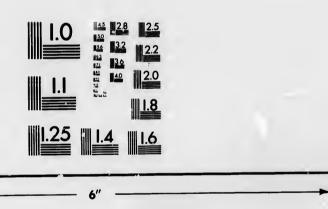


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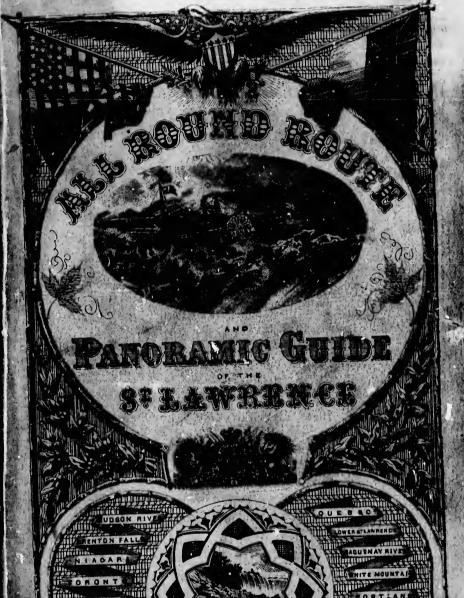
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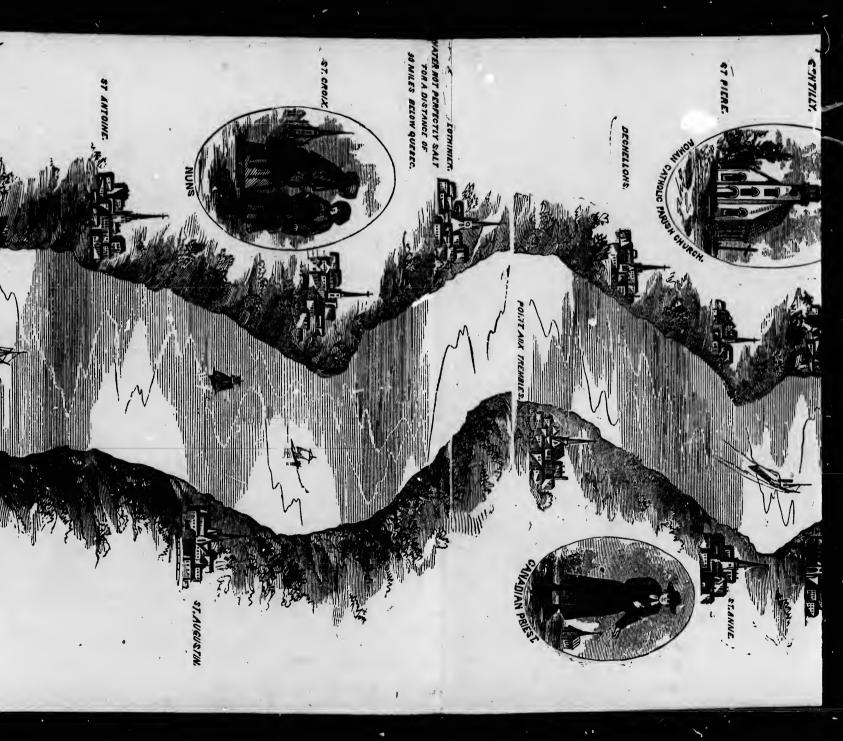
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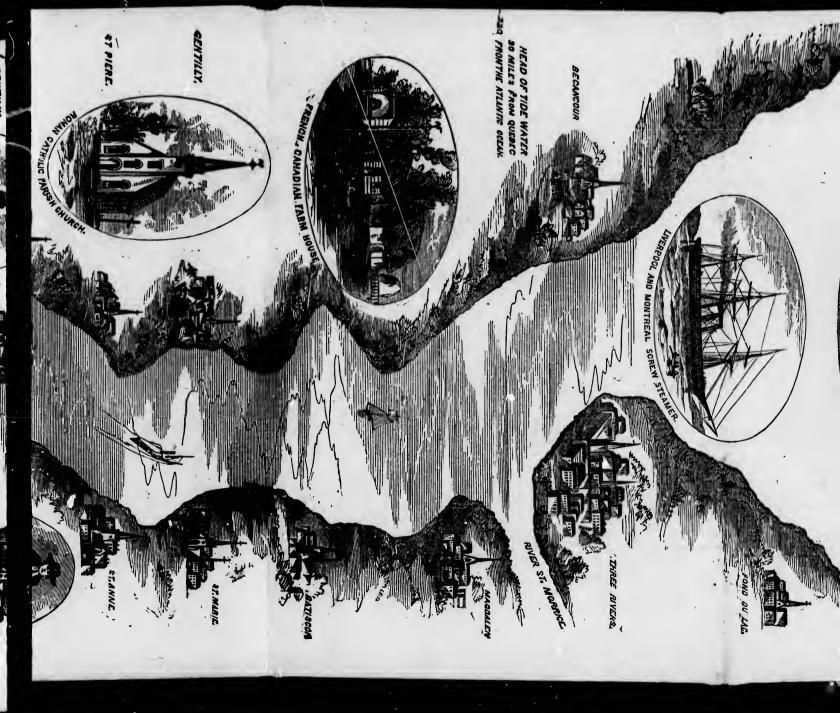
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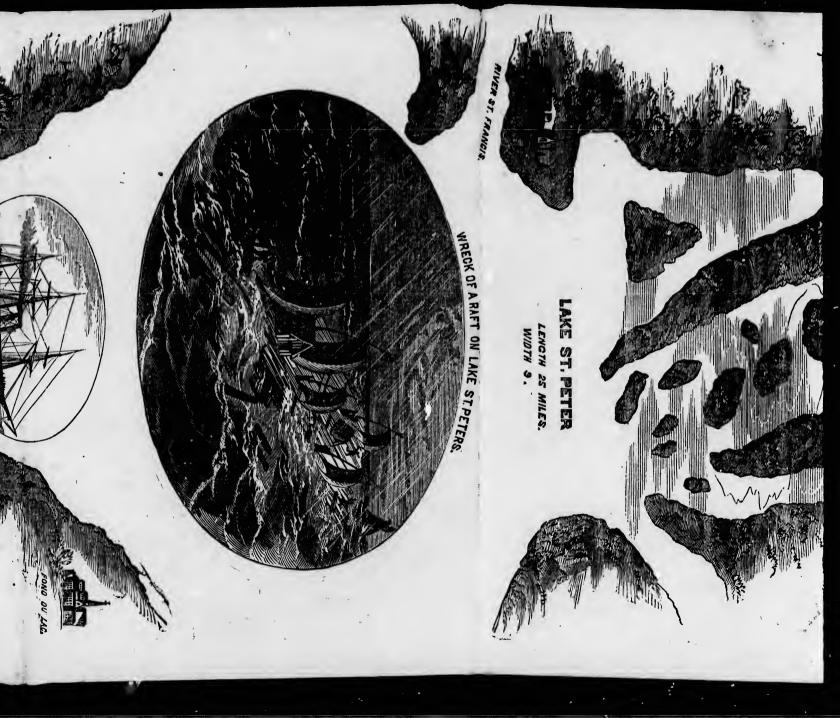
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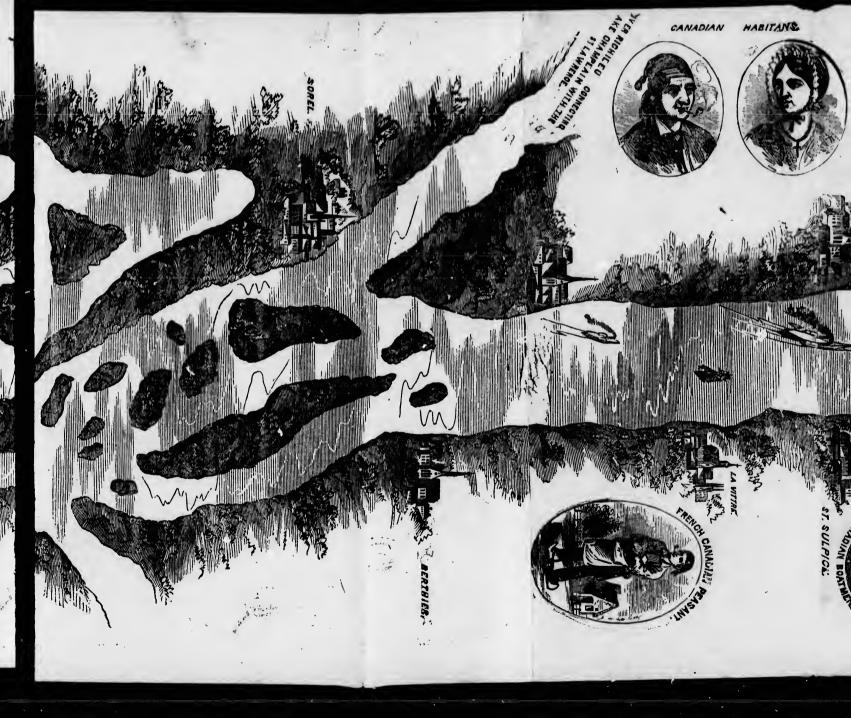


