing point. In 1872 the Glacier Spring



THE GEYSER OR SPOUTING SPRING.

was discovered near the Geyser, and, like it, is also a Spouting Spring.

We have now shewn the tourist and explained to him the

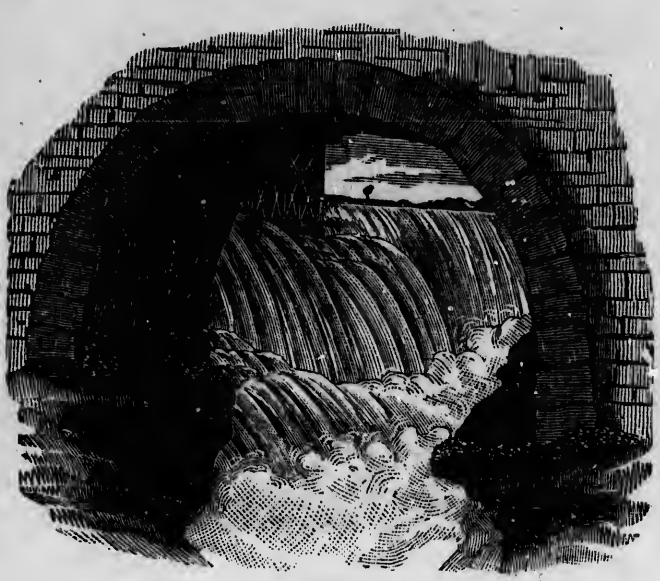
nature of the wonders which annually attract such immense throngs to Saratoga, increasing as "the season" reaches its height, until the village from a regular population of 9,000 has within its boundaries over 30,000.

During the height of the season, the hotel arrivals frequently number 1000 daily.

One of the evidences of Saratoga's wealth and thrift is the fact that the place supports an excellent Daily Newspaper, THE SARATOGIAN; not only during the summer, but all the year round. THE SARATOGIAN is published by Judson & Ritchie, the latter being editor. It has been established for nearly a quarter of a century, and its fame is almost as familiar to the annual visitors, as the Congress Spring or the other familiar features of the town. It gives all the local news and gossip, and is an excellent reflex of the wonderful life and vivacity of this great and delightful watering place.

Life in Saratoga is two-fold—Home and Hotel. The former is enjoyed by the residents of the village; whose refined and elegant homes are not to be excelled in any city of the United States. Hotel or fashionable life, is ephemeral in its nature, and like the beauteous butterfly, its duration is but for a short season. In those few brief months, wealth, beauty, fashion, and other ingredients not so desirable, intermingle, and amid the gay whirl and excitement of the ball-room at night, visits to the Springs in the morning, and promenades or drives in the afternoon, is found the daily programme of the pleasure seekers. Among the out-door diversions, is a jaunt to Saratoga Lake, 6 miles distant, reached by a beautiful road 100 feet wide, and divided in the centre by a row of trees, carriages going up one side, and returning down the other. Visits to the Indian camp, or to the battle grounds of Saratoga and Stillwater, are also pleasant features. Willing though we may be to linger amidst these pleasant scenes, we are compelled to continue our journey. But before

returning to Albany we would, for the benefit of those who purpose visiting Lake George and its surroundings, say that at a distance of 16 miles beyond Saratoga is Fort Edward Station, where a branch line runs up to the picturesque village of Glen Falls.



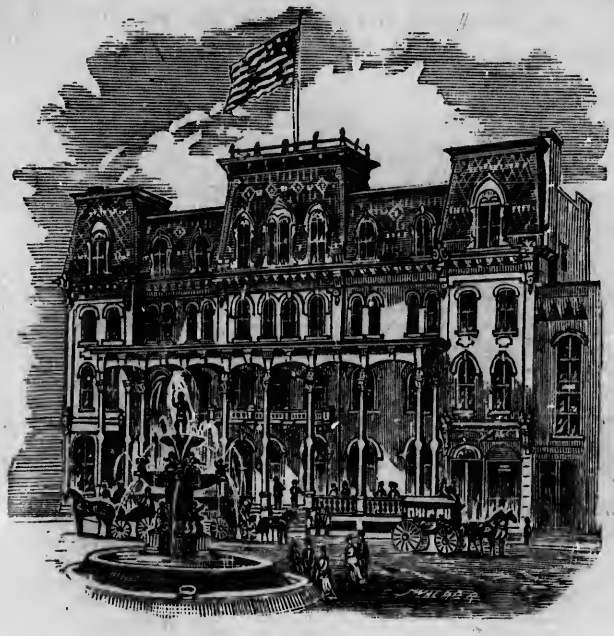
GLEN'S FALLS FROM BELOW THE BRIDGE.

GLEN'S FALLS.

This village is one of the prettiest places in the State, and its inhabitants, nearly 7,000, are principally engaged in manufacturing enterprises.

The falls are situated near the village, and are noted for their beauty. Cooper's Cave, on an island near the falls, is the spot immortalized by Fennimore Cooper in his "Last of the Mohicans." Within a short distance are also to be seen Bloody Pond, Williams' Rock, and other spots memorable in the history of the early wars. Visitors for pleasure

or business may rely upon securing comfort, and polite attention at the new Rockwell House, owned by Messrs. Rockwell

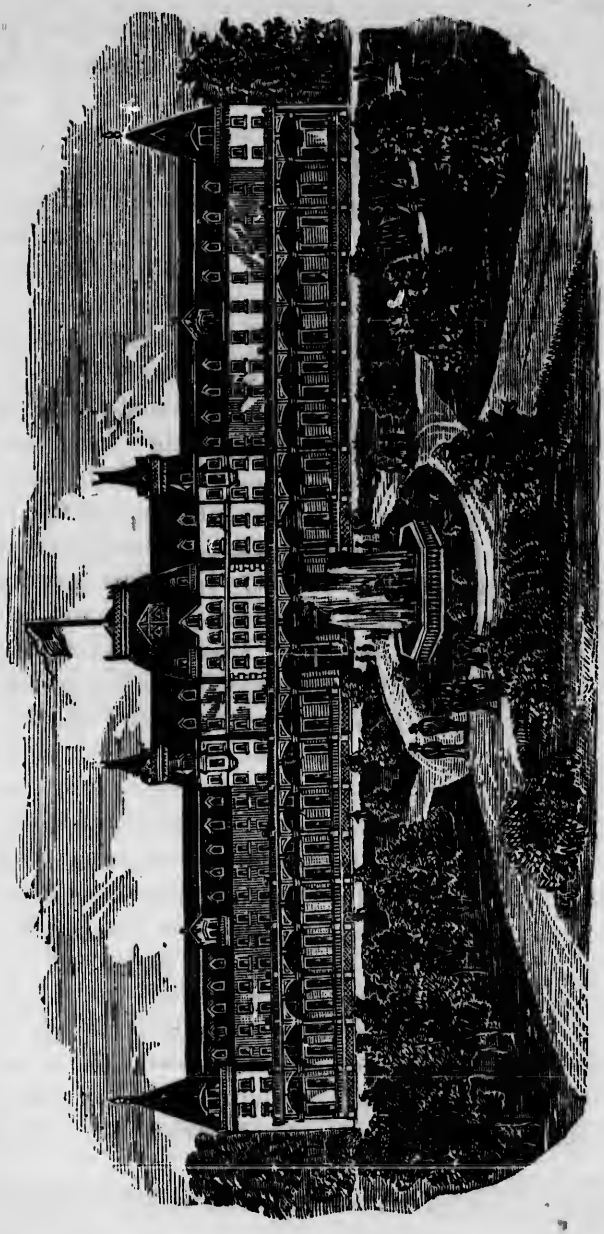


ROCKWELL HOUSE.

Bros. and erected on the site of their former hotel, destroyed during the great conflagration of 1864, which laid in ruins the whole business portion of the town. This hotel affords a pleasant summer retreat, and its accommodations are of the finest description. Conveyances may be had at all times to Lake George, distant but a few miles.

LAKE GEORGE.

The route from Glen's Falls to Lake George is by stage, over a fine plank road, and passing through most beautiful scenery. The lake is 36 miles long, and has an eleva-



FORT WILLIAM HENRY HOTEL.

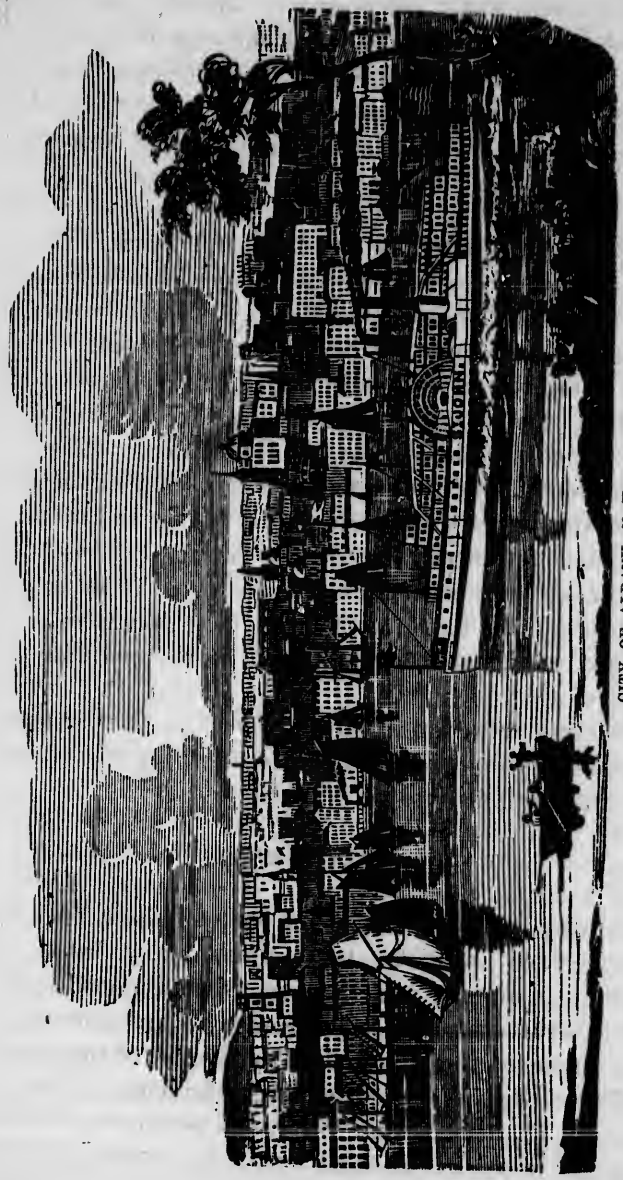
tion of 320 feet above the sea. It is one of the finest sheet of water in the world—beautiful and romantic—dotted over with verdant isles, and on its shores are built many elegant villas. This lake was the scene of many thrilling events during the early Indian wars, and those of 1775. On either end of the lake, are situated Fort William Henry and Ticonderoga. In romantic scenery, and stirring interest attached to the historic legends of this locality, Lake George is unrivalled. Near the ruins of Fort William Henry, stands the Fort William Henry Hotel, a spacious and beautiful house, containing accommodation for over 900 guests; the grounds are laid out with great elegance, and a fine view of the southern end of the Lake is obtained therefrom. A broad promenade, said to be the finest on the continent, runs the whole length of the house, and the interior is fitted up regardless of expense. The furniture, and all the appurtenances are of the finest description, and every convenience or luxury, which the choice or taste of the tourist may demand, are here supplied. The Hotel is owned by Messrs. T. Roessle & Son, whose names are familiar with the travelling public, not only in connection with this house, but also of the Delevan House, Albany, for 20 years, and also the Arlington at Washington, D.C. All fruits and vegetables are supplied from Mr. T. Roessle's farm near Albany—acknowledged to be one of the best cultivated in the country, and from thence is brought the fine celery which appears upon the table during the whole season. We feel assured that the tourist will, after a stay at the Fort William Henry, agree with us, that its comforts and conveniences are all that can be desired. Directly in front of the Portico of the Hotel is an elegant Pagoda, where a fine Band sends forth sweet strains to welcome the arrival of the boats, and also enlivens the dinner hour. From the Battery on the Fortification, is given the numbers of arrivals by each steamer. In connection with the hotel are ten-pin alleys, shooting galleries, croquet grounds

and billiard halls, calculated to suit the most fastidious. The ruins of Fort George lie to the east of the Hotel. All that now remains of this "relic of heroic deeds" are the ruins of the rectangular citadel, that stood within the line of the fortifications. A walk leads from the Hotel, around the foot of Rattlesnake Hill and upward to its summit, from whence a fine view can be obtained. A fine livery is kept for the Purpose of enjoying the many delightful drives in the vicinity, and specially constructed conveyances have been secured for the purpose of ascending to Prospect Mountain House. The view obtained from this point is unsurpassed. The tourist has within view, five lakes, with Champlain, over 100 miles distant, the whole range of the Green Mountains, the Adirondacks, the Catskills, the Hudson river with the Crane Mountains to the south-west. A fine view of Lake George, with its numerous islands, bays, hotels and villas, is also obtained. General Sherman, during his visit to Fort William Henry and Lake George, pronounced it the finest watering place in the world. In fact Lake George must be visited ere it can be appreciated, as the pen fails to do it justice.

We now return to Albany, whence we diverged, and proceed to take our tourists to Montreal by the round-about, but interesting route *via* Niagara.

ALBANY.

Albany is the capital of the State of New York, and was first settled in 1612. It contains many buildings well worthy of notice, and the new State Capitol, is a magnificent structure. The view from the Capitol is very fine, as the whole of the city, and a large tract of the surrounding country can be seen from this eminence. Those of our travellers who wish to take things easily, and rest a night, or some few hours at Albany, will find themselves very com-



CITY OF ALBANY, N. Y.

fortably put up at the "Delevan House," one of the best houses in the state, kept by Messrs. Charles G. Leland & Co. They can then take the train on the New York Central Railway, for Utica, *en route* to

TRENTON FALLS.

As these Falls lie only about seventeen miles off the line of railway, with a branch railroad right up to them, they ought not to be passed without a visit. We will, therefore, take our seats in the cars at Albany, by the morning train, change at Utica, and either hire a conveyance there to take us on, or get into the cars which connect with this train, and bring us to the Trenton Falls Station a little after noon. The river forming the Trenton Falls, is called the West Canada Creek, but as this name is not euphonious, the Falls have been named after the town, or parish in which they are situated. There is no one special cataract at Trenton, which in itself is pre-eminently grand or beautiful. It is more the position, form and rapidity of the river which gives the charm, and make it considered by many, as one of the most picturesque and lovely spots on the continent. The stream descends 123 feet in two miles by a series of falls of great beauty. As the usual passage for tourists is along the bed of the river itself, it can be understood that to see these Falls aright there must not be too much water. The end of July, or the commencement of August, is the time to see them in their beauty. In order to justify their name, there are two actual waterfalls here, which within a few hours journey from Niagara, or seen after that mightiest of all cataracts, would appear as trifles, but when taken on one's way to the Falls, and viewed in connection with the surrounding scenery, are well worthy of the visit we propose to make. The banks of the river are thickly wooded on each side, with broken clefts here and there, through which the colors of the foliage show themselves, and straggling boughs and rough roots break through

the high rocks, and add to the wildness and charm of the scene.

The tourist should not leave without visiting the "Lovers Walk," a beautiful avenue of hemlocks, near the hotel. Bridal parties who go to Niagara, generally make Trenton one of the stopping places on their wedding tour. Could these fine old trees which line the walk, speak forth, and proclaim the scenes which have been witnessed beneath their shades, the tale would recall to many a personal and pleasing experience. The shadowy walk is certainly well adapted to the tender mood in which lovers are so prone to indulge.

A comfortable hotel is situated in the village, where travellers can get all their wants supplied, and then take the cars back to UTICA, where they can again join the New York Central line, and proceed *via* ROME, SYRACUSE, ROCHESTER and LOCKPORT, on their way to Niagara. As we presume that this journey will be made without any stoppages, we shall skip all these places, and merely say that they are the ordinary specimens of American towns, having broad streets, avenues of trees, large stores, and excellent houses, with an air of prosperity about the whole of them.

Those who desire to travel from New York to Niagara Falls, *via* the Erie Railway, will find that route a desirable one, both for elegant and sumptuous drawing room and sleeping coaches, with which it is well provided, as well as the grand and picturesque scenery through which the road passes. The beautiful valley of the Delaware, the gorgeous Susquehanna, and the wonderful and charming Wyoming valley, all present a picture to the tourist of unrivalled interest. *Portage*, on the direct line to Buffalo and Niagara Falls, is celebrated for its Wooden Trestle Bridge, the largest structure of the kind in the world, being 800 feet long by 234 feet in height, sustained by 13 stone piers, spanning the Genesee River. Its cost was over $175,000. Some conception of its magnitude may be formed when it is known

that in its construction 1,600,000 feet of timber, and 106,820 lbs. of iron were used, and the design and architecture are such, that, while undergoing repairs, any portion of it may be removed, without weakening the structure or retarding or interfering with the progress of trains.

It is here also that the Genesee River enters a grand rocky defile, presenting as far as the eye can reach, a succession of wild and varied scenery. The Upper Falls—just below the Bridge—have a descent of 68 feet, making the distance from the top of the Bridge to the bottom of the Falls 302 feet. At the Middle Falls—one quarter of a mile beyond—the water dashes in an unbroken sheet into a chasm 110 feet in depth, bounded on either side by perpendicular ledges. The action of the water has formed a hollow in the rock, known as the Devil's Oven. The Lower Falls are a mile and a half from the Bridge, and it is here the scenery is most sublime. At this point the river, after a precipitous course of nearly one-fourth of a mile, descends 20 feet, and striking the base of Sugar Loaf Rock, which rises 100 feet from the bed of the river, turns at a right angle and falls into a deep pool. The rapidity of the water at this point, and the great height of the rocky bluffs which skirt the river, lend enchantment to the scene.

To quote from an eminent author: "If the Portage or Genesee Falls were in Yosemite Valley, or among the Alps, instead of twelve hours from New York, they would be visited and painted, and photographed, and written of, a great deal more."

At Portage Bridge there is a fine hotel, capacious, and furnished throughout in modern style.

Continuing our journey, in due time we reach the Suspension Bridge, which spans the river, two miles below the Falls.

NIAGARA FALLS.

Having landed our travellers safely at Suspension Bridge, the choice of an hotel is the matter of first and paramount importance. General opinion is much divided on this subject, many travellers asserting that the American side is the only one to stop on and see the Falls, as the Rapids, and Goat Island are all to be reached from that side, and from that, alone; whilst others take the broader view of the question that these minor sights ought to give place to the Falls, and therefore the only place to obtain an uninterrupted view of the two mighty cataracts is from the Canadian side. We shall, however, leave this question to be decided by the traveller, and merely observe that the hotels on both sides are very good, viz., the "International" and "Cataract" on the American side, and the "Clifton" on the Canadian shore, either of which houses can be well recommended. The latter certainly cannot easily be excelled. Before proceeding to give a description of the Falls, it may be well, *en passant*, to briefly notice the Suspension Bridge, which is admitted by all to be a wonderful triumph of engineering skill. Mr. Roebling, of Trenton, New Jersey, was the engineer of this Bridge, which, as the name implies, is constructed on the suspension system. The two towers supporting the entire structure, which is in one span, (800 ft.), are about 70 feet high, and built on and into the solid rock; the Bridge is supported by four cables, each composed of 8000 wires, and measuring 9½ inches in diameter, aggregate length of wire employed being more than 4,000 miles, whilst the entire weight of the Bridge is 12,400 tons. Its cost was half a million dollars. It is constructed for the joint purposes of road and pedestrian traffic, and for the Great Western Railway of Canada.

It was first crossed by a locomotive March 8, 1855. The carriage and foot way is suspended 28 feet below the floor of the railway track.

There is a small toll levied on all passengers, and a custom-house officer will make a cursory and rapid search lest any articles liable for duty are being carried across from the United States into the Dominion of Canada, or *vice versa.*

Proceeding to the Falls, our task is now in as few words as possible, to direct the tourist as to what to see and how to see it. We will, therefore, explain that the larger catarac stretching from shore to shore, is the Canadian or Horse Shoe Fall, whilst the smaller one is the American. The dimensions of the two Falls must necessarily be a matter of computation, and they are estimated as follows:

The American Fall, 900 feet across, with a drop of 164 feet.

The Canadian Fall, 1,900 feet across, with a drop of 158 feet, and it is stated by Professor Lyell that fifteen hundred millions of cubic feet of water pass over this fall every hour!

The traveller in his first visit to the Falls is impressed with a sense of inexpressible amazement. His emotions are not unlike those of the votary of necromancy, who, when once within the magic circle, trembles under the influence of the enchanter, even before he confronts the wizard himself.

HORSE SHOE FALL.

Who can forget his first view of this grand and stupendous spectacle? The roaring is so tremendous that it would seem that if all the lions that have ever lived since the days of Daniel, could join their voices in one "Hullah's" chorus, they would produce but a whisper in

HORSE SHOE FALL.

comparison to the deep diapason of this most majestic of all Nature's pipes or organs.

The bridge which connects the mainland with Goat Island is eagerly passed, and we explore the whole of this curious crag, which is rightly named, for it is found fantastic enough to suggest that goats only, could find a comfortable footing. The sublimity of the scene increases at every step; but when we come upon the mighty Cataract, we gaze in speechless wonder. But words cannot describe the grandeur of this scene, nor the emotion which it excites; neither can the pencil, any more than the pen, do it justice. The silent, and the still picture wants the motion and the sound of that stupendous rush of waters. It is impossible to paint the ever rising column of spray that spires upward from the foaming gulf below, or the prismatic glory that crowns it; for there indeed has God forever "set His bow" in the cloud, and cold must be the heart that in such a scene remembers not His covenant.

THE RAPIDS.

NEW SUSPENSION BRIDGE.

The desirability of erecting a bridge nearer the falls, and for carriage or foot passengers only, had long been spoken of, and finally, after much trouble and perseverance, charters were obtained from the State of New York and the Province of Ontario, and the work was commenced in 1867. It was opened to the public on the 1st January, 1869. Its cost was nearly $120,000. It is located about 1,800 feet below the American Falls, on the American side, landing on the Canadian side, only 8 or 10 rods below the Clifton House. The towers on the Canadian side are 120 feet high, and on the American side 106 feet high. The span is 1,230 feet from

tower to tower. The height from the water to the floor of the bridge is 256 feet. There is a single track for carriages, and space at one side for foot passengers. The bridge has at

NEW SUSPENSION BRIDGE.

each side a strong railing five feet high, the estimated strength of the structure is over 150 tons, and as 10 or 15 tons is all that could well be placed on the bridge at any

one time by its ordinary traffic the greatest confidence prevails as to its stability. It has now passed through three winters, with its load of ice and frozen spray, so that it is no longer an experiment, but a fixed fact, and full confidence has been established.

It stands as a great lasting monument to J. T. Bush, who conceived the project, and carried it to a successful termination. The view from the centre of it is exceedingly fine; suspended in mid air—in full view of both the American and Horse Shoe Falls—the river above and below, with its beautiful banks from 150 to 250 feet perpendicular, presents a view never before enjoyed by visitors to this wonderfully beautiful resort.

The erection of this bridge brings Goat Island and the site of Table Rock within easy walking distance.

TABLE ROCK,

From which such a grand view of the falls was obtained, exists only in name, and in the interest which attaches to its site. It was a truly magnificent crag, overhanging the fearful abyss, and it constituted one of the wonders of the place. Many accidents are recorded, from the temerity of tourists who ventured too near its margin. It, however, fell in 1862, and had this accident occurred an hour or two earlier in the day, the Victoria Bridge, the Grand Trunk Railway, and many other Canadian undertakings, might not have been accomplished, for a very short time previous to the disappearance of the slippery granite, there were standing upon it, viewing the Falls, the engineer of the Victoria Bridge, and several of his colleagues in the enterprises that have been mentioned.

TABLE ROCK—NIAGARA FALLS.

CAVE OF THE WINDS.

ENTRANCE TO THE CAVE OF THE WINDS.

A suitable building is here erected for the accommodation of visitors wishing to pass under the centre Fall, and into the Cave of the Winds, and this is a feat that all tourists should, if possible, perform. Oilskin dresses, clean and dry, are supplied to visitors. For a small fee an experienced guide will accompany parties under the sheet of water, and describe fully all the incidents connected with this locality. The scene within the cave is one of inconceivable grandeur. Conversation is impossible, the mighty cataract asserting its right to alone be heard, as its thunders reverberate within the cave.

BURNING SPRING

Is about one mile above Table Rock, near the river's edge. The water of the spring is highly charged with sulphuretted hydrogen gas, and emits a pale blue light when ignited.

To heighten the effect, the phenomenon of the burning water is exhibited in a darkened room.

THE WHIRLPOOL RAPIDS.

The best place to get a view of this wild tumultuous scene, is about a quarter of a mile below the Suspension Bridge. Let the visitor by all means descend to the water's edge at this point. It was here the fairy-like steamer Maid of the Mist, so narrowly escaped destruction.

THE WHIRLPOOL,

On the American side, is three miles below the Falls, and is visited on account of the wild and magnificent grandeur of its scenery. The river here turns abruptly to the right, forming an elbow, and as the waters rush against the opposite banks, a whirlpool is formed on which logs and often bodies have been known to float many days.

THE WHIRLPOOL.

The river in the centre is estimated by the engineers to be eleven feet and a half higher than on each shore, and the visitor often wonders how the "Maid of the Mist" ever passed down here and lived. There is no perpendicular fall, or external outlet at the whirlpool. The distance across it is one thousand feet; perpendicular height of the banks, three hundred and fifty feet.

MAID OF THE MIST GOING THROUGH THE WHIRLPOOL.

It is now a matter of history how this tiny steamer which conveyed tourists under the spray of the great Horse Shoe Fall, successfully escaped the hands of the sheriff, by passing through the whirlpool.

She left her moorings, about a quarter of a mile above the old Suspension Bridge, June 15, 1861, and sprung boldly out into the river, to try one of the most perilous voyages ever made. She shot forward like an arrow of light, bowed gracefully to the multitude on the Bridge, and with the velocity of lightning passed on her course. Many beheld this hazard-

ous adventure, expecting every instant she would be dashed to pieces and disappear forever. Amazement thrilled every heart, and it appeared as if no power could save her. "There! there!" was the suppressed exclamation that escaped the lips of all. "She careers over! she is *lost!* she is lost!" But, guided by an eye that dimmed not, and a hand that never trembled, she was piloted through those maddened waters by the intrepid Robinson, in perfect safety, and subsequently performed less hazardous voyages on the St. Lawrence.

On this trip there were but three men on board, the pilot, engineer, and fireman.

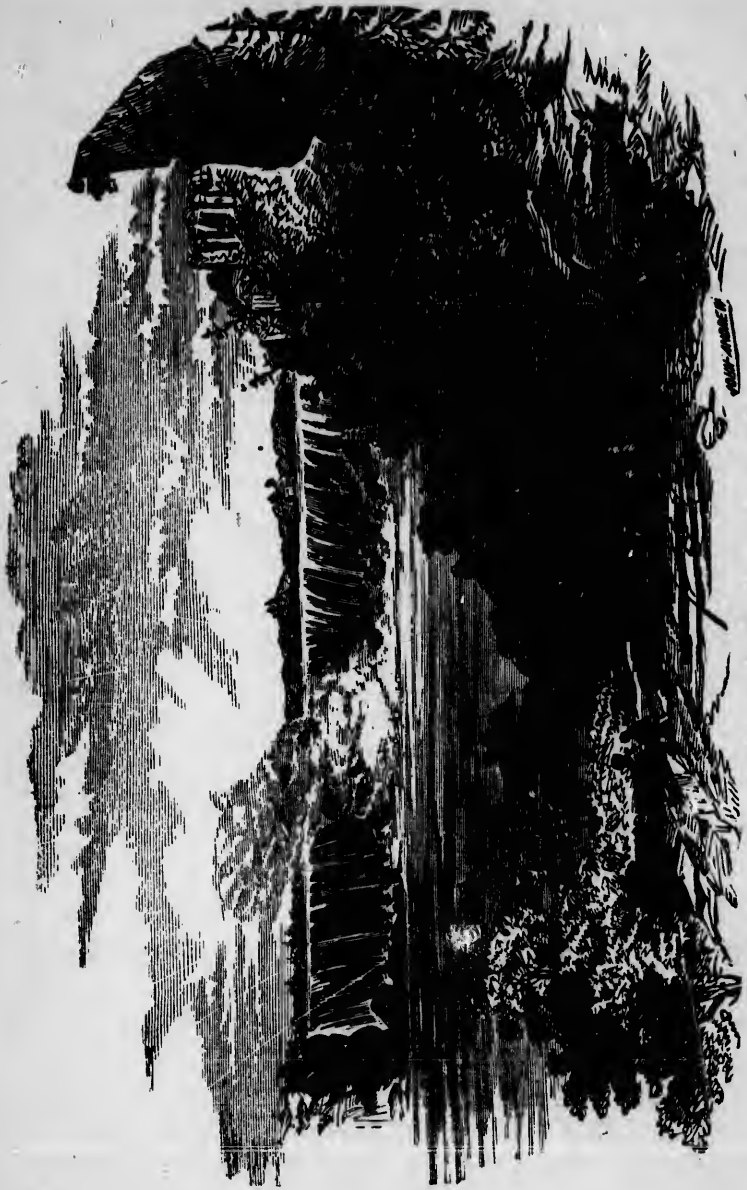
She is the only craft, so far as is known, that ever made this fearful trip, and lived. Though the pilot had performed many hazardous exploits in saving the lives of persons who had fallen into the river, yet this last act in taking the "Maid of the Mist" through the whirlpool, is the climax of all his adventures.

THE DEVIL'S HOLE

Is a large triangular chasm in the bank of the river, three and a half miles below the falls. The Bloody Run, a ravine so called from a sanguinary engagement between two hostile Indian tribes, falls into this chasm.

THE THREE SISTERS.

These are three small islands, lying side by side, near the head of Goat Island. The remotest of this group is the island, from which Mr. Joel R. Robinson rescued a Mr. Allen in the summer of 1841. Mr. Allen, having started just before sundown for Chippewa, (a village three miles up the river on the Canada side,) had the misfortune to break one of his oars in the midst of the river. The current caught his boat and bore it rapidly towards the Falls. As his only hope of



HORSE SHOE FALLS—FROM CANADA SIDE.

safety, he steered with the remaining oar for the head of Goat Island, but failing to strike that, she was bearing swiftly past this little island, when, knowing that the alternative was certain doom, he sprang for the land, and reached it with but little injury. Having matches in his pocket, he struck a signal light at the head of this island, but it was not seen until morning. Mr. Robinson rescued him by means of a boat and cable.

The first of the sisterhood or the island nearest you, is called Moss Island. That feathery show of a cataract between yourself and Moss Island is called the Hermit's Cascade, from its having been the usual bathing place of Francis Abbott, the Hermit of Niagara.

THE HERMIT OF THE FALLS.

As we think it will be interesting, we will relate the story of this strange person. About twenty-five years since, in the glow of early summer, a young stranger of pleasing countenance and person, made his appearance at Niagara. It was at first conjectured that he was an artist, a large portfolio, with books and musical instruments being among his baggage. He was deeply impressed with the majesty and sublimity of the Cataract, and the surrounding scenery, and expressed an intention to remain a week, that he might survey them at his leisure. But the fascination, which all minds of sensibility feel in the presence of that glorious work of the Creator, grew strongly upon him, and he was heard to say that six weeks were insufficient to become acquainted with its beauties. At the end of that period he was still unable to tear himself away, and desired to "build there a tabernacle," that he might indulge in his love of solitary musings, and admire at leisure, the sublimity of nature. He applied for a spot on the Three Sisters' Island, on which to erect a cottage after his own model; one of the peculiar-

HORSE SHOE FALLS—FROM CANADA SIDE.

ities of which was a drawbridge, to insure isolation. Circumstances forbidding compliance with this request, he took up his residence in an old house on Iris Island, which he rendered as comfortable as the state of the case would admit. Here he remained about eighteen months, when the intrusion of a family interrupted his habits of seclusion and meditation. He then quietly withdrew, and reared for himself a less commodious habitation near Prospect Point. When winter came, a cheerful fire of wood blazed upon the hearth, and he beguiled the long hours of evening by reading and music. It was strange to hear in such solitude, the long-drawn, thrilling notes of the viol, or the softest melody of the flute, gushing forth from that low-browed hut, or the guitar breathing out so lightly amid the rush and thunder of the never slumbering torrent. Though the world of letters was familiar to his mind, and the living world to his observations, for he had travelled widely, both in his native Europe, and the East, he sought not association with mankind, to unfold or to increase his stores of knowledge. Those who had occasionally conversed with him, spoke with equal surprise and admiration of his colloquial powers, his command of language, and his fervid eloquence; but he seldom and sparingly admitted this intercourse, studiously avoiding society; though there seemed in his nature nothing of misanthropy or morosenses. On the contrary, he showed kindness to even the humblest animal. Birds instinctively learned this amiable trait in his character, and freely entered his dwelling, to receive from his hands crumbs or seeds.

But the absorbing delight of his solitary residence, was communion with Niagara. Here he might be seen at every hour of the day or night, a fervent worshipper. At the gray dawn he went to visit it in the vail of mist; at noon, he banqueted in the full splendor of its glory; beneath the soft tinting of the lunar bow he lingered, looking for the angel whose pencil had painted it; and at solemn midnight,

he knelt at the same shrine. Neither the storms of autumn, nor the piercing cold of winter, prevented his visits to the temple of his adoration. There was, at this time, an extension of the Serappin Bridge, by a single beam of timber, carried out ten feet over the fathomless abyss, where it hung tremulously, guarded only by a rude parapet. Along this beam he often passed and repassed in the darkness of night. He even took pleasure in grasping it with his hands, and thus suspending himself over the awful gulf; so much had his morbid enthusiasm taught him to revel amid the terribly sublime. Among his favorite gratifications, was that of bathing, in which he indulged daily.

One bright but rather chilly day in the month of June, 1831, a man employed about the ferry saw him go into the water, and for a long time after observed his clothes to be still lying upon the bank. The poor hermit had taken his last bath. It was supposed that cramp might have been induced by the chill of the atmosphere or the water. Still the body was not found, the depth and force of the current below being exceedingly great. In the course of their search, they passed on to the Whirlpool. There, amid those boiling eddies, was the body, making fearful and rapid gyrations upon the face of the black waters. At some point of suction it suddenly plunged and disappeared. Again emerging, it was fearful to see it leap half its length above the flood, then float motionless as if exhausted, and anon spring upward and seem to struggle like a maniac battling with a mortal foe. For days and nights this terrible scene was prolonged. It was not until the 21st of June that after many efforts they were able to recover the body and bear it to his desolate cottage. There they found his faithful dog guarding the door. Heavily had the long period worn away while he watched for his only friend, and wondered why he delayed his coming. He scrutinized the approaching group suspiciously, and would not willingly have given them ad-

HORSE SHOE FALLS—FROM THE AMERICAN SIDE.

mittance. A stifled wail at length showed his intuitive knowledge of his master, whom the work of death had effectually disguised from the eyes of men. On the pillow was his pet kitten, and in different parts of the room were his guitar, flute, violin, portfolio and books scattered, the books open, as if recently used. It was a touching sight; the hermit mourned by his humble retainers, the poor animals that loved him, and ready to be laid by strange hands in a foreign grave.

The motives that led this singular and accomplished being, learned in the languages, in the arts and sciences, improved by extensive travel, and gifted with personal beauty and a feeling heart, to seclude himself in the flower of youth from human society, are still enveloped in mystery. All that is known, was, that his name was Francis Abbott, that he was a native of England, where his father was a clergyman, and that he had received from thence ample remittances for his comfort. These facts had been previously ascertained, but no written papers were found in his cell to throw additional light upon the obscurity in which he has so effectually wrapped the history of his pilgrimage.

THE THREE SISTER BRIDGES.

These costly and substantial structures are built over the three channels which separate the Three Sisters from each other and from Goat Island, presenting new and grand views of the Rapids and Falls, unequalled from any other point. These three bridges combine strength and beauty. They are alike, being slightly convex, that is, higher in the middle than at either end, thus adding to their strength.

The ends are fastened into the solid rock. Two rods, two inches in diameter, pass under each bridge, and are also fastened into the rocks at either end. The peculiar construction of the railing adds much to their strength and beauty. A fourth island, or sister, was discovered while the

HORSE SHOE FALLS—FROM THE AMERICAN SIDE.

bridges were being built; to it a bridge has also been thrown. From the head of the third sister may be seen one continuous Cascade or Fall extending as far as the eye can reach, from Goat Island across to the Canada shore, varying from ten to twenty feet in height. From this miniature Niagara rises a spray similar to that of the great Falls. The Rapids here descend fifty-one feet in ¾ of a mile, and they are one of the prominent features of Niagara.

Viewed from the Bridge they look like "a battle charge of tempestuous waves, animated and infuriated, against the sky." As they pass towards the fall, the commotion becomes more deeply intense, and they struggle as if desiring to escape the tremendous abyss into which they are about to be hurled. Suddenly, as they approach the verge, resignation seems to come over them, and in apparent calmness they accept their fate, and in an instant pass beyond our view.

It is now nearly 200 years since the eye of the European first saw these wonderful rapids and falls. Father Hennepin, in 1678, was conducted by the Indians to this spot, and then beheld the "wonder of the World." For ages before his visit, and for centuries since elapsed, the mighty river has continued to flow in "floods so grand and inexhaustible as to be utterly unconscious of the loss of the hundred millions of tons which they pour every hour over the stupendous precipice."

"Still do these waters roll, and leap, and roar, and tumble "all day long; still are the rain-bows spanning them a hun-"dred feet below. Still, when the sun is on them, do they "shine and glow like molten gold. Still when the day is "gloomy, do they fall like snow, or seem to crumble away "like the front of a great chalk cliff, or roll down the rock "like dense white smoke. But always does the mighty "stream appear to die as it comes down, and always from the "unfathomable grave, arises that tremendous ghost of spray "and mist which is never laid, which has haunted this place

"with the same dread solemnity since darkness brooded on "the deep, and that first flood before the deluge—Light—"came rushing on creation at the Word of God."

Luna Island is beautifully placed just in the very curve of the fall. This island, as it appears in its summer as well as its winter dress, is graphically described in "Picturesque America," from which we quote as follows: "It is pleasant enough in summer, for it has evergreens, trees and bushes, grasses and wild flowers in abundance, the atmosphere of spray by which it is surrounded being apparently favorable to vegetation. At night time, when there is a moon, a fine lunar bow is visible from the bridge that connects it with Goat Island, and hence its name. But the great glory of Luna Island is in the winter, when all the vegetation is incrusted with frozen spray. The grasses are no longer massed in tufts, but each particular blade is sheathed in a scabbard of diamonds, and flashes radiantly at every motion of the wind. Every tree, according to its foliage, receives the frozen masses differently. In some, especially evergreens, with pinnatified leaves, each separate needle is covered with a fine coating of dazzling white. In others where the boughs and branches are bare, the spray lodges upon the twigs, and gives to the eye, cubes of ice, that greatly resemble the uncouth joints of the cactus. In some evergreens the spray, being rejected by the oleaginous particles, forms in apple-like balls at the extremities of the twigs and the nooks of the branches. Those close to the verge of the fall are loaded so completely with dazzling heaps of collected frozen spray, that the branches often give way, and the whole glittering heap comes flashing down in crumbling ruin. On the ground, the spray falls in granulated circular drops of opaque white; but, wherever there is a stone or a boulder, ice is massed about it in a thousand varying shapes. Let us peep down from the verge, and, regardless of the noise and the smoke of the waterfall, give our attention

solely to the ice. It stretches in great columns from the top to the bottom of the falls, and a colonnade is formed, such as one reads of in the fantastic stories of the East, where alabaster and marble, jade and porphyry, are carried to the skies in the tremendous palaces of pre-adamitic kings. The frozen spray, descending upon these, covers them with a delicate tracery of flowers and ferns, and even of resemblance to human heads, which is a beautiful sight, and a strange.

"In winter time we may not descend on the American side; but, if we might, surely we should discern the most wondrous ice configurations along the verge of the pathway. The descent can be made at this time under the Table Rock; and the visitor passes from the stairways into a defile of the kind that Dante dreamed of in his frozen Bolgia. Along the side of the rock walls, are rows of stalactites, about the size of the human body, to which all of them bear a quaint resemblance. Upon the other side, massed along the verge of the bank, are ice-heaps that mount up fifty feet into the troubled air, some of them partially columnar in shape, but the majority looking like coils of enormous serpents, that have been changed by the rod of an enchanter into sullen ice.

"It must be remembered that, if winter gives much, it also takes away much. If it covers the trees and the grass with diamonds, and heaps up ice-serpents, and builds colonnades and spires and obelisks, it takes away a great part of the volume of the water, for the thousand rills that feed the great lakes have been rent from the hills by the fierce hand of the Frost giant, and clank around his waist as a girdle. Those who love color and light, and majesty of sound, will do well to come in the summer; those who like the strange, the fantastic, and the fearful, must come in the winter. But the true lover of the picturesque in Nature, will come at both times. Each has its special charm; each has some things

which the other lacks; but in both are features of transcendent beauty."

We shall now conduct our tourist to one spot on the Canadian side, where perhaps, of all others, the finest view of the waterfalls can be seen. It is along the railway track that lies at the back of Mr. Zimmerman's house, where an open spot is reached, near a small reservoir immediately above the Falls. From this point of observation a scene is presented of such grandeur and magnificence, of which our language would almost seem too meagre to furnish the words necessary to adequately describe it. As we gaze, we realize to some slight extent the tremendous power of the fall as well as its height. A celebrated English visitor to this spot expresses his admiration in the following terms: "I now caught my first sight of that wondrous vision which is worth a pilgrimage from England to see. I have since had an opportunity of making it a study, and my conviction is that if there is anything in the world which defies at once description and analysis, and which excites in the beholder, by turns, ideas of grandeur, beauty, terror, power, sublimity, it is expressed in that one word—Niagara. I have seen it in the most of its summer aspects. I have gazed upon the marvelous panorama from the rapids above, to the whirlpool below. I have looked up to it from the river, and down upon it from the Terrapin tower. I have bathed in its light, and been drenched with its spray. I have dreamed over it through the hot afternoon, and have heard it thunder in the watches of the night. On all the headlands, and on all the islands, I have stood entranced and wondering, while the mist has shrouded it, and while the sun has broken it into rainbows. I have seen it fleecy as the snow flake; deepening into the brightest emerald; dark and leaden as the angriest November sky,—but in all its moods there is instruction, solemnity, delight. Stable in its perpetual instability; changeless in its everlasting change; a thing to be

'pondered in the heart' like the revelation by the meek Virgin of old; with no pride in the brilliant hues that are woven in its eternal loom: with no haste in the majestic roll of its waters: with no weariness in its endless psalm—it remains through the eventful years an embodiment of unconscious power, a living inspiration of thought, and poetry and worship,—a magnificent apocalypse of God."

DETROIT AND CHICAGO.

As in all likelihood many of our tourists, who have never visited these large Western cities, may desire, whilst at Niagara, to take a run—even if only for a brief period—to the principal business localities in the Western States, we have thought it desirable, and as a matter of convenience to the travelling public, to refer in a very few words to one or two places in the Western States of America, which are not only worthy, and will amply compensate for any time spent in visiting them, but which really ought to be seen, and well seen, by all those who consider themselves travellers. It is needless to say that we refer to the fine cities of DETROIT, in the State of Michigan, and CHICAGO, in the State of Illinois. A few hours' ride over the Great Western Railway, from Suspension Bridge, through a pleasant country, and we arrive at the beautiful

CITY OF LONDON,

situated in the centre of the finest agricultural region of Canada. It is the diverging centre of several lines of railway. It is favorably known by its White Sulphur Springs and its extensive manufactures. The streets, and many of the public buildings are called by the same names as those of old London. The little stream which passes, is dubbed the Thames, and Westminster and Blackfriars Bridges lead us across its

narrow line. The public buildings are very fine, and its numerous churches are choice in architectural design.