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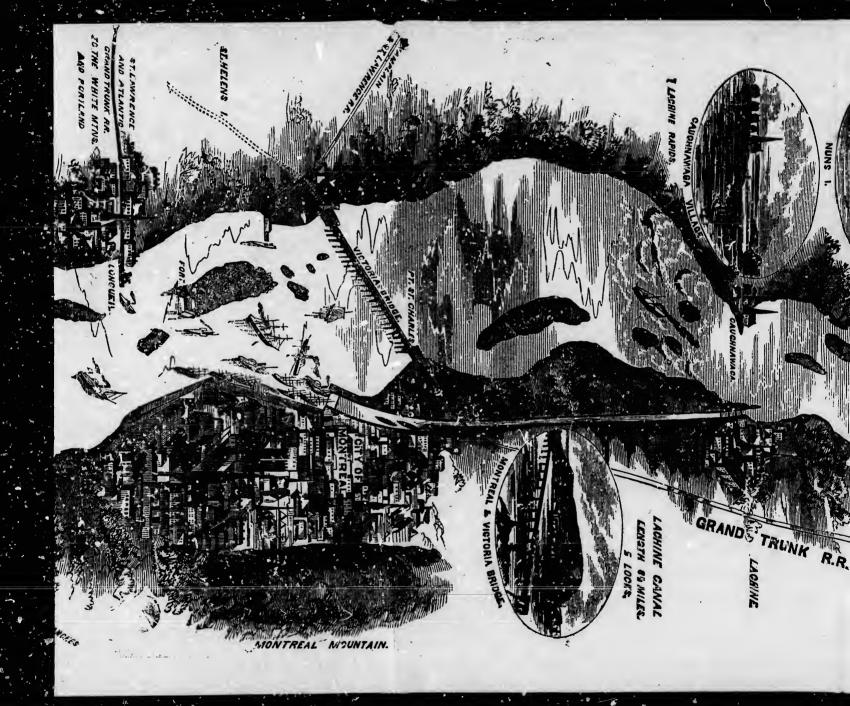






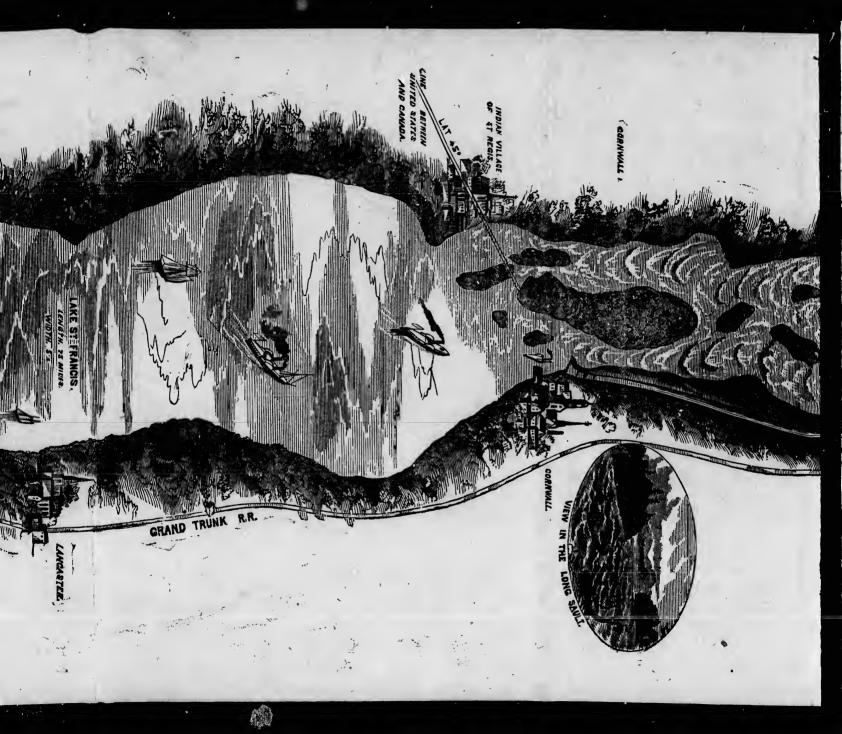


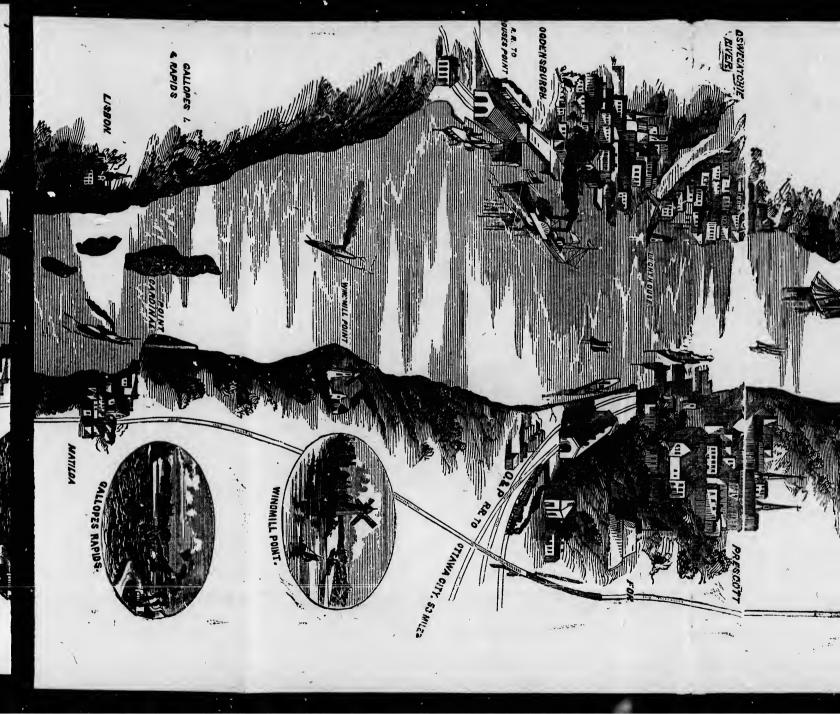




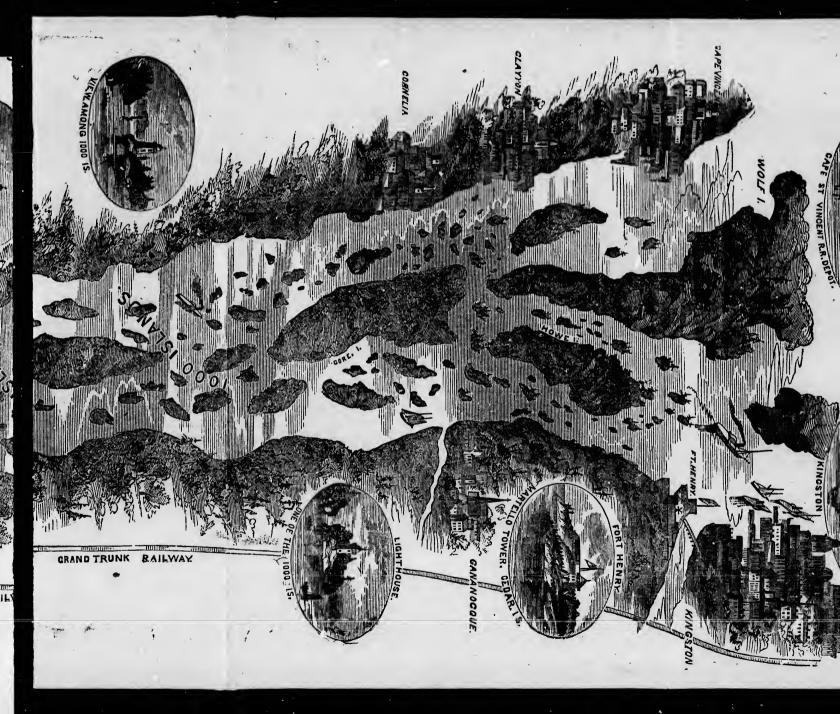
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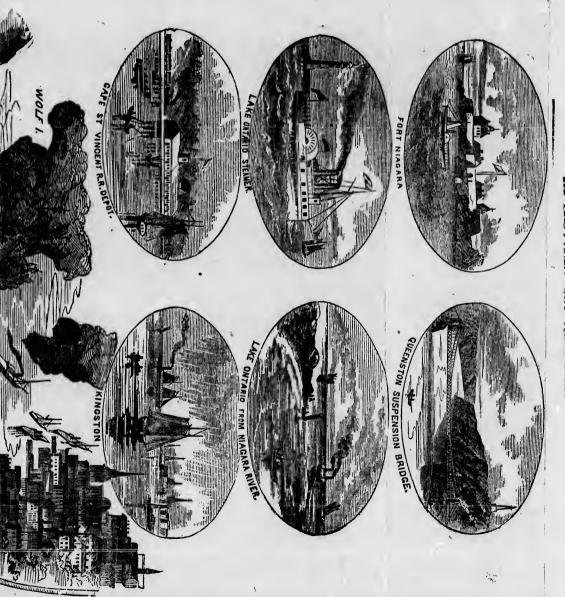