A further ride of 110 miles will bring the tourist to the town

CITY OF LONDON, FROM THE TOWER OF ENGLISH CATHEDRAL.

of Windsor, in Canada, and a few minutes more occupied in crossing the river by the Steam Ferry, will land him in the fine

CITY OF DETROIT.

Detroit is one of the oldest cities in the country, having been founded as a French Missionary Station in 1670. The city, which is known as the "City of the Straits," extends along the Detroit River for about three miles, and is built up for about two and a half miles from the water. The streets are wide and beautifully shaded by trees. The churches are numerous, and in many instances very beautiful; the private residences are surrounded by spacious grounds, tastefully ornamented, and the stores and public

buildings are metropolitan in size and appearance. The principal buildings worthy a visit are the Custom House and Post Office on Griswold street. The Board of Trade Building, and the Michigan Central Freight Depot should by all means be seen. The latter 1250 feet long, and 102 wide, is an immense room without partitions or pillars. It is covered by a self-supporting iron roof. Detroit is always a pleasant place to visit. In summer, pleasure excursions are of daily occurrence, and the beautiful River affords ample opportunity for the members of the "Detroit River Navy," with its fleet of a couple of hundred yachts, to exercise before the gaze of assembled thousands on the shore, who assemble to witness the "Grand Reviews" each season. We would advise a visit to the pretty cemetery, and the outskirts of the city, which in all directions are very fine, and will well repay a drive, or a long "constitutional." As regards hotel accommodation, we can recommend the "Russell House" on Woodward Avenue as a first-class hotel, containing all the modern improvements, with every comfort required by the most fastidious.

CHICAGO.

The next, and other place which we wish the tourist to visit, is the "New York" of the West. Probably most of our pleasure seekers may have already visited the lion city, but to those who have not made the journey within the last few years, we would say by all means extend your absence from home, and postpone your journey eastward, for at least a few days, and go and see the march of progress, being made by our Western friends. Take the Michigan Central Railway at Detroit, and after ten hours of as comfortable travelling as can be obtained on the Continent, you will find yourself in Chicago.

The Michigan Central Road was opened to Kalamazoo, 143

miles from Detroit, February 1st, 1846. The Road was open to Michigan City, October 30, 1850, and to Chicago, May 21, 1852. The total length of the road is 284 miles. The depot in Chicago is at foot of Lake-street.

It is truly wonderful the strides that have been made in Chicago of late years. It is not necessary to recount the particulars of how the city has grown in numbers and wealth within a very limited period; all who have even heard of the place, are also acquainted in a greater or less degree with the marvelous manner in which Chicago has risen to its present status, as the Commercial emporium of the West. Chicago, however, must be seen to be appreciated properly, and one cannot visit the City without feeling that a current of Commercial vitality courses through the veins of all its people. In the year 1871 one of the greatest conflagrations the world has ever known, visited and devastated this noble city. Doubtless our readers are fully acquainted with the particulars of that sad event but we would advise tourists to obtain a guide giving particulars of the great fire. We strongly recommend tourists to make this trip, and see for themselves what a wonderful place Chicago is: for, notwithstanding that great catastrophe, and the fact that four years ago, the city was almost laid in ashes, it has not only reached its proper proportions, but even eclipses what it originally was, in fine buildings and architectural beauty. Its business men are a truly live people, and are not to be discouraged.

Chicago boasts many very fine hotels. The tourist will find himself well cared for at the Massasoit House, A. W. Longley, proprietor. This hotel stands immediately opposite the Michigan Central Depot.

In returning to the East, if our tourist can spare the time, a most enjoyable and healthful trip may be made by taking

the rail to Milwaukee, and there crossing Lake Michigan by one of the Detroit and Milwaukee Company's very fine steamers to Grand Haven, where they connect with the railway owned by that Company, running to Detroit. From our own experience we can truly say, that in fine weather this is a most lovely journey, besides varying the route. From Detroit the Great Western Railway will convey the tourist back to Suspension Bridge (Niagara Falls.)

Our stay at Niagara having drawn to a close, we must decide upon the route we shall take for Toronto. There are two means of getting there, one by water and the other by land. On a sunny calm day, nothing can be more pleasant than the water excursion, by the fine new steamer "City of Toronto," under command of Capt. Dick, which daily makes two trips each way across Lake Ontario, between Toronto and Lewiston. If this route is decided on the tourist will find the cars ready to take him to Lewiston. From Niagara to Lewiston the railway follows the course of the river, running along the high ridge overlooking the rapid stream, until we arrive at Lewiston Station. Omnibuses and cabs will be found in attendance to take passengers down to the steamer, which lies about half a mile off.

LEWISTON.

This village is situated at the head of navigation, on the Lower Niagara, and is a place of considerable importance. It lies three miles below the Devil's Hole, and seven miles below the Falls.

It is an exceedingly pleasant and very well built village, but its commercial prospects have been very much injured by the construction of the Erie and Welland Canals. It contains, besides a proportionate number of stores and hotels, churches of all the various denominations, and an

academy of considerable size. In 1812, it was the head quarters of General Van Rensselaer, of the New York Militia.

Once embarked, we pass along Niagara River for about ten miles, the current still running very rapidly, until it finds its way into Lake Ontario.

QUEENSTON.

This is a small village situated nearly opposite to Lewiston, and contains about 200 inhabitants. It was the Canadian termination of the bridge, and is associated in history with the gallant defence made by the British on the adjacent heights in the war of 1812. The bridge here shown was unfortunately carried away by ice during the winter of 1864. The village is pleasantly situated, but it has suffered from the same causes that have retarded the growth of Lewiston. Near this point the river becomes more tranquil, the shores appear less broken and wild, and the change in the scenery affords a pleasing transition from the sublime to the beautiful. The Monument shown on page 80 stands on the Heights of Queenston, from whence the village derived its name. The present structure occupies the site of the former one, which was blown up by a miscreant, named Lett, on the 17th April, 1840. The whole edifice is one hundred and eighty-five feet high. On the sub-base, which is forty feet square and thirty

QUEENSTON SUSPENSION BRIDGE.

feet high, are placed four lions, facing north, south, east and west; the base of the pedestal is twenty-one and a-half feet square, and ten feet high; the pedestal itself is sixteen feet square, ten feet high, surmounted with a heavy cornice, ornamented with lions' heads and wreaths, in alto-relievo. In ascending from the top of the pedestal to the top of the base of the shaft, the form changes from square to round. The shaft is a fluted column of freestone, seventy-five feet high and ten feet in diameter, whereon stands a Corinthian capital, ten feet high, on which is wrought, in relief, a statue of the Goddess of War. On this capital is the dome nine feet high, which is reached by 250 spiral steps from the base on the inside. On the top of the dome is place a colossal statue of General Brock.

BROCK'S MONUMENT.

The only stoppage made between Lewiston and Toronto is at the town of Niagara, 16 miles from the Falls. Passengers from the Clifton House can be brought by the cars down to this town without crossing to the American shore, and embark on board the "City of Toronto" here.

NIAGARA.

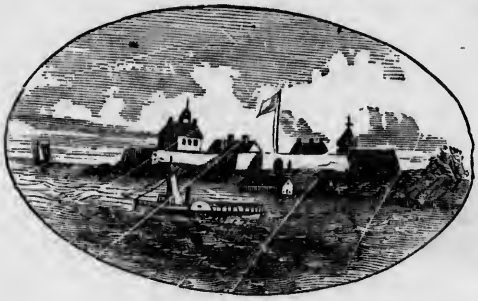
This is one of the oldest towns in Ontario, and was formerly the capital of the Province. It is situated where the old town of Newark stood, and is opposite to Youngstown. It faces the river on one side, and Lake Ontario on the other. The trade of this place has been largely diverted to St. Cathe-

rines, since the completion of the Welland Canal; and the other towns upon the Niagara River have suffered in common from the same cause. Its surroundings are full of varied and historical interest. The Queen's Royal Niagara Hotel, under the management of Mr. Winnett (of the firm of McGaw & Winnett of the Queen's Hotel, Toronto) is open for guests during the summer season.

Almost immediately after leaving Niagara village, we pass between the two Forts, Niagara and Massasauga, the former garrisoned by American troops and the latter, in bygone days, by the soldiers of Her Majesty Queen Victoria. These two forts are so close together, that it is said, on a calm night, the watch-words as given by the troops on changing guard could be heard distinctly from one side to the other, across the water.

FORT NIAGARA.

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



FORT NIAGARA.

Within the last few years, important repairs have been

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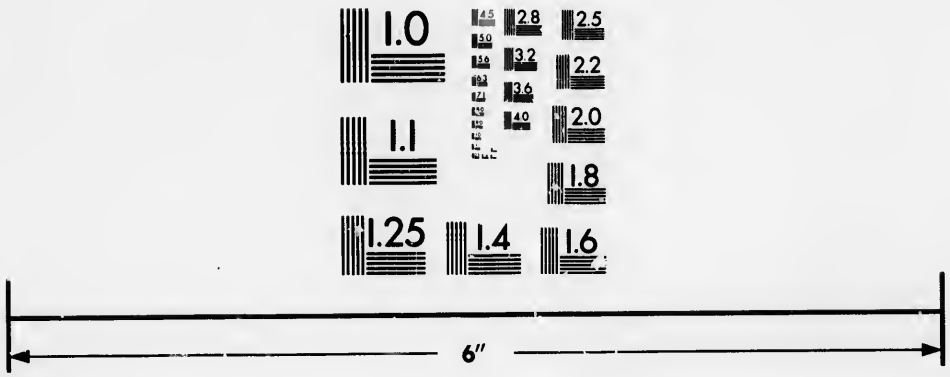

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made around the Fort, and the entire wall has been constructed anew. Here was fought the battle of the 24th July. 1759, in which Prideaux, the English General, fell, and after which the French garrison surrendered to Sir William Johnson, who succeeded to the command of the English.

From this point we strike out into the lake, and in the centre almost lose sight of the land behind, before we discern the city of Toronto, immediately in front of us. The view of Toronto from the water is very fine indeed, and its public buildings and wharves shew it to be a city of importance and prosperity. Before describing it, however, we shall return to Niagara, and conduct our tourists who prefer the overland route by the Great Western Railway. They also will find the cars waiting to receive them, and after a couple of hours ride will reach the prettily situated and thriving

CITY OF HAMILTON.

This city was laid out and settled in 1813. It is built on a plateau of slightly elevated ground, winding around the foot of a hilly range, which extends from Niagara Falls, and which here receives the name of "The Mountain." The streets are wide and for the most part cross at right angles. King street, the principal thoroughfare runs through the entire breadth of the city. Near the centre of this street is a large open space known as "The Gore," and a little north is Market Square on which stands the spacious public building used as civic offices and a market. The banks and many of the churches are handsome structures, and on the rising ground approaching the mountain, are many elegant residences. The city contains about 25 churches, several banks, a (Wesleyan) Female College, and a large number of manufactories.

The principal hotel is the Royal Hotel, L. W. Cass, proprietor, J. N. Strong, manager. This large house is not sur-

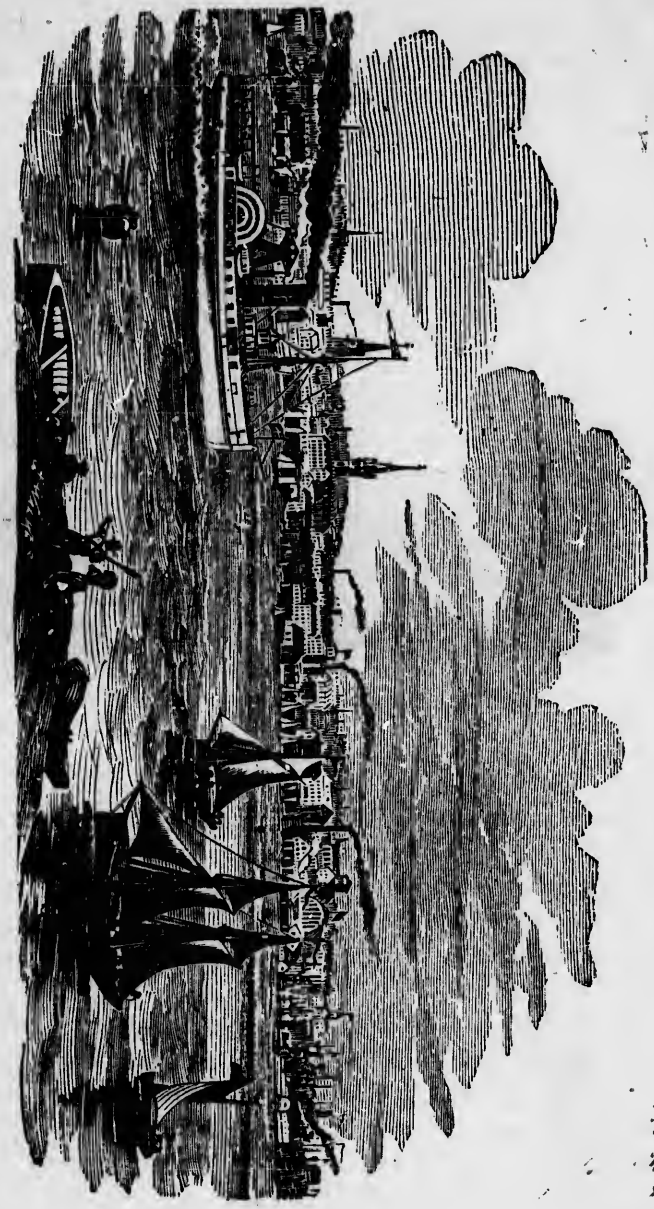
passed by any in the Province. Hamilton is the headquarters of the Great Western Railway of Canada, and here the general offices, engine shops and work shops are located. The population of the City is about 27,000.

CITY OF HAMILTON, SHOWING THE GORE ON KING STREET.

TORONTO.

Forty miles more journeying brings us to the City of Toronto, the Capital of the Province of Ontario and one of the most flourishing cities in the Dominion. It is situated on a beautiful bay separated from the lake by a peninsula known as Gibraltar point, which serves to form a safe and well sheltered harbor.

The tourist will doubtless desire to remain in Toronto for a day or two, and visit the points of interest. We will therefore locate him where we can assure him of every comfort and attention. The hotels *par excellence* are the "Queens" and "Rossin House," between which we can scarcely discern any choice. The Queen's is situated near the Bay and the



CITY OF TORONTO FROM THE RIVER.

new Rossin House on the corner of King and York Streets. The American Hotel, corner of Yonge and Front streets, also offers good inducements, and is largely patronized by com-

CITY OF TORONTO, FROM A CLEARED SPACE ON THE ESPLANADE, NEAR THE RIVER DON.

mercial men. Between these we leave our tourists to chose for themselves, confidently stating that at either house they will be well cared for.

Toronto was formerly called York, but once more resumed its original Indian name in 1834. Its streets are broad and well laid out, and the City generally is built of a light colored brick, of a soft pleasing tint. Its public buildings are very substantial, and many of them beautiful. It is the seat of Law and Provincial Government, and the head-quarters of the Educational Department of the Province. The principal buildings are Osgoode Hall (named after the first Chief Justice of the Province), a fine structure, classic in its design; the Lieut.-Governor's mansion, a princely residence; the Normal School and Trinity College, both fine edifices. The University is one of the finest buildings in America, and reckoned second to none on this side of the Atlantic, as a seat of learning. The style of architecture is Norman, with such slight deviations as the climate demands. It is beautifully situated in Queen's Park, a noble public park whose avenues are ornamented with stately trees, and embellished by a monument of Her Majesty Queen Victoria, and that erected in honor of the Toronto Volunteers, who fell during the first Fenian Raid in 1866. The Lunatic Asylum, Custom House, Merchants Exchange, Government School of Technology, and new Post office, are all worthy the notice of the tourist. There are over 50 churches, and about 15 banks, and many of these edifices are strikingly beautiful. The manufacturing interests are very great, and almost every branch of industry is here carried on in its perfection. Its fine harbor affords great facilities for extensive traffic, and lines of steamers run daily to all ports East and West. Five lines of railway also connect the City with all places of importance on this continent.

Having viewed Toronto, we must now resume our tour, and with the facilities afforded to tourists for reaching every point of interest, our party will doubtless separate for a time. Some may feel desirous of visiting the romantic scenery on the shores of that "great Inland Sea,"

LAKE SUPERIOR.

To reach that point we take the cars of the Northern Railway, and a short ride brings us to the flourishing village of Orillia, 86 miles distant from Toronto, and situated on the beautiful

COUCHICHING LAKE.

This lake is about 12 miles in length, and is connected with Lake Simcoe by a channel called the Narrows. It is indented with several pretty bays and studded with islands. The Lake abounds with trout and black bass, and to meet the wants of the rapidly increasing number of tourists who annually flock to its shores, a fine hotel has been erected, which was opened last season, and the "Lake Couchiching Hotel" is now a delightful and fashionable summer resort, and from its surroundings, a very paradise for sportmen. The position of this charming establishment is one of extreme beauty, not even second to that of the "Thousand Islands" of the St. Lawrence. Situated on a point overlooking the full length of the Lake, its park and pleasure grounds have been laid out with exquisite taste, combining woodland and water side walks, flower gardens, croquet lawns, boat houses, billiard, bowling and bathing houses, and every provision for sport and amusement, whilst by Rail and Steamer running in connection with the house, the tourist and sportsman has ready access to the Falls of the Severn and of Muskoka and to the celebrated Sparrow, Muskoka and Trading Lakes, where exceptionably good sport may be had by all who seek it. The Hotel is first class in every particular and is managed by Mr. Thomas Scully, late of the Queen's Hotel, Toronto.

Immediately opposite to the Hotel (across the lake) is the

VILLAGE OF ORILLIA.

An original camping ground of the Ojibbeways, first settled by the Jesuits, and now a prosperous and picturesque little own.

From Orillia we pass onward to Collingwood, situated on the

GEORGIAN BAY.

This deeply romantic and lovely body of water has until recently been comparatively unknown to tourists. Its shores are extremely beautiful, and there is one continued succession of enchanting scenery. Here the wild fowl, fur bearing game, and the finny tribe disport themselves, affording ample scope for the pleasure of the sportsman, or the disciple of "Isaac Walton." At Collingwood we embark on board of one of the commodious steamers of the Lake Superior Line, composed of first class side wheel steamers, affording every comfort to the tourist. Proceeding through Georgian Bay, we soon arrive at

PENETANGUISHENE,

an old and very important settlement situated on a lovely and secure bay. This was formerly a very important naval and military depot. One of the Provincial penitentiaries is here located. From Collingwood to the Sault St. Marie the scenery is of the most delightful character. Beautiful islands, whose wild scenery, combined with the view of the LaCloche Mountains, rising about 2000 feet above the sea, form a grand panoramic view enjoyed from the deck of the passing steamer.

The most important island is that known as the "Great Manitoulin". Two hundred and ninety miles above Collingwood is situated the thriving town of

BRUCE MINES,

celebrated for the immense quantities of copper annually obtained. The mines are situated in the immediate vicinity of the village. Fifty miles beyond this village we arrive at the

SAULT ST. MARIE,

where we enter the ship canal. On entering the locks a grand view is obtained of the rapids of St. Mary's River, here about half a mile in width. The scene is usually enlivened by a number of birch canoes floating immediately below the rapids, being guided by the dexterous Indians engaged in taking white fish, which here abound in great quantities. On leaving the canal, the vessel ascends a beautiful stretch of the St. Mary's River to

POINT AUX PINS,

where commences White Fish Bay. Here the shores assume a bold appearance well worthy the notice of the tourist. At White Fish Point, 40 miles from Sault St. Marie, we commit ourselves to the broad waters of

LAKE SUPERIOR,

which lie 600 feet above the sea, from which it is distant 1500 miles. It is 460 miles long from East to West, and 170 miles broad in its widest part, with an estimated area of 32,000 square miles, its greatest depth being 800 feet, and nearly 200 rivers and creeks empty their waters into its mighty bosom. Pursuing our course we speedily reach the celebrated

PICTURED ROCKS,

of which almost fabulous accounts have been given by travellers, and which certainly are among the wonders of this "Inland Sea." This range of rocks, which are situated about 110 miles from the "Sault," are a series of sandstone bluffs extending for about 5 miles and rising vertically from the water, without any beach at the base, to a height ranging from 50 to nearly 200 feet. "The two features which com-

municate to the scenery a wonderful and almost unique character are, first, the curious manner in which the cliffs have been worn away by the action of the lake; and, second, the equally curious manner in which large portions of the surface have been colored by bands of brilliant hues," and it is a curious fact, that the colors are little affected by rains or dashing of the surf. The rocks take such a variety of forms as to render the scene one of ever-changing beauty. Here we have the "Amphitheatre," "Sail Rock," "Le Grand Portail," and the still more grand "La Chapelle," the most perfect specimen of nature's architecture.

SILVER ISLET

Famed as the richest and most productive silver mine in the world, is an island reclaimed from the Lake, and now a busy hive whence are exported thousands of tons of silver ore every season.

Thence we proceed to

PRINCE ARTHUR'S LANDING.

So named after His Royal Highness the Duke of Edinburgh, by an officer who has since became famous as the leader of the Ashantee war, and who, as Colonel Wolsley commanded what is known as the "Red River Expedition." This point, situated in Thunder Bay is now a thriving bustling town whence the intended railway to Fort Garry will take its departure, and where the Emigrant for Manitoba now starts on his way to Manitoba over the "Dawson route." Close to the neighbourhood of the Landing is

FORT WILLIAM.

An old Hudson Bay Fort on the Kamanistiqua River, a very lovely spot, surrounded by natural beauties, but famous chiefly for the generous hospitalities of its officers, for won-

derful old Madeira wine, and other luxuries for which the posts of the Hudson Bay Company are renowned.

We next come to

DULUTH.

This city is destined to become one of the most important cities in the "great West." Already from the small village of eight or ten years past, it stands in the present a city of no mean dimensions, and of rapidly growing advantages. The streets are wide and regular, and the buildings are very fine. Gas and water are supplied to the inhabitants, and the hotels are all that could be desired. With the certainty of becoming a great railroad centre for the North West, and with its fine harbor, and the travel which will be attracted to its neighborhood, it is a point worthy the attention of tourists.

Leaving Duluth on our return we pass through the Twelve Apostle Islands, after which we strike towards the centre of the lake in order to round a large extent of land which juts out for nearly 60 miles in length. This is known as

KEWEENAW POINT,

probably the richest extent of mineral land in the country. For upwards of 100 miles, this country running from east to west abounds in silver and copper ores, much of it being pure native copper, and often in such large masses as to render it impossible to be separated for transportation, and masses weighing from 1000 to 5000 pounds are often sent to the Eastern markets. Rounding this "Point of Wealth."

The next point of interest is

MARQUETTE,

situated on the bay of the same name. This flourishing city is closely identified with the extensive iron mines in the vicinity which are now being fully worked, and the business employs hundreds of vessels of all classes. On leaving Marquette we pass Presq'Isle, another bold headland, which presents a rocky iron-bound appearance for miles.

In the rest of our course to Sault St. Marie we pass by shores abounding with animal life and mineral wealth, while the waters over which we glide are teeming with the finny tribe, and the whole route is such as will always attract the tourist in search of health or recreation.

The comforts by which we are surrounded in our vessel make us almost forget the time which elapses during our journey onward to Collingwood, and the return trip over the Railway by which we started is equally pleasant, and we find ourselves once more with our party at Toronto, arranging for the continuation of our tour eastward, which may be done either by boat or rail. If we choose the former we avail ourselves of the superior accommodation afforded by the boats of the Richelieu and Ontario Navigation Co., (Royal Mail) which leave the wharf daily for Montreal. Travellers can go on board, obtain their staterooms, and make the passage of the Lake; but "as variety is charming," our tourists can, if they prefer it, go as far as Kingston by the Grand Trunk Railway, on one of the Pullman palace cars, which are now attached to both day and night trains upon this railway, and there take the steamer. This is one of the advantages of taking a joint ticket at Niagara Falls, which enables the holder to travel by either rail or boat, and in this way the option of conveyance is with the

passenger, giving him the opportuuity of consulting his own convenience or inclination, after arrival at Toronto. Tourists arriving from Niagara Falls can have a few hours in Toronto, take the evening train, and reach Kingston in time to connect with the steamer which left Toronto the same day. For a short distance, the train runs along the banks of the Lake, and then it is lost sight of altogether. After leaving Toronto, the first place of any importance we come to is

PORT HOPE,

which is situated sixty-three miles from Toronto. A small stream, which here falls into the Lake, has formed a valley, in which, and on the rising hills beyond, the town is located. The harbor formed at the mouth of this stream is one of the best on the Lake. Port Hope is a very pretty town. On the western side, the hills rise gradually one above another, the highest summit, called "Fort Orton," affording a fine prospect, and overlooking the country for a great distance around. The town is incorporated, and contains over 6000 inhabitants.

CCBOURG

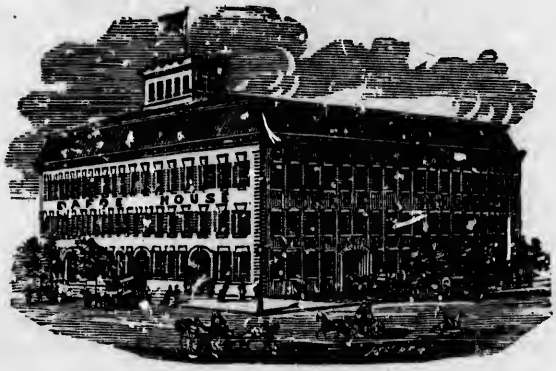
lies 6 miles below Port Hope. It is a town of 5,000 inhabitants, and is situated in the centre of an exceedingly fertile section of the country. Its harbour is safe and commodious, and a large quantity of grain, iron ore, &c., is annually exported. It is very prettily laid out, and its streets are adorned with numerous elegant residences and public buildings, including the Town Hall and Victoria College (Wesleyan). The train stops about a quarter of an hour, to give travellers the

opportunity of partaking of the very acceptable meal that is ready for them in the Refreshment Room of the Station.

The tourist or business man will receive at the Arlington House every comfort and attention. From Cobourg a branch line runs up into the back-country to Peterborough. Having satisfied the wants of the "inner man" we resume our seats and pass onward to

BELLEVILLE,

a town of considerable importance situated on the Bay of Quinté, 44 miles from Cobourg. This town has rapidly grown during the past few years, and has now a population of over 7,000. It is well built, lit with gas, and possesses a fine harbor with an almost unlimited water power. It is the capital of the county of Hastings, and contains, beside the county buildings, many very handsome stores and churches, with a college, a convent, and very extensive factories and saw mills.



DAFOE HOUSE.

The principal Hotel is the Dafoe House, Mr. G. C. Borradaile, proprietor. We next reach the city of

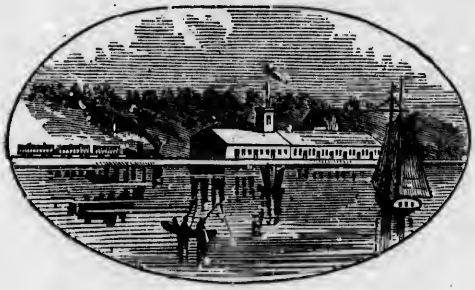
British American and Harwood House," and leave them to the hospitable care of its proprietors, while we return to Toronto, and accompany such as decided upon descending to this point by steamer, and shall point out to them some places of interest on the American side of Lake Ontario.

CHARLOTTESVILLE,

situated at the mouth of the Gennesee River, is the port of entry for Rochester. It is seventy-five miles from the mouth of the Niagara. The Gennesee is navigable by steamers to Carthage, five miles from its mouth. At Carthage, passengers can take omnibuses to Rochester, two miles distant.

OSWEGO

is the next port after passing Charlottesville. It is a beautiful and flourishing town, and contains a population of about 15,000. It is the commercial centre of a fertile and wealthy part of the country, and is the terminus of a railroad and a canal, connecting it with Syracuse and the New York Central Railway. The history of this place is associated with many hard fought battles during the time of the Indian and French wars.



CAPE VINCENT RAILROAD DEPOT.

It was first settled by the French, who built a fort here shortly after the founding of Quebec in 1608. Since that time it has always been a military post.

SACKETT'S HARBOR.

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

We now pass over to Kingston, and, rejoining our party, commence the beautiful trip down the noble River St. Lawrence.

The steamer which leaves Toronto in the afternoon, is due early next morning, thereby enabling the tourist to view all the scenery down to Montreal by day-light. Leaving Kingston, we find ourselves entering amidst that wonderful and beautiful collection of isles known as

THE THOUSAND ISLANDS.

These islands commence near Kingston, and extend downward to Brockville, a distance of over 50 miles. They form the most numerous collection of river islands in the world, and consist of about 1800 woody and rocky islets of every imaginable shape, size and appearance, some being mere dots of rock, a few yards in extent, others covering acres, thickly wooded, and presenting the most charming appearance of rich foliage conceivable. At times our vessel passes so close to these islands, that a pebble might be cast on their shores; while looking ahead, it appears as though further progress was effectually barred, when rounding the points amid winding passages and bays, the way is gradually opened before us. Again the river seems to come to an abrupt termination. Approaching the threatening shores,

a channel suddenly appears, and you are whirled into a magnificent amphitheatre of lake; this is, to all appearance, bounded by an immense green bank. At your approach the mass is moved as if in a kaleidoscope, and a hundred little isles appear in its place. Such is the charming scenery presented on this beautiful route. It is a famous spot for sporting; myriads of wild fowl of all descriptions may here be found; and angling is rather fatiguing than otherwise, from the great quantity and size of the fish. On one of these islands Mr. George M. Pullman, of palace car fame, has erected a handsome summer villa, and among his guests at this fairy resort, has been President Grant and many other celebrities.

FORT HENRY—MARTELLO TOWER, CEDAR ISLAND.

LIGHTHOUSE ON ONE OF THE THOUSAND ISLANDS.

These islands, too, have been the scene of most exciting romance. From their great number, and the labyrinth-like channels among them, they afforded an admirable retreat for the insurgents in the Canadian insurrection of 1837 and for the American sympathizers with them, who, under the questionable name of "patriots," sought to overthrow the British government in Canada. Among these was one man, who, from his daring and ability, became an object of anxious pursuit to the Canadian authorities. Here he found a safe asylum, and through the devotedness and courage of his daughter, whose skilful manage-

ment of her canoe was such, that with hosts of pursuers she still baffled their efforts at capture, while she supplied him with provisions in these solitary retreats, rowing him

VIEWS AMONG THE THOUSAND ISLANDS.

from one place of concealment to another, under the shadow of night. But, in truth, all the islands which are so numerously studded through the whole chain of the magnificent Lakes, abound with materials for romance and poetry, and many are the traditions of the Indians. For instance on the Manitoulin Islands, the Indians believe that the "Manitou," that is the *Great Spirit*, (and hence the name of the islands,) has forbidden his children to seek for gold; and they tell you that a certain point where it is reported to exist in large quantities, has never been visited by the disobedient Indian without his canoe being overwhelmed in a tempest.

Opposite the Thousand Islands, and on the American shore, stands the village of

CLAYTON,

a place of considerable importance as a lumbering port. Square timber and staves are here made up into large rafts and floated down the St. Lawrence to Montreal and Quebec. These rafts are often very large, and as they require a great number of men to navigate them, the huts erected for their shelter; give them, as they pass down the river, the appearance of small villages. Many of the steamers and other craft that navigate Lake Ontario are built here.

ALEXANDRIA BAY

is the next port after leaving Clayton. It is built upon a massive pile of rocks, and its situation is romantic and highly picturesque. It is a place of resort for sportsmen. Some two or three miles below the village is a position from whence one hundred islands can be seen at one view.

We have now passed through the "Lake of a Thousand Islands," and leaving behind us the last of the great chain of lakes, we enter the River St. Lawrence, and speedily find ourselves at the thriving town of

BROCKVILLE

125 miles from Montreal. It is on the Canadian side of the river, and is built on an elevation which rises from the shore in a succession of graceful ridges, being one of the prettiest towns in Canada. It received its name in honor of the hero, General Brock, who fell at Queenston in 1812. It was laid out about 1802, and has grown rapidly since that date. It contains a number of public buildings, and is largely interested in manufactures. The population is about 7000. Those who wish to stay here a few days, for fishing or shooting, will find themselves very comfortable at the "Revere House," Mr. L. H. Daniels, proprietor.

OGDENSBURG

is situated on the American side of the river. In the year 1748, the Abbé François Piquet, who was afterwards styled the "Apostle of the Iroquois," was sent to establish a mission at this place, as many of the Indians of that tribe had manifested a desire of embracing Christianity. A settlement was begun in connection with this mission, and a fort, called "La Presentation," was built at the mouth of the Oswegatchie, on the west side. The remains of the walls of thi

Fort are still to be seen. In October, 1749, it was attacked by a band of Mohawk Indians, who, although bravely repulsed, succeeded in destroying the palisades of the fort, and two of the vessels belonging to the colony. The Abbé Piquet retired from the settlement soon after the conquest of Canada, returning to France, where he died in 1781. Ogdensburg has increased rapidly within the past few years, and has now a population of over 8,000.

The Ogdensburg and Lake Champlain Railroad (now leased by the Central Vermont Company) which runs to Lake Champlain, a distance of one hundred and eighteen miles, and which connects at Rouse's Point with the railroad to Boston and Montreal, has its terminus here. The Northern Transportation Company's Steamers connect here with the Vermont Central Railway.

PRESCOTT

is situated on the Canada side of the St. Lawrence, opposite Ogdensburg, and contains 3000 inhabitants. About a mile below the town of Prescott, at a place called "Windmill Point," are the ruins of an old stone windmill where, in 1837, the "Patriots," under Von-Shultz, a Polish exile, established themselves, but from which they were driven with severe loss. About five miles below Prescott is Chimney Island, on which the remains of an old French fortification are to be seen. The first rapid of the St. Lawrence is at this island.

WIND-MILL POINT.

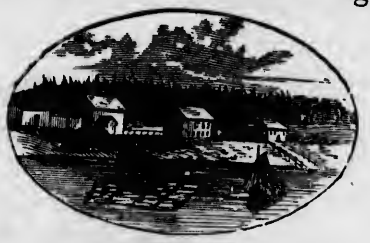
At Prescott, those intending to visit Ottawa will leave the boat. Ottawa, the Capital of the Dominion, is fifty-four miles distant from Prescott, and the journey to it

is performed by railway in three hours. We can confidently recommend this detour, on account of the claims of Ottawa itself, of which more anon.

Tourists wishing to make this trip can obtain return tickets at moderate fares, and join the steamer again at Prescott the following morning and descend the rapids to Montreal, which is by far the most exciting portion of the whole journey.

The Daniels' Hotel at Prescott is a very well kept, and comfortable house.

Continuing our journey down the river, the next town on the American side is Waddington; and in the river over against it, is Ogden Island. On the Canada side is Morrisburg, which contains about twelve hundred inhabitants. A short distance below Morrisburg, on the Canada side, is Chrysler's Farm, where, in 1813, a battle was fought between the



CHRYSLER'S FARM.

English and the Americans. Thirty miles below Ogdensburg is Louisville, from whence stages run to Massena Springs, a place of popular resort and of beautiful surrounding, distant about 7 miles.

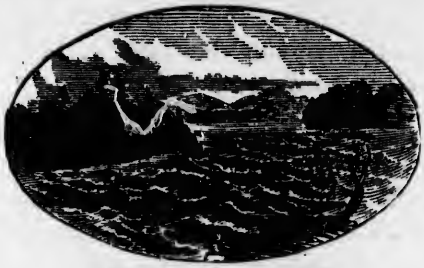
LONG SAULT.

The increasing swiftness of the current of the river soon reveals to us the fact that we are about to enter the first of those remarkable and celebrated Rapids of the St. Lawrence. "Shooting the rapids" (as this portion of the voyage is termed) is a most exciting scene, but no one need fear the

undertaking, as fatal accidents have been comparatively unknown. The rapid we now enter is known as the "Long Sault," so called from its extent, it being a continuous rapid of nine miles, divided in the centre by an island. The usual passage for steamers is on the south side. The channel on the north side was formerly considered unsafe and dangerous; but examinations have been made, and it is now descended with safety. The passage in the southern channel is very narrow, and such is the velocity of the current that a raft, it is said, will drift the nine miles in forty minutes.

The first passage made by a steamer down these rapids was about 1840, and then under the guidance of a celebrated Indian, named Teronhiahéré.

The rapids of the "Long Sault" rush along at the rate of something like twenty miles an hour. When the vessel enters within their influence, the steam is shut off, and she is carried onwards by the force of the stream alone. The surging waters present all the angry appearance of the ocean in a storm; the noble boat strains and labors; but unlike the ordinary pitching and tossing at sea, this going down hill by water, produces a highly novel sensation, and is, in fact, a service of some danger, the imminence of which is enhanced to the imagination, by the tremendous roar of the headlong, boiling current. Great nerve and force



VIEW IN THE LONG SAULT.

and precision are here required in piloting, so as to keep the vessel's head straight with the course of the rapid;

for if she diverged in the least, presenting her side to the current, or "broached to," as the nautical phrase is, she

BAPTISTE, AN INDIAN PILOT, STEERING A STEAMER DOWN THE RAPIDS OF THE ST. LAWRENCE.

would be instantly capsized and submerged. Hence the necessity for enormous power over her rudder.

While descending the rapids, a tiller is attached to the

STEAMERS DESCENDING LOST CHANNEL, LONG SAULT RAPIDS.

rudder itself, so that the tiller can be manned as well as the wheel. Some idea may be entertained of the force necessary to keep the vessel steady, while descending a rapid, when it requires four men at the wheel and two at the tiller to ensure safe steering.

RAFT DESCENDING THE RAPIDS.

At the head of the rapids is a village of some 300 inhabitants and known as Dickinson's Landing. Cornwall, a plesant town, is below the rapids at the entrance to the Canal of the same name.

DICKINSON'S LANDING.

ENTRANCE TO CORNWALL CANAL.

After passing this place, the course of the St. Lawrence is entirely within Her Majesty's dominions.

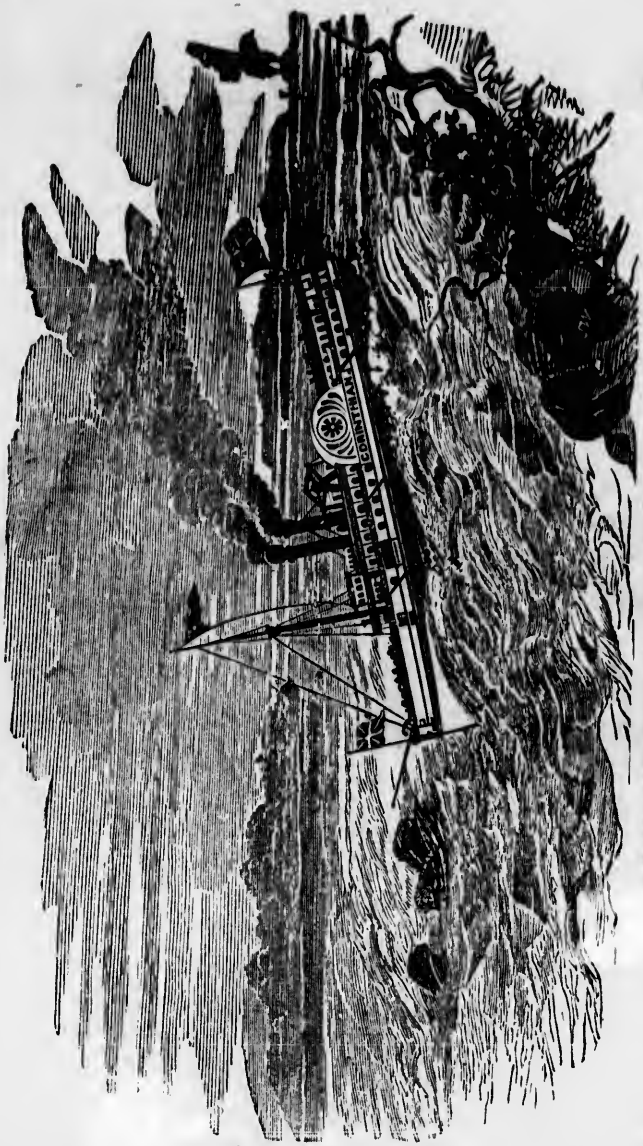
ST. REGIS,

an old Indian village, lies six miles below Cornwall, on the opposite side of the river. It contains a Catholic church which was built about the year 1700.

LAKE ST. FRANCIS

is the name of an expansion of the St. Lawrence which begins near Cornwall and St. Regis, and extending to Coteau du Lac, a distance of forty miles. The surface of this lake

STEAMER DESCENDING LOST CHANNEL, LONG SAULT RAPIDS.



STEAMER DESCENDING ONE OF THE RAPIDS OF THE ST. LAWRENCE.

is interpersed with a great number of small islands. The village of Lancaster is situated on the northern side, about midway, of this lake.

COTEAU DU LAC

is a small village situated at the foot of Lake St. Francis. The name, as well as the style of the buildings, denotes its French origin. It is also known as St. Ignace. Just below the village are the Coteau rapids.

CEDARS.

This village presents the same marks of French origin as Coteau du Lac. The village is situated nearly opposite the Coteau Rapids.

In the expedition of Gen. Amherst (1759) a detachment of three hundred men, that were sent to attack Montreal, were lost in the rapids near this place. The passage through these rapids is very exciting. There is a peculiar motion of the vessel, which in descending seems like settling down, as she glides from one ledge to another. In passing the rapids of the Split Rock, a person unacquainted with the navigation of these rapids will almost involuntarily hold his breath until this ledge of rocks, which is distinctly seen from the deck of the steamer, is passed. At one time the vessel seems to be running directly, upon it, and you feel certain that she will strike; but a skilful hand is at the helm, and in an instant more it is passed in safety.

CEDAR RAPIDS.

BEAUHARNOIS

is a small village at the foot of the Cascades, on the s bank of the river. Here vessels enter the Beauharnois

STEAMER DESCENDING ONE OF THE RAPIDS OF THE ST. LAWRENCE.

RAPIDS NEAR THE CEDARS—RIVER ST. LAWRENCE.

and pass around the rapids of the Cascades, Cedars, and Coteau, into Lake St. Louis, a distance of fourteen miles. On the north bank, a branch of the Ottawa enters into the St. Lawrence. The river again widens into a lake called the St. Louis. From this place a view is had of Montreal Mountain, nearly thirty miles distant. In this lake is an Island, beautifully cultivated, and belonging to the Grey Nunnery at Montreal. There are many islands in the vicinity of Montreal belonging to the different nunneries, and from which they derive large revenues.

CASCADES FROM ENTRANCE TO BEAUHARNOIS CANAL.

ISLAND ON LAKE ST. LOUIS.

LA CHINE.

This village is nine miles from Montreal, with which is it connected by railroad. It derived its name from the first settlers, who, when they reached this point thought they had discovered the passage which would lead them to China. The Lachine Rapids begin just below the village. The current is here so swift and wild, that to avoid it a canal has been cut around these rapids. This canal is a stupendous work, and reflects much credit upon the energy and enterprise of the people of Montreal.

Opposite to Lachine is the Indian village of

CAUGHNAWAGA,

lying on the south bank of the river near the entrance of the La Chine Rapids. It is said that the Indians who had been converted by the Jesuits, were called "Caughnawagas," or "praying Indians." Hence its name. This was probably a misnomer, for they were distinguished for their predatory incursions upon their neighbors in the New England provinces.

CAUGHNAWAGA VILLAGE.

The Lachine Rapids, which we now enter, are considered the most dangerous of the series. They are, however, much shorter. Immediately after passing through the rapids, we pass the ancient village of Laprairie, on the south shore of the river. This place is interesting from the fact that the first railway in British North America was constructed from here to St. Johns in 1836. It was first run by horses, then by steam, but was discontinued on the construction of the road known as the Champlain and St. Lawrence Railway, now a portion of the Grand Trunk. A ferry runs from the village to Montreal three times daily. Immediately after passing under Victoria Bridge, we pass the long wharf, used as a railway wharf by the Grand Trunk R. R., prior to the erection of the Bridge. We are now directly opposite the city of Montreal, the Commercial Metropolis and most important place in the Dominion, and destined to rival the population and the prosperity of some of the overgrown cities of the Old World.

Before landing her passengers, the steamer runs alongside the Richelieu and Ontario Navigation Company's boat, and as a matter of convenience transfers those passengers who

intend going through to Quebec, without remaining over in Montreal.

Having described the excitement of shooting the several Rapids, we would inform our tourist that in order to overcome those natural barriers to the water communication between Montreal and the Great West, a series of magnificent canals have been constructed by the Government. These canals are of ample dimensions to allow the largest steamers to ascend. They are as follows:

ST. LAWRENCE CANALS.

	Miles.	Locks.	L. Ft.
Gallops Canal,	2	2	8.
Point Iroquois Canal,	3	1	6.
Rapid Platt Canal,	4	2	11.6
Farran's Point Canal,	¾	1	4.
Cornwall Canal, Long Sault,	11½	7	48.
Beauharnois Canal, Coteau, Cedars, Split Rock, Cascade Rapids,	11¼	9	82.6
La Chine Canal, La Chine Rapids,	8½	5	44.9
Fall on portions of the St. Lawrence between canals from Lake Ontario to Montreal,			17.
From Montreal to tide water at Three Rivers,			12.9
	41	27	234½

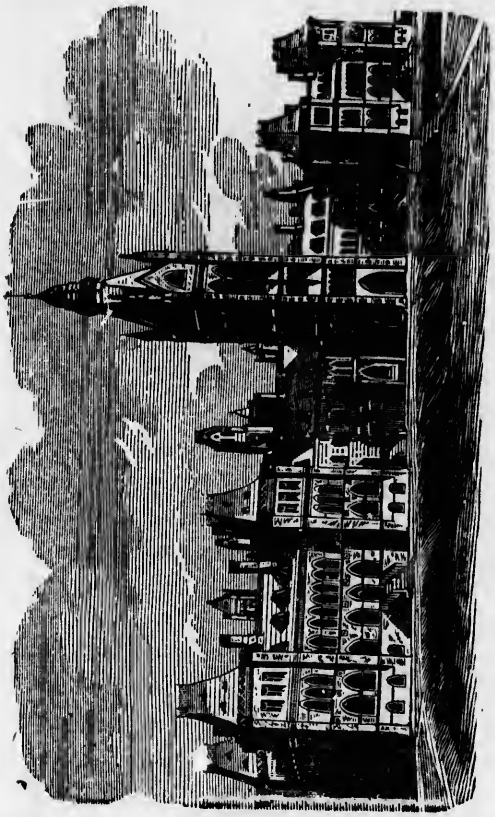
Returning to Prescott, we shall proceed with such of our party as desire to visit the Capital of the Dominion, and from thence descend the beautiful Ottawa River. Taking our places in the comfortable cars of the St. Lawrence and Ottawa Railway Company we speedily reach

OTTAWA.

Here we shall be landed at a very unpretentious station, and will naturally direct our steps towards the "Russell House,"

under the management of Mr. J. A. Gouin. Here accommodation is provided for over 250 guests, and every comfort afforded at a reasonable charge, the whole arrangements being carried on under the personal supervision of Mr. Gouin, who will see that his visitors, during their stay under his roof, want for nothing. Ottawa (or Bytown as it was formerly called) was selected by Her Majesty as the new Capital of the Dominion, the chief seat of Government having for many previous years been settled at the cities of Montreal, Quebec and Toronto, in turns, for a certain number of years in each. This system was found to work badly, and the jealousy stirred up against the one that happened at the time to be favoured, made it necessary to choose some permanent place, and Ottawa was selected as being most desirable. The Government buildings have consequently been erected here, and very much credit is due not only to the architect who has designed these most beautiful buildings, but to the public spirit of the Legislature, who have found the means for bringing the work to a successful termination. The Parliament Buildings, with the Departmental offices, occupy three sides of a square, on a bluff of ground called Barrack Hill, overlooking the river. They contain two Legislative Halls, one for the Senate, the other for the House of Commons, both being the same size as those provided in the English Houses of Parliament for the Lords and Commons, and like their originals, very handsomely decorated and conveniently furnished. The grounds in front of the building are being handsomely laid out. A large Library is also provided, which at present contains over 75,000 volumes. The buildings are designed in the Italian-Gothic style, and constructed of stone found in the neighborhood. When it is stated that the cost was $3,000,000, and the position almost unique, the tourist ought not to lose the opportunity of going there, as they alone are quite worth the delay which must necessarily be devoted to the sight. The rest of the

city, which is of course much increasing, and the whole of it nearly new, is very handsomely and substantially built. Sparks street, the scene of the assassination of the late Hon. T. D'Arcy McGee, is close to the Parliamentary buildings and the Russell House.

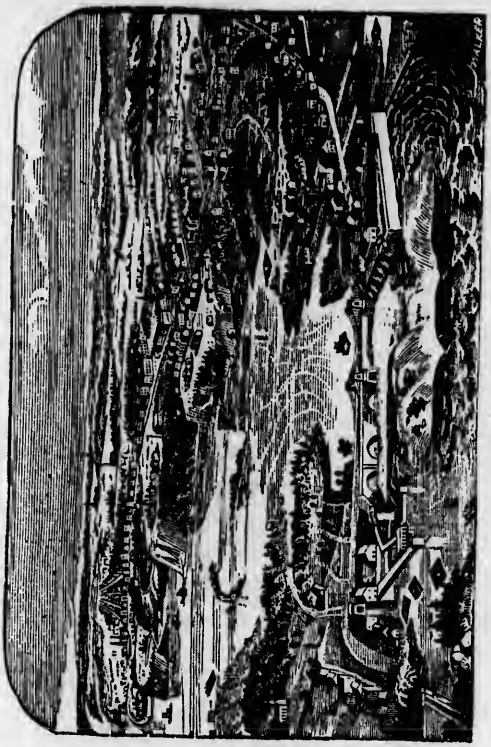


PARLIAMENT BUILDINGS, OTTAWA.

The Rideau Canal, (which connects the Ottawa River with the St. Lawrence), divides the city near the Parliament Buildings. This canal is excavated at the base of a ravine, over 150 feet below the roadway. The upper and lower portions of the city are connected by two bridges, one known as the Sappers bridge, the other, just completed, being a

magnificent iron bridge erected by the Corporation, and which leads to the broad avenue on which the Parliament Buildings stand. The Rideau Canal here falls into the Ottawa after passing a series of eight massive stone locks.

The other chief attractions in the neighborhood of Ottawa are the Chaudière Falls, considered by very many to rank next in importance, beauty and grandeur to Niagara. They



CITY OF OTTAWA.

are immediately above the city, at its western extremity. The width of the greater fall being two hundred feet, while its depth is forty,—the boiling, seething, foaming character of the water giving name to the place. On the northern side is the smaller, or Little Chaudière, and here the waters, after their leap, seem to go into some subterranean passage, by

which they are carried off until they appear again at a place called "The Kettles," half a mile lower down. Of course, the existence of such passages is a mere matter of conjecture, which we will leave to the study of geologists, and others interested, to determine. These falls are crossed by a fine suspension bridge, which leads to the thriving village of Hull on the opposite shores. Before leaving Ottawa, we ought to pay a visit to one of the Timber Slides, which are tolerably frequent in the upper river. One is erected on the northern bank, and we will here tarry for a moment whilst we watch the fate of one of those huge rafts of hewn wood, down its headlong rush. These water-shoots are erected for the purpose of getting the fallen trees from the higher level down to the river, at the smallest possible cost, and wherever water can be obtained in sufficient quantity, this has been done. Where the descent is very steep, these "shoots" are broken up at stated intervals into long straight runs, in order to destroy the impetus which the raft would naturally acquire. The descent on one of the rafts down the timber slide is a thing only to be attempted by those who possess bold and steady nerves. To say that there is much danger in such an excursion would be to exaggerate the risk, whilst to say that there is none, would be as far from the truth. An application to the "boss" of a gang of raftsmen would, without difficulty, obtain the privilege of a ride down. The population of Ottawa is about 30,000.

THE OTTAWA RIVER TO MONTREAL.

Tourists desiring to go by this route can leave by steamboat which starts daily, Sundays excepted, at 6.30 a. m. At this hour, and no later, the very handsome new steamer of the Ottawa River Navigation Company, commanded by Captain Bowie, starts from her wharf, between the picturesque and thickly-wooded banks of the Ottawa River. Soon

after leaving we obtain a fine view of the Rideau Falls, which make their descent on the south side into the river. The drapery or curtain like drop has given it its name, and gracefully and gently as it falls over, it resembles more a sheet of thin glass than a waterfall. About a mile and a half below Ottawa, the river Gatineau, one of the longest and most important tributaries of the Ottawa, flows into the river. Shortly after leaving Ottawa, breakfast is announced in the handsome saloon of the boat, and 18 miles off our starting point, we stop at Buckingham. Thurso, a flourishing little village, doing a large and satisfactory trade in lumber is our next stopping point, and after two hours more steaming through really lovely country, and with two more stoppages at villages called, Brown's and Major's, we reach l'Orignal.

CALEDONIA SPRINGS.

The Caledonia Springs are situated nine miles away from this place. The medicinal and healing qualities of these Springs, of which there are four in number, are very well established, and during the summer months, people flock here in large numbers to partake of the waters, and to enjoy one another's society.

The constituent parts the waters are Chloride of Sodium, Potassium, Calcium and Magnesia; Bromide of Sodium and Magnesium; Carbonate of Lime, Soda, Magnesia, Iron and Magnesese; Iodid of Sodium and Magnesium; Sulphate of Soda and potash; Alumina Silica of Carbonic Acid (for the proper portion of each see advertisement). According to properties of these, so is the Spring called. The names adopted are the Intermitting, Gas, Saline, and White Sulpher Springs. A magnificent new Hotel, capable of accommodating 300 guests has been opened this season. The grounds are well laid out, and every means for amusement and recreation are provided. A rail road is to be built during this

season, from the wharf to the Hotel. Until this is completed, comfortable carriages will be in waiting for the conveyance of Visitors to the Springs. The proprietor, Mr. J. A. Gouin, of the Russell House, Ottawa, aided by Mr. John Kenly as manager, will do all within their power to please the guests, and their long experience is a guarantee for the comforts which may be expected.

After seven miles more steaming we come to Grenville, where we have to disembark, and take a twelve miles railway ride to Carillon, thus avoiding rapids which commence here, and continue for the distance named. As they are not navigable for steamers, it would take up too much time for the boats to go through the Locks of the Canal. Opposite Grenville, and at the commencement of the first (Long Sault) rapids, stands Hawkesbury, where some very large saw mills, belonging to the Hon. John Hamilton, have been erected. It is computed that at these mills alone, 30,000,000 feet of timber are annually sawn. At Carillon, we find the "Prince of Wales," under the command of Capt. Shepherd, waiting to take us on to La Chine. Before quitting this spot, we may remark that the Boundary line between the former provinces of Upper and Lower Canada, now respectively known by the names of Ontario and Quebec, here leaves the centre [illegible]er (which has been the division for many hundred [illegible]d branches off in a direct line for the St. Lawrence. The [illegible]s of the river in this vicinity are high and thickly wooded, whilst its width varies between half and a quarter of a mile. On the southern shore the MOUNTAIN of RIGAUD stands out conspicuously against the sky. The small village of POINT-AUX-ANGLAIS is reached at 2 p.m., HU[illegible]SON, at 2.30, and COMO, at 2.45, and here the river expands from about half-a-mile wide into a lake of about eight miles. This is called the LAKE OF TWO MOUNTAINS, after the two mountains to be seen on the north side, rising four to five hundred feet from the water. The highest of these hills is called CALVARY, and held sacred

by the tribes of the Indians inhabiting the small village of OKA, which we see on our left hand, standing at the junction between the lake and the river, and where our steamer stops for the last time before crossing the lake to St. Ann's. The Iroquois and Algonquins live in this village together. Immediately in front of us, we see the Island of Montreal, one branch of the river passing round the Island by the right, (which we follow) and the other going round to the left, and generally known as the Back River. Three quarters of an hour more and we are passing through the Canal and Lock at St. Ann's, in order to avoid the small rapids which run to our right under the bridge belonging to, and crossed over by the Grand Trunk Railway. This bridge, although on a much smaller scale than the Victoria Bridge at Montreal, is an exceedingly fine structure, and must not be overlooked. St. Anne's has been immortalized by Moore, in his famous Canadian Boat Song, which is said to have been written in a stone house, still pointed out near the pretty village itself. Many people know the first two lines of the chorus—Row, brothers, row, &c.,—and no more, so we fancy it will not be out of place to reproduce it here in its entirety:—

"Faintly as tolls the evening chime
Our voices keep tune, and our oars keep time.
Soon as the woods on shore look dim,
We'll sing at St. Anne's our parting hymn.
Row, brothers, row, the stream runs fast,
The Rapids are near and the daylight's past.

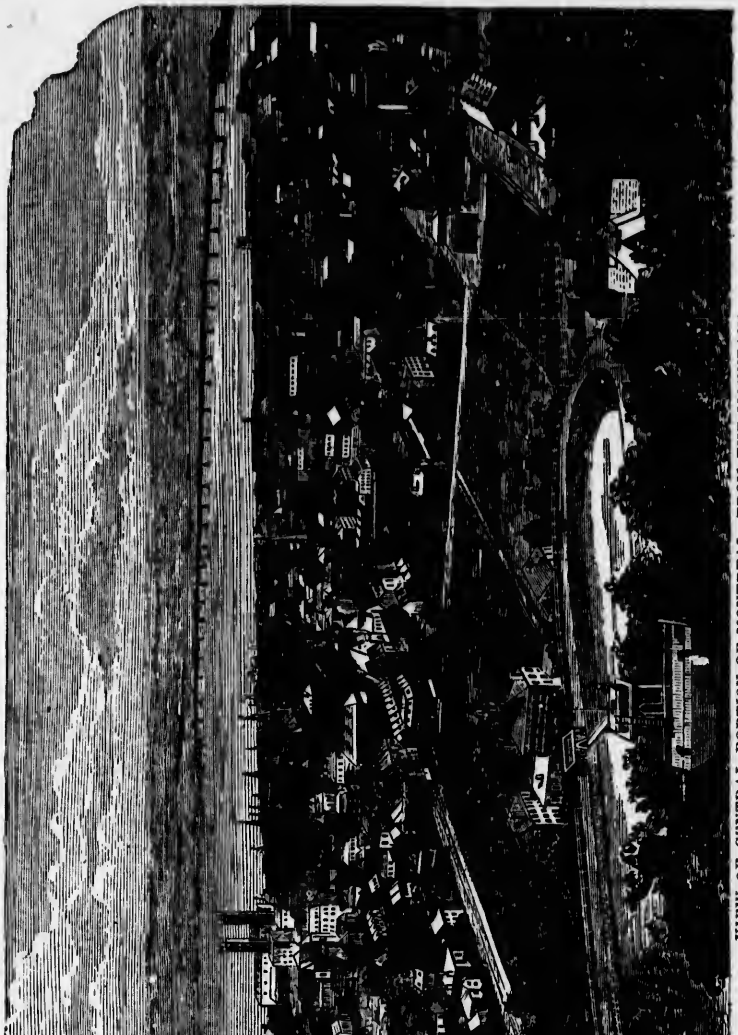
"Why should we yet our sail unfurl?
There is not a breath the blue wave to curl;
But when the wind blows from off the shore,
Oh, sweetly we'll rest our weary oar.
Blow, breezes, blow, the stream runs fast,
The Rapids are near and the daylight's past.

"Uttawas' tide! this trembling moon
Shall see us float o'er thy surges soon.
Saint of this green isle! hear our prayers,
Oh, grant us cool heavens and favoring airs.
Blow, breezes, blow, the stream runs fast,
The Rapids are near and the daylight's past."

During the summer months St. Anne's is visited by large numbers of families from Montreal, its nearness to the city making it easy of daily access for business men, whilst the charming opportunities it offers for fishing and aquatics renders it very justly sought after by the angler and amateur sailor. A mile below St. Anne's, we enter Lake St. Louis, where the Ottawa and St. Lawrence unite. Landing at Lachine, we take the cars of the Grand Trunk Railway, and a ride of 9 miles brings us to Montreal. The Ottawa steamers do not shoot the Lachine Rapids, but every provision has been made to meet the desire of the tourist in this point; for every morning at seven o'clock a train leaves Bonaventure station at Montreal for Lachine, connecting with the beautiful little steamer "Beauharnois," which starts from the Railway Wharf as soon as she receives her passengers, shoots the rapids, passes under the Victoria Bridge, and lands her passengers again in Montreal, by nine in the morning, with an appetite for breakfast much heightened by their early excursion.

MONTREAL,

The commercial metropolis of the Dominion of Canada, is situated upon the south shore of an island (bearing the same name) and at the base of a beautiful eminence, known as Mount Royal, from which both the city and island derive their name. Its population is 110,000. The island is about thirty miles long, and ten broad, and is formed by the River Ottawa debouching into the St. Lawrence at its western and eastern extremities, the former near St. Anne's, the latter at Bout de l'Isle. It is famed for the fertility of its soil, and is frequently called the "Garden of Canada." The site of the city was first visited by Jacques Cartier in 1535, and, at that time, he found a village of Indians situated near the foot of the Mountain. He landed a short distance



VIEW OF CENTRAL PORTION OF MONTREAL, FROM THE MOUNTAIN.

below the city, at a point still known by the name of the Indian Village, "Hochelaga." When he reached the top of the mountain, to which he was guided by the Indian Chief "Donnacana," he was so struck by the magnificent outlook that he named it, in honor of his master "the Royal Mount." Champlain also visited the site in 1611, but the village, with its inhabitants, had been swept away, probably by some hostile tribe. A few years ago a large quantity of skeletons and pottery was discovered while building on the site of this village. The first settlement was made by the French in 1642. In its early history the city was repeatedly attacked by the Indians, and in 1684 a wooden wall was erected for defence. This was replaced in 1722 by a massive stone wall with redoubts and bastions. In 1759, when Canada was conquered by the British, it had a population of about 4000 souls. The streets were narrow, and the houses low. Some of these buildings are still standing, and a walk through the two or three streets still retaining their primitive buildings, and narrow paths, strongly reminds us of the quaint old towns of Rouen, Caen, and others in Normandy. At the date named, the town was divided into upper and lower town; the upper part then being the level of the present Court House. In the lower town the merchants and men of business chiefly resided, and here also were the place of arms, the royal magazines, and the Nunnery Hospital. The principal buildings were in the upper town, such as the palace of the Governor, the houses of the chief officers, the Convent of the Recollets, the Jesuits' Church and Seminary, the Free School, and the Parish Church. In 1775, the city was taken by the American forces under Montgomery. The growth of the city has been exceedingly rapid, and the view as seen on our approach by steamboat, with Mount Royal for a back ground, covered with beautiful villas, interspersed here and there with tall spires, is majestic, and for beauty almost unrivalled.

VIEW OF CENTRAL PORTION OF MONTREAL, FROM THE MOUNTAIN.

The river frontage is almost three miles in length, extending from the Victoria Bridge to the Village of Hochelaga. For upwards of a mile it has an excellent stone retaining wall, from the entrance to the Lachine Canal to below the

BONSECOURS MARKET.

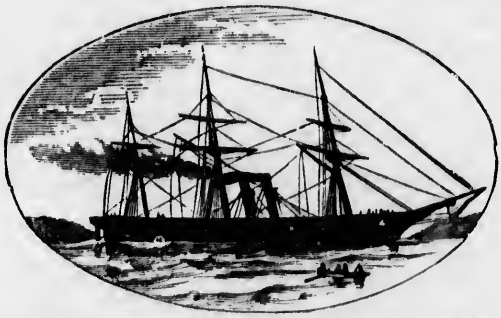
Bonsecours Market, which, with its glittering dome, forms one of the most conspicuous objects in the right foreground, and contrasts with the neighboring spire of the Bonsecours Church, one of the oldest churches in Montreal. We think the view from the steamer can scarcely be surpassed, as you sail under the centre tube of the Victoria Bridge, and first view the long array of glittering spires, the lofty towers of the Parish Church of Notre Dame, the well proportioned tower of the Customs Buildings, and the long unbroken line of cut stone stores flanking the wharf. Immediately opposite the Custom House, and facing on Custom House Square, stands the Montreal House, a well-known hostelry, largely patronized by tourists. The proprietors are Messrs. Decker & Co., also proprietors of the Albion Hotel.

At the beginning of the present century vessels of more than 300 tons could not ascend to Montreal, and its foreign trade was carried on by small brigs and barques, and the freight and passengers were landed upon a low muddy

beach. In 1809 the first steam vessel, called The Accommodation, built by the Hon. John Molson, made a trip to Quebec; she had berths for about twenty passengers. Now behold the contrast that fifty years of industry, intelligence

CUSTOM HOUSE.

enterprise and labor have produced—ocean steamers of over 4000 tons; the magnificent steamers of the Richelieu and Ontario Navigation Company, vieing in splendor and comfort with the far-famed Hudson River boats; ships, from



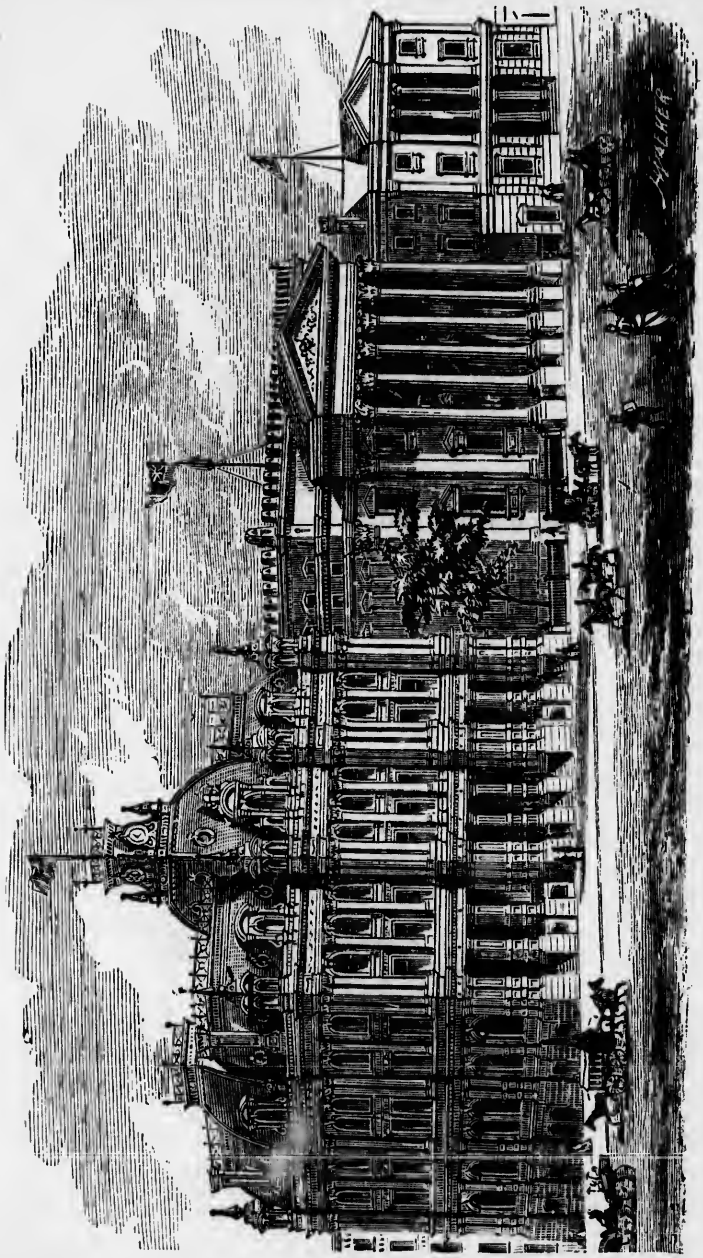
LIVERPOOL AND MONTREAL SCREW STEAMER.

700 to 2,000 tons, from all parts of the world, lying alongside the wharves of the harbor—which are not equalled on this continent, in point of extent, accommodation, approach and cleanliness.

The principal street of the city is St. James street, on which there are some of the finest buildings.

The new post office stands prominently out, and alongside of it is the far-famed hotel, the St. Lawrence Hall, now under the skilful management of Mr. Geriken, the proprietor. It is capable of accommodating 500 visitors, and during the months of travel, this is nightly required, so much so, that visitors are frequently unable to obtain rooms. Passing down this side of the street, the first building that arrests the attention is the Methodist Church, a very commodious and well arranged edifice; it possesses one of the finest organs in the city. A few rods beyond is the Merchants' Bank, one of the most elegant banking edifices in Canada. At the end of the street is a large block occupied by the firm of Henry Morgan & Co., dry goods merchants; it occupies the site of the old American Presbyterian church, built in 1825-6. Nearly opposite this is the Ottawa Hotel, one of the finest houses in Canada, capable of accommodating over 400 guests, Brown & Perley, proprietors. Next is Molsons Bank, which has two frontages or façades built of Ohio sandstone. The shafts of the columns of the portico on the St. James street front are of polished Peterhead granite. A little farther up the street is an elegant pile called "Barron's Block," and a building put up by the City and District Savings Bank, both of which have been erected recently, and which are really worthy of any city in the world, and are evidences of the substantial growth and prosperity of Montreal.

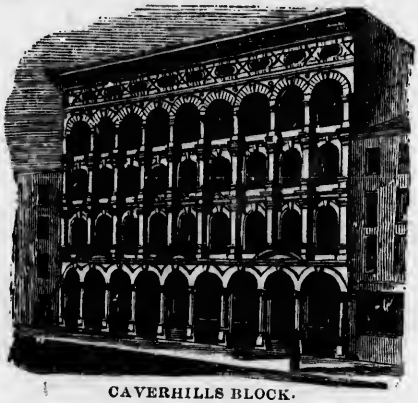
Turning down St. Peter street, past Molsons Bank, upon the left is a very handsome block, "Caverhill's Buildings." These stores are not surpassed by anything in British North America. They are six stories in height. The front is an elaborate composition in the Italian Pallazo style, bold in character. Near the foot of St. Peter street runs right and left St. Paul street, wherein are congregated nearly all the prin-



NEW POST OFFICE, MONTREAL BANK, AND CITY BANK.

cipal wholesale dry goods and hardware stores. This street as a credit to the modern enterprise of Montreal, and symbolic of the wealth of the city.

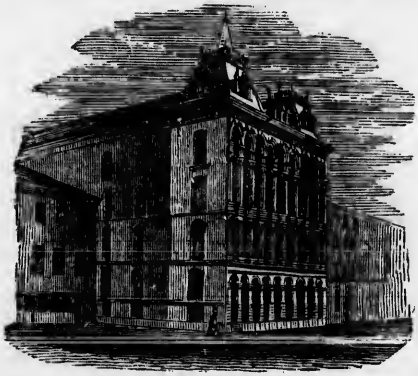
Passing along St. Paul street we enter McGill street, on the



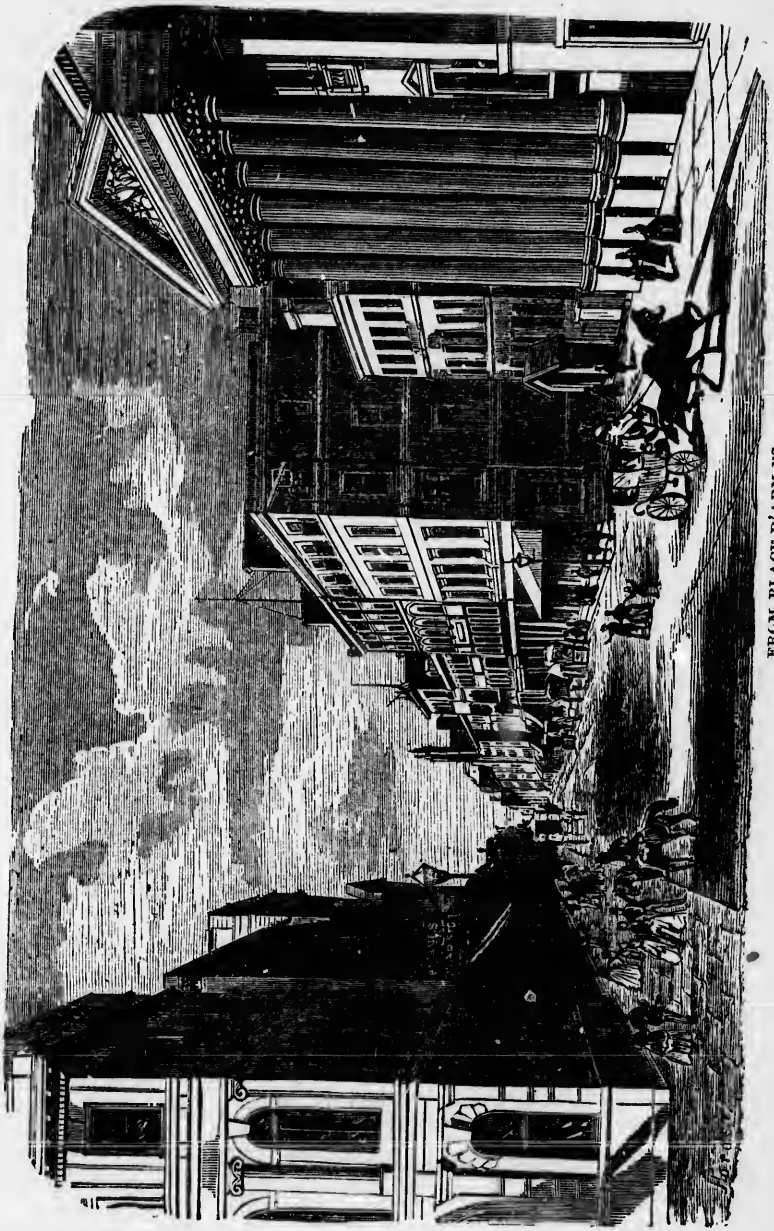
CAVERHILLS BLOCK.

corner of which stands the Dominion Buildings, and immediately opposite is the Albion Hotel, well known amongst travellers, and kept by Messrs. Decker, Stearns & Murray.

We next approach Victoria Square with its bronze statue of the Queen, and its playing fountains. Near its entrance are the Albert Buildings, while directly across the square stands a handsome building of Gothic architecture sur-



DOMINION BUILDING.



FROM PLACE D'ARMES.

mounted by a lofty and graceful spire. This has been recently erected by the Young Men's Christian Association.

YOUNG MEN'S CHRISTIAN ASSOCIATION BUILDING.

In it, is a beautiful public hall, while the reading rooms and library are open free to all.

Passing up St. James street again beyond the post office, we enter a square called Place d'Armes. It is not large in dimensions, but few on this continent, if any, can equal it in point of the buildings by which it is surrounded. Here is the French Parish Church the largest in North America, and capable of holding over ten thousand people. It is about 260 feet long by 140 feet broad, and the front facing the square is flanked by two massive towers, 220 feet

FRENCH PARISH CHURCH.

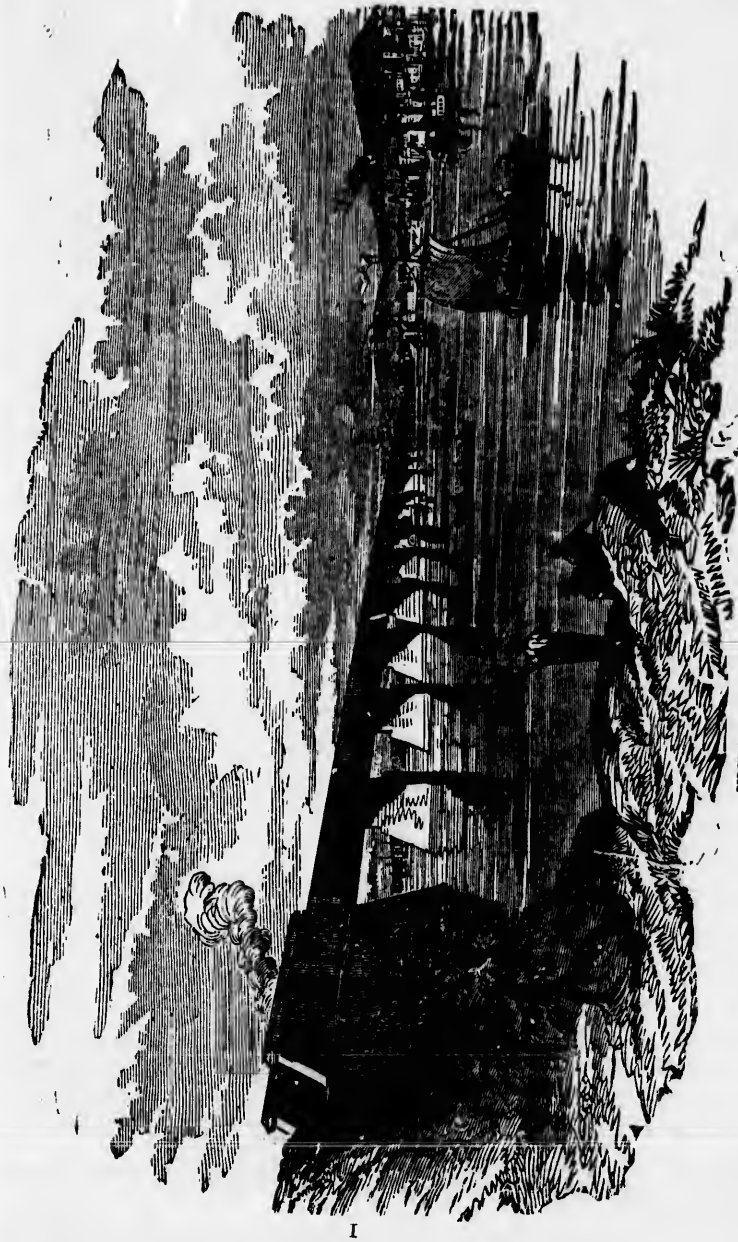
in height. In the one on the left there is a peal of bells. The tower on the right can be ascended on the payment of a small fee. In it is placed the monster bell which goes by the name of "Gros Bourdon." It weighs nearly 30,000 lbs. It has a deep bass sound, and is used as a fire alarm. From the battlement a most wonderful prospect is obtained—the broad rolling waters of the St. Lawrence, nearly two miles wide, lying almost at the feet of the spectator, covered with

shipping; to the right the Victoria Bridge, Nun's Island, the village of Laprairie, with its glittering steeple, the boiling rapids of Lachine, the blue hills of Vermont in the far off distance—to the left the beautiful island of St. Helen's, covered with trees, clothed in the proud prosperity of leaves, the villages of St. Lambert and Longueuil, and the river studded with islands, until its silver course is lost at the village of Verchères.

On the side of the square facing the Cathedral are the Montreal and City Banks. The former is one of the most imposing public buildings in the city; it is built of cut limestone, and its style is modern Grecian.

On the left hand of the square are the Ontario Bank, and the London and Liverpool Insurance Company's office. The former is built of Ohio sandstone. This row is a pretty piece of street architecture. On the right hand side is a fine block called Muir's buildings. The fourth flat is occupied by the honorable fraternity of Freemasons. Next is the elegant building—the Jacques Cartier Bank. The centre of the square is laid out as a garden with a fine fountain. A short distance beyond this on St. Gabriel street is the Canada Hotel, a very comfortable house, conveniently situated near the business part of the city, A. Béliveau, proprietor.

Proceeding up Notre Dame street the tourist will pass a somewhat dilapidated column, known as Nelson's Monument. As little care seems to be bestowed upon it preservation as there was taste shewn in the first choice of its position. Formerly the gaol stood opposite, and Nelson was placed in a somewhat anomalous position with his back to his favourite element "water" and his face towards the gaol. The old gaol is now replaced by the Court House, an Ionic structure about a hundred and twenty feet long, by about seventy in height; it contains all the judiciary courts as well as the Prothonotary's office and Court of Bankruptcy. There is a very valuable law library, containing upwards of 6,000 volumes.



VICTORIA BRIDGE—MONTREAL.

At the back of the Court House is the Champ de Mars, a parade ground, upon which the Volunteer Militia parade. Upon it three thousand troops may be manœuvred. This ground was used by the British Troops when quartered in Canada.

The old buildings directly beyond the monument were erected in 1722, and in early days served as a Government House. Here it was that during the occupation of the city by the Americans, the celebrated Benjamin Franklin, Charles Carrol, and Samuel Chase, the commissioners of Congress, held their councils of war, and beneath its roof the first printing press ever used in Montreal, was set up to print the manifestoes. The building is now known as the Jacques Cartier Normal School. Facing the Champ de Mars is the Geological Museum, a Government institution of which Canada may well be proud. It was established under the direction of Sir William Logan, the late head of the Geological Department of the Province. On the slope of the Mountain above Sherbrooke street stands the McGill College, while lower down, on University street, is the Museum of the Natural History Society. Here the tourist can gain information relative to the zoology and ornithology of Canada; and to those who are disciples of Isaac Walton, the curator can give any information regarding the fishing grounds.

The English Cathedral (Episcopal,) on St. Catherine street, is by far the most perfect specimen of Gothic architecture in America. It is well worthy a visit. The streets in this neighborhood are studded with Churches—Roman Catholic, Presbyterian, Wesleyan, and Episcopalian—each tending to make the ecclesiastical architecture of the city worthy of comparison with the many public buildings with which Montreal abounds. A new Catholic Cathedral is being erected corner of Dorchester and Cemetery streets, to be

second only in the world, to St. Peter's at Rome, and after the same style of architecture.

The church of the Jesuits on Bleury street is a very imposing edifice. The interior is covered with frescoes of incidents in the lives of our Saviour and His Apostles.

Erskine Church and Knox Church, (Scotch Presbyterian) are two fair specimens of modern Gothic. The Wesleyan Church, Dorchester street, with its graceful spire, forms a conspicuous object, though its dimensions are overtopped by the large American Presbyterian Church adjoining it.

A little further westward on St. Catherine street is a pretty little Gothic church (Episcopalian,) dedicated to St James the Apostle; and beyond that again, stands the large

CATHOLIC SEMINARY.

Roman Catholic Seminary, at the Priest's farm. Here is a beautiful chapel, well worthy of inspection. The grounds and gardens attached to the Seminary are the most beautiful in Canada.

Returning from the Seminary by Guy street, we visit the celebrated Grey Nunnery founded in 1642. This new edifice, covers an immense area, and the chapel and

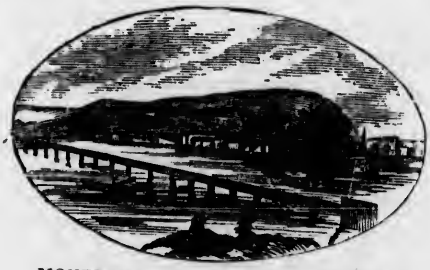
GREY NUNNERY.

wards of the nunnery are annually visited by thousands of tourists. The old nunnery near the river, so long the centre of attraction, from its quaint appearance, and solemn looking walls, has given way to beautiful warehouses and stores which line the streets opened through its former spacious gardens. A visit to the Reservoir on the mountain side will repay the trouble, as a fine view of the city may here be obtained. From these reservoirs the city is supplied with water which is taken from the St. Lawrence, about a mile and a half above the Lachine Rapids, where the elevation of the river surface is about 37 feet above the Harbor of Montreal. The Wheel house at the termination of the aqueduct is worthy of notice. The water is admitted to, and discharged from this building through submerged archways under covered frost proof passages, extending above and below the building. There are two iron wheels 20 feet diameter and 20 feet broad with enormous auxiliary steam engines. The reservoirs are excavated out of the solid rock, and have a water surface of over ninety thousand square feet, 206 feet above the harbor with a depth of 25 feet.

The length is 623 feet, with a breadth of 173, formed into two reservoirs by a division wall. The two contain about fifteen million gallons. Total cost of aqueduct, machinery, pumping main, and reservoir over $2,000,000. With the power here supplied the Fire Department are enabled to effectually hold in check any threatened conflagration, and their efficiency is increased by the Fire Alarm Telegraph, which has proved a thorough success. The chief office is in the City Hall, from which it has connections with upwards of 95 boxes, the church bells, several public clocks, the Observatory and Water Works.

THE VICTORIA BRIDGE

ought to be visited. Visitors are allowed to examine the first tube without an order, and as they are all alike, to see one tube is to see all. The Bridge is a wonderful structure, and reflects as much credit on the successful builders, as upon the original designers. The tube through which the trains pass rests upon twenty-four piers, and is about a mile and a quarter long. The piers are all at a distance of 242 feet, with the exception of the two centre piers; these are 330 feet; upon these rests the centre tube, which is 60 feet above the summer level of the St. Lawrence. At the centre of the bridge is an opening, from which there is a magnificent view of the river.



MONTREAL AND VICTORIA BRIDGE.

The bridge is approached by two massive embankments, the one on the Montreal side, being 1200 feet, and that on

the south shore 800 feet in length; which together, including the abutments, make the total length of the bridge 9084 feet, or a mile and three quarters nearly.

The abutments are each, at the base, 278 feet long, and are built hollow, having eight openings or cells, 48 feet in length and 24 feet in width, separated by cross-walls 5 feet in thickness. The flank-wall on the down-stream side rises nearly perpendicular, and is seven feet in thickness; that on the up-stream has a slope from its foundation upwards; the thickness of the walls is 12 feet, and they present a smooth surface to facilitate the operation of the ice, on which account its form had been thus determined. To ensure greater resistance to the pressure of the ice, the cells are filled up with earth, stone, and gravel, so that one solid mass was thus obtained.

The embankments are solid, composed of stones 36 feet above the summer water level, and of the width of 30 feet on the upper surface, formed with a slope of one, to one on the down side of the stream, and a hollow shelving slope of about 2½ to one on the upper side. The slopes are faced with stones set on edge at an average angle of about 45°.

The piers are solid, and constructed, as well as the abutments, of the finest description of ashlar masonry, laid in horizontal courses measuring from 7 to 12 feet on the bed, and from 3 ft. 10 in. to 2 feet 6 in. thick above the water level, and thence varying into a course of 18 in. under the plates. The stones were cut with the greatest exactness, seldom requiring to be redressed after being laid. They weigh from 7 to 17 tons; the average weight of each stone is 10½ tons. All the beds and vertical joints are square, dressed in the most efficient and workmanlike manner; the external face rough, and without any pick or tool marks, but with the natural quarry face preserved.

The string-courses and copings are fair-picked, dressed throughout, and neatly pointed and weathered, and a tool-

draft, eight inches wide, on each quoin. Each course of the ice-breaker is secured with fox-wedged bolts of 1½ inch iron, which pass through into the 2nd and 3rd courses under it; and the horizontal joints are cramped together with iron cramps 12 x 5 inches, through which the bolts pass.