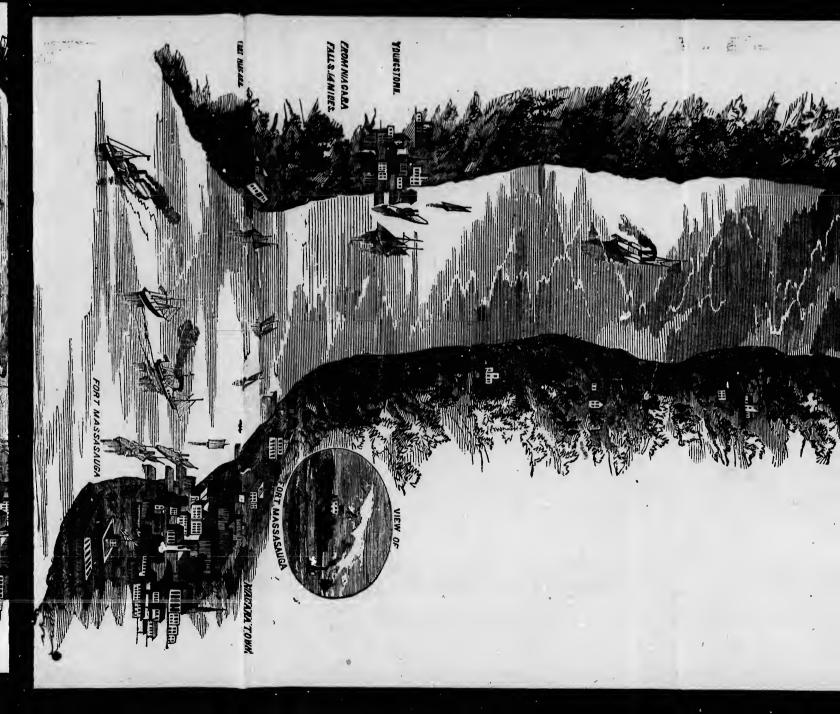


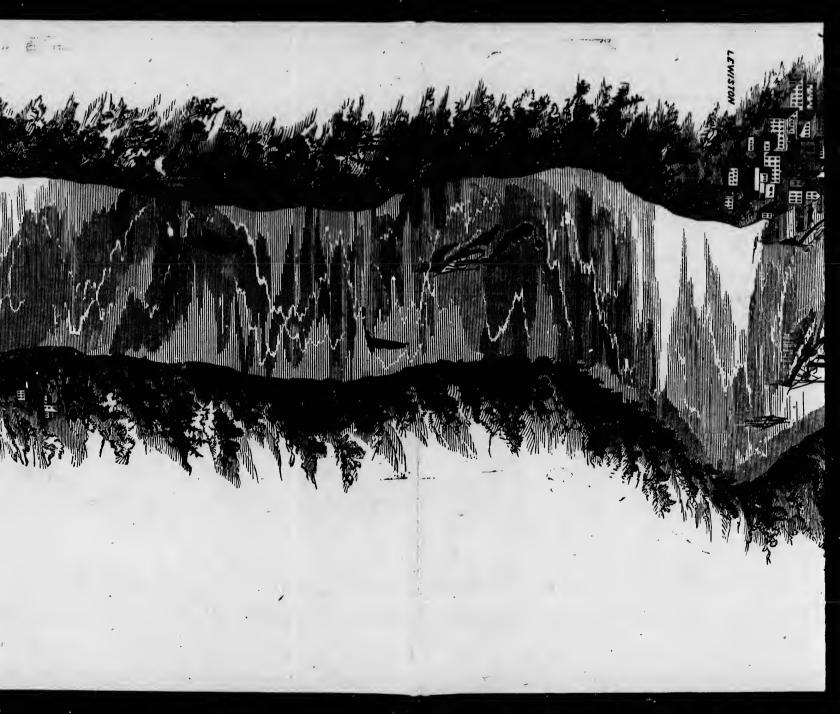


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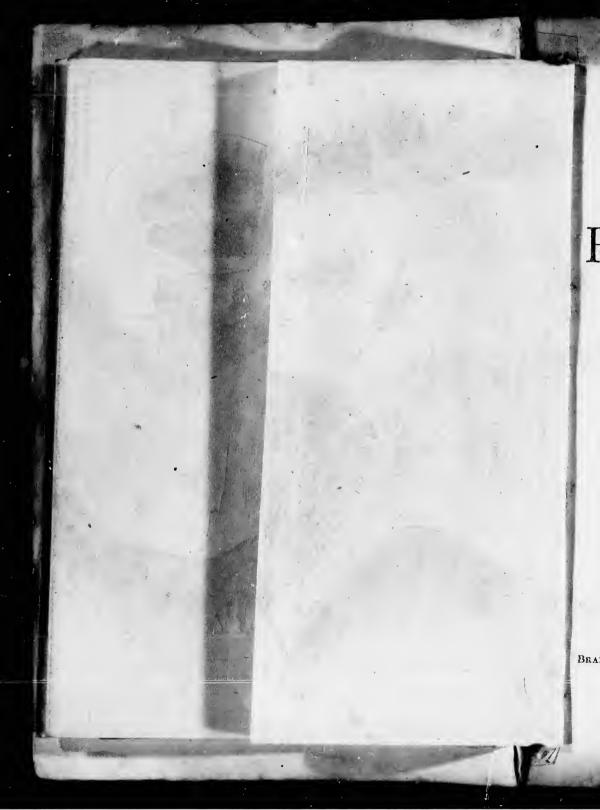












CHISHOLM'S ALL ROUND ROUTE

AND

PANORAMIC GUIDE

OF THE

ST. LAWRENCE:

THE HUDSON RIVER; SARATOGA; TRENTON FALLS; NIAGARA;
TORONTO; THOUSAND ISLANDS, AND THE RIVER ST. LAWRENCE; OTTAWA; MONTREAL; QUEBEC; THE
LOWER ST. LAWRENCE AND THE SAGUENAY
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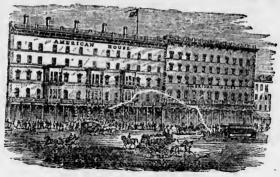
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RAILROAD GENERAL NEWS AGENTS.

BRANCHES AT BOSTON, MASS.; PORTLAND, MAINE; PORT HURON, MICH.; TORONTO, ONT.; AND ST. JOHN, N.B.

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THIS WELL KNOWN

FIRST-CLASS HOTEL

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Largest in New England,

AND OFFEDS me

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Superior Accommodations.

It is centrally located, convenient to Railway Offices and Places of Amusement, contains all modern improvements:—

Suites and Single Apartments, with Bathing and Water-conveniences adjoining, Tuft's Improved Passenger Elevator, Billiard Halls, Telegraph Office and Cafe, and is noted throughout the States for its cleanliness and comfort.

The Vertical Railway, at the service of Guests from 6.30 a.m. till midnight, makes all rooms easily accessible, and the apartments with Bathing Conveniences are particularly desirable for Families and Summer Travellers.

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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.

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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.



This Hotel, which for many years has enjoyed an enviable reputation for beauty of location, healthfulness of surroundings, strict attention to the wants, and close application to the interests of its guests, and for all that constitutes a strictly first class place of resort, has been refurnished and put in complete order in anticipation of a continuance and increase of the liberal patronage which has in the past been bestowed on its present managers.

The CLIFTON being NEARER THE FALLS THAN ANY OTHER

HOTEL, and

THE ONLY HOTEL FROM THE PARLORS AND BALCONIES OF WHICH A FULL AND UNINTERRUPTED VIEW OF THE RAPIDS AND FALLS MAY BE OBTAINED,

is thus rendered at once the most convenient and most desirable resort for Pleasure-seekers and Tourists at Niagara. The terms for

THREE DOLLARS AND FIFTY CENTS PER DAY.

UNITED STATES FUNDS.

Parties remaining a week or more

TWENTY DOLLARS PER WEEK,

being much less than prices on American side, a fact which alone commends the Clifton to public attention. For families who desire to remain by the month or season, special arrangements will be made and liberal inducements offered.

Connected with the CLIFTON are cottages, built expressly to accommodate families who prefer the quiet of a home to the excitement of active hotel life. There are also connected with this Hotel

A SPACIOUS LAWN AND A PLAY-GROUND,

for children, well shaded with trees, and lighted at night with gas. On the premises are BOWLING-ALLEYS, BILLIARD-ROOMS, etc., etc. A SUPERIOR BAND OF MUSIC will be in attendance during the season to enliven the Lawn and Ball-room.