The description of stone used is a limestone of the Lower Silurian order, and known under the Geological term of Chazy. The average height of the piers above the summer water level is 48 feet, gradually rising from a height of 36 feet at the abutments to 60 feet at the centre pier, giving a grade of 1 in 132, or 40 feet to the mile. The centre span is level. Each pier is furnished with a solid cut-water, or ice-breaker, which form a portion of the pier itself. They are of a wedge form, and slope from their foundations upwards, terminating in an angle, 30 feet above the summer level of the river. The dimensions of the pier at the junction with the cut-water, are 16 x 48 ft., but the whole transverse side of a pier at the foundation, including the cut water, which extends up the stream, is 16 x 90 feet.

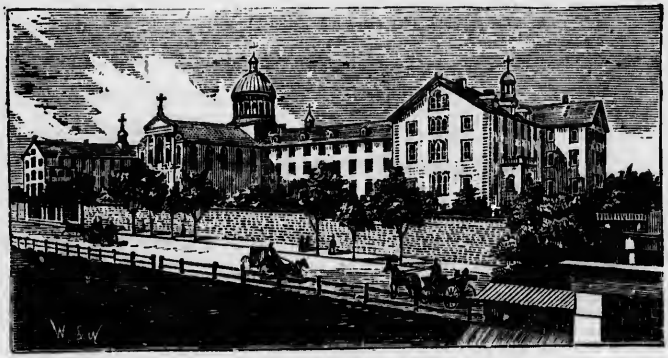
The foundations, of course, vary; some are as low down as 20 feet below the water.

The whole of the ashlar is laid in hydraulic cement, in the proportion of 1 part sand to one part cement. The backing from the level of the surface of water upwards, is in common mortar. The piers are calculated to resist a pressure of seventy thousand tons.

The important part this bridge plays in the uninterrupted communication of the Western traffic with that of the United States—Boston, Portland, &c.,—need not be dilated on. It is more than commensurate with its cost—which was nearly 7,000,000 dollars. It gives to Montreal an unbroken railway communication, the value of which cannot be over estimated.

There are many pleasant drives in and around Montreal, the most popular being those "Round the Mountain" and the

Lachine Road. Taking the former we leave the City by St. Lawrence Main Street passing on our way near the City limits an immense structure surmounted by a beautiful dome. This is the "Hotel Dieu," a Cloister and Hospital. The building with its enclosure covers an area of several acres. Immediately after passing the toll gate, a road turns to the left leading to the beautiful "Mount Royal Cemetery," the resting place of the Protestant dead of Montreal, and the grounds will compare favorably with the celebrated cemeteries of the old world. The Roman Catholic Cemetery adjoins the Mount Royal, and is approached by the road leading on the opposite side of the Mountain. The drive on which we



HOTEL-DIEU.

have entered is a very delightful one. A fine view is obtained of the country from Côte des Neiges, across the island to the "Back River" or Ottawa, with its numerous hamlets, convents and churches; and for a pic-nic commend us to the *Priest's Island*, close to the old mill of the rapids, Sault au Recollet, a delightful spot, and where, during the season, a good day's fishing is to be had.

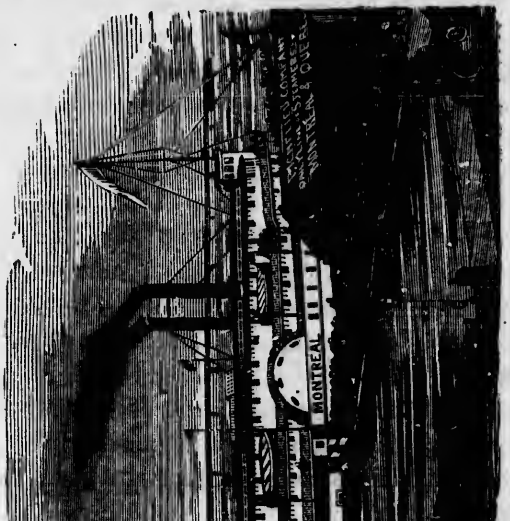
The Drive to Lachine will prove of the greatest interest. The Lower Lachine Road leads along the bank of the St. Lawrence, and during the drive there may be seen the steamers descending the rapids.

To points beyond the island of Montreal, a favorite trip is that to Belœil Mountain, near St. Hilaire. The latter is a station on the Grand Trunk Railway, about 18 miles from Montreal, and where several trains stop during the day, so that there will be no difficulty in performing the trip without remaining at the village for the night. From St. Hilaire Station the tourist proceeds to the pretty little village of Belœil, and when conducted to the base of the mountain, it can be ascended with comparative ease—even by ladies—by a circuitous path, passing through a maple grove, which leads to a beautiful lake, formed in the hollow of the mountain. This lake abounds with fish. This is the general resting place, before the ascent to the peak. This mountain is the centre of great interest to the Canadians. On the road are, at intervals, wooden crosses having inscriptions referring to our Saviour's journey to Mount Calvary, and on the summit of the mountain are the ruins of a chapel erected some years ago. From these ruins, about 1400 feet above the river, a splendid panoramic view of the country for 60 miles round may be had. The rich panoramic scene amply repays the fatigue of the journey.

We shall now leave Montreal and proceed to Quebec, taking as our conveyance the popular Richelieu and Ontario Navigation Company's Mail Line. The two splendid vessels, the "Montreal" and the "Quebec," make the trip between Montreal and Quebec every night, except Sunday, during the time that navigation is open. Any traveller preferring the land route, can take the trains, leaving Bonaventure Station on the Grand Trunk Railway, and, after an eight hours' journey, arrive at Point Levi, opposite "the Ancient Capital," (as Quebecers are fond of styling their city,) whence a steam ferry will soon convey them across the river. To our mind, however, the most agreeable route is that selected by us. We shall therefore go on board the "Montreal" or "Que-

bec," take a stateroom, and be landed early next morning at one of the quays of Quebec.

The scenery on this part of our route is not striking, we shall therefore content ourselves with briefly noticing the principal points, many of which our vessel will pass while probably we ourselves are enjoying a refreshing sleep. As



STEAMER "MONTREAL."

we steam out from the wharf we pass by the shores of the military island of St. Helen's, so called after the beautiful wife of Champlain, the first Governor of Canada, and the founder of Quebec. Just below the Island, is the village of Longueuil, a favorite summer resort of the citizens of Montreal.

SOREL,

or William Henry, is situated at the junction of the Richelieu, the outlet of Lake Champlain into the St. Lawrence. It occupies the site of a fort built by the Marquis de Tracy in 1665, and was for many years the summer residence of the English Governors of Canada, and here Queen Victoria's father, at one time resided. The population is about 5,000.

Immediately below Sorel, the river widens into a lake called

LAKE ST. PETER,

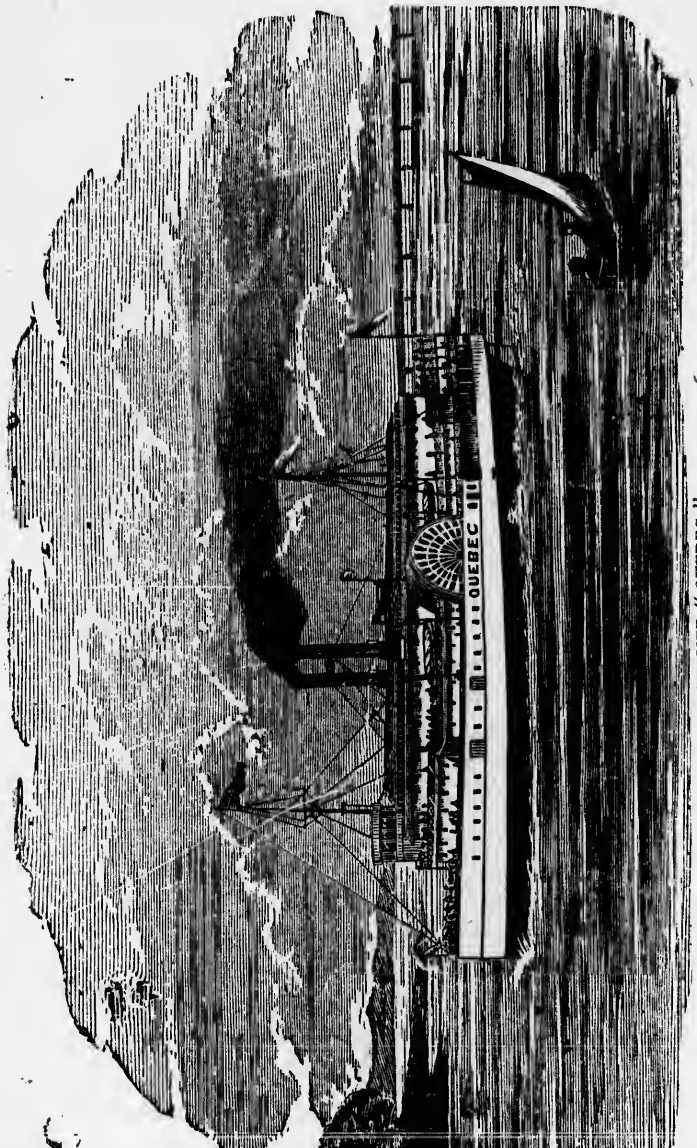
which is about 35 miles in length and about 10 miles in width. It is very shallow, except in a narrow channel, which is navigable for the ocean steamers and sailing vessels of very large tonnage, coming up to Montreal during the summer season.

In calm weather it is pleasant sailing over its waters, but owing to its shallowness, a strong wind causes its waves to rise tempestuously, and many wrecks, principally of rafts, take place every year.

We now touch at the half way port of

THREE RIVERS,

situated at the confluence of the rivers St. Maurice and St. Lawrence, ninety miles below Montreal, and the same distance above Quebec. It is one of the oldest settled towns in Canada, having been founded in 1618. It is well laid out, and contains many good buildings, among which are the Court House, the Gaol, the Roman Catholic Church, the Ursuline Convent, and the English and Wesleyan Churches. The celebrated St. Maurice Forges, situated near the town, have been in operation for more than a century. The population is 9,000.



STEAMER "QUEBEC."

BATISCAN,

A village of little importance, is the last stopping place before reaching Quebec. Seven miles above Quebec we

WRECK OF A RAFT ON LAKE ST. PETER.

pass the mouth of the Chaudière river. A short distance from its entrance are situated the Chaudière Falls. These falls are very beautiful and romantic, and are annually

STEAMER "QUEBEC."

visited by large numbers of tourists. The river, at this point, is about four hundred feet wide, and the height of the falls is

ROMAN CATHOLIC PARISH CHURCH.

NUNS.

one hundred and twenty-five feet. The course of the river is thickly studded with picturesque islands, covered with fine trees, which add much to the beauty of the scenery.

In passing down the St. Lawrence, the country upon its

CANADIAN HABITANTS.

banks presents a sameness in its general scenery, until we approach the vicinity of Quebec. The villages and hamlets

are decidedly *French* in character, and are generally made up of small buildings; the better class are painted white, or whitewashed, having red roofs. Prominent in the distance

CANADIAN FARM-HOUSE.

appear the tin-covered spires of the Catholic Churches, which are all constructed in a style of architecture peculiar to that Church.

The rafts of timber afford a highly interesting feature on the river as the traveller passes along. On each a shed is

CANADIAN PRIEST.

CANADIAN PEASANT.

built for the raftsmen, some of whom rig out their huge, unwieldy craft with gay streamers, which flutter from the

CANADIAN BOATMEN.

tops of poles. Thus, when several of these rafts are grappled together, forming, as it were a floating island of timber, the sight is extremely picturesque; and when the voices of these hardy sons of the forest and the stream, join in some of their Canadian boat songs, the wild music, borne by the breeze along the water, has a charming effect. Many of these rafts may be seen lying in the coves at Quebec, ready to be shipped to the different parts of the world.

We now come within sight of the "Gibraltar of America," as the fortified city we are approaching, has been called.

QUEBEC.

Having landed, our first course is to proceed to a hotel. On this point the choice will lay between the St. Louis Hotel, kept by Messrs. Russell & Sons, and the Albion Hotel, W. Kirwin, proprietor. At either of these houses the tourist will find himself at home, and well cared for, surrounded by every comfort he can possibly desire,and we are quite satisfied that the experience of any one who may visit Quebec will be like our own, and lead to oft repeated journeys to the old City.

Quebec, until recently the capital of United Canada, is situated on the north shore of the St. Lawrence, in lat. 46 deg. 48. min. north, and long. 71 deg. 15 min. west from Greenwich. It was founded by Champlain, in 1608, on the site of an Indian Village, called *Stadacona*. It is the second City in the Dominion, and has a population of about 75,000. The form of the city is nearly that of a triangle, the plains of Abraham forming the base, and the Rivers St. Lawrence and St. Charles the sides. It is divided into two parts—Upper

CITY OF QUEBEC.

and Lower Towns. The Upper town is strongly fortified, and includes within its limits the Citadel of Cape Diamond, which is the most formidable fortress in America. The Lower Town is built upon a narrow strip of land which runs at the base of the Cape, and of the high grounds upon which Upper Town stands; and the suburbs of St. Roch's and St. John's extend along the River St. Charles, and to the Plains of Abraham. Quebec was taken by the British and Colonial forces in 1629, but restored to France in 1632. It was finally captured by Wolfe in 1759, and, together with all the French possessions in North America, was ceded to Great Britain by the treaty of 1763.

Quebec, including the city and suburbs, contains 174 streets, among the principal of which are the following:—*St. John's-street*, which extends from Fabrique-street to St. John's-gate, in the Upper Town, and is occupied chiefly by retail stores; *St. Lewis-street*, a handsome and well-built street, extending from the Place d'Armes to the old St. Louis-gate, and occupied principally by lawyers' offices and private dwellings; *D'Auteuil-street* faces the Esplanade and the grounds where the military were drilled, and is an elegant street, mostly of private dwellings; *Grand Allée* or *St. Louis-road* outside St. Louis-gate, and leading to the Plains of Abraham, is a pleasant and beautiful street, on which are many elegant villa residences; *St. John-street* without, is also a fine street, occupied by shops and private dwellings. The principal street in the Lower Town is *St. Peter*, on which, and on the wharves and small streets which branch from it, most of the banks, insurance companies, and merchants offices are situated.

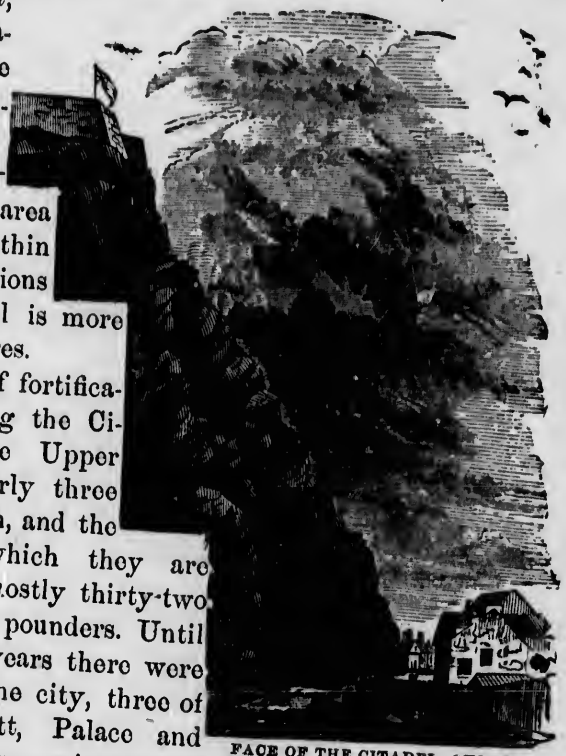
Durham Terrace, in the Upper Town, is a platform commanding a splendid view of the river and the Lower Town. It occupies the site of the old castle of St. Louis, which was burnt in 1834, and was erected by the nobleman whose name it bears.

The Public Garden fronts on Des Carrieres-street, Upper Town, and contains an elegant monument, which was erected to the memory of Wolfe and Montcalm, in 1827. The height of this monument is 65 feet; its design is chaste and beautiful, and no stranger should leave Quebec without visiting it.

The Place d'Armes is an open piece of ground, around which the old chateau St. Louis, the government offices, the English cathedral, and the Court House are situated.

The Esplanade is a beautiful piece of ground, situated between D'Auteuil street, and the ramparts.

The Citadel, on Cape Diamond, is one of the most interesting objects to visitors. The area embraced within the fortifications of the Citadel is more than forty acres.



FACE OF THE CITADEL, QUEBEC.

The line of fortifications, enclosing the Citadel and the Upper Town is nearly three miles in length, and the guns with which they are mounted are mostly thirty-two and forty-eight pounders. Until the past few years there were five gates to the city, three of which, Prescott, Palace and Hope gates, communicated with the Lower Town, and two of which, St. Louis and St. John's gates, communicated with the suburbs of the same name. About three quarters of a

mile from the City are four Martello Towers, fronting the Plains of Abraham, and intended to impede the advance of an enemy from that direction.

The Roman Catholic Cathedral, which fronts upon the Upper Town market place, is a very large and commodious building, but with no great pretensions to architecture. The interior is handsomely fitted up, and has several fine paintings by the old masters, which are well worthy of inspection. The church will seat 4,000 persons. It has a good organ.

St. Patrick's Church, on St. Helen-street, Upper Town, is a neat and comfortable building, and is capable of seating about 3,000 persons.

St. Roch's Church, on St. Joseph and Church-streets, in the St. Roch's suburbs, is a large and commodious building, and will seat 4,000 persons. There are several good paintings in this church.

The Church of Notre Dame des Victoires, on Notre Dame-street, is one of the oldest buildings in the city. It has no pretensions to architectural beauty, but is comfortably fitted up, and will seat over 2,000 persons.

PROTESTANT CHURCHES.

The English Cathedral is situated between Garden-street, St. Ann-street, and the Place d'Armes, Upper Town, and is a handsome edifice, 135 by 75 feet, and will seat between 3,000 and 4,000 persons. This church, which was erected in 1804, has a good organ, and is neatly fitted up.

Trinity Church, situated on St. Nicholas-street, Upper Town, is a neat cut stone building, erected in 1824. It is 74 by 48 feet, and the interior is handsomely arranged.

St. Peter's Chapel is situated on St. Vallier-street, St. Roch's, and is a neat plain structure, which will seat about 500 persons.

St. Paul's or *The Mariner's Chapel*, is a small building near Diamond Harbor, designed principally for seamen.

St. Andrew's Church, in connection with the Church of Scotland, is situated on St. Ann-street, Upper Town. The interior is well fitted up, and will seat over 1,200 persons.

St. John's Free Scotch Church is situated on St. Francis-street, Upper Town. It is a neat plain structure, and will seat about 600 persons.

The Wesleyan Chapel, on St. Stanislaus-street, is a handsome Gothic building, erected in 1850. The interior is well fitted up, and it has a good organ. It will seat over 1,000 persons.

The Wesleyan Centenary Chapel is situated on D'Artigny-street, and is a plain but substantial edifice.

The Congregational Church on Palace-street, Upper Town, is a neat building, of cut stone, erected in 1841, and will seat about 800.

The Baptist Church, on St. Ann-street, Upper Town, is a neat stone building, and will accomodate over 400 persons.

The other principal public buildings worthy of notice are :—

The Hotel Dieu, hospital and church, which front on Palace-street, Upper Town, and, connected with the cemetery and garden, cover an area of about ten acres. The buildings are spacious and substantial, and the hospital has beds for about sixty sick persons.

The General Hospital is situated on the River St. Charles, in the St. Roch's ward. The hospital, convent, and church are a handsome quadrangular pile of stone buildings, well adapted to the purpose for which they are designed.

The Ursuline Convent, situated on Garden-street, Upper Town, was founded in 1641. A number of fine paintings are to be seen here, and application for admission should be made to the Lady Superior.

The University of Quebec fronts on Hope-street and the

market-place, Upper Town. The buildings, which are of massive grey stone, form three sides of a quadrangle, and have a fine garden in the rear.

The Court House and the *City Hall* are substantial stone buildings, situated on St. Louis-street, and well adapted to their respective purposes.

The Gaol is situated at the corner of St. Ann and St. Stanislaus-street, Upper Town. It is a massive stone building and cost about £60,000. It is in a healthy location, and is well adapted to the purpose for which it was designed.

The Marine Hospital, situated in the St. Roch's ward, on the River St. Charles, is intended for the use of sailors and emigrants, and is a beautiful stone building of four storeys. It was erected at the cost of £15,000, and will accommodate about 400 patients.

The Lunatic Asylum is situated at Beauport, two and a-half miles from Quebec, and is an extensive building, enclosed in a park of about 200 acres.

The Music Hall is a handsome cut stone edifice, situated on St. Louis-street, Upper Town.

As the Seat of French Power in America, until 1759, the great fortress of English Rule in British America, and the key of the St. Lawrence—Quebec must ever possess interest of no ordinary character for well informed tourists. Living is comparatively cheap, and Hotel accommodation equal to Montreal in every respect.

A city, crowning the summit of a lofty cape, must necessarily be difficult of access; and when it is remembered how irregular is the *plateau* on which it stands, having yet for thoroughfares the identical Indian paths of Stadacona, or the narrow avenues and approaches of its first settlers, in 1608, it would be vain to hope for regularity, breadth and beauty in streets, such as modern cities can glory in. It is yet in its leading features a city of the 17th century—a quaint, curious, drowsy, but healthy location for human beings; a

cheap place of abode. If you like a crenelated fort with loop-holes, grim-looking old guns, pyramids of shot and shell, such is the spectacle high up in the skies in the airy locality called the Upper Town. Some hundred feet below it, appears a crowded mart of commerce, with vast beaches, where rafts of timber innumerable rest in safety, a few feet from where a whole fleet of *Great Easterns* might float secure on the waters of the famed river. The two main roads outside the City, the St. Foy and St. Louis-roads, are lined by the country seats of successful Quebec merchants, judges, professional men, retired English officers, &c., &c.

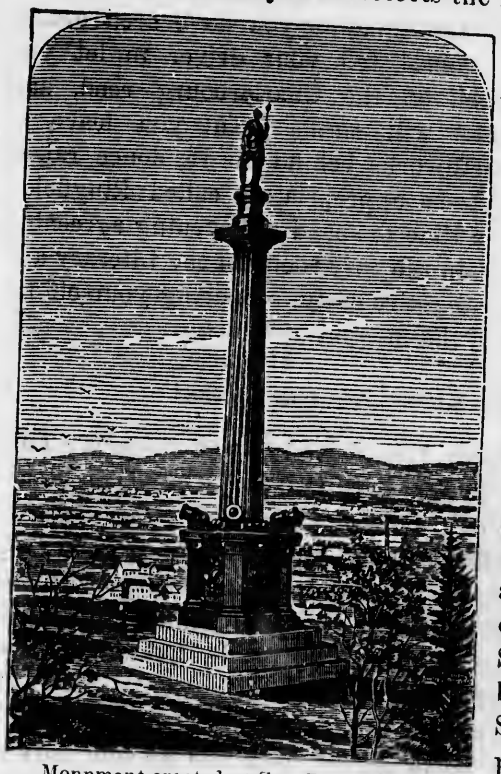
On his way from the St. Louis Hotel, St. Louis-street, the tourist notices, a few steps to the west, the antiquated one-story house, where Brigadier General Richard Montgomery was laid out, after being found in his snowy shroud at Pres-de-Ville, 31st December, 1775. After passing the Drill Shed, the Military Home, the Ladies' Protestant Home, facing St. Bridget's Home, and adjoining the area which the Quebec Seminary intend to lay out as a Botanical Garden, the Jehu, amidst most miraculous details of the great battle, soon lands his passengers on the Plains of Abraham, close to the little monument which marks the spot where Wolfe, the British Hero, expired, near to the well from which water was procured to moisten his parched lips. A few minutes more brings one to Mr. Price's Villa, Wolffield, where may be seen the rugged path up the St. Dennis burn, by which the Highlanders, and the English soldiers gained a footing above, on the 13th September, 1759 :—destined to revolutionize the new world--the British, guided by a French prisoner of war, brought with them from England (Denis de Vitré, an old Quebecer,) or possibly by Major Stobo, who had, in 1758, escaped from a French prison in Quebec, and returned to his countrymen the English, accompanying Saunders' fleet to Quebec. The tourist next drives past Thornhill, Sir Francis Hincks' old home, when Premier to Lord Elgin. Opposite,

appears the leafy glades of Spencer Wood, so grateful a summer retreat that my lord used to say, "There he not only loved to live, but would like to rest his bones." Next comes Spencer Grange, then Woodfield, the beautiful homestead of the Hon. Wm. Sheppard in 1840, and of the late Jas. Gibb for many years after. The eye next dwells on the little rustic chapel of St. Michael embowered in evergreens; then villas innumerable are seen, that is, if you enter beyond the secluded portals of *Sous-les-Bois*—Benmore, Col. Rhodes' country seat, Clermont, Beauvoir, Kilmarnock, Cataraqui, Kelgraston, Kirk-Ella, Meadow Bank, &c., until after a nine miles' drive, Redclyffe closes the rural landscape. Redclyffe is on the top of the cape of Cap Rouge, where many indications yet mark the spot where Roberval's ephemeral colony wintered as far back as 1541. The visitor can now return to the city by the same road, or select the St. Foy-road, skirting the classic heights where General Murray, six months after the first battle of

Wolfe's new Monument, erected in 1849.

the Plains, lost the second, on 28th April, 1760—the St. Foy Church was then occupied by the British soldiers. Next comes Holland House, Montgomery's head quarters in 1775 behind which is "Holland Tree," overshadowing, as of yore the graves of the Hollands.

The tourist shortly after detects the iron pillar, surmounted by a bronze statue of Bellona, presented in 1855 by Prince Napoleon Bonaparte, intended to commemorate this fierce struggle.



Monnment erected at Ste. Foye in 1863.

In close proximity appear the bright *parterres* or umbrageous groves of *Bellevue*, Hamwood, Bijou, Westfield and *Sans Bruit*, the dark gothic arches of Findlay Asylum, and the traveller re-enters by St. John Suburbs, with the broad basin of the St. Charles and the pretty Island of Orleans staring him in the face. Drive down next to see Montmorenci Falls, and the little room which the Duke of Kent, Queen Victoria's father, occupied in 1791. A trip to the Island of Orleans, in the ferry, will also repay the trouble; it costs very little; half an hour of brisk steaming will do it; cross to St. Joseph, Levi, per ferry steamer, and go and be-

hold the most complete, the most formidable, as to plan, the most modern earthworks in the world. Drive to Lake Beauport, to luxuriate on its red trout; then to the Hermitage, at Charlesbourg. Step into the *Chateau Bigot;* sit down, like *Volney* amidst the ruins of Palmyra, and meditate on the romantic though unhappy fate of dark-eyed Caroline, Bigot's Rosamond.* You imagine you have seen everything; not so, my friend! tell your driver to let you out opposite Ringfield, on the Charlesbourg road, and the obliging proprietor will surely grant you leave to visit the extensive earthworks behind his residence, raised by Montcalm in 1759—so appropriately called Ringfield; hurry back to town in time to spend the evening agreeably at the Morrin College, in the cosy rooms of the Literary and Historical Society, and retire early, preparing yourself for the great campaign of the morrow.

TO THE LAKES! TO THE LAKES!

Here are a few of them: *Lake Calvaire*, at *St. Augustin; Lake St. Joseph, Lac à la Truite, Lake Philippe, Lake Jaune, Snow Lake, Lac Blanc, Lac Sud-ouest, Lac Vincent, Lac Thomas, Lac Claire, Lac McKenzie, Lake Sagamite, Lake Burns, Lake Bonnet*—all within a few hours drive from Quebec, with the exception of Snow Lake. It is not uncommon to catch trout weighing from 12 lbs. to 20 lbs. in Lake St. Joseph and Snow Lake during the winter months.

We feel sure our reader, whatever his pretensions may be as a traveller, will be delighted with the ancient city of Quebec, and have a satisfactory feeling of pleasure within

* You will peruse Caroline's pathetic tale in that repository of Canadian lore, Maple Leaves, which you will find a trusty guide for objects without the City. At the beautiful residence of the author of that work (Mr. J. M. Le Moine,) may be seen many relics of Old Quebec, and no one more ready than he to impart information on the interesting events of early Canadian History, in the knowledge of which few are so well acquainted.

himself for having included it in the catalogue of places he has put down as worthy of a visit in his tour through Canada. The scenery outside the City, and all along the river on both shores, is exceedingly picturesque, every turn bringing a new and varied landscape into view, calculated to please the imagination, delight the eye, and satisfy the most fastidious in natural beauty.

LAKE ST. CHARLES

Thirteen miles north-west of Quebec is one of the most picturesque spots in Canada, and during the summer months is frequently visited on account of its Arcadian beauty. There is a remarkable echo at the Lake which tarries some few seconds before repeating the sound uttered. It is then re-echoed, "as though the nymphs of the lake were summoning the dryads of the neighboring woods to join in their sport." To those who are fond of angling, the lake affords an ample supply of speckled trout.

THE FALLS OF MONTMORENCI.

In taking our departure from Quebec, and on our way down the river, we pass this celebrated cascade. These Falls, which are situated in a beautiful nook of the river, are higher than those of Niagara, being more than two hundred and fifty feet, but they are very narrow—being only some fifty feet wide. This place is celebrated for its winter amusements. During the frosty weather, the spray from the falls accumulates to such an extent, as to form a cone of some eighty feet high. There is also a second cone of inferior altitude, called the "Ladies' Cone," and it is this, of which visitors make the most use, as being less dangerous than the higher one. They carry "toboggins"—long, thin pieces of wood about 8 or 10 feet in length by 1 foot in width turned up in front,—and having arrived at the summit

FALLS OF MONTMORENCI.

place themselves on these and slide down with immense velocity. Ladies and gentlemen both enter with equal spirit into this amusement. It requires much skill to avoid being capsized, and sometimes people do find themselves at the bottom, minus the toboggin. Visitors generally drive to this spot in sleighs, taking their provisions with them; and upon the pure white cloth which nature has spread out for them, they partake of their dainty repast, and enjoy a most agreeable picnic. They do not feel in the least cold, as the exercise so thoroughly warms and invigorates the system. There are men and boys in attendance, for the purpose of bringing down strangers who may desire to venture down the icy mountain, and to those who enjoy this kind of pleasure, it is great sport. The drive to the Falls is very beautiful; the scenery on the road through Beauport, where the Provincial Lunatic Asylum is built, and back again being full of interest. The distance of these Falls from Quebec is eight miles. About two miles above the Falls is a curious formation on the river bank, called "the Natural Steps," being a series of layers of the limestone rock, each about a foot in thickness, and for about half-a-mile receding one above the other, to the height of nearly 20 feet, as regularly as if formed by the hand of man. They are a great object of wonder and curiosity, and, being so near the Falls, should certainly be included in the visit.

FALLS OF MONTMORENCI.

THE LOWER ST. LAWRENCE RIVER.

Having drawn toward the close of our visit to Quebec, we advise the tourist to at once make his arrangements for visiting that very popular resort, the Saguenay. For the past few years, thousands of Canadians and Americans have wended their way to this famous river, and the result of their experience has been to make it still more popular. None who have been there, but have resolved to repeat the trip the first time they could possibly do so, and to those who

have not enjoyed this most lovely of all excursions, we would say in the language of Shakspeare, "stand not upon the order of your going, but go at once." All information concerning the means of transit can be ascertained at the hotels to which we took our *compagnons de voyage;* but in case they may neglect to attend to the important duty of seeking such requisite knowledge, we would say that during the season steamers run between Quebec and the Saguenay leaving Quebec every week day except Monday, on the arrival of the steamers from Montreal. These boats belong to the St. Lawrence Steam Navigation Company. They are elegantly fitted up for the comfort of passengers, and furnished with every convenience; indeed, there is nothing wanted, to render the journey down the river most delightful. Once on board, and off, we find ourselves steaming away down stream at a good speed, and turning our eyes from the city we have just left, we see

THE ISLAND OF ORLEANS,

Known in early days as the Isle of Bacchus, so called from the luxuriant growth of its wild grape vines. It is situated 9 miles below Quebec. It is 20 miles in length and 6 miles in its greatest width. There are several villages scattered over its surface. Like the island of Montreal, its soil is very fertile.

THE FALLS OF STE. ANNE.

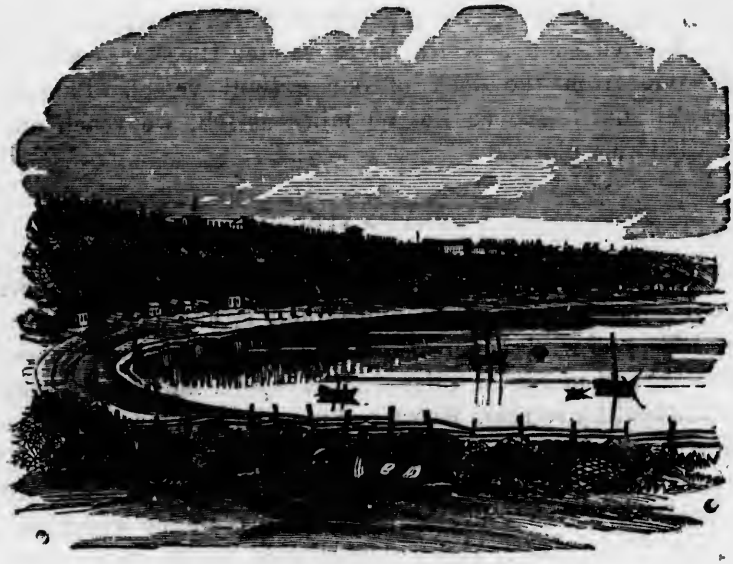
Seventy miles below Quebec, the River Ste. Anne empties into the St. Lawrence. About two miles from the village, are the celebrated falls, of the same name. At this point there is a solitary vale of rocks, almost a natural grotto, through the centre of which the stream rushes, until it escapes by a narrow channel, and continues its course, rushing downward with ever increasing velocity. The scene below the cataract is

very grand. Five miles below Ste. Anne's River we pass Grosse Isle, a spot which ever recalls sadness. Thousands who left their homes on the far off shores of Great Britain, with hearts full of the prospect of prosperity in the new world of America, have here found their last resting place. In one single grave the bodies of about 6,000 Irish Emigrants lie interred. Apart from these sad recollections, the "Quarantine" Island is a fair spot, and its scenery is very beautiful. At this point the river widens, and ere long has reached such a width as to render its shores almost invisible from the deck of our gallant vessel. Passing onward, until Quebec lies 90 miles astern, we reach our first landing place,

MALBAIE,

or, Murray Bay, the favorite watering place of the Lower St. Lawrence. The village is picturesquely situated amid frowning hills, and wild scenery. It is a great resort in the summer months, and many Canadian families spend the entire season in this healthy retreat. Every one must enjoy a few days passed at this fashionable watering place. The "Lorne House" is a comfortable Hotel, well furnished, and managed. In connection with it are a number of cottages which are rented to summer visitors, Chamord & Co., proprietors. Leaving it and steaming across the river, which is about 20 miles wide at this point, we strike Rivière du Loup, situated on the south shore. Here, those desirous of visiting the far-famed watering place of Cacouna, can, after an exceedingly pleasant drive of about 8 miles through the country, find themselves in a fashionable place, containing some very good buildings. The "St. Lawrence Hall," is a large house, replete with every modern convenience and comfort; every accommodation to be obtained at any of our first-class city hotels can be found there.

Leaving the wharf at Rivière du Loup, our steamer points her course again to the opposite shore, and in less than two hours we find ourselves at Tadousac, which is at the mouth of the River Saguenay. This is a very pleasant spot, and if no more time can be spared than the brief stay of the steamboat at the wharf, let us advise the tourist to go ashore



CACOUNA BAY.

immediately. There is a fine hotel here, which is excellently kept, and in connection with it, are all kinds of sports for the amusement of visitors. The bathing of this place is also very superior. A large number of handsome villas have been erected, including one built by His Excellency Earl Dufferin. Apart from its pleasures, Tadousac is interesting, from its having been from an early period the capital of the French settlements, and one of their chief fur trading posts.

Here are the ruins of a Jesuit establishment, and on this spot once stood the first stone and mortar building ever erected in America, the home of Father Marquette, the explorer of the River Mississippi. A cluster of pine trees over 200 years old have grown from the centre of these historical ruins.

Getting aboard again, the whistle is sounded, and we are under steam, and now really enter the justly-renowned

TADOUSAC.

River Saguenay, commence, as if by instinct, to strain our eyes, that we may catch a glimpse of all the magnificent natural grandeur that now bursts upon us.

THE SAGUENAY RIVER.

The Saguenay is the largest tributary of the great St. Lawrence, and unquestionably one of the most remarkable rivers of the continent. It is the principal outlet of Lake St. John, which is its head-water: a lake about forty miles long, surrounded by a heavily timbered and level country; its

waters are remarkably clear, and abound in a great variety of fine fish. Eleven large rivers fall into it, yet it has only this one outlet. Into the lake there is a remarkable curtain fall of two hundred and thirty-six feet, so conspicuous as to be seen at forty or fifty miles distant, the Indian name for which is "Oueat Chouan," or "Do you see a fall there?" The Lake lies about 150 miles north-east of the St. Lawrence, and nearly due north of Quebec. The original name of the Saguenay was Chicoutimi, signifying "Deep water;" but the early Jesuit missionaries gave it the name it now bears, said to be a corruption of St. Jean Nez. The scenery is wild and romantic in the highest degree. The first half of its course averages half a mile in width, and runs through an almost untrodden wilderness; it abounds in falls and rapids, and is only navigable for the Indian canoe. A few miles below the southern fall in the river, is the village of Chicoutimi, at the junction of a river of the same name, which is the outlet of a long lake, named Kenokami, with the Saguenay. Here is a range of rapids which extend ten miles. The Indians say there is a subterranean fall above the foot of the rapids, which they call "Manitou," or the "Great Spirit." To avoid these falls there is a carrying place called "Le Grande Portage." An extensive lumber business is transacted here: the village has an ancient appearance, and contains about five hundred inhabitants. The only curiosity is a rude Catholic Church, said to have been one of the earliest founded by the Jesuits. It occupies the centre of a grassy lawn surrounded by shrubbery, backed by a cluster of wood-crowned hills, and commands a fine prospect, not only of the Saguenay but also of the spacious bay formed by the confluence of the two rivers. In the belfry of this venerable church hangs a clear toned bell, with an inscription upon it, which has never yet been translated or expounded. From ten to twelve miles south of Chicoutimi, a beautiful expanse of water, called Grand or Ha! Ha! Bay,

recedes from the Saguenay, to the distance of several miles.

The village of Grand Bay, 132 miles from Quebec, is the usual resort for those who wish to remain any time in the neighborhood of the Saguenay. The name Ha! Ha! is said to be derived from the surprise which the French experienced when they first entered it, supposing it to be still the river, until their shallop grounded on the north-western shore. At the northern head of it, is another settlement called Bagotville. Between these two places, the Saguenay is rather shallow (when compared with the remainder of its course) and varies in width from two and a-half to three miles. The tide is observable as far north as Chicoutimi, and this entire section of the river is navigable for ships of the largest class, which ascend thus far for lumber.

That portion of the Saguenay extending from Ha! Ha! Bay to the St. Lawrence, a distance of nearly sixty miles, is chiefly distinguished, and properly so, for its wonderful scenery. The shores are composed principally of granite, and every bend presents to view an imposing bluff. Many of these tower perpendicularly into the air, and seem ready to totter and fall at any moment. It appears awful, in steaming up the Saguenay, to raise the eyes heavenward, and behold, hanging directly overhead, a mass of granite weighing, perhaps, nearly a million tons. Here, as at Niagara, we feel the insignificance of man, as we gaze upon the Almighty's handiwork.

Descending from Ha! Ha! Bay, a perpendicular rock, nine hundred feet high, is the abrupt termination of a lofty plateau called The Tableau, a column of dark-colored granite 600 feet high by 300 wide, with its sides as smooth as if they had received the polishing stroke from a sculptor's chisel. Statue Point is also another gem of scenery; but the great attractions in the Saguenay are Cape Eternity, and Trinity Rock, on the south shore, six miles above St John's Bay. If the only recompense for the visit to the Saguenay, was a

sight of these stupendous promontories, we are quite sure no visitor would ever regret it. There is an awful grandeur and sublimity about them, which is perfectly indescribable. The steamers shut off steam at these points, and the best

TRINITY ROCK—RIVER SAGUENAY.

view possible is arranged for the passengers, by the Captain. The echo produced by blowing the steam whistle is very fine indeed. The water is said to be as deep, five feet from the base of these rocks as it is in the centre of the stream, and from actual measurement, many portions of it have been ascertained to be a thousand feet, and the shallowest parts not less than a hundred; and from the overhanging cliffs it

assumes a black and ink-like appearance. Cape Eternity is by far the most imposing. We read that an Indian hunter, having followed a moose to the brow of the cliff after the deer

CAPE ETERNITY—RIVER SAGUENAY.

had made a fatal spring far down into the deep water, is said to have lost his foothold and perished with his prey. We also learn from "Le Moine's Oiseaux du Canada," that two or three years ago two fine speciments of the bird of Washington, that rare eagle, were shot here: and indeed continually the flight of the bald-headed eagles along the summits of these beetling cliffs—the salmon leaping after its insect prey —or the seals bobbing their heads out of the water, attract the sportsman's eye.

Nothing can surpass the magnificent salmon fishing of the Marguerite, and other streams, tributaries to the Saguenay.

Before taking our departure from what must certainly be

classed as one of the most lovely and picturesque spots in North America, we would pause to ask the tourist, whether his expectations have not been fully realized in every respect, and even far exceeded. We feel satisfied, an affirmative

FISHING STATION.

answer is the only one that can be given to such a question, for there can be no two opinions as to the magnificence of the scenery brought before the vision on a trip up the River Saguenay to Ha! Ha! Bay. Long descriptions of such

scenery, can convey but little to the reader, and must be at the best very inadequate. The trip must be taken, before the grandeur of the Saguenay, is to any extent understood and appreciated.

Leaving Tadousac on the return journey, the steamer again makes its way across the St. Lawrence to Rivière du Loup, for the convenience of Cacouna passengers. Those desirous by so arranging it, can here go ashore, and take the train, by the Grand Trunk Railway, to Quebec. Having sailed down the river, this will prove an interesting change, and bring them into Quebec much earlier. Those remaining on the boat, will, if a fine day, enjoy the sail, calling at Murray Bay (Malbaie), as on the downward trip, and afterwards making straight for Quebec. Those tourists taking the train at Rivière du Loup can make connection at Point Levi, which is opposite to Quebec, with trains for the White Mountains, the next place at which we purpose stopping with them. Those who still keep to the boat, on arrival at Quebec, will probably prefer lying over a day, for rest before proceeding on their journey.

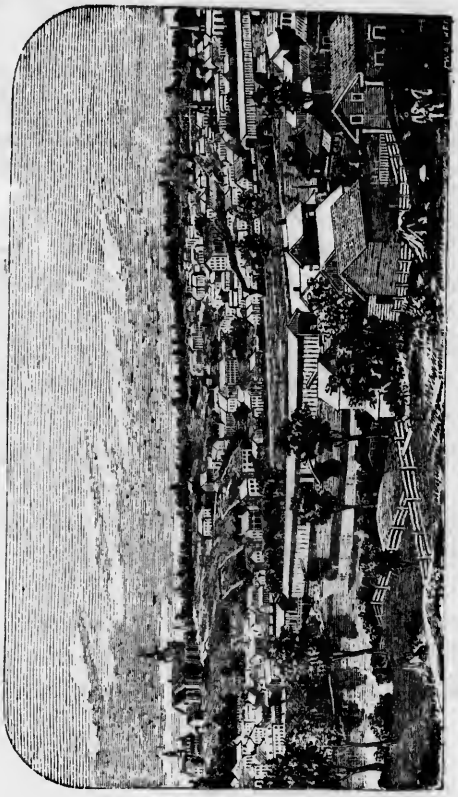
From Point Levi there is not much to be seen, and we therefore advise our travellers, as soon as possible after getting on the train, to get a sleeping berth, have a good night's rest, and be in good trim on reaching the White Mountains. At Richmond Station, which is the junction with the main line of the Grand Trunk Railway, our tourist can have a comfortable meal.

Twenty-five miles from Richmond, is the flourishing manufacturing town of Sherbrooke. Here tourists going via the Connecticut and Passumpsic River R.R. will change cars.

Sherbrooke is an incorporated town, capital of the County of Sherbrooke, on both sides of the River Magog, and on the Grand Trunk and Massawippi Valley railways, 101 miles east of Montreal.

It contains the head offices of the Eastern Townships

Bank, the chief office in Canada of the British America Land Company, several insurance agencies, churches of five or six denominations, an academy, many stores, and manufactories of woollen and cotton cloths, flannels, iron castings, machinery, axes, pails, &c.; also saw mills, breweries, &c. Population about 6,000. The Sherbrooke House, B. Cham-



SHERBROOKE, THE CHIEF TOWN IN THE EASTERN TOWNSHIPS.

berlin, proprietor, is a large and comfortable hotel. Tourists taking the Connecticut and Passumpsic River and Massawippi Valley Railway will, at Newport, connect with the South Eastern Railway.

Continuing our tour via Grand Trunk we will, in about seven hours, find ourselves, after a very pretty ride through a mountainous country, at Gorham, and on landing will find coaches in readiness to take us to the Glen House, eight miles distant. There are numerous drives around Gorham which are all exceedingly pretty. It is a point from which the beauty of the range of Mount Moriah, Carter, and the Imp may be viewed to the best advantage.

The first desire of the tourist when he arrives at Gorham, is to learn how to reach most readily the celebrated Mount Washington. Taking his seat in the coach he soon reaches the

GLEN HOUSE,

which occupies a picturesque location in the valley of the Peabody River, at the base of Mount Washington. Its position in this vast arch of nature is at once striking and interesting to the tired traveller, who, drawing nearer the spot, finds the atmosphere of hospitality surrounding the house, the life and bustle at the entrance a noticeable contrast to its isolation, and a pleasant welcome after a long day's journey

A piazza extends the entire length of the house. and commands extensive views of Mounts Washington, Jefferson, Adams, Madison, the head of Tuckerman's Ravine, and the Carter Range, all of which may be considered unrivalled among the many sublime aspects of the far-famed New Hampshire hills. The grandeur of this spectacle is a constant and unfailing source of delight to all lovers of mountain scenery.

The hotel is kept by Messrs. W. & C. R. Milliken. Stages connect this hotel with the Grand Trunk Railway at Gorham, 8 miles; Portland and Ogdensburgh Railway at Glen Station, N. H., 15 miles; Eastern Railway at N. Conway, 20 miles; and Mount Washington Railway, at summit of Mount Washington, 8 miles.

ASCENT OF MOUNT WASHINGTON.

The carriage road, a triumph of engineering skill, was opened in 1861. The carriage grade is 12 feet in 100. So beautifully constructed is the road that no more discomfort is experienced than in the same amount of riding upon any other road. During the first four miles the road winds among the forest trees until we reach "the Ledge," where the road emerges from the forest and the beauties of the ascent begin. From this point the road winds along the verge of a deep ravine, between Mounts Washington, Clay and Jefferson. Passing onward we have a most charming view of the Saco Valley. The path now rises on a series of plateaus, and ascending the last part of the steep cone we stand upon the summit. What a magnificent prospect. "A horizon of nearly 600 miles bounds the prospect, and the mountain peaks stand on every side as sentinels. Formerly there were two hotels on the summit. These have been united under one management, and is now known as Mount Washington House. To enjoy the mountain scenery it is advisable to remain over a night, and if it be clear, the gratification will be complete." The sunset is magnificent beyond description. As the sun sinks in the west, the shadows of the mountains enlarge, and extend far and wide. The great pyramidal shadow of the Summit travels along the eastern landscape, gradually darkening green fields, pleasant lakes, winding rivers, and the snug hamlets that line their shores, till, reaching the horizon, the apex actually seems to lift itself into the haze. The line of ocean is now distinctly visible. The western mountains are glowing with golden light. The sun goes down in a blaze of glory. Then as the shadows deepen, the mists begin to collect on the surface of every lake, and pond, and brook, till it seems as though each little sheet of water was blanketed and tucked in beneath its own coverlet of cloud, to spend the night in

undisturbed repose. Soon the Great Gulf, the deep ravines on either side, are filled with vapor, which, accumulating every moment, come reaching up the slopes of the mountain till all the hollows are full clear to the brim. Then the surrounding summits peer out, lifting their heads above the dense masses. It seems as though one could walk across to Clay, Jefferson, Adams and Madison upon this broad platform of mist. Should this phenomenon occur before sunset, as sometimes it does, the effect is indescribably beautiful and grand, as though bridges of burnished gold had been thrown across the deep chasms from mountain top to mountain top. Through the long twilight these magical and shifting scenes continue till the hour of retiring comes. At early dawn the traveller is aroused to witness the reverse of the picture which he saw on the previous evening. The sun comes up from the sea, the great pyramid of shadow beginning in the west gradually contracts, the little cloud blankets rise from the lakes and float away into the upper air, and the sun, "as a bridegroom coming out of his chamber," clothed in light, "rejoiceth as a strong man to run a race."

There are many other pleasant trips to be made from the Glen House, one being a ride to The Imp, passing the Garnet Pools, where the rocks for some distance are curiously worn and polished by the action of the water. Next are the Thompson Falls, a series of delightful cascades and water slides. We then reach the

EMERALD POOL,

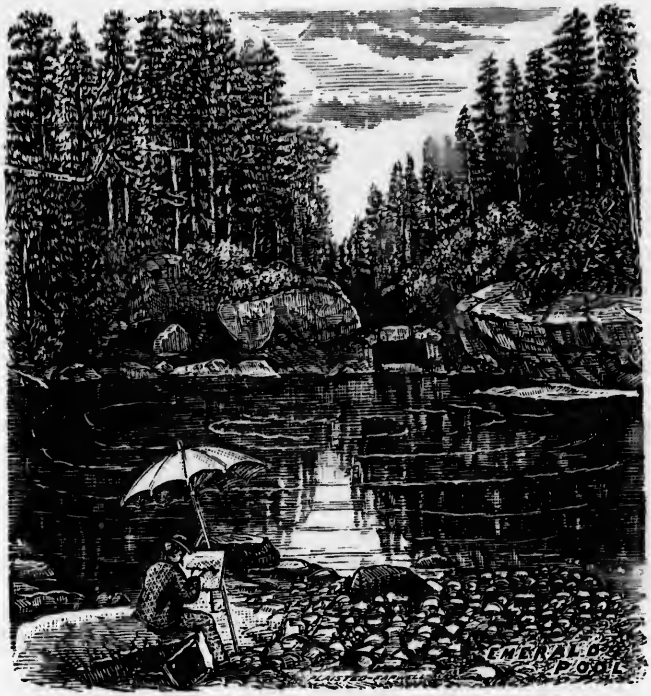
a beautiful spot, the theme of many a poet's song, and a subject for the artist's pencil. After tossing and tumbling among rocks here, the pool flows into a quiet basin, where, resting itself for a short time, it again emerges to recommence its toilsome journey.

Four miles from the hotel is situated the

GLEN ELLIS FALLS,

a narrow cataract which falls from a great height into a shallow basin below. This fall is very beautiful, and amply repays the time occupied in reaching it.

We must next visit the



EMERALD POOL.

CRYSTAL CASCADE,

about one mile from the Glen Ellis Falls. Its descent is about eighty feet. At Glen Ellis the whole stream pitches in one tide, but here the water is spread to the utmost, and the appearance of the cascade has been compared to an "inverted liquid plume," a very happy simile.

TUCKERMAN'S RAVINE

is a tremendous gulf on the south side of Mount Washington. It has been called the Mountain Coliseum, and it is hard to realize the grandeur of the scenery here presented.

We now leave the Glen and continue our journey to the Crawford House. The stages which run twice a day to connect with the trains at North Conway also take passen-

GLEN ELLIS FALLS.

gers for the Crawford House. On leaving the Glen House the road lies toward the south. Passing onward we enter

PINKHAM NOTCH,

passing through which we speedily reach Jackson. A mile beyond this are the Goodich Falls, the largest perpendicular

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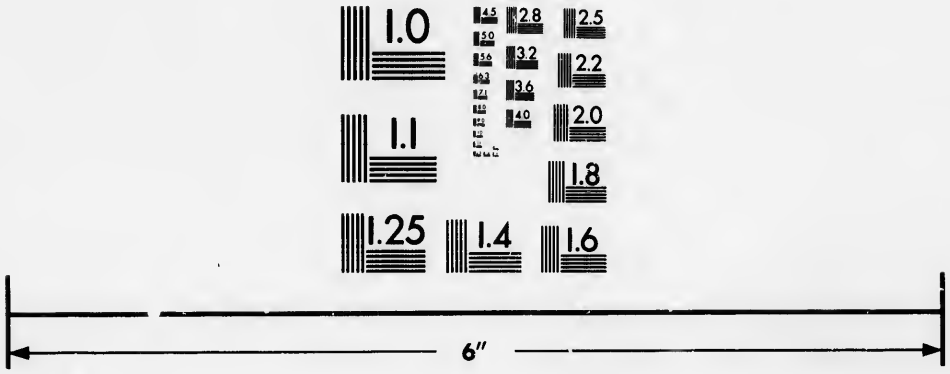

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fall to be seen among the mountains. Soon after leaving the falls we enter the Saco Valley, and crossing Ellis River turn to the west. As we proceed up the Saco we have before us to the left the three peaks of "Tremont," and directly behind we see the noble form of old Kiarsage. At last

CRAWFORD NOTCH

bursts upon our view, and locking up the gorge we have

CRYSTAL CASCADE.

Mount Webster on our right, Willey on the left, with Mount Willard forming the centre of the picture.

Descending into the Notch, a short distance brings us to a point where stands the Willey House, at an elevation of two thousand feet. It is pointed out to the traveller as the

residence of the Willey family, who perished by an avalanche from the mountain thirty years ago.

The road now winds up a narrow ravine for about three miles, and as this is generally traversed towards evening, the scene is one of gloomy grandeur. With dark rocky

CRAWFORD NOTCH—WHITE MOUNTAINS.

walls, 2000 feet high on either hand, we feel our own nothingness, and a feeling of relief is experienced when we emerge from the defile, and see but a short distance before us

THE CRAWFORD HOUSE,

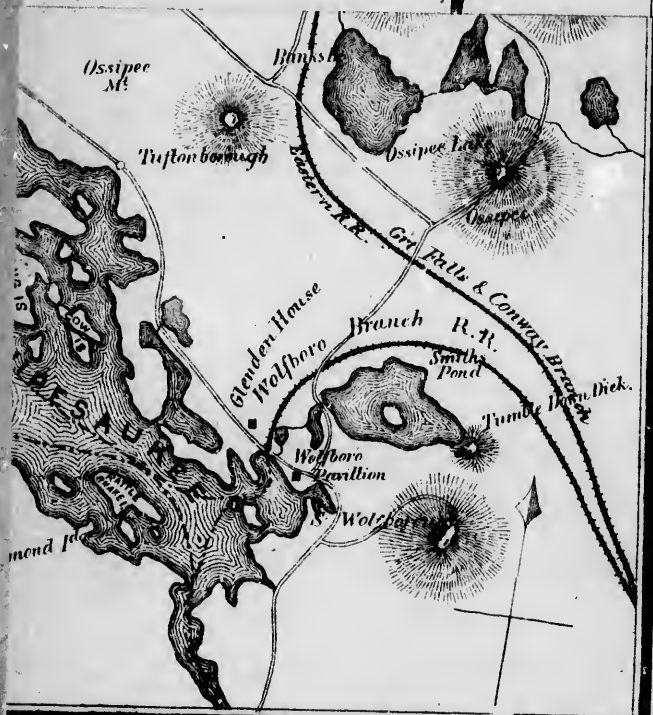
a large new edifice, very commodious and agreeable. Pleasant piazzas outside, and spacious halls within, well furnished parlors, and handsome dining rooms, the tables loaded with the delicacies of the city and the substantial articles of the country. These, with numerous other attractions provided by the courteous proprietors, Messrs. A. T. & O. F. Barron, combine to render a week's visit to the mountains all that could be desired. The hotel is lighted with gas throughout. Our space will not permit of an extended notice of all the points of interest encircling this spot. The tourist will be delighted with the view of the Notch from this point. A visit to Mount Willard will certainly be made. The ascent is very easy and pleasant, while the view from the summit affords more pleasure than far more lofty peaks. Near the summit is a remarkable cavern, worthy of a visit. In the Notch are many points of interest. The Flume, three-quarters of a mile from the hotel, derives its name from the narrow and deep ravine, through which the waters of a mountain stream rush with great rapidity. Silver Cascade, Sparkling Cascade, and Gibb's Falls, will certainly receive a visit. The great feat, however, will be the ascent of Mount Washington, distant about nine miles from the hotel. There are special attractions in the old bridle path, which to many surpass those of stage or railway travel, therefore it is not to be wondered at that so many ascend by this route. We first scale Mount Clinton, 4,200 feet, from the summit of which a noble view is obtained. We now descend to the ridge which joins Clinton to Mount Pleasant, and taking the path around the southern side of the mountain, we come to a plain lying at the foot of Mount Franklin, which we ascend and the view is extremely grand. Passing Mount Monroe, several hundred feet below the summit, and winding round it, we gain our first view of Mount Wash-

MAP
of the
WHITE MOUNTAINS

ENGRAVED FOR CHISHOLM'S

All Round Route and Panoramic Guide

OF THE ST LAWRENCE.




Sherbrooke
South Eastern R.R.
Newport
Grand Trunk
Croveton J.
St. Johnsbury
Passumpsic R.R.
Passumpsic R.
Danville
Dalton
Whitefield
Connecticut R.
Wing Road
Littleton
Barnet
Bethlehem
Bethlehem
Twin Mt. House
Hotel
Ammonoosuc R.
N. Lisbon
S. Br. Ammonoosuc R.
Gardners Mt.
White Mt. R.R.
Lisbon Gold Mines
Ore Hill
Franconia
Bald Mt.
Haystack Mt.
Wells River
Woodsville
Bald Hill
Cobble Hill
Echo Lake
Eagle Cliff
Mt. La Fayette
5,200
Profile Mt.
Profile House
Walkers Falls
Basin
Liberty
Franconia Range
Newbury
Sugar Leaf
Mt. Pennacook
4,100
Pool
Flume
VERMONT

MAP
of the
WHITE MOUNTAINS

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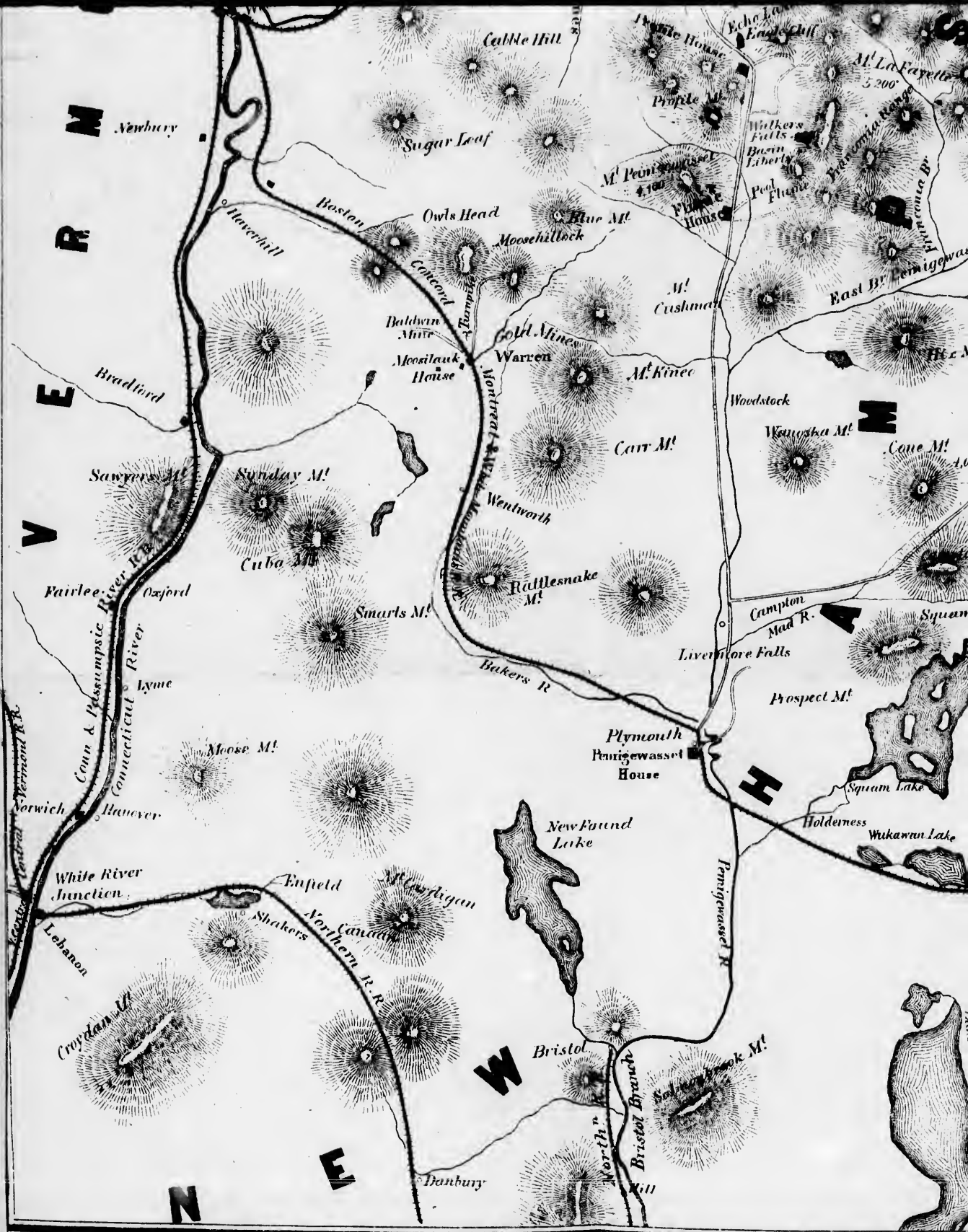
All Round Route and Panoramic Guide

OF THE ST LAWRENCE.


Newbury
Haverhill
Bradford
Sawyers Mt
Sunday Mt
Cuba Mt
Fairlee
Oxford
Lyme
Hanover
Norwich
White River Junction
Lebanon
Enfield
Shakers
Canaan
Croydan Mt
Moose Mt
Smarts Mt
Rattlesnake Mt
Wentworth
Carr Mt
Warren
Moosilauk House
Baldwin Mine
Gold Mines
Moosehillock
Owls Head
Blue Mt
Boston
Concord
Turnpike
Montreal
Northern R.R.
Bakers R
Plymouth
Panigewasset House
Panigewasset R
New Found Lake
Bristol
North Bristol Branch
Danbury
Hill
Sugar Loaf
Cobble Hill
Pemigewasset
Pemigewasset House
Pemigewasset R
Pemigewasset Range
East Br Pemigewasset
Mt Cushman
Mt Kineo
Woodstock
Wonoska Mt
Cone Mt
Campton
Mad R.
Livermore Falls
Prospect Mt
Squam Lake
Holderness
Wakawan Lake
Mt La Fayette
5,200'
Echo Lake
Eagle Cliff
Walkers Falls
Basin
Liberty
Pool
Flume
Franconia Range
Franconia Br
Hix M
Squam
Connecticut River
Conn & Passumpsic River R.R.
Central Vermont R.R.
Norwich
Mt Cardigan
Solitary Brook Mt
Vermont
New Hampshire


Mt. La Fayette 5,200
Franconia Range
Ethans Pond
Mt. Resolution
Mt. Crawford
Giant Stairs
Eagle Mt.
Wildcat R.
Jackson Falls House
Goodrich Falls Bartlett
East Branch Saco R.
Rocky Branch
Saco R.
N. Conway
Kiar sarge Ledge 650
North Conway
Mt. Kearsarge
Mt. Cangamon
East Br. Pemigewasset R.
Hitchcock Mt.
Double Head
Mole Mt. 3,200
Washington Ledge
Portland & Ogdensburg R.R.
Mt. Osceola 4,200
Tripyramid Mt.
Beacon 3,400
Pussaconaway
Swift R.
Conway
Walkers Pond
Cone Mt. 4,000
Bald Knob
Whiteface 4,100
Madison
Tamworth
Legion Mt.
Oak Hill
Squam Mt.
Sandwich
Prospect Mt.
Red Hill
Moultonborough
Ossipee Mt.
Banks
Centre Harbor
Tuftonborough
Ossipee Lake
Squam Lake
Holderness
Wukawan Lake
Meredith
LAKE WINNIPESAUKEE
LONG IS.
BEAR IS.
GOVERNORS IS.
Eastern R.R.
Grt. Falls & Conway Branch R.R.
Glendon House
Wolfboro Branch R.R.
Smiths Pond
Tumble Down Dick
Weirs
Lake Winnesquam
Long Inl.
Wolfboro Pavilion
Wolfboro
Delknop Mts.
Diamond Pd.
Lake Village
Laconia

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ington, which we ascend by the south western side. The view from the summit we have already described. From our lofty position we shall descend by the Mount Washington Railway.

This road was commenced in 1866, and the success which has attended the enterprise has been very marked. Few people now visit the mountains without making the journey one way at least by rail. The descent to the terminus is 2,625 feet, the terminus being 2,668 feet above the water. The greatest grade is 1,980 feet to the mile. The road is most substantially built, and, beside the usual rails, there is a centre rail, of peculiar construction, to receive the motive

power. This consists of two bars of iron, with cross pieces every four miles, and a centre cog-wheel in the locomotive plays into this rail.

"The locomotive, as it first comes out of the house, has the appearance of being ready to fall over. As soon as it commences the ascent it stands upright, the slant being given to it to secure more uniform action. The driving wheel is geared into a smaller wheel, which connects directly with the crank. Four revolutions of the engine are required to make one of the driving wheel, thus sacrificing speed to power. The engine is not connected to the car, but simply pushes the car up the track. On the return it allows the car to follow it down at a slow rate of speed.

"To protect the train from accident, a wrought-iron dog constantly plays into notches on the driving wheel, so that, if any part of the machinery gives way, the train is arrested where it is. There are also the usual friction brakes, and, in addition, atmospheric brakes on each side of the car. These last alone are sufficient to stop the car and hold it in any position.

"The cars are comfortable and easy, and the trip is made without danger or fatigue. The cars are provided with seats placed at an angle, which brings them nearly on a level on the ascent. They all face down the mountain. There is, however, an aisle in the car, and platforms at each end, so that views may be had from all directions."

Having reached the lower terminus of the railroad, we proceed by the turnpike road to the Fabyan House, and onward to the Crawford House, where we may, if desirable, take the Portland and Ogdensburgh Railway to North Conway and Portland or Boston. On page 188 we fully describe this pleasant route.

We now propose starting on a tour from the terminus of the Mount Washington Railway, the Franconia Range. Passing the Fabyan House, a fine new hotel, we speedily

reach the lower Ammonoosuc Falls, a singularly beautiful and attractive cascade. Still further onward and

THE TWIN MOUNTAIN HOUSE

appears in sight. This house is owned and kept by the Messrs. A. T. and O. F. Barron, of the Crawford House, and the Junction House (see page 176). It has for years maintained an excellent reputation, and yearly attracts a large number of guests. It is situated at the junction of the roads leading to Whitefield and the Profile House, and is also the terminus of the White Mountain Railroad from Wing Road. Having rested, we make our arrangements for our mountain trips, and, shortly after leaving the hotel, we cross the Ammonoosuc Bridge and enter the village of Bethlehem, a place of considerable attraction for persons spending a few weeks in this region. Pursuing our onward course we ascend a high hill, from the summit of which we have the whole of the Franconia Ridge before us, while to the right is the Notch, with its dark opening. Descending the hill and coursing the valley, we begin the ascent of the Notch, and threading our way along its ravines, we reach

PROFILE HOUSE,

situated on a level plain, a few acres in area, in the bosom of the mountain.

FRANCONIA NOTCH.

The Franconia hills, with their beautiful scenery, are the theme of admiration to the tourist.

The grandeur is not overpowering, as at the White Mountains, but for quiet beauty and repose, the Notch cannot be excelled.

Near the hotel, northward, a short distance, lies

ECHO LAKE,

a body of water of great depth and transparency. It is one of the greatest charms of the region. "From the centre of

the lake a voice, in ordinary tones, will be echoed distinctly several times, while the report of a gun breaks upon the rocks like the roar of artillery. The Indians believed that these echoes were the voice of the Great Spirit.

Our space forbids lengthy notices of all the parts of interest in this vicinity. We shall therefore merely name the more prominent.

ECHO LAKE.

Eagle Cliff, a magnificently bold promontory, almost overhangs the hotel; but the sight of sights is the celebrated Profile, or Cannon Mountain, directly opposite the cliff. It derives the latter name from a group of mighty rocks upon its summit, which, viewed from the hotel, look like a mounted cannon. The former name, however, is its most familiar title.

THE PROFILE.

This wonderful eccentricity, so admirably counterfeiting a human face, is 80 feet long from the chin to the top of the forehead, and is 1,200 feet above the level of the road, being yet far below the summit of the mountain. This strange apparition is formed of three distinct masses of rock, one making the forehead, another the nose and upper lip, and a

THE PROFILE.

third the chin. The rocks are brought into the proper relation to form the profile at one point only, namely, upon the road through the Notch, a quarter of a mile south of the Profile House. The face is boldly and clearly relieved against the sky, and, except in a little sentiment of weakness about the mouth, has the air of a stern, strong character, well able to bear, as he has done unflinchingly for centuries, the scorching suns of summer and the tempest-blasts

of winter. Passing down the road a little way, the "Old Man" is transformed into a "toothless old woman in a mob cap:" and, soon after, melts into thin air, and is seen no more. Hawthorne has found in this scene the theme of one of the pleasantest of his "Twice-told Tales," that called "The Great Stone Face."

Profile Lake, a beautiful little body of water, lies at the base of the Mountain.

Mount Lafayette, 5,280 feet high, is the monarch of Franconia. Walker's Falls is a most picturesque mountain cascade. The Basin, five miles south of the Notch, is a remarkable spot. The Pemigawasset river has here worn curious cavities in the rock. The basin is 45 feet in diameter. It is nearly circular, and has been gradually worn to its present shape by the whirling of rocks round and round in the current. Just below the Basin is

THE FLUME,

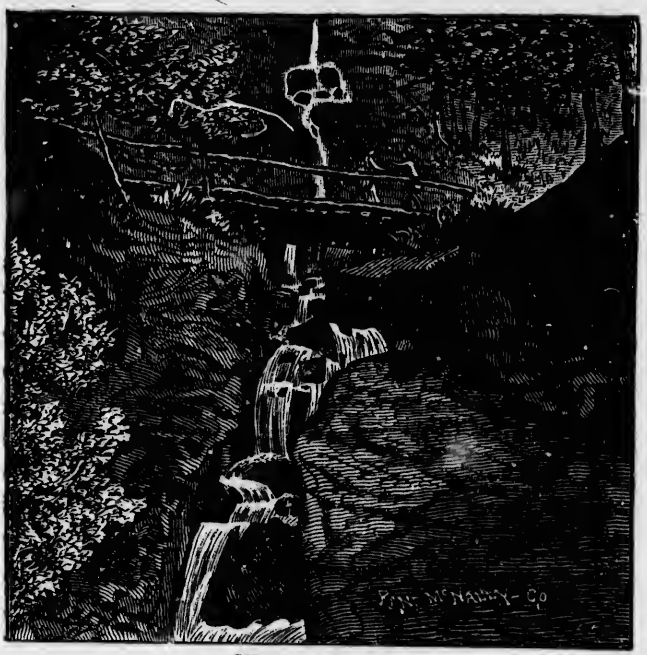
one of the most famous of all the Franconia wonders.

Leaving the road, just below the Basin, we turn to the left among the hills, and, after a tramp of a mile, reach a bare granite ledge 100 feet high, and about 30 feet wide, over which a small stream makes its varied way. Near the top of this ledge we approach the ravine known as the Flume. The rocky walls here are 50 feet in height, and not more than 20 feet apart. Through this grand fissure comes the little brook which we have just seen. Except in seasons of freshets, the bed of the stream is narrow enough to give the visitor dry passage up the curious glen, which extends several hundred feet, the walls approaching, near the upper extremity, to within 10 or eleven feet of each other. About midway, a tremendous boulder, several tons in weight, hangs suspended between the cliffs, where it has been caught in its descent from the mountain above. A bridge, danger-

ous for a timid step, has been sprung across the ravine, near the top, by the falling of a forest tree. The Cascade, below the Flume, is a continuous fall of more than 600 feet, the descent being very gradual.

SILVER CASCADE, OR THE SECOND FLUME.

The Pool, a wonderful excavation in the solid rock, and the Georgiana, or Howard Falls, complete the lions of this region.



SILVER CASCADE.

If the tourist desires, he may continue his stage ride to Plymouth, and return to New York or Boston, via the Boston, Concord, Montreal and White Mountain Railroad and its connections. See page

Having thus briefly described all the principal points of interest in and about the "Switzerland of America," we shall exercise the liberty given to "Knights of the Quill,"

and shall imagine ourselves at once transported over the mountain peaks to our starting point at Gorham.

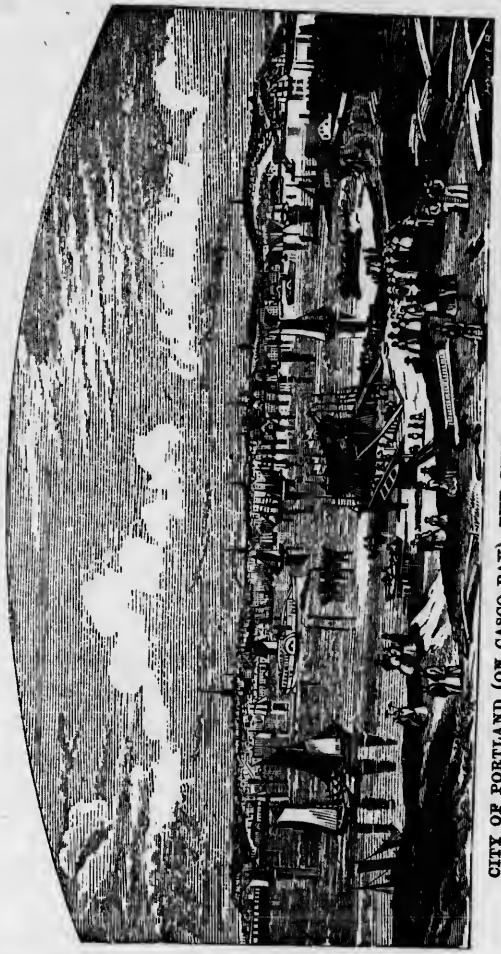
Leaving the White Mountains with all their varied attractions we once more take our seat in the train and proceed to Portland. We will find ourselves whizzing along through a magnificent mountainous country, which probably excels anything of its kind in America, and we recommend a good look-out being kept during the journey, for the scenery cannot fail to please. On arrival at South Paris, those desirous have time to obtain refreshments, and those who are accustomed to travel know that it is just as well to take good care of the inner man, so as to be securely fortified against the fatigue that always, more or less, attends long journeys.

PORTLAND.

After leaving South Paris, nothing of note is seen until a short distance off Portland, when we come in sight of the Atlantic, and feel the sense of pleasure which is experienced on getting near home after a long absence. Arrived at Portland, the principal city of Maine, our tourist will feel virtually at home at the Falmouth Hotel—L. Stevens, manager; or the Preble House. These are first-class hotels in all their appointments. To those who have never been in Portland and can spare the necessary time, we would say, spend a day or two there by all means. It is one of the most pleasant and agreeable cities in the Eastern States, with wide streets and avenues nicely kept, well meriting its title, "The Forest City."

Portland is handsomely situated on a peninsula, occupying the ridge and side of a high point of land, in the southwest extremity of Casco Bay, and, on approaching it from the ocean, is seen to great advantage. The harbor is one of the best on the Atlantic coast, the anchorage being protected on every side by land, while the water is deep, and commu-

nication with the ocean direct and convenient. It is defended by Forts Preble, Scammell, and Gorges, and dotted over with lovely islands. These islands afford most delightful excursions, and are among the greatest attractions of the



CITY OF PORTLAND (ON CASCO BAY), THE CHIEF SEAPORT OF THE STATE OF MAINE.

vicinity. On the most elevated point of the peninsula is an observatory, 70 feet in height, commanding a fine view of the city, harbor, and islands in the bay. The misty forms

of the White Mountains, 60 miles distant, are discernible in clear weather. The original name of Portland was Muchigonee. It was first settled by the whites as an English colony in 1632, just two centuries before the charter of the present city was granted. On the night of the 4th of July, 1866, a fire occurred which swept away nearly one-half of the whole business portion of the city. The entire district destroyed by the fire has been since rebuilt, most of the stores and dwelling-houses having Mansard roofs, which give a most picturesque and charming appearance to the city.

Portland is elegantly built, and the streets beautifully shaded and embellished with trees, and so profusely, that, before the fire, they were said to number no less than 3,000. Congress Street, previous to the fire the main highway, follows the ridge of the peninsula through its entire extent. Among the public buildings of Portland, the City Hall, the Post-office, and some of the churches, are worthy of particular attention. The collection of the Society of Natural History, organized 1843, was totally destroyed by the fire; but has since been erected again, and now comprises a fine cabinet, containing specimens of the ornithology of the State, more than 4,000 species of shells, and a rich collection of mineralogical and geological specimens, and of fishes and reptiles. The library, incorporated in 1867, has a collection of 10,000 volumes, and the Mercantile Library possesses also many valuable books. The Marine Hospital, erected in 1855, at a cost of $80,000, is an imposing edifice. Brown & Co.'s extensive sugar-refinery, wholly destroyed by the fire, was rebuilt and in full operation in sixty days. Within the past few years water has been introduced into the city from Sebago Lake.

In the vicinity are pleasant drives (notably the one to Cape Elizabeth), and the islands in the harbor furnish material for delightful water picnics and excursions.

It has been affirmed by travellers, that among the finest

scenery in the world is that which is visible from the Observatory in Portland. A most enchanting prospect is presented by sea and land, of which the city forms the central object, and the White Mountains, with the broad Atlantic, mark the boundaries east and west. All these combine to make Portland

"The beautiful town that is seated by the sea,"

a place worthy of the tourist's notice.

Cape Elizabeth is a very favorite resort; being but a few miles out of the city, an afternoon cannot be better passed than by taking a drive out there. Excursions can also be made to the "Ocean House" and "Orchard Beach," both of which are exceedingly pleasant. Then there are the 365 islands, including "Cushings," most of which can be reached by ferry-boat or yacht, and where there are always to be found a great many visitors seeking health and relaxation from business. At several of these islands good hotels are to be found.

In no way is the progress of a city more decidedly marked than by noticing the efficiency of its leading journals. In Portland, the leading (Republican) paper is the *Portland Daily Press;* which not only heads the list in point of circulation, which is the largest in the State, but also in point of size. It being in this particular also the largest.

PORTLAND AND OGDENSBURG RAILROAD.

This road offers superior attractions to pleasure seekers, and no one visiting Portland or in its vicinity should fail of a trip to some of its favorite resorts. Now completed to a point twenty-one miles beyond North Conway, and at the easterly end of the Crawford Notch, it will be finished in the summer of the present year to the Crawford and Fabyan Houses, ninety miles from Portland, and include in

its panorama of views, the grand scenery of the wonderful pass of the White Mountains. But little more than three hours is necessary to effect the transition from the scenery peculiar to the sea coast to that of the mountains, and a day can be filled with constant pleasure by a jaunt from Portland to

NORTH CONWAY, CRAWFORD'S OR FABYAN'S.

A few hours spent in visiting the natural attractions of those resorts, and the return to Portland in the evening. The route of the Portland and Ogdensburg Railroad lays up the lovely valleys of the Presumpscot and Saco Rivers, skirts for three miles the shores of Sebago Lake and passes through the beautiful towns of Hiram, Brownfield, Fryeburg and Conway with their broad intervals flanked by lofty mountains and jewelled with the gleaming waters of winding stream and placid lake. Landscapes of woodland, meadow and cultivated tracts, dotted with pleasant villages; rivers with their changing moods of gentle currents, hurrying rapids and leaping waterfalls; lakes and ponds of varying form and size mirroring in their depths the beauties of earth and sky, and mountains of gradually increasing height from the low eminence, crowned perhaps with thrifty farms or forest growth to bald and rugged peaks towering above the clouds, fill the view from the beginning to the end of the journey. You can breakfast in Portland, make the trip to the mountains and back without fatigue, dining at the famous mountain hotels, and return to Portland early same evening, or you can make the excursion, according to the time at your disposal, of longer duration by stopping over at the many points of interest en route, and resuming the journey at pleasure, as three through trains are run daily during the summer season.

PORTLAND TO HARRISON, AND RETURN VIA SEBAGO LAKE.

Sebago Lake, situated seventeen miles from Portland,

forms part of a navigable water extending from the Lake Station on the P. & O. R.R., to Harrison, thirty-four miles distant, and comprising the Lake, Songo River and Long Pond, the two larger bodies being connected by the Songo, The Lake is fourteen miles long by eleven wide, in widest part, and its waters are bounded by shores of varied form and attractiveness with fine views of the distant mountains. An hour's sail brings us to the mouth of the Songo, whose channel extends in serpentine windings six miles to overcome the mile and a half interval, "as the crow flies," separating Sebago from Long Pond. The sail up this beautiful stream is one of novel and exciting interest, its narrow and tortuous course between low banks thickly wooded to the water's edge, or relieved here and there by small clearings and meadow lands; the lock at the head of the river through which the level of the upper waters is gained, and the spirit of quiet restfulness and retirement pervading all, being long remembered by those fortunate enough to enjoy the pleasures of this remarkable excursion. Passing out of the river we enter Long Pond, which, including its subdivisions, known as the "Bay of Naples," and "Chute's River," is fourteen miles long, and averages in width about one and one half miles. The character of its scenery differs from the surroundings of Sebago—the shores being more irregular in outline and of higher elevation at many points. The land adjoining the Pond is dotted with many farms and villages—Naples, Bridgton, North Bridgton and Harrison being places of considerable business, and noted as pleasant summer resorts. The steamers ply in summer over these waters, making the round trip, daily, between Sebago Lake and Harrison, and connecting at the Lake Station with trains of the Portland and Ogdensburg Railroad. Parties can leave Portland in the morning, make the trip to Harrison and back, thus enjoying a fine inland water excursion of sixty-eight miles,

and on return to the lake, take cars either for Portland or North Conway and the mountains, arriving at destination early same evening.

Many other points of attraction are found in a trip over the Portland and Ogdensburg, but our space will not admit of their enumeration. We can only advise all who have opportunity to become personally fainiliar with, at least, some of the features of this inviting pleasure route.

NORTH CONWAY,

on the line of the Portland and Ogdensburg Railroad, is a favorite resort much frequented by artists and tourists, lies just at the portal to the White Mountains, whose snow-capped peaks form the back ground for the most delightful views. The village lies at the foot of the grand old Kiarsage Mountain. The principal hotel is the Kiarsage House, Messrs. Thompson & Sons, proprietors. This house has been recently entirely re-constructed, and now embraces 150 rooms for guests. A fine plank walk is laid from the station to the hotel. From this point the whole range of the White Mountains is easily accessible.

LAKE SEBAGO,

meaning in Indian a "stretch of water," is in some places four hundred feet deep, and is bounded by the towns of Standish, Raymond, Casco, Naples and Sebago. The Lake is traversed by two new and elegant side-wheel steamers, the "Sebago" and the "Mt. Pleasant," of similar size and design. Each is about 87 feet long by 24 feet beam, contains a promenade deck 72 feet long. Steaming up the Lake, at the rate of fourteen knots an hour, we pass on our right, Indian Island, with an area of seventy-five acres; little One Tree Island, with its scraggy old stub surmounted with an eagle's nest; and soon approach, on our left, Frye's

Island, with its thousand acres of dense forest. Sailing up its eastern shore, we enter the "Notch," a narrow neck of water between the island and Raymond Cape, five miles from the Lake Station. At this point the island, with its rocky beach, green slope, primitive cottage, and wooded back ground, forms a pleasant picture, often enlivened with the tents of camping-out sportsmen. Below, on our right, are the celebrated "Images." This curious mass of rocks rises perpendicularly from the water nearly 70 feet, and then slopes, in jagged fanciful shapes to a still further height of some 30 feet. The water at the foot of the precipice is 85 feet deep. Here, too, is the "Cave," which possesses a peculiar interest, from the fact that it was a favorite boyhood haunt of Nathaniel Hawthorne. It is a square aperture four feet by six, in the solid rock, into which the great novelist was wont to sail in his tiny fishing boat, which he could do to a distance of 25 feet, and then clamber through a short passage to the outer world.

On—still on—and we are now upon the broadest part of the Lake. Flocks of white sea-gulls fly over our heads, while an occasional loon or a bevy of ducks start up in alarm at our approach, followed by the shots of sportsmen abroad. To the north-east Rattlesnake Mountain is seen; and in the direction, near the Lake, is seen the early home of Hawthorne. The scenery on the west is wilder and more rugged. Saddleback Mountain, in Baldwin, is plainly visible from which the eye roams north-east, beyond the "Great Bay," over the Sebago hills, and farms and forests. Still farther north is Peake Mountain, beyond which the view extends northward to Mount Kiarsarge, so blue and cold in the hazy distance, while the White Mountains may be distinctly seen in the western horizon.

Passing up the Songo and Long Lake we reach Harrison village, the terminus of the steamer route. A short ride by coach, or private conveyance, brings us to the foot of

MOUNT PLEASANT.

The ascent to this is steep, especially as we near the summit, which is 2,018 feet above the level of the sea. Reaching this our toils and restrained curiosity are amply compensated by the magnificent view.

A horizon of three hundred miles bounds the prospect!... a prospect in many respects the finest in New England. Some fifty lakes and ponds may be distinctly seen from the summit by the naked eye, and the view far surpasses that offered from Mt. Washington, being unobstructed by clouds and neighboring mountains, and rich in all the varied characteristics of the beautiful, the sublime, and the picturesque. The comfortable hotel,

MOUNT PLEASANT HOUSE.

is a wooden structure, two stories in height, and well arranged for the comfort and enjoyment of its guests. In connection with the house is a billiard-room, bowling-alley and croquet grounds, while the opportunities for mountain walks, including rambles to neighboring peaks, and along the edge of dizzy precipices, afford ample facilities for enjoyment. Everything possible has been done by the proprietor, Mr. C. E. Gibbs, to make the Mt. Pleasant House easy of access, and an inexpensive, enjoyable, and popular summer resort.