Passengers for the CLIFTON who may arrive at the Falls by either the Erie or New York Central Railways, will always find at the Station our porters and stages to convey them to the Hotel-a

Parties wishing further information, rooms, or rates of board, will please address

COLBURN & McOMBER, NIACARA FALLS, N.Y.

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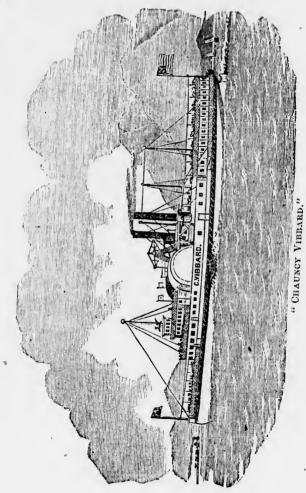
OF THE

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 "Chauncey Vibbard" and "Daniel Drew," of the Day-line of Steamers. 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. The



People's Line of Steamers, the "St. John" and "Drew," are equally fine boats, and in their appointments, are not excelled by any steamers in the world. One of these magnificent steamers leaves foot of Canal street at 6 p.m. and passes the beautiful scenery of the Palisades before dark, arriving at Albany by 6 a.m. The day steamers leave the wharf at Desbrosses street every morning, calling at the foot of 34th 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 sturesque, as their close proximity to that great city is daily travelling onwards would make one imagine that their rural beauty; but this is 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.

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 Giants 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 Hud-Two miles higher up, we come to the son River Railway. 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 Saw mill 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

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ng k, w a e 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 Tappau, 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

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.

posite Half-way between Invington and Taraytown, and quite ed enelose 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 a thousand persons, the buildings having from time to time been increased, as more room was needed.

> 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 up 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

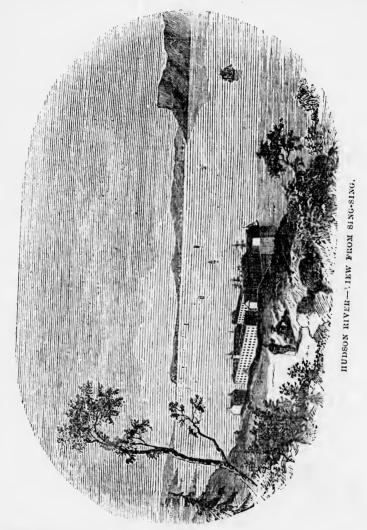
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est to ve ne top, and six feet three inches at the bottom, the side walls being eight feet five inches high. A few more miles travel-



ling takes us past the small village of Haverstraw, which gives its name to the lovely bay, and then past a limestone

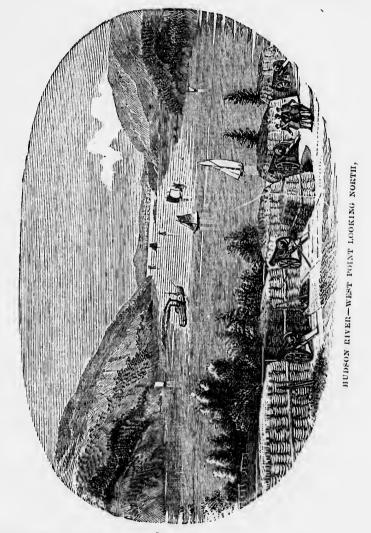
walls avelquarry, extending along the bank for more than half-a-mile, and two hundred feet in height, and which must prove, from the number of men we can see employed in it, a very profitable speculation. Two miles further on, on the western side of the river, is Grassy Point, a small village where bricks 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 CALD-WELL'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 unequalled 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 Dun-DERBERG 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 fect. 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

ALL ROUND ROUTE AND PANORAMIC GUIDE.

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

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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 be peak accommodation, or they may find themselves disappointed on their arrival.

One mile more brings us to "West Point" itself, the most levely of all the levely 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. 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 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 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 Windson. 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 gazing at 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. The brewery of Mr. Beveridge is situated here, where ales are made which are known all over the country, and on a hot day, are considered a most acceptable "beverage." Among the large buildings is an extensive flannel factory, in which a very large number of hands are daily emplement.

ployed.

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 loss 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 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 Hamburg, lying at the mouth of Wappinger Creek, which is

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ent nts sh, all 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



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

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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 comfortablelooking 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, and 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. It was formerly 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. keepsie 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 Elleboge," 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.

still, , and side. river 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 partly 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. Opposito 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 large platform, three thousand eight hundred feet above the level of the river, and can easily accommodate from two to three hundred guests. The view from this spot is of a most extensive character, and embraces a region of about ten thousand square miles in extent, portions even of Vermont, Massachussetts, 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, and we cannot do better than quote, and, what is more, endorse, a paragraph which we find in "Miller's Guide to the Hudson River," and to which book we are indebted for much valuable and interesting information with regard to this locality:—

"The odious showman spirit that spoils so many attractive places the world over, has entered here, and turns the Falls on or off according to the amount of sixpences forthcoming from lovers of what, considering the small-ness of the stream when at its best, may be called pitcher-esque. But the Clove, or Cleft, down which the stream rnns to the Hudson, is really wild and savage, and roman-tic enough for the most ardent lover of such rough scenery. These Falls are the outlets of two ponds far up the mountain, united and leaping down a perpendicular rock in two falls, one of one hundred and eighty feet, and another of eighty feet in height, and emptying through the Cove, a deep chasm, into the plain below."

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f. is 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 twentythree 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 so evident in all the villages of this most peculiar of all religious societies, that it is not remarkable to hear that at the census of 1860 the Shakers were discovered to number from six to seven thousand, and at the present day they count considerably more. 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 satisfactorily from the deck of our steamer, we will presume our readers will not attempt the passage, but continue with us for the next

thirty miles of our trip to Albany.

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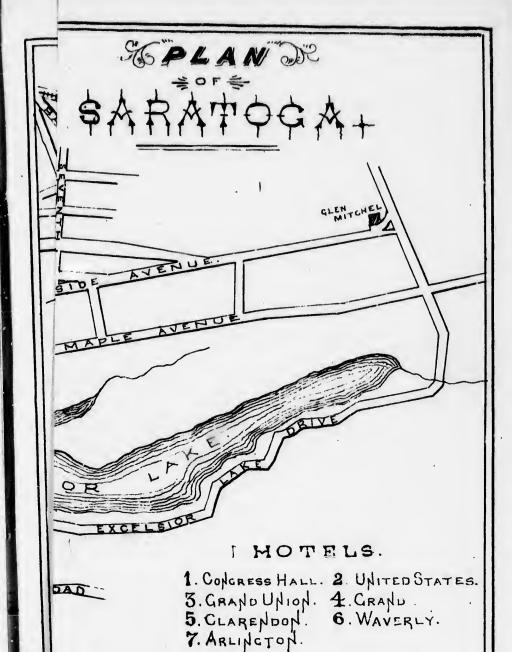
The light-house seen on the western side of the river on FOUR MILE POINT, (that distance from Hudson) marks the head of navigation for ships. About a mile higher up, on the same side, is Coxsackie Village, the older portion is called Coxsackie street, and lies on a large plain about a mile back from the river. New Baltimore and Coeyman's are two smaller settlements north of Coxsackie, with Schodack LANDING immediately on the other side, whilst four miles higher up is Castleton. Here the well known sand-bar, called the Overslaugh, is situated, a spot that has proved fatal to more steamboats and other vessels than any known place on the continent. The country just around here is flat, though 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 which spans the river immediately opposite the city, seems to bar any further progress in our floating palace.