From Portland, two or three different routes can be chosen, according to the time and inclination of the traveller. If desiring to go to New York direct, and preferring a sea passage, steamers ply regularly, and in fine weather this will be found an exceedingly pleasant trip. We shall, however, presume that the majority travelling intend to go via Boston, and, if possible, rest a while in that fine city, rather than hurry on at railroad speed, which cannot but prove tiresome. Therefore, to such there is the choice of land or

water carriage. The Portland Steam Packet steamers, elegantly furnished, of thorough sea-going qualities, leave Portland every evening for Boston, the passage occupying about ten hours, and, if adopting this mode of conveyance, passengers are landed after a complete night's rest, free from the weariness attending a journey by railway. Those preferring the road, can take the train of the Eastern Railroad. A pleasant ride of 56 miles, and we arrive at the fine city of

PORTSMOUTH,

New Hampshire. It is one of the oldest, most historic and attractive spots on the coast of New England. Within and around it, are almost innumerable places and objects of interest to the tourist. It is situated on the westerly bank of the Piscataqua River, which separates the States of New Hampshire and Maine. It was the residence of the Royal Governors in colonial days, and was the first soil of New Hampshire trod by the English. One of the interesting features of the city is the "Governor Wentworth mansion," which was erected by him in 1750. The United States navy-yard is located here. Within a radius of ten miles there are many charming places of resort accessible both by land and water. The ocean view is extensive and very fine. The "Isle of Shoals," is a group of picturesque isles, with their quaint houses and numerous fleet of boats, they are points of great attraction during the summer season, and are seven miles distant from Portsmouth, with steamers plying daily. The principal Hotel in Portsmouth is the "Rockingham House," Mr. Frank W. Hilton, proprietor. It is built on the site of the former residence of Governor Langdon, and is a great favorite with the travelling public. Diverging from our direct route to Boston, we take the train of the Concord and Portsmouth Road, and a ride of fifty-nine miles brings us to the capital of the State of New Hampshire,

CONCORD,

which contains many buildings of interest built of the celebrated Concord granite. One of the principal beauties of Concord, which is situated on the west bank of the Merrimac River, is the abundance of trees shading its regularly laid out streets. It is a city of extensive trade, celebrated for its carriage manufactories and the superior quality and extent of its granite quarries. Returning to Portsmouth we proceed on our journey and in due time arrive at Boston.

PORTLAND TO BOSTON, BY SEA.

We purpose giving a brief notice of the many points of interest along the coast between Portland and Boston. The first important place is

CUSHING'S ISLAND,

three miles from the city and contains about 300 acres. It commands a magnificent ocean view, with fine beaches for bathing. Ten miles from Portland is

OLD ORCHARD BEACH.

The beach is 9 miles long, hard and smooth. "More carriages can drive abreast on this noble beach than could have been accommodated on the wide walls of Babylon." It is much visited, and is annually increasing in attraction. Three miles further and we reach

SACO,

ninety-five miles from Boston. It is a pleasant summer resort with a fine beach, and affording excellent bathing and fishing. Saco Pool about five miles distant is a nature-wrought basin in the rock connected with the sea by a narrow passage about a quarter of a mile in length. It is emptied and filled by each changing tide. Another 10 miles brings us to

KENNEBUNK,

principally noted for its ship building, carried on at the mouth of the Kennebunk River.

WELLS,

with its six miles of beautiful beach and its great inducements to sportsmen, lies five miles beyond. This town is rapidly increasing in population and trade.

Next is

BALD HEAD CLIFF,

rising abruptly from the sea to a height of about one hundred feet. The highest point of the cliff is called the "Pulpit."

YORK BEACH,

about 14 miles from Wells is one of the finest beaches on the coast. At low tide it is over 500 feet in width, "the drive along it is pleasant, the horses' hoofs striking on the hard sand, making a fine accompaniment to the dashing of the waves which, in fine weather, come in with a soft lulling sound, and in storms with a noise like mighty thunder."

We now approach a low-lying group of islands, known as the

ISLE OF SHOALS

which derive their name, from the "shoaling of fish in their vicinity in the proper season." These islands are very bleak and desolate in appearance, being composed of huge masses of granite bleached by exposure to the sun, and worn by the action of the waves. They were first visited in 1614 by the celebrated Capt. John Smith, of "Pocahontas fame." The shoals at low water consist of 6 islands, increased to 18 when at high water. Appledore, formerly known as Hog Island,

is the largest. It is 75 feet high at its greatest elevation, and contains about 400 acres. On this a hotel has been erected. These islands form a nice summer resort, and one usually well patronized. Proceeding on our trip we pass Fusts' Point, and arrive at Portsmouth, mentioned on page

Leaving Portsmouth we pass Shaw's Point, so-named after Hon. E. A. Shaw, of Manchester, N H., thence onward to

RYE BEACH,

a very popular resort, at which are some of the finest hotels at any of the New Hampshire beaches. The views in this neighborhood are extensive and very fine.

Little Boar's Head, a promontory, 40 feet high and projecting into the ocean, separates Rye Beach from

HAMPTON BEACH,

a fine hard beach nearly 3 miles in extent, affording excellent drives, in which, at low tide, 18 or 20 teams may drive side by side. Here are also the best facilities for bathing and promenades. The drives in the vicinity are unsurpassed, and boating parties are the order of each day. The town of Hampton was first settled in 1638 by English emigrants. This town has been remarkable for its general health, and the long life of its inhabitants.

Next in order is

SALISBURY, MASS.,

which is on the Merrimac River. At this point visitors are directed to the birthplace of the mother of Daniel Webster, also the ancient house, where Caleb Cushing was born. Salisbury Beach is 6 miles long, but not so solid as Rye and Hampton Beaches.

SEABROOK, N. H.,

is noted as a point where whale-boat building was largely carried on, and is still an important place of industry.

NEWBURYPORT, MASS.,

is located on the Merrimac River, and is considered one of the most beautiful cities in New England. It possesses many singular attractions. One point of special interest is the old church, the scene of Whitefield's labors, his tomb, his monument and other relics. Oak Hill cemetery is also worthy of a visit. The population is about 14,000 or 15,000.

Beverly, Mass., is a town of some 7,000 inhabitants. It is 18 miles from Boston and is connected by a bridge with

SALEM,

a town which, for historic interest, is not surpassed. From this town have gone forth many men whose names have become distinguished in the various walks of life. Its scientific and literary institutions are very important. Next to Plymouth, Salem is the oldest town in New England, having been first settled in 1626. The rides in the vicinity are pleasant, and its proximity to the popular watering places makes it a point of much attraction.

SWAMPSCOTT

is the favorite resort of the wealth and fashion of Boston, to which city it is as Long Branch is to New York. The bathing is excellent, but the beaches are not extended as at other points.

LYNN,

The head quarters of the shoe trade, is 11 miles from Boston. It is beautifully situated on the N. E. shore of Massachussetts Bay. Dungeon Rock is a spot frequently

visited, and High Rock, near the centre of the city, affords a fine point of view. Leaving this, a short ride brings us to the end of our journey, and we land at the wharves of the beautiful city of Boston.

PORTLAND TO NEW YORK DIRECT, VIA RAIL AND LONG ISLAND SOUND.

This route offers special advantages to tourists, passing as it does through some of the finest cities and towns in the Eastern States, and also affording an opportunity of enjoying a sail along the beautiful Long Island Sound.

Taking the Portland and Rochester Road, we pass on to Nashua, thence over the Worcester and Nashua Railroad to Worcester, there connecting with the Norwich and Worcester Road to Norwich, and onward to New London, via New London and Northern Railroad. At this point connection is made with the Norwich Line of Steamers for New York. Those of our tourists who decide upon this route can leave Portland daily, (Sundays excepted) at 2.30 p.m., by the Steamboat Express Train with Drawing-room car attached, and will arrive at New York at 6.00 a.m. This trip is made without any change of cars between Portland and New London.

BOSTON

is one of the most interesting of American cities, not only on account of its thrilling traditionary and historical associations, but for its public enterprise, and its high social culture; for its educational and literary facilities; for its numerous benevolent establishments; for its elegant public and private architecture, and for the surpassing natural beauty of its suburban landscapes. The old city is built upon a peninsula of some 700 acres, very uneven in surface, and rising at three different points into an eminence, one of which is 138 feet above the level of the sea. The Indian

TREMONT STREET—BOSTON.

name of this peninsula was Shawmut, meaning "Living Fountain." It was called by the earlier inhabitants Trimount or Tremont, which latter name it still retains, in one of its principal streets. The name of Boston was bestowed on it in honor of the Rev. John Cotton, who came hither from Boston in England. It now contains a population of 260,000.

Boston Harbour is large, and contains numerous islands, and in depth of water and availability is surpassed by none on the coast.

At East Boston is the deepest water of the harbor, and here the ocean steamers chiefly lie. East Boston is connected by two ferries with the city proper.

The principal sights in and around Boston are Bunker Hill Monument, Faneuil Hall, the Common, the Public Garden, the State House, the Public Library, Old South Church, famous for its historical associations, Athenæum, Natural History Buildings, Institute of Technology, Mount Auburn, and Harvard University Buildings, the Great Organ, the City Hospital, the City Hall, and other public buildings.

The streets in the older portions of the city are irregular and generally narrow. Washington and Tremont streets are the principal thoroughfares. The suburban towns and villages of Cambridge, Charlestown, Chelsea and Brookline, are chiefly occupied as the residences of Boston merchants. On the 9th of November, 1872, a terrible conflagration swept away the principal business portion of Boston. The fire broke out on Saturday evening, and the flames gained fatal headway before the engines arrived on the ground. Until nightfall of Sunday, the conflagration raged with unabated fury, and when it was finally brought under control, it was found that the magnificent structures and accumulated wealth embraced in an area of 60 acres, in the most admired and most valuable section of the city, had been burned to the ground. Over 900 buildings—occupied by 2,000 firms

—were consumed; and the losses reached the enormous aggregate of between $75,000,000 and $80,000,000. There was no loss of life, as in the Chicago fire, and few dwellings being burned, there was little of that actual suffering which usually follows such catastrophes.

To the tourist the first matter of importance is to secure a good hotel. If he wishes to be comfortably quartered during his sojourn here, if but for a brief period, he has only need to make his way to the American House, Hanover Street, Lewis Rice & Son, proprietors, a first-class hotel, where every comfort and luxury is to be met with.

In Boston the places of amusement are more numerous, in proportion to the population, than in most cities. At the Music Hall may be seen the second largest organ in the world, erected at a cost of $80,000.

There are nearly 150 churches, the most interesting to tourists being Kings Chapel, (Unitarian) founded in 1686. The present structure, however, was erected in 1750.

OLD SOUTH CHURCH.

is an object of much interest. It was erected in 1730, and was used as a place of meeting by the heroes of '76, and was subsequently converted into a riding school by the British troops. It barely escaped the flames during the fire of 1872.

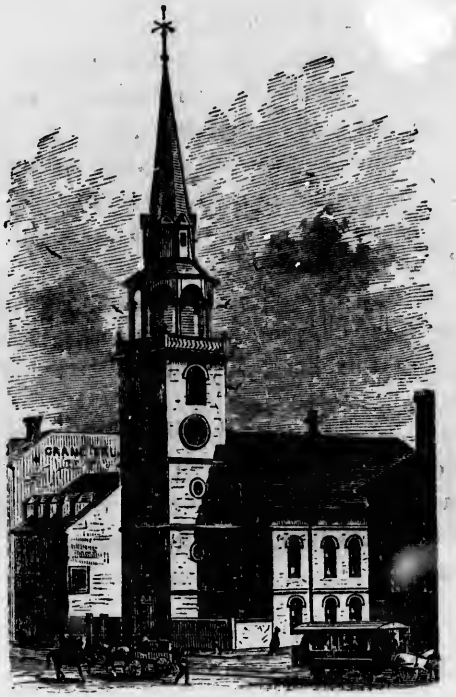
BOSTON COMMON.

is a large and charming public ground in a central portion of the city proper. It contains nearly 50 acres, of every variety of surface, with inviting walks, grassy lawns, and grand old trees. It is the pride of the city, and is much admired by strangers.

A pond and fountain, the site of the ancient "Frog-Pond," occupy a central point in the grounds. On the upper corner, the massive, dome-surmounted walls of the State Capitol are seen to great advantage. The

OLD ELM,

near the pond, is an object of much interest, as one of the oldest and largest trees in the country. It is believed to have existed before the settlement of the city, having attained its full growth in 1722. It was nearly destroyed by a



OLD SOUTH CHURCH

storm in 1832. Since 1854 it has been protected by an iron fence.

Adjoining the Common, is the Public Garden. This embraces 24 acres, and is ornamented with walks, ponds, and parterres of flowers, Power's statue of *Edward Everett*, the admirable equestrian statue of *Washington*, by Thomas Ball, and other pieces of statuary, and a conservatory.

While in this vicinity, the pedestrian tourist will be repaid by a visit to the new streets and buildings on what is called the "Back Bay."

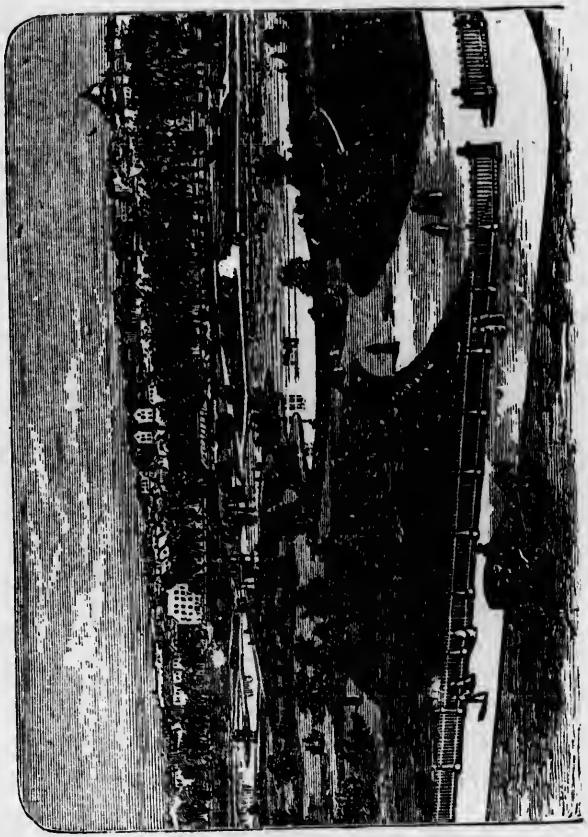
OLD ELM.

FANEUIL HALL.

This famous edifice, called the "Cradle of Liberty," is in "Faneuil Hall Sqaare," its main entrance being upon Merchants' Row East. It is 125 years old, and is an object of deep interest to Americans. It was presented to the city, by Peter Faneuil, a distinguished merchant, who on the 4th of July, 1740, made an offer, in a town meeting, to build a market-house. The building was begun the following year, and finished in 1742.

THE OLD STATE HOUSE

at the head of State street is an object of considerable interest. The Court House on Court Square; the

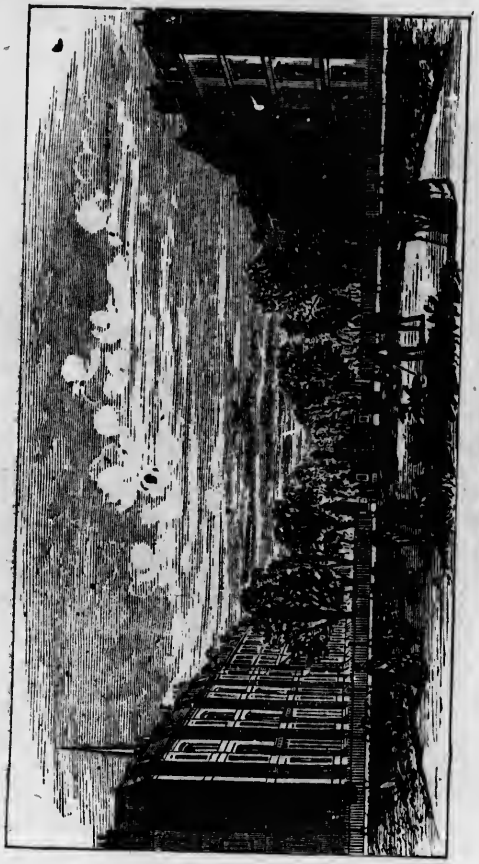


PUBLIC GARDEN.

City Hall, on School street; the Custom House, on State street; the State House, overlooking the common; the Boston Public Library, on Boylston street; the City Hospital, on Harrison Avenue; Tremont Temple, on Tremont street; the Masonic Temple, at the corner of Tremont

and Boylston streets; the Merchants' Exchange, on State street; the Athenænum, on Beacon street, are all points which should be visited.

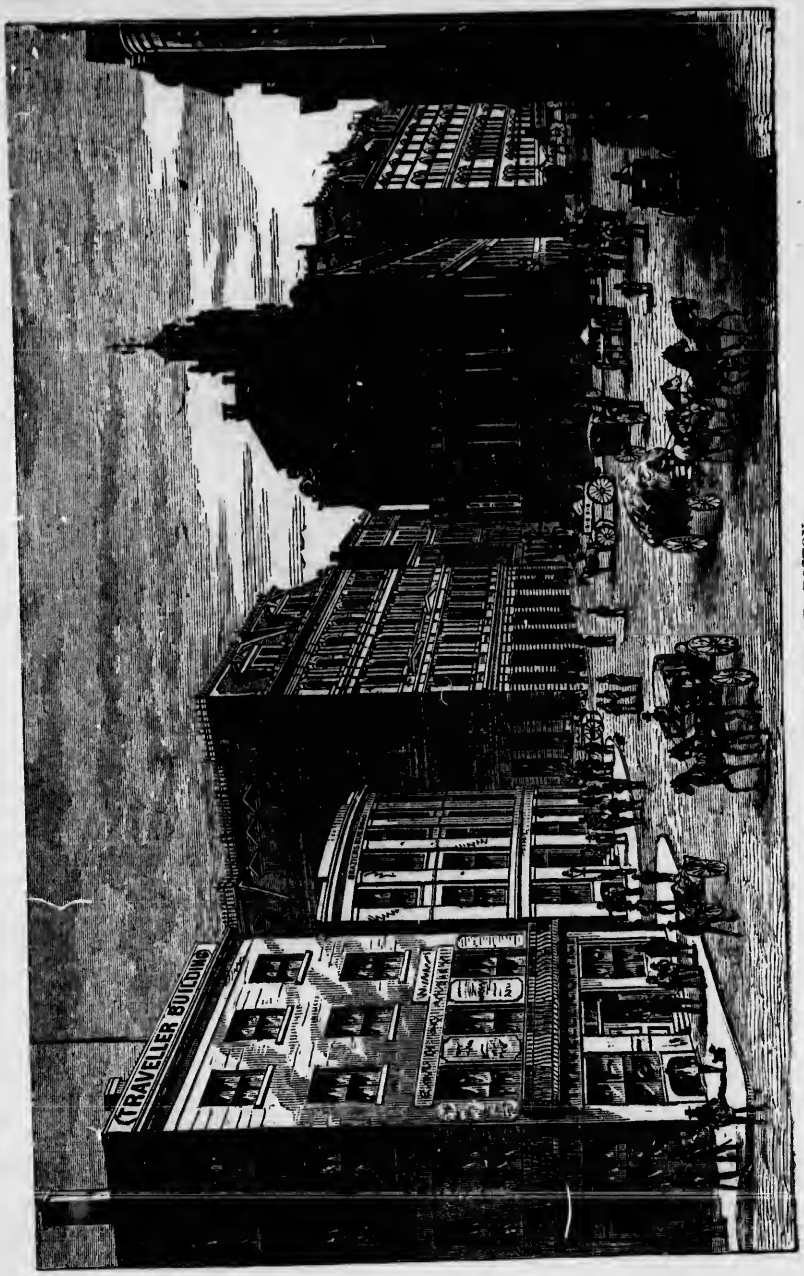
In the vicinity of Boston, proper, are many sights of great interest.



COMMONWEALTH AVENUE.

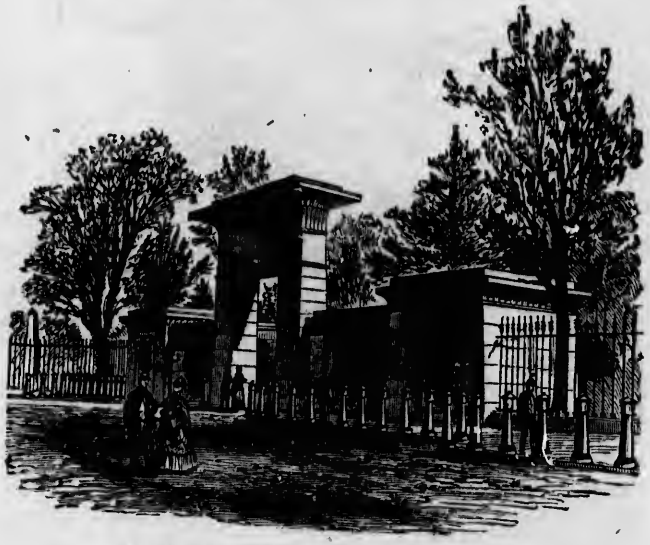
HARVARD UNIVERSITY.

This venerable seat of learning is at Cambridge, three miles from the city of Boston. It was founded in 1638, by



STATE STREET—BOSTON.

the Rev. John Harvard. The University embraces, besides its collegiate department, law, medical, and theological schools. The buildings are 15 in number, all located in Cambridge, except that of the Medical School in North Grove street, in Boston. *Gore Hall*, and *University Hall*, are handsome edifices, the former containing the library and the latter the chapel, lecture-rooms, etc. *Holden Chapel* contains the Anatomical Museum. The Observatory and telescope are of very great interest.



ENTRANCE TO MOUNT AUBURN CEMETERY.

MOUNT AUBURN CEMETERY

about a mile from Harvard University, and about four miles from Boston, by the road from Old Cambridge to Watertown, constitutes one of the sights of Boston, and should be seen by every visitor. It is the property of the Massachusetts Horticultural Society, was consecrated September 24, 1831, and contains 140 acres. It is the oldest and by many considered the most beautiful of American rural

STATE STREET—BOSTON.

HARVARD UNIVERSITY.

REFERENCES.

1. State House.
2. Public Library.
3. Boston & Maine R.R.
4. Depots of the Eastern R.R., and the Boston and Lowell R.R.
5. Boston & Alb'y. R.R.
6. Old Colony R.R.
7. Hartford R.R.
8. Fitchburg R.R.
9. Jail.
10. Medical College.
11. American House.
12. Tremont House.
13. Revere House.
14. Boston & Prov. R.R.
15. Masonic Temple.
16. Museum.
17. Old Post Office.
18. Parker House.
19. Custom House.
20. Faneuil Hall.
21. Tremont Temple.
22. New Post Office.
23. City Hospital.
24. Site of Collsseum.
25. Art Institution.
26. Chickering's F'tory
27. Chester Square.
28. Union Place.
29. Worcester Square.
30. Cemetery.
31. Franklin Square.
32. Blackstone Square.

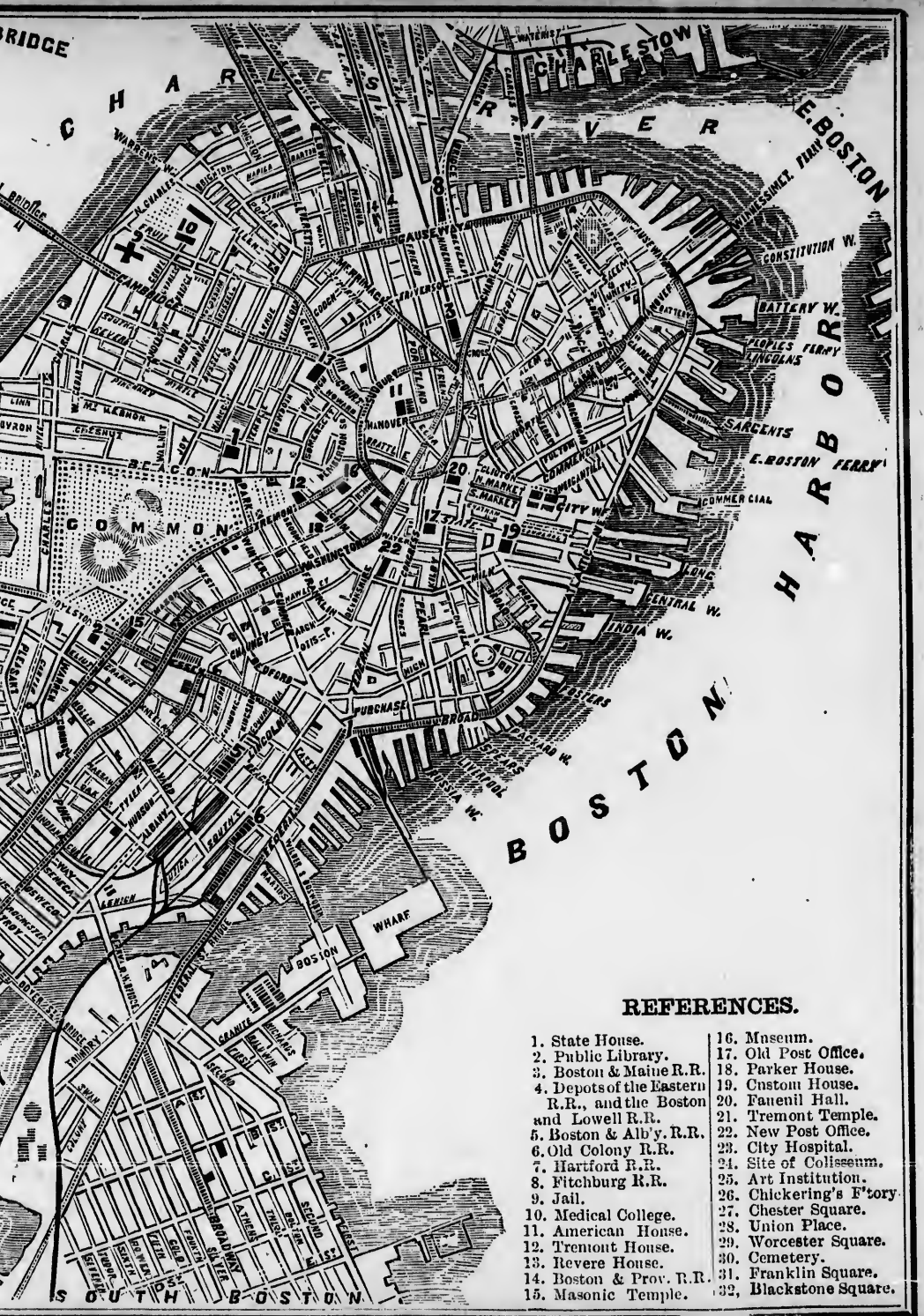
MAP

OF THE

CITY of BOSTON,

ENGRAVED FOR

Chisholm's All Round Route,
and Panoramic Guide of the
St. Lawrence.



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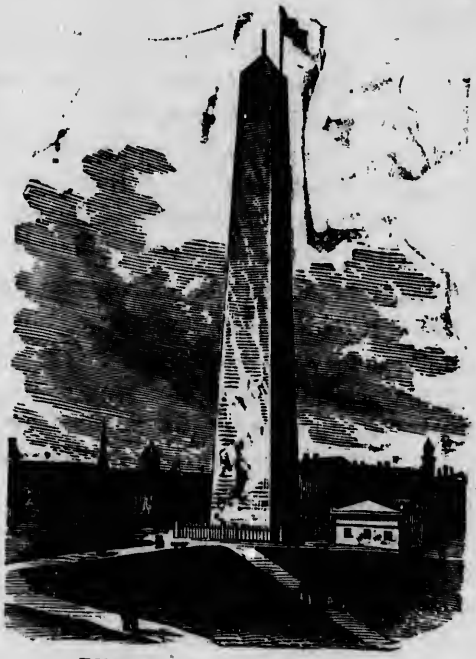
burying places. The gateway is of Quincy granite, and cost $10,000. The *Chapel*, an ornamented Gothic edifice of granite, with stained glass windows, contains statues of Winthrop, Otis, John Adams, and Judge Story. *The Tower*, 60 feet high, in the rear of the grounds, is 187 feet above Charles River, and commands a wide and charming view for many miles. Cars run from the station in Bowdoin Square, *via* Cambridge (Harvard College), every 15 minutes, during the day, and until half-past eleven o'clock at night.



BUNKER HILL MONUMENT,

commemorative of the eventful battle fought on the spot, is in Charlestown, occupying the site of the old redoubt on Breed's Hill. The observatory at the top of this structure commands a magnificent view, embracing a wide extent of land and water scenery. The journey up is somewhat

tedious, traversing nearly 300 steps. The dedication of this monument took place June 17, 1843. On the hill is a stone marking the spot where Warren fell. Horse-cars run from the head of Tremont Street to the monument.

THE UNITED STATES NAVY-YARD,

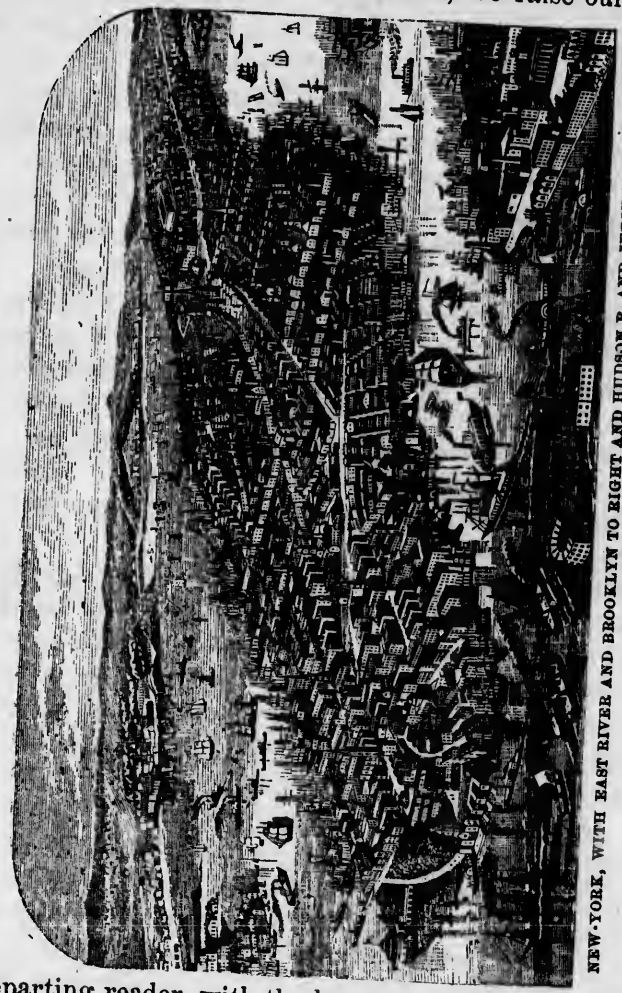
extending between the mouths of the Charles and Mystic Rivers, and embracing about 100 acres in extent, is near the Bunker Hill Monument.

There are many other points worthy of a visit. In fact, to note even the more prominent would require more space than our work will permit. A very full and interesting account of the city and its public offices may be seen, and by purchasing a copy of "Boston Illustrated," published by Messrs. J. R. Osgood & Co. The facilities for reaching these could not be excelled, as the means of "getting about" in Boston are generally better, as well as cheaper, than in most American cities. By all means, we urge the tourist to thoroughly "do" the city of Boston.

Leaving Boston, we now make our way onwards to New York, and deposit the tourist at the place from which we started with him, and in doing this we will again leave him to his choice of routes, as there are several. The most popular is that *via* the Old Colony and Fall River Line R.R., and the beautiful steamers *Bristol* and *Providence*. The Old Colony road is the only Railroad Line in America, running the celebrated English compartment coaches, and to increase the pleasure of the whole route Ball's celebrated Brass, String and Reed Bands accompany each steamer, and Grand Promenade Concerts are given on board. This is a lovely trip, and the boats are elegant and comfortable in all their appointments, and in a few hours the tourist will be landed safely in the great city.

NEW YORK.

Here we are again at New York. But before losing ourselves among its 1,500,000 inhabitants, we raise our hat to



NEW-YORK, WITH EAST RIVER AND BROOKLYN TO RIGHT AND HUDSON R. AND JERSEY CITY TO LEFT.

the departing reader, with the hope that the trip here ended has been a pleasant one. "On different senses, different objects strike;" but we think there has been something of a

sort to please all. Men of every pursuit, and of every variety of taste, will have been able to indulge, each in his peculiar hobby; for although the extent of ground traversed may not seem so large as otherwise might appear from the similarity of race everywhere encountered, yet, from the free expression given to thought, and the amount of enterprise, social and individual, everywhere met with, there is perhaps not a better field open for examining the working merits of the different schemes which have been from time to time proposed, as affording solutions of the important questions of national education, workmen's associations, co-operative labor, &c.

To the political economist, there has been, therefore, abundant subject for fruitful study; and the prospects of an ever-increasing wealth, lately opened by the discovery of rich mineral veins in territory hitherto regarded as unproductive, will afford the theorist, grounds on which to work, in conducting his speculations on the great future reserved for this continent.

To the geologist, no tract of country could well be found more replete with interest than that we have traversed. He has been brought face to face with nature in her sublimest aspects; he has been admitted, as it were, to view the *arcana* of her great workshop, and the vast cuttings scooped out by the degrading force exerted through successive ages on a limestone formation, by a stupendous power like Niagara, to the tiny "striæ" or ice grooves, that to this day mark, with unerring line, the course of the Northern glaciers, as, in ages still more remote, they ground down over the greater portion of the North American area.

The artist and sportsman have also no reason to complain of the bill of fare offered for their especial enjoyment. The former could hardly study in a better school than that he has just left—a school that has produced more than one conscientious interpreter of its own peculiar "*genre.*" And the

latter, will on his journey round, have been able to inspect, in the larger cities, the spoils of many a game bag and fishing basket.

The student of life and character, will have occasion to notice many novelties; and the strange mixture of the two languages in Canada, by the "*habitants*," as they are called, will astonish his ideas of euphony. His pure French, if such, perchance, he can command, will not unfrequently prove "*caviare*" to these swarthy folks; but, perhaps, nothing will have more effect on him than the first sight obtained of the red-man, such as he appears in the streets of our cities in this the 19th century. "*O quantum mutatus ab illo*" he will exclaim—from that romantic-looking creature clothed in a scanty allowance of "fig-leaf" who used to be served up for the delectation of our infantile minds in the pages of old Peter Parley—when he sees the Indian Chief of his boyhood, so strangely modified by the Darwinian system of Natural Selection, into a smooth-faced, oily-haired, individual, clad in paper collar, Eureka shirt, and extensive wide-awake.

And now a parting word. We have endeavoured to describe faithfully and correctly the route over which we have passed in company, There are doubtless some whose knowledge of particular points named is greater than that possessed by us, and such facts, if combined with those already given, would greatly enhance the value of our guide; we therefore ask information from those best able to afford it, and we promise that, so far as the limits of the work may permit, the same shall be given in future editions to our friends, the travelling public. Wishing our tourists a pleasant meeting with their loved ones at home, we quit them with a hearty

ADIEU!

FROM MONTREAL TO NEW YORK DIRECT.

In order to meet all classes of tourists, we have considered it advisable to say a few words in regard to the routes to New York, out of Montreal. There are many who may doubtless desire, after making a short stay in Montreal, to return home direct, from lack of time or other causes, to visit the Lower St. Lawrence, and, although our Guide accompanies the through travellers, a few hints and recommendations to those giving up the tour at Montreal, may not come amiss.

Two routes, lie at the choice of passengers, one an "all rail," and the other, rail and water combined. During the summer season, the train for the all rail route *via* the Central Vermont Railroad, leaves the depot at Montreal in the afternoon, reaching New York about noon the following day. Passengers may travel *via* Troy or Springfield, according as they may elect to take their passages.

The other route refererd to, is *via* Rouse's Point and Lake Champlain. This is a very favorite way of going to New York, and is so well known and appreciated that little requires to be said in recommendation of it. During the pleasure season, trains leave the depot, Montreal, for Rouse's Point, connecting at that place with the very fine boats of the Champlain Transportation Company, for Burlington and Ticonderoga, calling at Plattsburg. Those leaving Montreal by the evening train will find it a very pleasant break in the journey to remain over night at Plattsburg, and take the boat the following day.

For complete information as to the starting of trains and boats, we would advise tourists to take care and secure a copy of the International Railway and Steam Navigation Guide, which may be relied on, to furnish information up to the latest possible time prior to publication (semi-monthly.)

ALL RAIL ROUTE TO NEW YORK.

Those who adopt this route will proceed direct from Montreal to St. Albans. Sixteen miles north of St. Albans are the celebrated

ALBURGH SPRINGS,

much resorted to by invalids. The power and extent of their healing qualities are well established. Passing onward from St. Albans, after a ride of eighteen miles, Essex Junction is reached. From this point the tourist may continue his journey to Bellow's Falls *via* White River Junction or Rutland.

As there are many points of interest on either route, we shall mention the more prominent points. Passing by the first route named, we speedily arrive at Montpelier the Capital of Vermont.

MONTPELIER

is on the Winooski river, and stands on what is said to have formerly been the bed of a lake. It is most pleasantly situated, and possesses many fine buildings worthy of the tourists inspection. The next important point reached is

WHITE RIVER JUNCTION,

at which point the Northern Railway, the Connecticut Valley and the Passumpsic River Roads connect. The Junction House at this place has long been a favorite with the travelling public, and offers special conveniences for tourists. This Hotel is under the management of the Messrs. A. T. & O. F. Barron, already named in connection with the Crawford House, White Mountains. From this point passing over the Central Vermont Railroad, a ride of 40 miles brings us to

BELLOW'S FALLS.

The most prominent town in Vermont. At this point the Connecticut River is compressed into a space less than 50 feet wide, and through this narrow gorge all the water must flow. The river makes a descent of 50 feet, though there is not any one perpendicular fall. In the rocks near the falls, are points which will prove of interest to the antiquarian.

Returning to accompany those who proceed *via* the Rutland Route, a ride of 59 miles from Essex Junction, and the thriving town of

BRANDON

is reached. This town contains two singular caverns worthy of a visit. Minerals of different kinds abound, and extensive Marble quarries are also in operation.

LAKE DUNMORE.

Lake Dunmore, named in honor of the Earl of Dunmore, is a beautiful sheet of water, situated about eight miles north of Brandon, among the Green Mountains of Vermont. The Lake is about five miles long, one mile wide, covering a space of about 1,400 acres, at the altitude of 358 feet above the level of the sea. Few lakes present more attractions to the lover of the beautiful. Its waters are clear as crystal, and its shores skirted with a variety of scenery rarely seen and seldom equalled. On the western shores, the country rises in undulating meadows and wooded hills, while on the eastern side, two or three spurs of the Green Mountains rise to a height of 1,500 to 2,000 feet, thus uniting, in charming variety, bold majestic mountain scenery with the lovelier features of lake and meadow. From these elevation, on either side, which are easily accessible, the most charming views of the surrounding country are obtained; the view extending 70 or 80 miles from north to south, is not surpassed in grandeur and beauty, by

any prospect, this side the summits of Mansfield and Washington. Lake Dunmore is visited yearly by artists and lovers of nature, who find there scenery, whose picturesqueness and grandeur delight the eye of the most fastidious observer. As a summer resort it is unexcelled. The pure mountain air, the beautiful lake, abounding in trout and other fish, and affording excellent opportunity for rowing and bathing, the many delightful walks and drives, the bold mountain scenery, together with the excellent large hotel, furnished and conducted in a style corresponding with the superior natural advantages of its location, all combine to render Lake Dunmore one of the pleasantest, and most delightful resorts in America. The Lake Dunmore House is the only hotel near the Lake, and it is most delightfully situated, commanding a full view of the steep and rugged mountain side, and the beautiful crystal lake at its feet. The house is conducted by the very gentlemanly proprietor Mr. E. P. Hitchcock. The table is supplied with fresh trout, and other fish from the Lake, and the freshest products of the Vermont farms surrounding the place. Billards, Bowling, Hunting, Fishing, and a good Livery, add to the other attractions. Considered in all the points which constitute a desirable summer resort, for the fugitive from the dust, heat, and pestilence of our crowded cities, there is none that combine more attractions than Lake Dunmore. To reach the Lake, leave the cars at Brandon, whence a splendid line of Concord Stages runs direct to the house, in connection with trains from New York and Boston, throughout the Season. Conveyance to the Lake may also be obtained at Middlebury, although the Brandon route is the most regular and direct.

Leaving Brandon we pass

RUTLAND,

distant 16 miles. This place is best known in connection with the celebrated marble quarries from which large quantities

of fine white marble are annually shipped by railroad. The Bates Houses, Messrs. Paige & Tolhurst offers extra inducement to those desiring to stay over. From this point the tourist, by taking the Rensselaer and Saratoga Road, can proceed direct to Troy, and thence by the Hudson River Road, to New York.

He may, however, continue his journey from Rutland to Bellow's Falls, thence via Connecticut River Railway to New Haven, passing on his way through

SPRINGFIELD

with its celebrated factories, and substantially built edifices, and should he feel desirous of stopping over, he could not do better than take up his abode, during his stay in the place, at the Massasoit House, Mr. E. S. Chapin, proprietor, where we can assure him that all the comforts desirable, will be readily obtained and he will leave the city with pleasant recollections of his visit. The distance between New Haven and New York will be speedily traversed, and the tourist will find himself once more in the Metropolis, and if he be other than a resident of that vast city, he will find the want of home and friends fully compensated for, in the kind attention and comfortable elegant surroundings of the Everett House, the gentlemanly proprietors of which will speedily make him feel perfectly at home.

TO NEW YORK AND BOSTON VIA SOUTH EASTERN RAILWAY.

Another exceedingly pleasant and popular direct route between Montreal, Boston and New York is that via the South Eastern Railway and its connections. The tourist by adopting this route passes through the most enchanting regions of Canada, Central and Northern Vermont, and the beautiful Lakes of Memphremagog, and Winnepesaukee. From Mont-

real to Lake Memphremagog going over the South Eastern Railroad, the scenery is the finest to be found in Lower Canada, and it is the charm and attraction of this route to pleasure travellers that it affords a coutinuous panorama of Mountain, Lake and River Views, which are nowhere surpassed in their attractive loveliness. There are Jay Peak and Owl's Head, Lake Memphremagog, Crystal Lake, the White Mountains, Lake Winnipesaukee, and the lovely Passumpsic, Connecticut and Merrimac River Valleys, and the whole route forms a most delightful and fascinating trip.

For those who have not the time or the wish to visit either the Mountains or the Lakes, this route affords attractions equally strong with those it presents to pleasure travelers.

Leaving Montreal and passing onward by St. Johns the tourist speedily finds himself winding through the lovely Mountains, passing at the foot of Jay Peak. The name 'Green Mountains' is truly appropriate, and it may be applied to the green hills which surround us on every hand. Scarcely has the tourist passed this point until the flourishing town of Newport, Vt., is reached. Approaching this town the road skirts the shores of the beautiful Lake Memphremagog which is well worthy of a visit.

LAKE MEMPHREMAGOG

is a beautiful sheet of water, situated partly in Vermont and partly in Canada. It is 35 miles long, and varies from 2 to 5 miles in width. Its shores are, rock-bond and indented with beautiful Bays, between which put out bold, wooded headlands, backed by mountain ranges. Newport is at the head of the Lake. It has a good hotel and several churches, and a rapidly increasing population. From this point a steamer starts every day, and plies the whole length of the Lake.