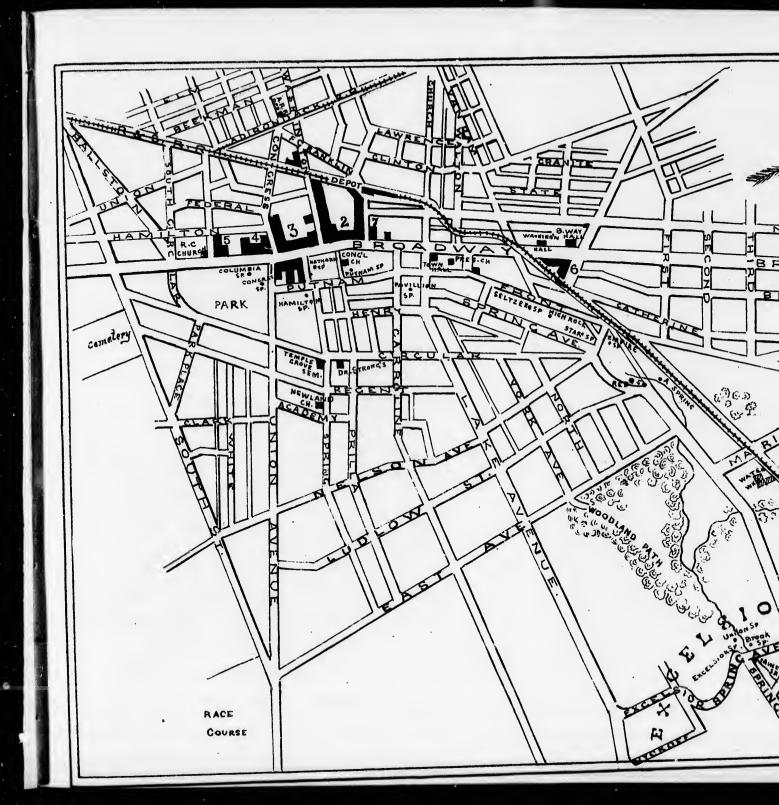
Some of our tourists may desire to visit the celebrated and fashionable Saratoga Springs, whose summer scenes of gaiety and pleasure, and the medicinal qualities of the waters of its numerous Mineral Springs have gained for it a reputation almost unequalled. We shall therefore continue the duties as chaperone, 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 relies 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 Mansion House (J. W. Stearns, proprietor) on Washington Square, 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 Saràtoga is cosmopolitan. The ladies have here ample opportunity for the display of their peculiar charms and graces. The sporting gentleman finds opportunity of gratifying his peculiar tastes, the philosopher may study human nature in all its phases, and the invalid may oft times find that most precious of all gems, perfect health. In fact, to all classes, Saratoga offers some pleasure suited to their peculiar desires.

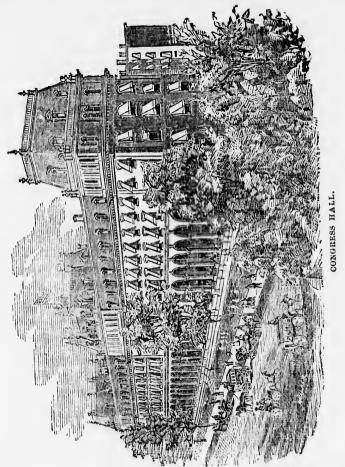






ou th pl But laying aside our moralizing we shall proceed to make our choice from the many fine hotels of which Saratoga boasts.

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, there-



fore, mention the principal hotels, some of which are not excelled in any city in the world.

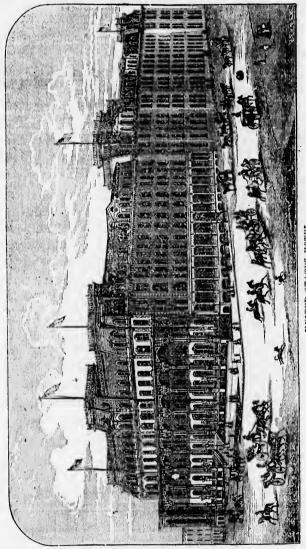
Congress Hall, situated on Broadway, extends from Spring to Congress Street. It has a frontage of 416 feet on

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

It contains 768 sleeping rooms, finished and furnished in the latest style, with gas, running water, and other conveniences. 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 ha's 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 lounging ground, containing



three acres tastefully laid out and completely shaded. The furniture was manufactured by the celebrated Boston House

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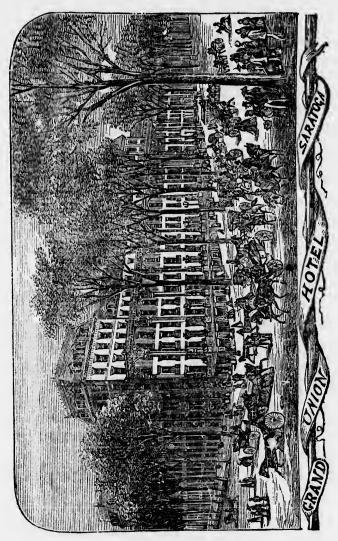
of Beal & Hooper, of Haymarket Square; the silver came from the Taunton Silver Works; the glass was made by the American Glass Company, of Cambridge; the carpets from A. T. Stewart & Co., of New York; the crockery from Tucker & Crawford, of Albany; and the elevators are made The proprietors of this by the Tufts Company of Boston. magnificent hotel are Ainsworth, Tompkins, Perry & Co., consisting of Seymour Ainsworth, of Saratoga; H. Tompkins, formerly of the old United States Hotel; John L. Perry, jun., of Saratoga; William B. Gage, jun., for many years the skilful and correct cashier of the Fifth Avenue Hotel, New York; L. H. Janvrins, also late of the Fifth Avenue Hotel; and Major Wm. D. Field, formerly of old U.S. Hotel, and late of the Delevan Hotel, at Albany. Major Field has charge of the office and room department of the house; Mr. Gage controls the books and eash; L. H. Janvrins acts as steward; Mr. Tompkins, general manager and director. The responsible working force, therefore, devolves upon Messrs. Tompkins, Field, Gage and L. H. Janvrins. The chief cook is Mons. C. Roux, a celebrated artist from New York, who has not a superior in the country. the house is in full operation, the necessities of all departments demand the employment of five hundred servants. Professor Stubb's 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 com-

fort, welfare and pleasure of all its guests.