JAY PEAK

should be visited, if time permits. It is 4000 feet high, and commands a fine view of the entire range of the Green Mountains. The Franconia Range and the Adirondacks, with Lake Champlain also. The

OWL'S HEAD

rises 3000 feet above the Lake, and commands in fine weather, an extensive view. There are several points of interest along the Lake and its vicinity. A drive to Mount

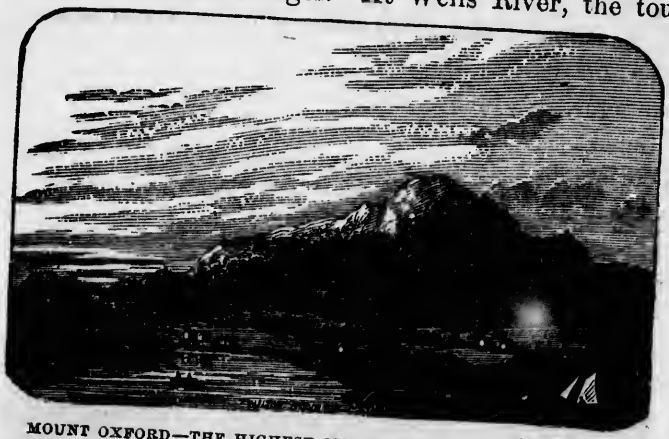
OWL'S HEAD—ON THE WEST SHORE OF LAKE MEMPHREMAGOG.

Orford, the highest mountain in the Province of Quebec, could not fail to give pleasure. On the Southern shore of the Lake is a wonderful natural curiosity, known as the Balance Rock, a large mass of granite, poised on a narrow point.

The Eastern shore of the Lake, in this vicinity is much improved and adorned with handsome residences, the finest being the beautiful summer villa of Sir Hugh Allan, of Steamship fame. Mount Elephantis or Sugar Loaf Mountain is seen to advantage from this point.

At Newport; connection is made with the Connecticut

and Passumpsic River Road, which passes through the beautiful Passumpsic valley, with its romantic scenery, and thriving towns and villages. At Wells River, the tourist



MOUNT OXFORD—THE HIGHEST MOUNTAIN IN LOWER CANADA.

will take the Boston, Concord, Montreal and White Mountain Railway, which passes through some of the finest scenery imaginable, and traverses for a distance of over 20 miles

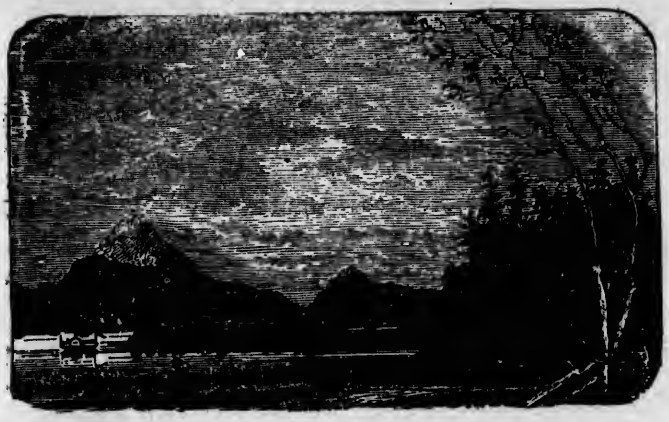
BALANCE ROCK.

along the shores of the ever charming Lake Winnepesaukee. Arriving at Concord, the tourist takes the Concord Railway

to Nashua, thence over the Boston, Lowell and Nashua Railroad, to the city of Boston.

At Wells River the tourist may with but little loss of time, visit the whole of the grand scenery of the White Mountains. In fact for variety of scene, comfort in travel, and other advantages, this homeward route has much to commend it to the tourist.

Tourists for New York, pass from Wells River to White River Junction via Connecticut and Passumpsic River Railroad, thence to South Vernon via Central Vermont. The journey is then continued via Connecticut River Railroad,



Owl's Head and Mount Elephantis—as seen from the railroad North of Newport.

through Springfield, and via New Haven, Hartford and Springfield Railroad to New York.

LAKE CHAMPLAIN ROUTE.

We have thought it desirable to add to our Guide, a brief sketch of one of the most interesting, and attractive lines of travel presented in the whole country. It is rendered such, by the exquisite and varied beauty of its scenery, by the thrilling historic associations impressed upon it, by the rare accommodations, and comfort of its steamers to the tourist

and by being the most direct and eligible route between Saratoga, the White Mountains, Mount Mansfield, the Adirondacks, Montreal and Quebec. It combines many decided and peculiar advantages, and prominent among these is the pleasant change from the dust and heat of the cars, to the spacious and airy steamers. Lake Champlain stretches a distance of 120 miles, almost due north and south, and seems designed by the hand of nature to form an avenue of commerce and social intercourse. Travellers who have widely explored the objects of interest in the New and Old World, unite in pronouncing the waters and environs of Champlain, the most beautiful and impressive the eye can rest upon. Varied features unite to complete the panorama. The waters of the Lake, whether reposing in a calm, or surging under the power of a tempest, are indescribably beautiful; but this attraction is infinitely enhanced by the islands, which, in varied forms, stud its bosom; by the peninsulas which pierce it; and by the bold rocky precipices that impend over the Lake. The shores on either side are impressive and beautiful: now a long line of rugged cliffs, crowned by dense forests, appears, and now, smiling in luxurious ranges of culture and elegance, embellished by farm houses, mansions and villages, with their glittering spires. All this scene of beauty is enhanced, by the dark framework of mountains that impart magnificence to the whole.

Passengers leaving Montreal, by the Montreal and Champlain Division of the Grand Trunk Railway will cross the mammoth Victoria Bridge, and are rapidly transported to Rouse's Point, where they will exchange the cars for one of the majestic steamers of the Champlain Transportation Co. These vessels are models of elegance, neatness and comfort. They are regarded, as second to none on the continent from their power and safety, the perfect accommodation they afford, their spacious state-rooms and cabins, and the sumptuous tables they spread,

Until Cumberland Head is reached, tourists will find themselves surrounded by scenery wholly unlike that which distinguishes the broad Lake. The wide expanse of water, and impending cliffs, which are so imposing here, are preceded by a narrow passage and the affluent fields of Grand Isle, and the depressed shores of New York.

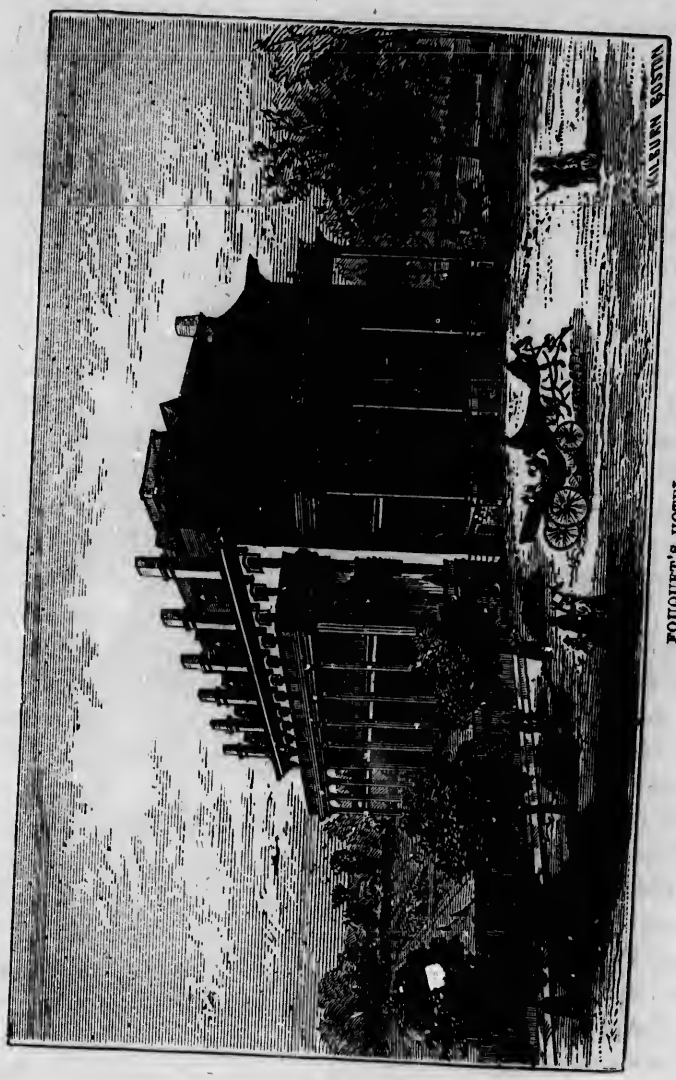
The steamer now approaches Plattsburg, passing over the scene of McDonough's immortal victory. If arriving by the evening boat, they will witness the beauties of a brilliant sunset, and having seen the objects of interest below Cumberland Head, will reach Fouquet's Hotel, Plattsburg, by daylight.

Fouquet's Hotel is one of the great institutions of Plattsburg. It has been established more than seventy years, and conducted by the same family, almost on the site of the present elegant structure. The house, by the elegant accommodation it affords, alike in the superiority of its rooms and the character of its table, the great beauty of the edifice, the magnificent views from the roof and spacious corridors, is inferior in attractions to no place of resort in the domain of pleasure travel.

Having reached Plattsburg, which modern events have rendered the most conspicuous point on the Lake, the tourist will soon discover that a sojourn of more than a single day, will be required for an inspection of its varied objects of interest. The military works made memorable in the siege of Plattsburg in 1814 will claim his attention, nor will he fail to make a pilgrimage to the military graves, in the cemetery. The drives are delightful, and that to the Ausable Chasm must not in any event be neglected.

The staunch little steamer "A. Williams" forms a daily line between Plattsburg and St. Albans, and traverses one of the most interesting portions of the Lake.

A peculiarly favorite route to the Adirondacks is formed by the "Whitehall and Plattsburg Railroad." The cars start from Plattsburg and proceed 20 miles to "Point of Rocks"



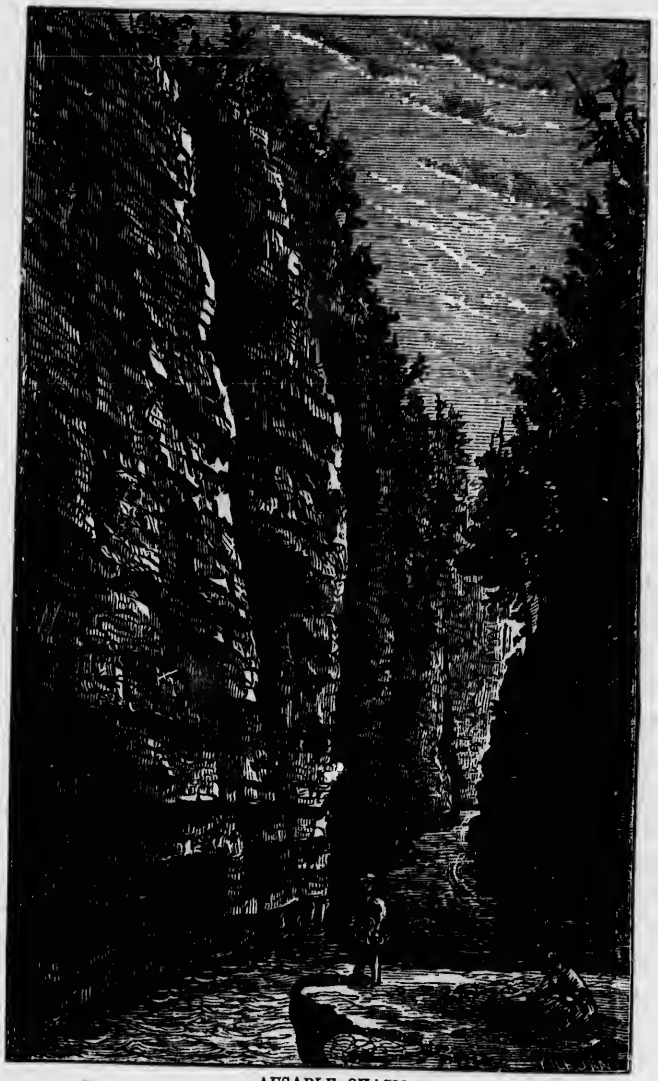
FOUQUET'S HOTEL.

station, there connecting with daily stages running to the wilderness.

The small island lying to the left, on leaving Plattsburg was named St. Michael by the French; it was occupied after the battle of 1814 as an hospital, and was then known as "Hospital Island," but is now called "Crab Island." We immediately after enter Valcour Strait in which the first action in 1776 occurred, between the British and American fleets. The tiny islet south of Valcour, tradition asserts, was at an early period, occupied successively by the French and British naval officers, for the cultivation of vegetables and flowers; and it still bears the name of "Garden Island." Nearly opposite this island is situated the Delta of the Ausable River—a singularly beautiful stream. We next reach Port Kent, an important landing place for the rich valley of the Ausable River. It is five miles from the flourishing village of Keeseville, and three miles from the Ausable Chasm. This wonderful work of nature, attracts yearly, increasing crowds of visitors. It has been pronounced that a view of this scene, rewards a voyage from Europe; the pen and the pencil equally fail in attempts to adequately delineate it,—to be appreciated, it should be deliberately explored and surveyed. No traveller in pursuit of pleasure, or desirous to examine the phenomena of nature, should omit to devote a sufficient time to the inspection of this most interesting spot.

The Chasm may be reached *via* Port Kent from Burlington or Plattsburg, from Keeseville, or the depot at Peru; or a particularly pleasant route is enjoyed by a drive of twelve miles from Plattsburg along the margin of the Lake. The Grand Trunk Railway have issued tickets the present season, permitting passengers to stop off at Plattsburg, and visit the Chasm.

Mount Trembleau, a graceful promontory, interesting as being the last spur of the Alleghanies, upon the Lake, stands immediately south of Port Kent. The steamer now



AUSABLE CHASM.

enters upon the widest portion of the Lake. A panoramic view is here unfolded, which blends, in rare felicity and beauty, the wildest magnificence, with the most exquisite loveliness; the waters spread out in a broad expanse that the eye can scarcely embrace, and are broken and embelished by countless islands and headlands. Burlington reposes in tranquil beauty in the east, and beyond is delineated the outlines of the Green Mountains, with the profile of each summit clearly defined upon the horizon. In the west, Lion Mountain, and the broken groups of the Adirondacks pierce the sky in unnumbered peaks. At times, when we contemplate the western sky, in the declining day, and the atmosphere is radiant with the beams of the setting sun, the scene becomes grand and gorgeous beyond description,—earth and air, mountains and lakes, are bathed in a glorious and universal effulgence. On the left, near the Vermont shore, stands a massive lighthouse which is erected on a reef, and seems to arise from the bosom of the water. Burlington appears to peculiar advantage as we approach, and is conspicuous among New England cities for the beauty of its location, its attractive elegance, and high prosperity. Many of its public edifices and private mansions are among the first class of graceful and elegant architecture. Van Ness House, under the management of Messrs. D. C. Barber & Co., offers inducements to tourists, to remain for a time. Almost in the track of the steamer, in her southern route "Rock Dunder," a high conical rock, rises from the lake, just beyond the harbor of Burlington. This was probably the great rock "Riggio," celebrated in colonial annals, and believed to have been, before the eye of Champlain rested upon the beautiful waters of the lake, established by treaty, as the boundary between the Mohawks and their hereditary enemies, the Algonquins. Soon after, Shelburn Bay will be observed, a deep indentation on the left. This is the great ship-yard of

the Steamboat Co., where they construct their vessels, and collect their condemned hulks, here to fall into decay. The vast form of Mount Mansfield towers remotely in the north-east. On the eastern horizon, the tourist will descry a lofty peak jutting up from the Green Mountains. The imaginings of a slight fancy will delineate the "King of Beasts" reposing amid the clouds, his erect head, his flowing main and huge rocky paws. The French called the mountain the "Léon Couchant." The four little islets, lying nearly at the cardinal points, designated by the French the "Isles-des-quatre-venuts," are now known as the Four Brothers. Near these islands Arnold fought his last battle with Carlton. At the foot of the long peninsula, on the western shore, now named Willsboro' Point, is the mouth of an important stream, the Bouquet river, embowered by trees and bushes. This was the site of Gilland's colony in 1765, and the scene of Burgoyne's famous Indian Treaty. Soon after we pass the beautiful village of Essex. Three miles beyond, and near the Light House we are approaching, is a remarkable natural curiosity. This is "Split Rock," (Roche fendue of the French), a naked cone separated from the mainland by a narrow fissure, and seems to have been carved from the rock itself. We next reach the pleasant village of Westport. Nine miles beyond, we stop at the thriving village of Port Henry, where the immense product of the iron ore beds of that district, is shipped in every direction. In the passage from Essex, the dark sierra of the Green Mountains is distinctly revealed, tracing a marked outline upon the horizon, while dislocated spurs of the Adirondacks are occasionally projected from the beetling mountains, into the lake, but their rough and rugged forms do not betray the inexhaustible wealth teaming in their bosoms. Directly south from Port Henry, across Bullwagga Bay, is situated the Peninsula of Crown Point. Chimney Point, which was occupied by the French in 1731, and the ruins of Crown Point, are on opposite

sides of the lake, and separated by a narrow passage; there the expanse of the lake terminates, and the long river-like channel, which continues to Whitehall, commences. When we contemplate the silence and repose which now rests upon Crown Point we can hardly realize that, in a former epoch, it was animated by the pomp and glories of war, or that it was once the mart of a large commerce, conducted by a busy population. We soon pass the draw of the railroad bridge, a work of great importance and interest. The tourist will next perceive the venerable ruins of old "Fort Ti" or Ticonderoga looming up on a high rocky cliff at the confluence of the waters of Lakes George and Champlain. Mount Defiance stands of the opposite side of the former, and Mount Independence on the eastern shore of the Lake. Ticonderoga is now the southern terminus of the Steamboat Line and here, connection is made with trains via Lake George on to Whitehall, Saratoga and southern points.

The completion of the Rail Road line between Lakes George and Champlain is an attractive feature of the Lake George Route, as a tedious stage ride is avoided. There are two daily lines each way through Lake George to Caldwell. Until the present season the steamers ran to Whitehall, a distance of 20 miles from Ticonderoga. In making this passage, the Steamer threaded a devious channel between high banks, and winding amid rank aquatic grasses. The only object of interest the tourist noticed is South Bay, a broad but shallow expanse of water, memorable as the route of the ill-fated Dieskeau in 1755. At Ticonderoga, the passengers enter the magnificent cars of the Rensselaer and Saratoga Railroad, and will be delightfully, and with great speed, transported over one of the most perfectly constructed roads on the continent, through to Saratoga, Troy and Albany. Thence by Rail or River they will proceed to New York.

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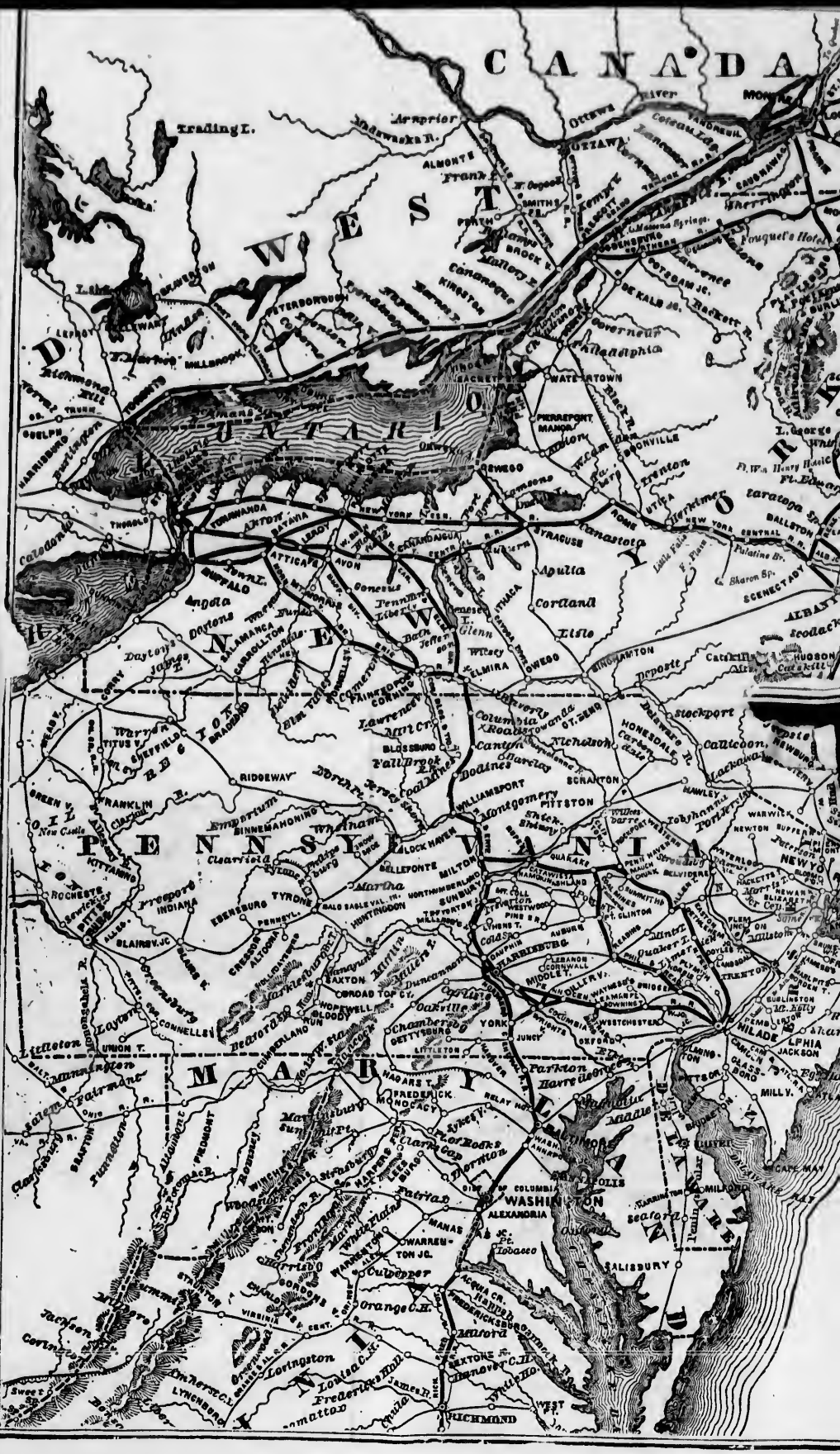
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Hamilton
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Saratoga
Ballston
Schenectady
Hudson
Catskill
Kingston
Poughkeepsie
Newburgh
Binghamton
Elmira
Corning
Geneva
Auburn
Ithaca
Cortland
Utica
Rome
Oneida
Canandaigua
Batavia
Lockport
Niagara Falls
Erie
Dunkirk
Jamestown
Olean
Bradford
Warren
Titusville
Meadville
Franklin
Oil City
Pittsburgh
Allegheny
Beaver
Wheeling
Harrisburg
Lancaster
Philadelphia
Reading
Allentown
Easton
Scranton
Wilkesbarre
Williamsport
Pittston
Tamaqua
Pottsville
Shamokin
Sunbury
Lewisburg
Bloomsburg
Danville
Milton
Northumberland
Huntingdon
Altoona
Tyrone
Ebensburg
Johnstown
Bedford
Chambersburg
Gettysburg
York
Carlisle
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Pottstown
Norristown
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Burlington
Mount Holly
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Salem
Dover
Wilmington
Newark
Baltimore
Annapolis
Washington
Alexandria
Fredericksburg
Richmond
Petersburg
Lynchburg
Staunton
Harrisonburg
Winchester
Cumberland
Frederick
Hagerstown
Martinsburg
Culpeper
Orange C.H.
Lexington
Salisbury
Cape May
Milford
Seaford
Lake Ontario
Lake Erie
Lake Huron
Lake Michigan
Lake Superior
Lake Champlain
Lake George
Lake Chautauqua
Lake Cayuga
Lake Seneca
Lake Oneida
Lake Erie
Lake Ontario
Chesapeake Bay
Delaware Bay
Susquehanna R.
Delaware R.
Hudson R.
Potomac R.
Rappahannock R.
James R.
Chesapeake & Ohio Canal
Erie Canal
Pennsylvania Canal
Delaware & Hudson Canal
Lehigh Canal
Schuylkill Canal
Susquehanna Canal
Chesapeake & Delaware Canal
Dismal Swamp Canal
Great Dismal Swamp
Great Kanawha R.
Ohio R.
Monongahela R.
Allegheny R.
Genesee R.
Mohawk R.
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Allegheny R.
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Mohawk R.
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Raritan R.
Delaware R.
Schuylkill R.
Susquehanna R.
Potomac R.
Rappahannock R.
James R.


All-Round Route Map.
EXCURSION ROUTES
VIA
NIAGARA FALLS,
Toronto, Ottawa, Montreal, Quebec,
White Mountains, Portland,
LAKE CHAMPLAIN, LAKE GEORGE, &c.

to New Ye....

THE END.

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Grand Trunk Railway and Richelieu & Ontario Navigation Co.

Tourist Tickets. **Rates of Fare from Niagara Falls.** Season 1875.

No. of Form.	DESTINATION.	ROUTE.	Through Fare from Niagara Falls.
9	**GORHAM**	Via Montreal, Quebec and Grand Trunk Railway	$23.00
13	Do.	" Montreal and Grand Trunk Railway direct.	20.00
11	**BOSTON**	" Montreal, Quebec, Gorham and Portland	26.75
12	Do.	" Montreal, St. Johns, Burlington, Bellows' Falls and Fitchburg	23.25
15	Do.	" Montreal, Gorham and Portland	23.75
16	Do.	" Montreal, St. Johns, White River Junction Concord and Nashua	23.25
17	Do.	" Ogdensburg, St. Albans and Vermont Central Line	19.00
29	Do.	" Montreal, Rouse's Point, Lake Champlain Fort Ticonderoga, then by R. R. via Saratoga, Rutland, Bellows' Falls and Fitchburg	28.00
30	Do.	" Montreal, Quebec, Sherbrooke, Newport, Wells River, Littleton, Stages to Profile House and Bethlehem, Rail to Fabyan House, Stages to Crawford House and Base of Mountain, Tip Top House by Mt. Washington R. R., Stages to Glen House and Gorham, thence via Portland	50.00
34	Do.	" Montreal, Rouse's Point, Lake Champlain, Lake George, Saratoga, Albany, People's Line of Steamers to New York, and Sound Steamers to Boston	33.50
35	Do.	" Montreal, St. Johns, White River Junction, Wells River, Littleton, Stages to Profile House and Bethlehem, Rail to Fabyan House, Stage to Crawford House and back, and Rail via Concord, Nashua, and Lowell	37.25
38	Do.	" Montreal, Rouse's Point, Lake Champlain, Burlington, Bellows' Falls and Fitchburgh.	23.25
39	Do.	" Ogdensburg, Rouse's Point, Lake Champlain. Burlington, Bellows' Falls and Fitchburg.	19.00
136	Do.	" Montreal, Sherbrooke, White River Junction, Concord and Nashua	24.00
137	Do.	" Montreal, Quebec, Sherbrooke, White River Junction, Concord and Nashua	28.00
142	Do.	" Montreal, Groveton, Concord and Nashua	27.00
145	Do.	" Montreal, Quebec, Groveton Concord and Nashua	30.00
147	Do.	" Montreal, Groveton, Fabyan House, Bethlehem, Stages to Profile House and Littleton, thence via Concord and Nashua	32.75
154	Do.	" Montreal, Gorham, Stages to Glen House, and Summit, Summit to Base, Mt. Washington R. R., Stage Base to Fabyan House, Rail to Bethlehem, Stages to Profile House and Littleton, thence via Concord and Nashua	42.50
183	Do.	" Montreal, Rail to Rouse's Point, Lake Champlain to Burlington, Rail to Montpelier, Well's River, Concord, Nashua, Lowell and Boston	28.50
184	Do.	" Montreal, Rail to St. John's Conn. and Pass. Rivers R. R. to Newport and Well's River, Boston, Conc. and Mont. R. R. to Concord, Nashua, Lowell and Boston	27.25

Rates of Fare from Niagara Falls.—Continued.

No. of Form.	DESTINATION.	ROUTE.	Through Fare from Niagara Falls.
49	**CRAWFORD HOUSE**.....	" Montreal, St. Johns, White River Junction, Wells River, Rail to Fabyan House and Stage.....	24 00
50	Do. ..	" Ogdensburg, Rouse's Point, St. Albans, White River Junction, Wells River, Rail to Fabyan House and Stage.....	20.50
100	o. ..	Via Montreal, Gorham, Stages to Glen House and Tip Top House, Mt. Washington R R. to Base of Mountain, and Stage to Crawford House.....	33 00
101	Do. ..	" Montreal, Quebec, Gorham, Stages to Glen House and Tip Top House, Mt. Washington R. R. to Base of Mountain, and Stage to Crawford House	37.00
2	**KINGSTON**.....	" Rail or Steamer.....	9.00
98	**LANCASTER, N.H**.....	" Montreal, Quebec and Groveton.....	24.00
143	**LOWELL**.....	" Montreal, Groveton Concord and Nashua...	26.80
146	Do.	" Montreal, Groveton, Fabyan House, Bethlehem, Stages to Profile House and Littleton, thence via Concord and Nashua.....	32.50
8	**MONTREAL**.....	" Ra l or Steamer.....	14.00
19	**NEW YORK**.....	" Mo treal, Rouse's Point, Lake Champlain, Lake George, Saratoga, Troy & N. Y. C. and Hudson River R. R.....	28.75
20	Do.	" Montreal, Rouse's Point, Lake Champlain, Lake George, Saratoga, Albany, and People's Line of Steamers.....	28.00
21	Do.	" Montreal, Rouse's Point, Lake Champlain, Fort Tieonderoga, Saratoga, Troy & N. Y. C. and Hudson River R. R.....	26.00
22	Do.	" Montreal, Rouse's Point, Lake Champlain, Fort Ticonderoga, Saratoga, Albany and People's Line of Steamers.....	25.00
24	Do.	" Montreal, Gorham, Portland and Boston...	28.75
25	Do.	" Montreal, Quebec, Gorham, Portland and Boston.....	32.25
26	Do. ..	" Montreal, Rouse's Point, Lake Champlain, Lake George, Saratoga, Albany and Day Line Steamers.....	28.00
27	Do.	" Montreal, Rouse's Point, Lake Champlain, Fort Tieonderoga, Saratoga, Albany and Day Line Steamers.....	25.00
31	Do.	" Montreal, Quebec, Sherbrooke, Newport, Wells River, Littleton, Stages to Profile House and Bethlehem, Rail to Fabyan House, Stages to Crawford House and Base of Mountain, Tip Top House by Mt. Washington R. R, Stages to Glen House, Railway from Gorham via Portland, rail and Sound Steamer.....	55.00
36	Do.	" Montreal, Quebec, Gorham, Stages to Glen House and Tip Top House, Mt. Washington R. R. to Base of Mountain, Stages to Crawford House and Fabyan House, Rail to Bethlehem, Stages to Profile House and Littleton, thence via Concord, Nashua and Boston.....	55.00

Rates of Fare from Niagara Falls.—Continued.

No. of Form.	DESTINATION.	ROUTE.	Through Fare from Niagara Falls.
37	NEW YORK....	"Montreal, Quebec, Sherbrooke, Newport, Wells River, Littleton, Stages to Profile House and Bethlehem, Rail to Fabyan House, Stage to Crawford House and back, thence via Concord, Nashua, Boston, Rail and Sound Steamer.....	47.00
42	Do.	"Montreal, St. Johns, Burlington, Lake Champlain, Fort Ticonderoga, Saratoga, and Day Line Steamers.....	25.00
43	Do.	"Montreal, St. Johns, Burlington, Lake Champlain, Lake George, Saratoga and Day Line Steamers.....	28.00
44	Do.	"Ogdensburg, St. Albans, Burlington, Lake Champlain, Fort Ticonderoga, Saratoga and Day Line Steamers.....	21.00
45	Do.	"Ogdensburg, St. Albans, Burlington, Lake Champlain, Lake George, Saratoga and Day Line Steamers.....	24.00
46	Do.	"Montreal, St. Johns, Burlington, Bellows' Falls and Springfield.....	24.00
51	Do.	"Ogdensburg, St. Albans, White River Junction and Springfield.....	20.00
138	Do.	"Montreal, Sherbrooke, White River Junction, South Vernon and Springfield.....	25.00
139	Do.	"Montreal, Quebec, Sherbrooke, White River Junction, South Vernon and Springfield..	29.00
140	Do.	"Montreal, Sherbrooke, White River Junction, Concord, Nashua, Boston, Rail and Sound Steamer.....	29.00
141	Do.	"Montreal, Quebec, Sherbrooke, White River Junction, Concord, Nashua, Boston, Rail and Sound Steamer.....	33.00
144	Do.	"Montreal, Groveton, Concord, Nashua, Worcester, New London, and thence by Steamer	29.50
148	Do.	"Montreal, Groveton, Fabyan House, Bethlehem, Stages to Profile House and Littleton, thence via Concord, Nashua, Worcester, Allen's Point and Steamer.....	35.00
149	Do.	"Montreal, Groveton, Fabyan House, Bethlehem, Stages to Profile House, and Littleton, thence via Concord, Nashua, West Concord, Mansfield, Weir Junction, Newport and Steamer.....	35.00
150	Do.	"Montreal, Groveton, Concord, Nashua, Lowell, Mansfield, Weir Junction to Fall River, or Newport and thence by Steamer	29.50
155	Do.	"Ogdensburg, St. Albans, Burlington, Lake Champlain, Fort Ticonderoga, Troy & N. Y. C.& H. R. R. R.....	22.00
156	Do.	"Ogdensburg, St. Albans, Burlington, Lake Champlain, Lake George, Glens' Falls, Troy and N. Y. C. and H. R. R. R.....	25.00
185	Do.	"Montreal, Rouse's Point, Lake Champlain to Burlington, Central Vermont R. R. to New York, via South Vernon and Springfield.....	26.50

Rates of Fare from Niagara Falls—Continued.

No of Form.	DESTINATION.	ROUTE.	Through Fare from Niagara Falls.
186	NEW YORK....	" Montreal, Quebec, Gorham, Stages to Glen House and Tip Top House, Mount Washington R. R. to Base, Stages to Crawford House and Fabyan House Rail to Bethlehem, Stages to Profile House and Littleton, Rail to Well's River, Montpelier, Burlington, Lake Champlain to Fort Tieonderoga, Lake George, Glens' Falls, Rail to Saratoga and Albany, Day Line Steamers.	55.00
187	Do.	" Montreal, Quebec, Gorham, Stages to Glen House and Tip Top House, Mount Washington R. R. to Base, Stages to Crawford House and Fabyan House, Rail to Bethlehem, Stages to Profile House and Littleton, Rail to Well's River Montpelier, Burlington, Lake Champlain to Fort Tieonderoga, Lake George, Glens' Falls. Rail to Saratoga and Albany, People's Line of Steamers.....	55.00
188	Do.	" Montreal, Quebec, Sherbrooke, Well's River, Montpelier, Burlington, Lake Champlain, to Fort Tieonderoga, Lake George, Glen's Fall's, Rail to Saratoga and Albany, Day Line Steamers.....	38.50
189	Do.	" Montreal, Quebec, Sherbrooke, Well's River. Montpelier, Burlington, Lake Champlain to Fort Tieonderoga, Lake George, Glen's Falls, Rail to Saratoga and Albany, People's Line of Steamers.....	38.50
190	Do.	" Via Montreal, Quebec, Sherbrooke, Well's River, Littleton, Stages to Profile House and Bethlehem, Rail to Fabyan House. Stages to Crawford House and back, Rail to Well's River, White River Junction, South Vernon, and Springfield.....	44.50
191	Do.	" Montreal, Gorham, Stages to Glen House. and Tip Top House, Mount Washington. R. R. to Base, Stage to Fabyan, Rail to Bethlehem, Stages to Profile House and Littleton, Rail to Concord, Nashua, Lowell, Boston, Rail and Sound Steamer.....	47.50
192	Do.	" Montreal, Groveton, Fabyan, Stage to Base of Mountain, Mount Washington R. R. to Summit, Stages to Glen House and North Conway, Rail to Boston, Rail and Sound Steamer.....	43.00
193	Do.	" Montreal, Rouse's Point, Lake Champlain to Burlington, Rail to Montpelier, Well's River, Littleton, Stages to Profile House, and Bethlehem, Rail to Fabyan, Stages to Crawford House and Base of Mtn., Mount Washington R. R. to Summit, Stages to Glen House and Glen Station, Rail to Portland and Boston Rail and Sound Steamer	51.25
194	Do.	" Montreal, Quebec, Sherbrooke, Well's River, Littleton, Stages to Profile House. and Bethlehem, Rail to Fabyan, Concord, Nashua, Lowell and Boston, Rail and Sound Steamer.....	46.25

Rates of Fare from Niagara Falls.—Continued.

No. of Form.	DESTINATION.	ROUTE.	Through Fare from Niagara Falls.
195	Do.	" Montreal. Gorham, Stages to Glen House and Tip Top House, and back to Glen House, Glen Station, Rail to Portland and Boston, Rail and Sound Steamer.....	42.75
196	Do.	" Montreal, St. Johns, Newport and Well's River, Littleton, Stages to Profile House and Bethlehem, Rail to Fabyan, Stages to Crawford House and Bemis, Rail to Portland and Boston, Rail and Sound Steamer.	39.25
197	Do, ...	" Montreal, Sherbrooke, Well's River, Littleton, Stages to Profile House and Bethlehem, Rail to Fabyan, Stages to Crawford and Bemis, Rail to North Conway and Boston, Rail and Sound Steamer.....	41.25
198	Do.	" Montreal, Quebec, Gorham, Stages to Glen House and North Conway, Rail to Boston Rail and Sound Steamer	39.00
199	Do.	" Montreal, Sherbrooke, Well's Riv., Littleton, Stages to Profile House and Bethlehem, Rail to Fabyan House, Stage to Base of Mountain, Mount Washington and Return, Stages Base to Crawford House and Bemis. Rail to North Conway, Wolfboro, Steamer to Weirs, Rail to Concord, Nashua, Lowell, Boston, Rail and Sound Steamer	53.50
200	Do.	" Montreal, St Johns, Newport and Well's River, Littleton, Stages to Profile House and Bethlehem, Rail to Fabyan, Stages to Crawford and Base of Mountain, Mount Washington R. R. to Summit, Stages to Glen House and North Conway, Rail to Boston, Rail and Sound Steamer.	51.00
201	Do.	" Montreal, Rouse's Point, Lake Champlain to Burlington, Rail to Montpelier, Well's River, Fabyan, Stage to Base of Mountain, Mount Washington R R. to Summit and back, Stages to Crawford, Bemis, Rail to N. Conway & Boston, Rail & Sound Stmr.	48.25
202	Do.	" Montreal, Sherbrooke, Well's River, Littleton, Stages to Profile House and Bethlehem, Rail to Fabyan, Stages to Crawford House and Bemis, Rail to Portland and Boston, Rail and Sound Steamer.	39.75
5	**OGDENSBURG**...	" Rail or Steamer.....	11.00
4	Do. ...	" N. Y. C. R. R Steamer from Charlotte	11.00
4	**PRESCOTT**	" Rail or Steamer.....	11.00
90	Do.	" Suspension Bridge, Rail to Toronto and Steamer or Rail	11.00
91	Do.	" Suspension Bridge, Rail to Toronto, and Steamer or Rail...	11.00
92	Do.	" Suspension Bridge, Steamer Niagara to Toronto, and Steamer or Rail	11.00
93	Do. ..	" Suspension Bridge, Steamer Niagara to Toronto, and Steamer or Rail.....	11.00
10	**PORTLAND**	" Montreal, Quebec and Gorham.....	11.00
14	Do.	" Montreal and Gorham direct.....	24.25
	PORTLAND & back to N. FALLS	" Montreal and Gorham, and return by Grand Trunk Railway	21.75
			34.00

Rates of Fares from Niagara Falls—Continued.

No of Foam.	DESTINATION.	ROUTE.	Through Fare from Niagara Falls.
47	**PROFILE HOUSE**..	" Montreal, St. Johns, White River Junction, Wells River and Stage from Littleton.....	4.00
48	Do.	" Ogdensburg, St. Albans, White River Junction, Wells River and Stage from Littleton.....	20.50
102	Do.	" Montreal, Gorham, Stages to Glen House and Tip Top House, Mt. Washington, R. R. to Base of Mountain, Stages to Crawford House and Fabyan House, Rail to Bethlehem, and thence by Stage.....	37.00
103	Do.	" Montreal, Quebec, Gorham, Stages to Glen House and Tip Top House, Mt. Washington R. R. to Base of Mountain, Stages to Crawford House and Fabyan House, Rail to Bethlehem and thence by stage.....	41.00
153	**PROVIDENCE, R. I**....	" Montreal, Groveton, Fabyan House, Bethlehem, Stages to Profile House and Littleton, thence via Concord, Nashua and Worcester.....	34.75
7	**QUEBEC**.....	" Rail or Steamer.....	16.50
8	**QUEBEC and back to MONTREAL**.....	" Rail or Steamer.....	19.00
18	**SARATOGA**.....	" Montreal, Rouse's Point, Lake Champlain and Lake George.....	24.50
23	Do.	" Montreal, Rouse's Point, Lake Champlain and Ft. Ticonderoga.....	21.50
28	Do.	" Montreal, Gorham, Stages to Glen House and Tip Top House, Mt. Washington R. R. to Base of Mountain, Stage to Fabyan House, Rail to Bethlehem, stages to Profile House and Littleton, Rail to White River Junction, Burlington, and via Lake Champlain Lake George and Glen's Falls.....	53.75
52	Do.	" Montreal, St. Johns, Burlington, Lake Champlain and Fort Ticonderoga.....	21.50
53	Do.	" Montreal, St. Johns, Burlington, Lake Champlain and Lake George.....	24.50
54	Do.	" Ogdensburg, St. Albans, Burlington, Lake Champlain and Fort Ticonderoga.....	17.75
55	Do.	" Ogdensburg, St. Albans, Burlington, Lake Champlain and Lake George.....	20.75
	WORCESTER..	" Montreal, Groveton, Fabyan House, Bethlehem, Stages to Profile House and Littleton, thence via Concord and Nashua.....	33.75
41	**MONTREAL to QUEBEC and back**, via Rail or Steamer..		5.00
56	**RICHMOND to QUEBEC and back**, via G. T. R.....		3.00
65	**QUEBEC to CACOUNA and return**, via Grand Trunk Railway or Steamer from Quebec to Rivière du Loup and Intercolonial R. R.		4.50
66	**QUEBEC to TADOUSAC and return**, via Grand Trunk Railway or Steamer from Quebec to Rivière du Loup.....		7.50
67	**QUEBEC to HA HA BAY and return,** via Grand Trunk Railway or Steamer from Quebec to Rivière du Loup.....		9.00
96	**PLATTSBURG (Fouquet's Hotel) to AUSABLE CHASM and return**, via Steamer and Omnibus, (Ticket includes free access to Chasm).....		2.25
97	**PRESCOTT to OTTAWA CITY and return,** via St. Lawrence and Ottawa Railway.....		4.00

The Coupons between Niagara Falls and Toronto, Toronto and Kingston, Kingston and Prescott, Prescott and Montreal, and Montreal and Quebec, are valid either by Boat or Rail, and they are likewise good either by the South Shore Express Line of Steamers from Charlotte, or by the Richelieu and Ontario Navigation Co.'s from Toronto.

The Tickets include Meals on Lake Ontario and the River St. Lawrence from Toronto to Montreal, but between Montreal and Quebec they are for passage only.

The Tickets via Lake Champlain from Rouse's Point permit the holders to remain over at Plattsburg, thus affording Tourists an opportunity to visit the Ausable Chasm, distant 15 miles. (See Form No. 96.)

The Coupons Profile House to Concord, going South, are good either via Stage to Littleton and thence by Rail, or via Stage to Plymouth and thence by Rail.