GRAND UNION HOTEL is one of the great houses of Saratoga. 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 prodi-



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gious size, and the office is most perfect in arrangement. This monster hotel has of piazzas, in length over 1 mile; halls,

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two miles; carpets, 10 acres; number of rooms, 800; and possesses every eonceivable 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, Pureell & 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 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 The proprietors, Messrs. will find reasonable terms. Roberts & Riggs, have had large experience, and every attention is paid to their guests.

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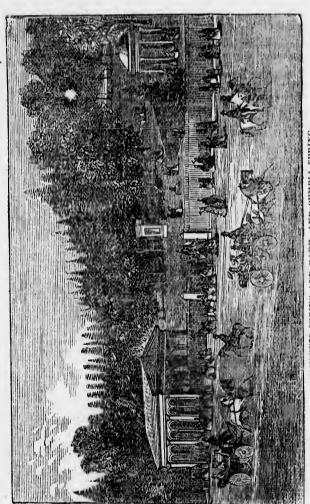
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The Arlington House, under the able management of Messrs. Campbell & Shaw, also merits the attention of tourists. This Hotel, as also the Waverly just noticed, are open throughout the whole year, and are well patronized.

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

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



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

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 deeay.

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This celebrated spring was visited by Sir Wm. Johnson in 1767. He was then residing in Johnston 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 and returned home on foot. Our illustration represents this eventful visit.

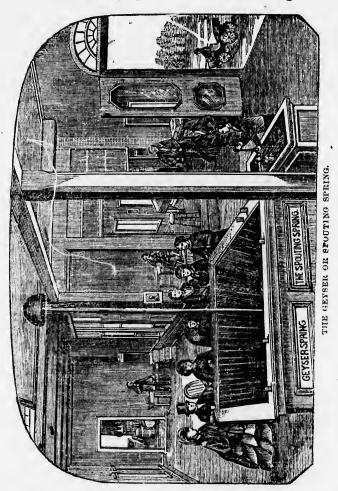
The Geyser or Spouting Spring is situated about a mile and a half from the village. It was discovered in 1870. Appearances of a spring in the vicinity led to the sinking of a shaft through solid rock 140 feet deep, when the waters burst forth and spouted a considerable distance from the surface. The water is exceedingly cold, being only 14 degrees above the freezing point. In 1872 the Glacier Spring 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.

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



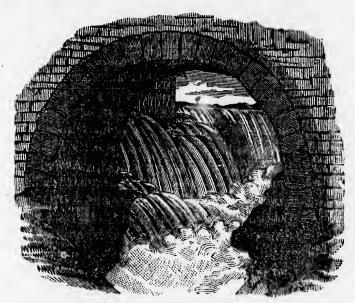
other. Visits to the Indian camp or to the battle grounds of Saratoga and Stillwater are also pleasant features. Willing though we may be to linger amidst these pleasant scenes,

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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.

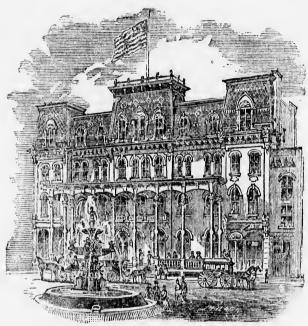


GLEN'S FALLS FROM BELOW THE BRIDGE.

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 Rockwell

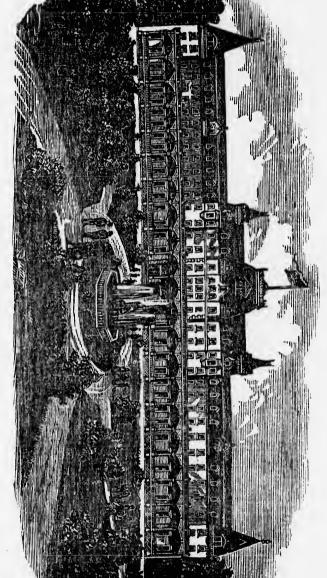


ROCKWELL HOUSE.

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 tinest 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.

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tion of 320 feet above the sea. It is 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 re-The furniture and all the appurtenances gardless of expense. 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 G. T. Roessle & Son. whose names are famillar 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 number of arrivals by each steamer. In connection with the hotel are ten pin alleys, shooting galleries, croquet grounds

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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 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.

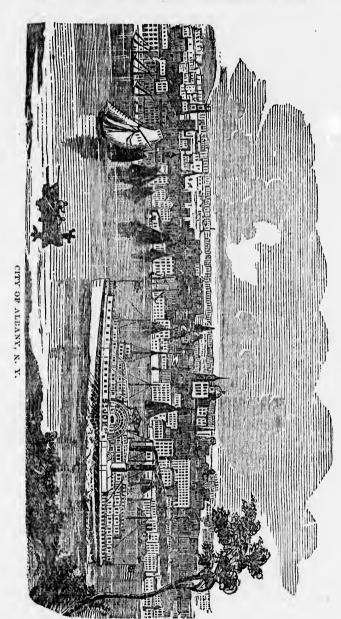
ALBANY.

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, now in course of erection, 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 comfortably 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. forming the Trenton Falls is called the West Canada Creek, but as this name is not cuphonious the Falls have been named after the town, or parish in which they are situated. is no one special cataract at Trenton which in itself is preeminently grand or beautiful. It is more the position, form and rapidity of the river which give 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.