Agents are requested to specially inform Passengers that the Grand Trunk Railway and Richelieu and Ontario Navigation Co.'s Line of Steamers offer better inducements to the travelling public than ever before. The Grand Trunk Railway has been re-laid with Steel Rails, and has been equipped with New Locomotives and First Class Cars, and Pullman Palace Cars are run on all Express Trains.

A Pullman Palace Sleeping Car will be attached to the afternoon Train from Suspension Bridge, via the Great Western Railway, connecting with the Evening Train from Toronto and will run through to Kingston Wharf, thus enabling passengers to remain in the Car until the Boat arrives.

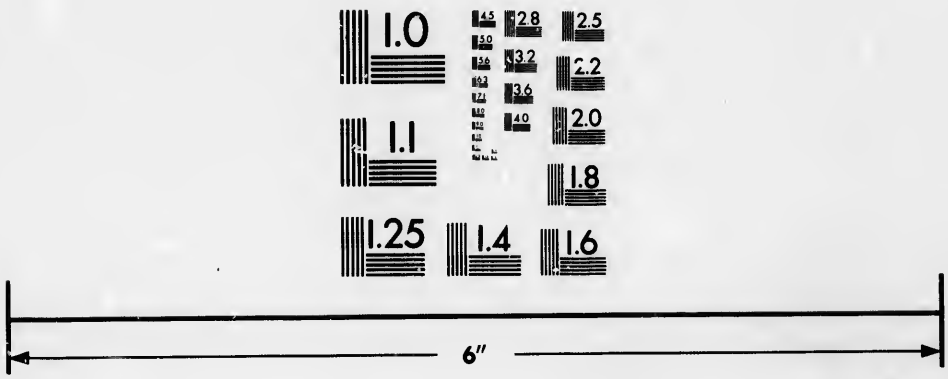
No deviation from above rates will be allowed without special authority.

W. WAINWRIGHT, General Passenger Agent, Grand Trunk Railway.

ALEX. MILLOY, Traffic Manager, Richelieu and Ontario Navigation Co.

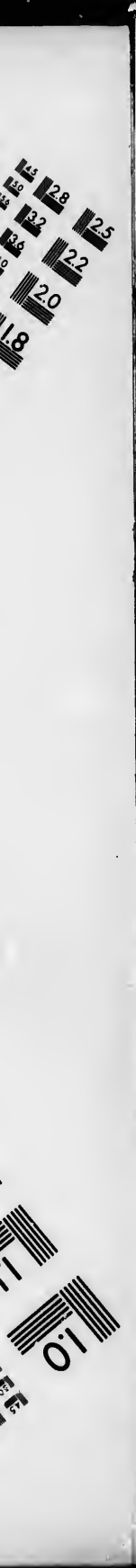
Montreal, May 10th, 1875.

IMAGE EVALUATION
TEST TARGET (MT-3)



Photographic
Sciences
Corporation

23 WEST MAIN STREET
WEBSTER, N.Y. 14580
(716) 872-4503


2.8
2.5
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2.2
3.6
2.0
4.0
1.8
1.1
1.0

1875.

HUDSON RIVER

by Daylight.

ALBANY & NEW YORK

Day Line of Steamboats,

"C. VIBBARD,"

"DANIEL DREW,"

AND

"ARMENIA."

On and after June 8th, will leave New York from Vestry street, Pier 39 No River, at 8.35 a.m. and 24th street at 9 a.m. Leave Albany from Hamilton street at 8.30 a.m. daily (Sundays excepted.

From May 17th to June 8th the Armenia will make Tri-weekly trips, leaving New York on Mondays Wednesdays and Fridays.

Time Table.

GOING NORTH,	A.M.
New York:	
Vestry Street........	8.35
24th Street..........	9.00
West Point	11.40
	P.M.
Newburgh	12.15
Poughkeepsie........	1.10
Rhinebeck........ ...	2.00
Catskill..............	3.20
Hudson..	3.35
Albany................	6.00
GOING SOUTH.	A.M.
Albany..................	8.30
Hudson................	10.40
Catskill................	11.00
	P.M.
Rhinebeck....	12.20
Poughkeepsie........	1.15
Newburgh...........	2.10
West Point...........	2 45
New York:	
24th Street..........	5.25
Vestry Street........	5.35

Affording the best mode of enjoying the Unsurpassed Scenery, and of reaching the "Catskill" Mountain Houses, Lebouon Springs, (via Hudson), Saratoga Springs and all points North and West.

ISAAC L. WELSH,

General Ticket Agent,

Pier 39, New York.

1875 Tourists & Pleasure Seekers. 1875

Summer Arrangement

OF THE

LAKE CHAMPLAIN AND LAKE GEORGE

STEAMERS.

The Fashionable Thoroughfare and pleasure route between

Niagara Falls, Montreal and Lake George, Shroon Lake, Saratoga, Troy, Albany, New York, Mount Mansfield, The Adirondack Sporting Grounds, and all Southern and Western Points.

TWO TRAINS DAILY

Leave MONTREAL, connecting at ROUSE'S POINT with the Elegant and Commodious Steamers

VERMONT, ...	Capt. GEORGE RUSHLOW.
ADIRONDACK, ...	" WM. ANDERSON.
CHAMPLAIN, ...	" B. J. HOLT.
A. WILLIAMS, ...	" R. J. WHITE.

Forming TWO DAILY LINES each way through the Lake, connecting at Fort Ticonderoga with trains of Rensselaer and Saratoga Railroad for Lake George, Caldwell, Whitehall, Saratoga, Troy, New York, and all Southern and Western points.

The only Route to **LAKE GEORGE**, and only Direct Route to Saratoga.

The railroad link between Lakes Champlain and George is now complete and in operation, by which the tedious stage ride of five miles, as heretofore, is avoided.

The Steamers composing the Line are, as they have always been, models of elegance, neatness and comfort, and every attention is paid by their officers to the patrons of the route.

Through tickets and information furnished at the Ticket Office at Niagara; at the Office of the Grand Trunk Railway; at the Company's Office, St. Lawrence Hall Building, Montreal; on board Steamers, and at the principal offices of all connecting Lines. Staterooms secured at the Office of

CAPT. J. N. BOCKUS,
St. Lawrence Hall Building, MONTREAL.

A. L. INMAN,
General Superintendent.

May, 1875.

To see the whole of Lake Champlain, purchase Tickets via Rouse's Point.

☞ See pages 224 and 225.

GREAT
North West Route,

COLLINGWOOD, LAKE SUPERIOR, FORT GARRY, MANITOBA.

COLLINGWOOD & LAKE SUPERIOR
Royal Mail Line.

One of the first-class Upper Cabin Side-Wheel Steamers forming this Line, will be dispatched every TUESDAY and FRIDAY throughout the Season of Navigation, from Collingwood at 5 o'clock P.M., punctually on arrival of the

SPECIAL STEAMBOAT EXPRESS TRAIN.

Leaving CITY HALL STATION, TORONTO, at 11.30 A.M., and thus making direct connections with Morning Trains arriving at Toronto on GRAND TRUNK and GREAT WESTERN RAILWAYS, and with LAKE ONTARIO ROYAL MAIL LINE from Montreal

Palace Parlor Cars on Express Trains, and Splendid Parlor Statercoms on Steamers.

FOR PLEASURE TRAVEL.—This route comprises the most enjoyable and picturesque Summer Tour, by uniting the circuit of Lake Superior with the sheltered and beautiful waters of the inside channels of Lake Huron and the Georgian Bay, and thence by the Hours Rail [with Palace Parlor Cars] to TORONTO, connecting with the Royal Mail Daily Line of Steamers on Lake Ontario for the THOUSAND ISLANDS and RAPIDS of the RIVER ST. LAWRENCE, and the Grand Trunk Railway, for MONTREAL, QUEBEC, WHITE MOUNTAINS, PORTLAND BOSTON and all points East and South; also with the Great Western Railway and Lake Ontario Steamers (daily) for NIAGARA FALLS, BUFFALO, DETROIT, and all points West and South-West.

Cheap Excursions at greatly reduced rates for the ROUND TRIP. will be made in the Months of June, July and August, affording ample opportunity for visiting the **Great Mineral Region of Lake Superior** and the **Fishing Grounds of Lake Neepigon.**

☞THE CHEAPEST, QUICKEST, and ONLY PUNCTUAL ROUTE for Presqu'ile, Little Current, Killarney, Lacloche, Bruce Mines, Ste. Marie, Batchawana, Neepigon, Silver Islet, Fort William, Prince Arthur's Landing, Fort Garry.

Fares and Freights lower than by any other Route.

Mark Freight and Baggage "Via Collingwood."

Passage Tickets and Staterooms may be secured, and full particulars and Time Tables obtained, on application to the undersigned.

CAPT. MOE, *Manager Collingwood.*

CHARLES PERRY,
Passenger Agent, 62 King Street East, Toronto.

The Lake Couchiching Summer Hotel,

ORILLIA, ONT.

For Families, Tourists and Sportsmen.

THE POSITION OF THE HOTEL

Is one of extreme beauty, the Verandahs (250 feet long and always in shade), overlooking the full length of the Lake, with its innumerable and picturesque Islands,—the Villages of ORILLIA and WASHAGO, with the highlands beyond, and the Indian settlement of the Ojibbeways at Rama on the opposite shore.

THE PLEASURE GROUNDS

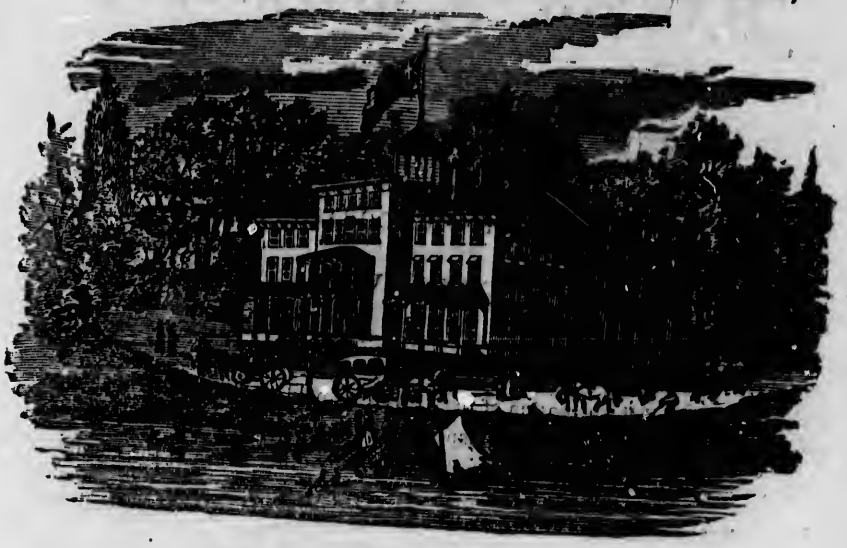
Comprising PARK LANDS, LAWNS, GARDENS and SHRUBBERIES, are of a highly ornamental character. A cool breeze prevails from the North-West across the Waters. Seats are to be found at every picturesque nook and shady spot. Inviting facilities are afforded for YACHTING, BOATING, BATHING, and FISHING in the immediate vicinity; and there is every provision for luxurious and refined ease, as well as every inducement for active physical exercise and enjoyment, whilst Sportsmen have ready access to the celebrated Sparrow Lake and its Neighborhood, where Salmon, Trout, Black Bass, Speckled Trout, &c., abound in original plenty.

Tourists leaving Niagara for Montreal and Quebec, should visit these beautiful island Lakes, taking the Steamer from Lewiston and Niagara for Toronto, thence to Couchiching Hotel, *via* Bell Ewart, by rail and steamer

This beautiful, healthful and economical resort will provide for families all the advantages of a Sea side Summer Residence, without the great expense and fatigue inseparable from long journeys to and from the Sea.

THOMAS SCULLY,
Manager.

THE QUEEN'S ROYAL NIAGARA HOTEL,



McGaw and Winnett, Proprietors.

(THE QUEEN'S) ROYAL NIAGARA HOTEL is situated in the Town of Niagara, in a beautiful grove at the mouth of Niagara River, on the shore of Lake Ontario, fourteen miles from Niagara Falls and twelve miles from St. Catherines; is accessible by Railway and Steamboat; only thirty minutes' ride by the Erie and Niagara Railway, or the New York Central Railroad via Lewiston, N.Y., from Niagara Falls, and two hours by Steamer from Toronto.

This new and elegant Hotel opens for its seventh season on the 1st of June, 1875, and is a branch Hotel of the Queen's, Toronto.

One of the Royal Mail Line of Steamers leaves Niagara Daily for Montreal, passing through Lake Ontario, the Thousand Islands, the Rapids and River St. Lawrence, calling at all points both on the Canadian and American shores.

The town of Niagara was at one time the Seat of Government for Upper Canada; its surroundings are full of varied and historical interests.

The facilities for Black Bass and other Fishing, Bathing and Boating unsurpassed.

The Drives are refreshing, and the scenery beautiful in and about he Town, along the banks of the Lake and River.

Special arrangements can be made with families desiring board for the season.

ROSSIN HOUSE HOTEL,

Toronto, Canada.

This splendid commodious Hotel is finished and furnished with every regard to comfort and luxury. The halls and rooms have high ceilings, are large and well ventilated. Has Baths, Closets, Hot and Cold Water on each floor. The coolest Summer House in Canada and heated by steam in winter.

Rooms arranged for Parties and Families, for whom special arrangement will be made.

Price per day, Drawing Room Flat,		**$3.00**
"	**Second** "	**2.50**
"	**Third & Fourth** "	**2.00**

Hours for Meals in the Public Ordinary.

Breakfast, 7 to 11 o'clock. Regular Dinner, 6 to 7.30 o'clock.
Lunch and Railway Dinner, 1 to 3 o'clock.
Tea and Supper, 6 to 10 o'clock.

In Children's and Maids' Hall.

Breakfast. 8 o'clock. Dinner, 1 o'clock. Tea, 6 o'clock.

G. P. SHEARS, PROPRIETOR.

This largo and elegant house changed hands August 1st, 1874. Now thoroughly renovated, repaired and refurnished. It is not surpassed by any House in the Dominion. Prices from $2 to $3 per day, according to Rooms.

American House,

Corner of Yonge and Front Streets, - - TORONTO, ONT.

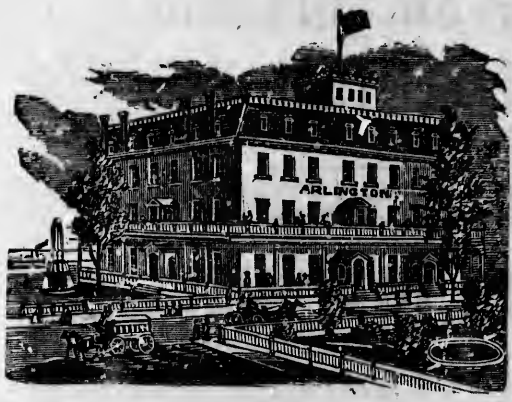
GEORGE BROWN, PROPRIETOR.

This Hotel has been rebuilt and enlarged to nearly double its former capacity, and newly furnished throughout, and will now be found second to none for Commercial Men. The most centrally situated in the city.

TERMS MODERATE.

THE ARLINGTON,

COBOURG, CANADA.



This Hotel was opened on the 1st June, 1874, the House and furniture being entirely new. It can afford accommodation for 200 guests, and contains spacious Drawing-Rooms, large Dining-Hall and Billiard-Rooms, fitted up with every modern improvement, Baths, Electric Bells, &c., &c.

During the season of navigation, steamboats run daily to and from Toronto, Montreal and Rochester. Tourists will find in this Hotel a comfortable home from which they can make excursions to the far-famed Rice Lake, or to Presq'Isle Harbor, on Lake Ontario, at either of which places abundance of Fish and Wild Ducks are to be found. Good trout fishing is to be found within easy driving distance from Cobourg,

Tourists can reach Cobourg from New York in 71 hours; from Rochester in 5 hours; from Toronto by rail in 3 hours, and by steamboat in 5 hours.

DAFOE HOUSE,

BELLEVILLE, ONTARIO, CANADA.

This Hotel is situated in the centre of the Town and near the Post Office, Banks, Public Hall and Railway Depot. It is the largest Hotel in Belleville, and its rooms have recently been refurnished and the whole house thoroughly renovated.

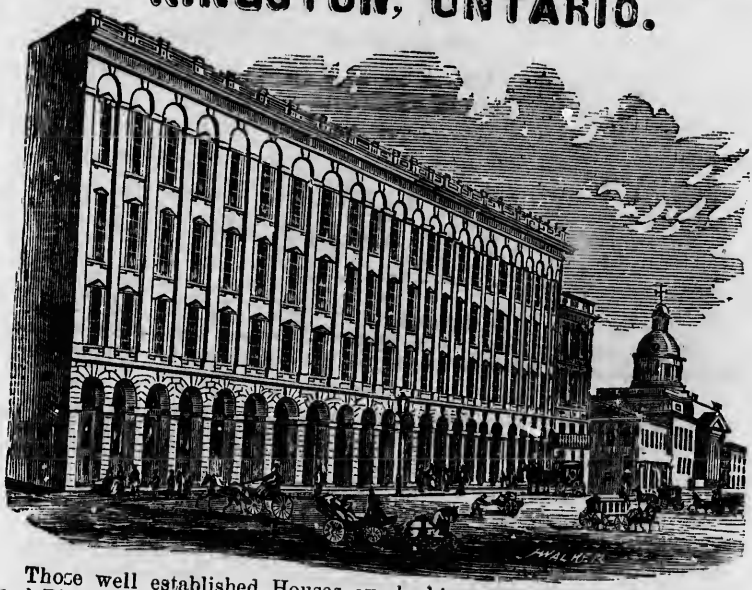
Omnibuses to and from all Cars and Steamboats.

Splendid Sample Rooms; Billiard Room with 5 fine Tables; Frontage 45 feet: good Stabling and Pure Spring Water; conveyance to cars and boats.

G. C. BORRADAILE, Proprietor.

ONLY FIRST CLASS HOTEL IN TOWN.

British American & Harwood House,
KINGSTON, ONTARIO.



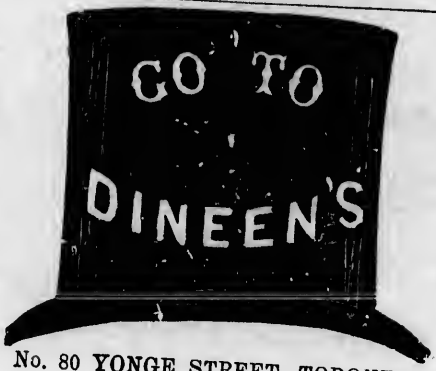
Those well established Houses overlooking the beautiful Bay of Quinte and River St. Lawrence are now connected, forming one large spacious Hotel, thoroughly refitted and furnished with every regard to comfort.

To the Tourist seeking health, Kingston is acknowledged to be the most healthy resort on the Continent. To the Pleasure seeker fine drives, splendid fishing in the Bay, and boats always to be procured.

The above House is first-class in all its appointments.

CAPT. H. E. SWALES, WM. DAVIS, } PROPRIETORS.

Silk Hats
MADE TO ORDER.
W. & D. DINEEN.



No. 80 YONGE STREET, TORONTO

Hats, Caps, and Furs,
W. & D. DINEEN.

The St. Lawrence and Ottawa Railway,

FROM PRESCOTT,

On the River St. Lawrence, opposite Ogdensburg.

THE NEAREST RAILWAY ROUTE BY 35 MILES FROM THE EAST AND BY 9 MILES FROM THE WEST

TO

OTTAWA CITY,

The Capital of the Dominion of Canada.

On arrival at Prescott or Ogdensburg the Tourist can leave the Steamer or the Railway, and proceed thence by the St. Lawrence and Ottawa Railway, a distance of 54 miles, to the City of Ottawa, the Seat of the Government of Canada.

The magnificent Parliamentary Buildings, the Falls of the Chaudière, the extensive Lumbering and other Mills there, the celebrated Timber Slides and the Military Canal Works, surrounded by scenery of unusual grandeur, form a combination of attractions rarely met with by the Tourist.

The trains to and from Ottawa make sure connection with those on the Grand Trunk Railway, and during the season of Navigation with the Steamers of the Royal Mail Line; also with the Central Vermont, and the Rome and Watertown Railways at Ogdensburg.

The gauge of this Line being the same as that now adopted by the Grand Trunk Railway, **Pullman Palace Cars** run to and from

Ottawa, and Eastern and Western Points,

On the Grand Trunk system.

During Navigation 4 Trains are run each way daily.

Ask for Tickets via Prescott Junction, to be had at the principal Agencies and Stations of the Grand Trunk Railway, and from the Pursers of the Royal Mail Line of Steamers.

Comfortable Sofa Cars on the Night Trains when Pullman Cars do not run.

NOTE.—Trains are run by Montreal Time.

Twenty Minutes allowed at Prescott Junction for Refreshments.

THOS. REYNOLDS, *Managing Director*, OTTAWA.
A. G. PEDEN, *Sec. Treas. and Gen. Pass. Agent*, OTTAWA
M. TAYLOR, *Gen. Freight Agent*, PRESCOTT.

REVERE HOUSE,

BROCKVILLE, ONT

L. H. DANIELS, PROPRIETOR.

This favorite house (formerly known as the Campbell House) has been refitted and refurnished throughout by the present proprietor, and is now a most pleasant stopping point for the business man and the tourist. The situation is the most delightful imaginable, in full view of the River and Thousand Islands, and a few hundred feet from the magnificent St. Lawrence. Brockville is the terminus for the Railway to the Upper Ottawa Valley, which presents so many attractions to the tourist, and who, by it, has access to the finest hunting and fishing district on this continent. Fifteen miles in the interior is the wonderfully beautiful Charleston Lake, famous for its romantic features and its fishing grounds, which literally swarm with all kinds of fish. The Thousand Islands of the St. Lawrence commence at Brockville, and the finest boating and fishing on its waters are always available. Busses to and from the boats and railways, while a good livery is attached to the house.

1875. CALEDONIA SPRINGS. 1875.

Joyful Tidings to Thousands.

THE ELYSIUM OF THE INVALID IS AGAIN OPEN.

SULPHUR, SALINE AND GAS.

The Rejuvenating Waters so much sought for in years long past.

INVALIDS ATTENTION!

Dyspepsia, Derangements of the Digestive Organs, Dropsy, Diseases of the Skin, Affections of the Liver and Urinary Organs are POSITIVELY CURED by using the water for a few weeks.

RHEUMATICS READ.

Hundreds of Rheumatics have been cured by the Sulphur Baths. Suffering is alleviated by the first, and cripples throw away their crutches after taking about half a dozen baths.

TESTIMONY.

DR. WM. ROBERTSON, of Montreal, wrote as follows in 1869: "But the disease above all in which the action of the water is most decided is Rheumatism." * * * * I have known a few individuals who suffered much from the use of Mercury and Calomel for various diseases, who were restored to health by the use of the waters.

To William Parker, Esq. Montreal, 18th December, 1842.

DEAR SIR,—I have to state that I consider the use of the Caledonia Waters a very valuable curative agent in the treatment of many forms of disease. Circumstances enable me to grant you a favourable Certificate with more than the usual propriety, many of my own patients having tested the efficacy, and derived great benefit from the use of the Waters. Of all diseases that have come under my notice, in which a persevering use of the Baths and Waters promises the most beneficial results, Chronic Rheumatism ranks the first. Many of the cures in this disease have been truly astonishing. I met with a case last summer, where the individual, a delicate female, had been suffering severely for more than nine months: she had completely lost the use of her hands, and could only walk a few steps with great pain and difficulty. After a residence of six weeks at the Springs, she returned free from pain, and strong enough to walk a considerable distance without fatigue. I have also found the Waters useful in Dyspeptic and Urinary Complaints, in Chlorosis, Secondary Syphilis, and some of the forms of Cutaneous Disease.

I remain, dear Sir, Yours, very truly,

GEO. W. CAMPBELL, A.M., M.D.,
Lecturer on Surgery, McGill College.

ACCOMMODATION.

A magnificent new Hotel, capable of accommodating 300 guests, will be opened on June 1st for the reception of visitors. The grounds have been improved and beautified, and every means for amusement and exercise provided. The trip thither by the Ottawa River is most enjoyable, and a Railroad from the River to the Springs is in course of construction. Until the railroad is built comfortable carriages will be in waiting at the wharf for the conveyance of visitors to the Springs. The distance of the Springs from Montreal and Ottawa respectively, is 65 and 50 miles.

DR. LAING, Surgeon General, will take up his residence at the Springs during the Summer Season and may be consulted at all times.

Mr. W. HAMPNESS will open a good livery stable, providing good carriages, horses, saddles, &c. There is a good race course on the property of the Company.

THE PANACEAN WATERS of these Springs will yet make Caledonia the greatest resort in the world for health and pleasure seekers. Thousands of testimonials might be procured, but the reputation of the Springs renders it unnecessary to do so.

TERMS:

Transient Guests.	$2.50 per day.
By the Week	2.00 "
By the Month	1.50 "

JOHN KENLY, Manager. JAS. A. GOUIN & CO., Proprietors.

For Analysis of Water see next page.

Analysis of the Caledonia Springs, made by Dr. T. Sterry Hunt.

The Composition of one pound of 7000 grains of the several springs is as follows:—

		Intermitting.	*Gas.*	*Saline.*	*White Sul.*
1	Chloride of Sodium	85.750000	48.772500	45·08630	26.90100
2	" " Potassium	.213500	.216580	.20720	.16100
3	" " Calcium	2.009350			
4	" " Magnesia	7.236880			
5	Bromide of Sodium				
6	" " Magnesium		.105539	.11872	.07028
7	Carbonate of Lime	.166880			
8	" " Soda	.885220	1.056000	.82650	1.47000
9	" " Magnesia		.339990	1.23340	3.19060
10	" " Iron	6.042610	3.683400	3.62063	2.85000
11	" " Marganese	traces		traces	traces
12	Iodide of Sodium			traces	traces
13	" " Magnesium		.003710	.01022	traces
14	Sulphate of Soda	.014399			
15	" " Potash				.12331
16	Alumina		.036960	.03360	
17	Silica	traces	.030800	traces	.01855
18	Carbonic Acid	.157600	.217000	.29750	.58300
19	Water	3.509450	2.443000	2.04400	.98700
		6894.014211	6943.114521	6946.52588	6964.42726
		7000,000000	7000,000000	7000,000000	7000,000000
	Carbonic acid in 100 cubic in.	25.0	17.5	14.7	7.2
	Solid matter in 100 parts	14.639	7.7775	7.347	4.9406
	Temperature of water	50°	44.4°	45°	46°
	" " air		61.7	60	60°

For Advertisement see preceding page.

1875.

The Ottawa River Navigation Company

ROYAL MAIL LINE OF STEAMERS,

BETWEEN

MONTREAL & OTTAWA,

DAY LINE (Sundays excepted). NIGHT LINE (Sat. and Sun. excepted).

Steamer, Peerless (New, Iron). Steamer, Queen Victoria (Rebuilt 1873).

" Prince of Wales { (Rebuilt 1874). " Princess (New).

UPWARDS.

PASSENGERS by DAY BOAT for Ottawa, leave Bonaventure Depot by 7 A.M. Train for Lachine.

PASSENGERS by NIGHT BOAT leave by 5 P.M. Train for Lachine.

DOWNWARDS.

PASSENGERS by DAY BOATS leave Ottawa at 7 A.M., and by NIGHT BOATS at 5 P.M.

Night Steamers downwards, run the Lachine Rapids.

Baggage Checked Through. Meals and Staterooms Extra.

This Route is one of **the most Picturesque** in Canada.

MARKET STEAMER DAGMAR

Leaves Montreal for CARILLON, Wednesdays and Saturdays, at 6 A.M.

Freight taken for all parts of the Ottawa.

GENERAL OFFICE, 13 BONAVENTURE STREET.

FREIGHT OFFICE, 87 COMMON STREET.

Tickets, Single or Return, at Company's Office, or Grand Trunk Railway Ticket Offices.

R. W. SHEPHERD, *President.*

OTTAWA HOTEL,

MONTREAL.

C. S. BROWNE, J. Q. PERLEY,

PROPRIETORS.

This well-known and popular Hotel is situated on St. James Street, the principal business street in the city, and is near the Post Office, Banks, Theatre, and all the Public Buildings, and has ample accommodation for 400 Guests.

The OTTAWA HOTEL covers the entire space of ground running between St. James and Notre Dame Streets, and has two beautiful fronts. The house has been thoroughly REFITTED and FURNISHED, with every regard to comfort and luxury—has Hot and Cold Water, with Baths and Closets on each floor. The aim has been to make this the most UNEXCEPTIONABLE FIRST-CLASS HOTEL IN MONTREAL.

The Proprietors respectfully assure their patrons that no exertions will be spared to make this Hotel a comfortable home for the Travelling Public.

☞ Carriages, with attentive drivers, may be had at all times by application at the Office.

Coaches will also be found at the Railway Depot, and Steamboat Landings, on arrival of the several Trains and Steamers.

Montreal Telegraph Office in the House.

ST. LAWRENCE HALL,

St. James Street, Montreal.

F. GERIKEN, (*Successor to H. Hogan*). - PROPRIETOR.

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

The new Theatre Royal is directly in rear of the House, and several of the best boxes are regularly kept for the guests of this Hotel.

The St. Lawrence Hall has long been regarded as the most POPULAR AND FASHIONABLE HOTEL IN MONTREAL, and is patronized by Government on public occasions, including that of the visit of H.R.H THE PRINCE OF WALES AND SUITE, and that of HIS EXCELLENCY THE GOVERNOR GENERAL AND SUITE.

The Hotel has been considerably enlarged, so that in future the Proprietor hopes to be able to accommodate comfortably all who may favour him with their patronage.

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

The Proprietor having purchased Mr. Hogan's interest in the above Hotel would respectfully solicit a continuance of the liberal patronage enjoyed by him, and would add that, during the past winter, he has renovated and refurnished the Hotel throughout.

MONTREAL HOUSE,

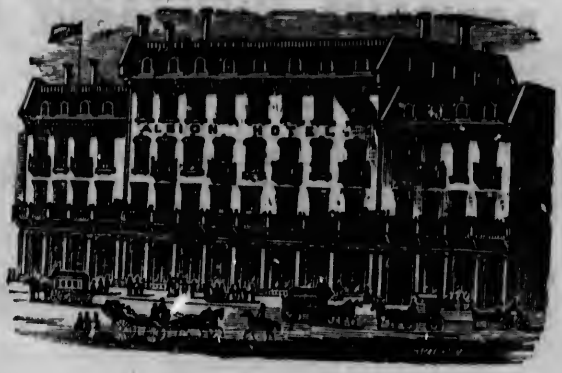
CUSTOM-HOUSE SQUARE,

MONTREAL,

DECKER & Co. - - - - - Proprietors.

THE MONTREAL HOUSE

Has a frontage of 180 feet on the Square, and commands the most interesting view of the River St. Lawrence, for miles above and below the Victoria Bridge. It is easy of access. Charges Moderate.



ALBION HOTEL,

McGILL AND ST. PAUL STREETS,

MONTREAL, CANADA,

HAS FOR TWENTY YEARS BEEN THE FAVORITE RESORT of the general travelling public of the United States, as well as of Canada, when visiting Montreal on business or pleasure. It is centrally located on McGill street, the great thoroughfare and commercial centre of the city, commanding a magnificent view of the River St. Lawrence, the Victoria Bridge on the left, and a full view of Victoria Square and Mount Royal on the right. The Hotel is furnished throughout in a superior manner, and everything arranged with a view to the comfort of guests. As one of the largest Hotels in the Dominion, having ample accommodation for 500 guests, while kept in first-class style, the charges will be moderate. The travelling community will consult their own interests by remembering the ALBION HOTEL when visiting Montreal.

DECKER, STEARNS & MURRAY, PROPRIETORS.

THE MODERN TURKISH BATH,

140 ST. MONIQUE STREET, - (Near Crystal Palace,)

MONTREAL.

This establishment, which has been so favorably known for the last five years, has been recently entirely rebuilt and remodelled, and is now one of the largest and most complete institutes of the kind on this Continent.

To the weary traveller or visitor to the City on business or pleasure the Bath has special claims. It will refresh, cleanse and impart new life as no other means can.

It promotes the healthful action of the skin, purifies the blood, equalizes the circulation, removes local and internal congestions, soothes and tranquilizes the system and rejuvenates the entire man.

Hygienic Medication; or, the Successful Treatment of Disease without Drugs

SPECIAL ATTENTION devoted to the treatment of chronic diseases.

THE SUN BATH. A complete Bath of the kind has been added to the Institute

THE SWEDISH MOVEMENT CURE includes the most recent improvements in apparatus worked by steam power.

THE HEALTH LIFE CURE, for general invigorations and developments.

THE HEALTH INSTITUTE, for the accommodation of patients who desire hygienic treatment or for others who may desire to live healthfully.

CIRCULARS ON APPLICATION.

PUBLIC BATHING HOURS.

GENTLEMEN, - - - - - - 6 to 8 A.M., and 2 to 9 P.M.

LADIES, except Monday and Saturday - - - 10 to 1 A.M.

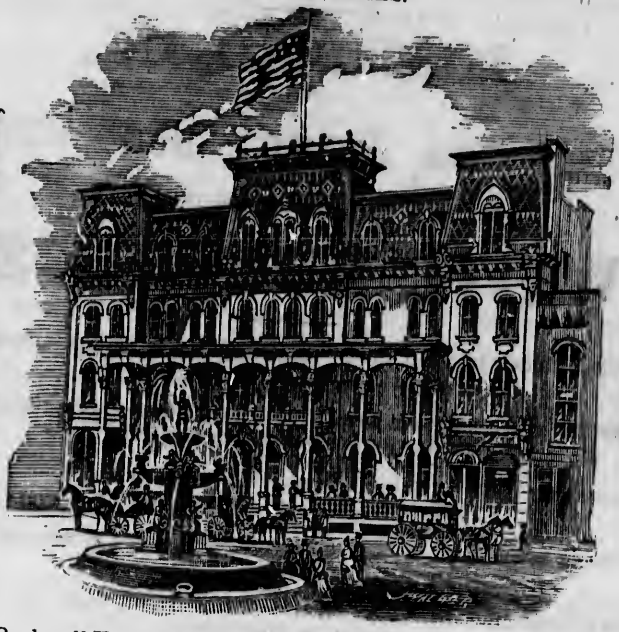
DAVID B. A. MACBEAN, M.D., Proprietor.

T

ROCKWELL HOUSE,

GLEN'S FALLS.

ROCKWELL BROTHERS,



PROPRIETORS.

The Rockwell House is a new Hotel thoroughly furnished, large, and well ventilated rooms, and possesses more of the atmosphere of home and its comforts than is usually found in a Hotel.

Glen's Falls is surrounded by so much of historical interest, and by such beautiful scenery, that it deserves, even (from a hurried traveller) more than a passing glance.

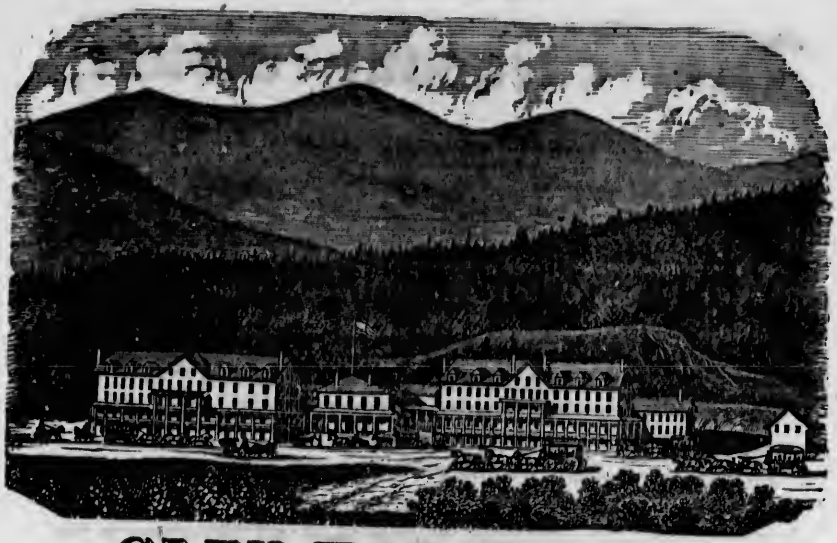
It is the central point around which are grouped the scenes of the "Last of the Mohicans," and the Falls and the Cave are within a few minutes walk of the Hotel.

Travellers reaching Glen's Falls by the morning train can *dine at Rockwell's* and, in the afternoon, drive to Lake George, 9 miles over a fine plank road. Or, if they arrive by the afternoon or evening train, *sup at Rockwell's*, secure a good night's rest, have a good *Breakfast* and take a delightful ride to Lake George. The road is very picturesque, passes through the gorge at French Mountain, the famous "Bloody Pond," "William's Monument," and "Old Fort Gage."

Those who purpose to leave Lake George in time to take the early morning train from Glen's Falls, will add very much to their comfort and pleasure by driving to the Rockwell House the afternoon or evening previous, they will thus secure a tranquil NIGHT'S REST and a good breakfast before starting on their journey, and so avoid *having to get up at 4 o'clock in the morning, ride 9 miles in a stage, and start on their journey without any Breakfast.*

TERMS :—$3.00 PER DAY. $14.00 TO $21.00 PER WEEK.

☞ A free omnibus runs from and to the House for every train.



GLEN HOUSE, N. H.

W. & C. R. MILLIKEN, - - - - - - - - *Proprietors.*

This widely known favorite Summer Resort will be re-opened June 17th, 1875. It is one of the largest summer resorts in the United States, elegantly furnished, and every room is lighted with Gas. This fine establishment occupies a most picturesque location in the beautiful Valley of the Peabody River, within a few rods of Mt. Washington Summit Carriage Road, (which is one of the best constructed Roads in the country)—the only House where its extensive Piazzas hold a front and grand commanding view from Base to Summit of Mts. Washington, Jefferson, Adams and Madison, head of Tuckerman Ravine and the Carter Range; forming the finest panorama to be obtained in the whole mountain region of New Hampshire.

The Summit (the buildings of which can be distinctly seen from the piazza of the Glen House), is reached one hour quicker than from any other House in the Mountains. Other drives of especial interest are to Glen Ellis Falls, Crystal Cascade, and the Imp.

The access to the Glen and Mt. Washington is unequalled by any other Mountain House, being only one day from New York via Boston, ten hours from Montreal and Quebec.

It is not only noted for the Beautiful Location—Drives—fine Band—excellent Table—large Rooms and Staging—which is equal to any in the United States, *but for the immediate relief it gives to the many who are afflicted with Catarrh and Hay Fever.*

Address until June 10th,

W. & C. R. MILLIKEN, Portland, Me.

After 10th June, Glen House, N.H.

The Rockingham House,

AT

PORTSMOUTH, N.H.,

IS not excelled by any Hotel in New England, for elegance and completeness in every Department. Is capable of accommodating from two to three hundred Guests. The Drawing Rooms, Dining Rooms and Halls are frescoed in the most expensive and tasteful manner.

Upon the walls are really works of art, and much admired by all who see them. This house has become very popular among summer travellers, as head quarters for visiting the numerous watering places in the immediate vicinity, among which is the Isle of Shoals, Rye, York, Hampton and Wells Beaches. Direct communication by rail to the White Mountains.

Its proprietor, Mr. FRANK W. HILTON, who has had much experience as a caterer, makes his Guests comfortable in every way while under his roof. The rooms are large, airy, and well furnished with good beds, and every thing for the convenience and comfort of guests.

THE PARK HOUSE.

The Park House is situated at the mouth of Lake Memphremagog, one of the largest bodies of fresh water in Canada East; four miles from Mount Orford, the highest mountain in Canada, from the top of which there can be twenty-three Lakes and rivers seen; also, a view of Montreal.

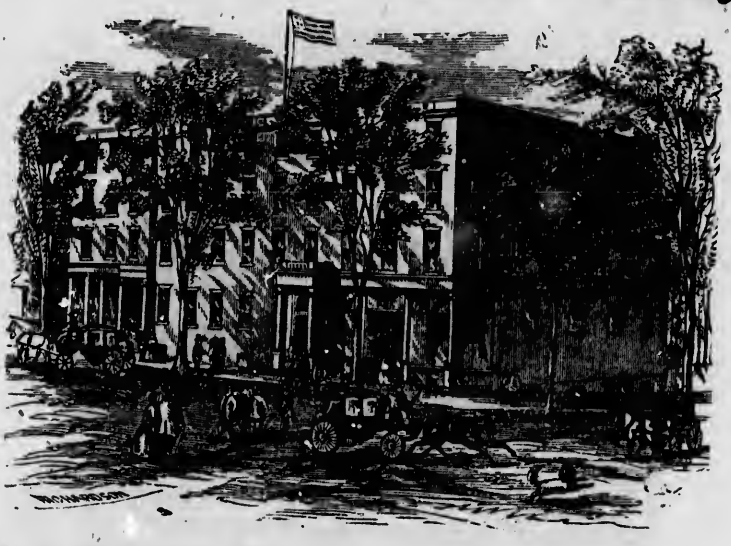
The House is one hundred feet by fifty; four storeys, with three very wide verandahs, from which a splendid view can be had. The Lake abounds with fish of various kinds, while the small streams afford plenty of speckled trout, giving the angler rare sport.

The House will be renovated and ready for visitors on the tenth of June, and to make it within the reach of all the price will only be $1.00 to $1.25 per day.

Horses and Carriages or Boats can be had on application to the Clerk, or

HUBBARD & JEMERSON, Managers.

PREBLE HOUSE,



M. S. GIBSON & Co., - - Proprietors.

The subscribers desire to call the attention of the travelling public to the re-opening, after thorough repair, of this long established and popular Hotel. The house has been refurnished and thoroughly repaired, painted and frescoed throughout, and every arrangement made which will contribute to the comfort and convenience of its guests.

The Preble House has many advantages, it being situated at the corner of Congress and Preble Streets; it is unrivalled in its not only pleasant location, but convenient to the Street Cars, Public Buildings, Business, and other portions of the city.

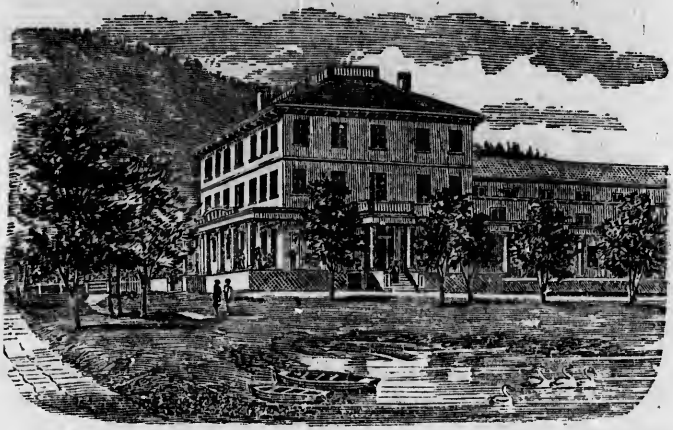
With a house surpassed by none in the State, and with close attention to the wants of our guests, we hope to receive a share of the public patronage.

M. S. GIBSON. **GEO. WATERHOUSE.**

Lake Dunmore House,

SALISBURY, VT.

E. P. HITCHCOCK, - - - Proprietor.



THIS LARGE and WELL-KEPT HOTEL is situated on a grassy lawn of several acres in extent, near the northerly end of Lake Dunmore. It commands extensive views of the charming scenery of the locality. Its internal arrangements are in every way calculated to promote the comfort of those favoring the proprietor with their patronage.