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 further 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 couches, with which it is well provided, as well as the grand and picturesque scenery through which the road 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 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

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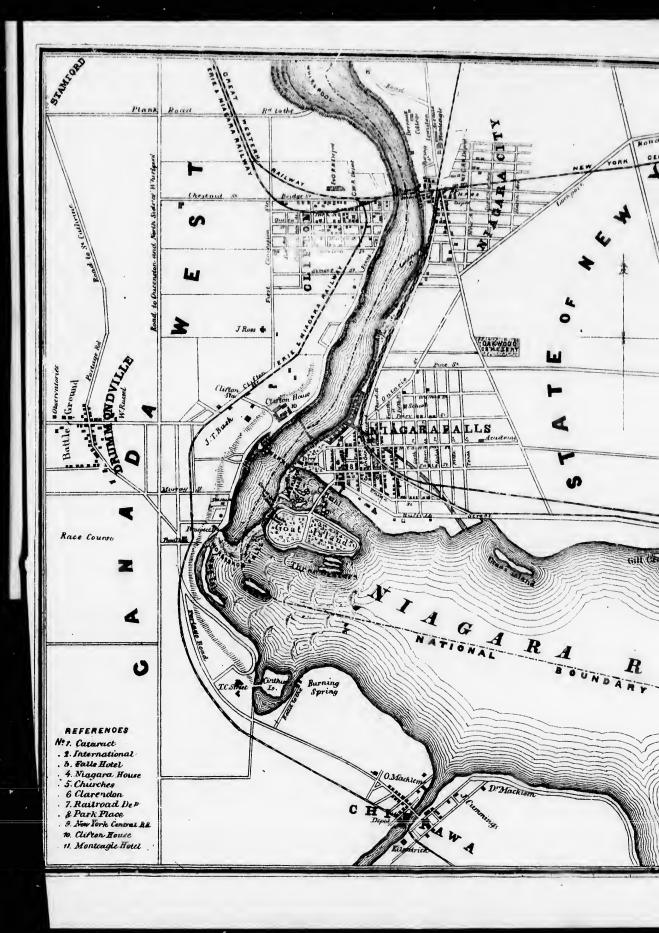
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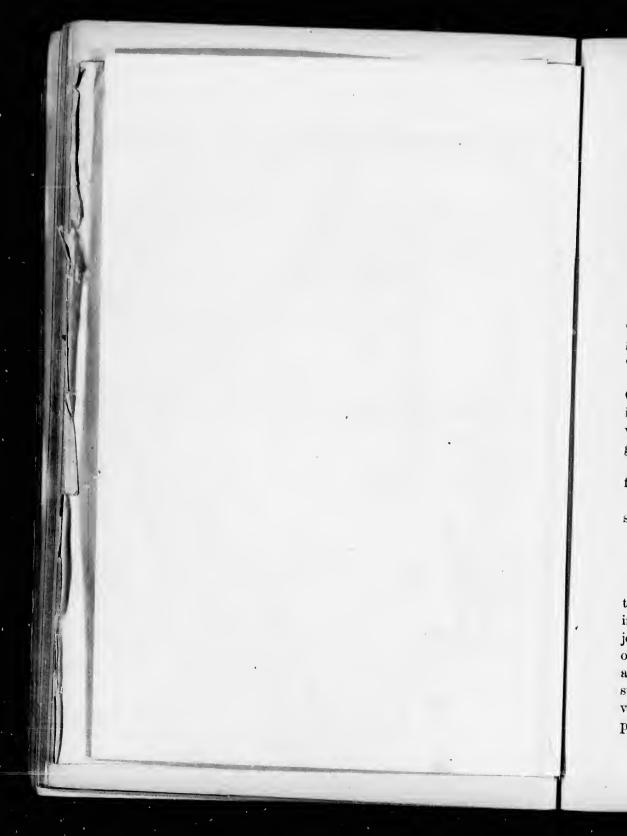
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from the top of the Bridge to the bottom of the Falls 302 feet. At the Middle Falls—one quarter of a mile beyond—the water dashes in an unbroken sheet into a chasm 110 feet in depth, bounded on either side by perpendicular ledges. The action of the 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 Genesce 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. 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 Eridge is supported by four cables each composed of 8000 wires and measuring $9\frac{1}{2}$ 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 millon dollars. It is constructed for the joint purposes of road and pedestrian traffie, 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 cataract, 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? Theroaring 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

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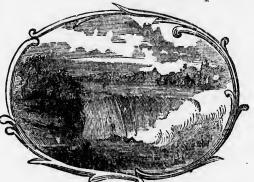
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HORSE SHOE FALL.

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



THE RAPIDS.

to suggest that' goats only could find a comfortable footing. 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.

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 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 onger 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 termina-

tion. 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

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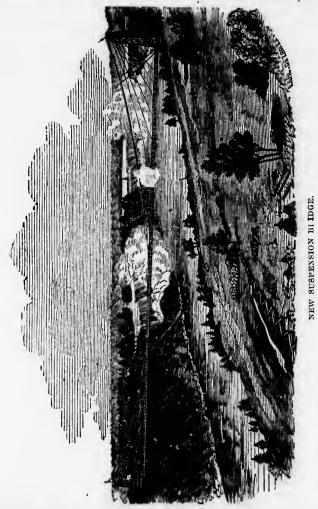
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beautiful banks from 150 to 250 feet perpendicular, presents a view never before enjoyed by visitors to this wonderfully beautiful resort.

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.

CAVE OF THE WINDS.



ENTRANCE TO THE CAVE CE

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 cornected with this locality.

The scene within the cave is one of inconceivable grandeur. Conversation is impossible, the mighty entaract assert-

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TABLE ROCK-RIAGARA FALLS.

ing 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



THE WHIRLPOOL.

its scenery. The river here turns abruptly to the right, forming an elbow, and as waters rush against the opposite banks, a whirlpool is formed which logs and often bodies have been known to float many days.

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 swung 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 hazardous 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 eareers 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 eraft, 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 reseued 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 safety, he steered with the remaining oar for the head of Goat Island, but failing to strike that, she was bearing wiftly 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

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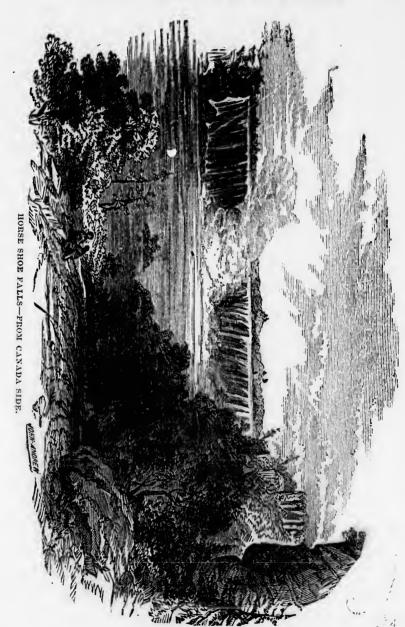
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countenance and person made his appearance at Niagara. It was at first conjectured that he was an artist, a large portfolio, with books and musical instruments, being among his baggage. He was deeply impressed with the majesty and sublimity of the 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 aequainted with its beauties. At the end of that period he was still unable to tear himself away, and desired to "build there a tabernaele," 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 peculiarities 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 ease 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 woodblazed upon the hearth, and he beguiled the long hours of evening by reading and music. It was strange to hear in such solitude, the longdrawn, 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 thurder of the never slumbering torrent. Though the world of lytters 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 moroseness. On the contrary, he showed kindness to even the humblest animal. Birds instinctively learn I 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 Scrappin 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

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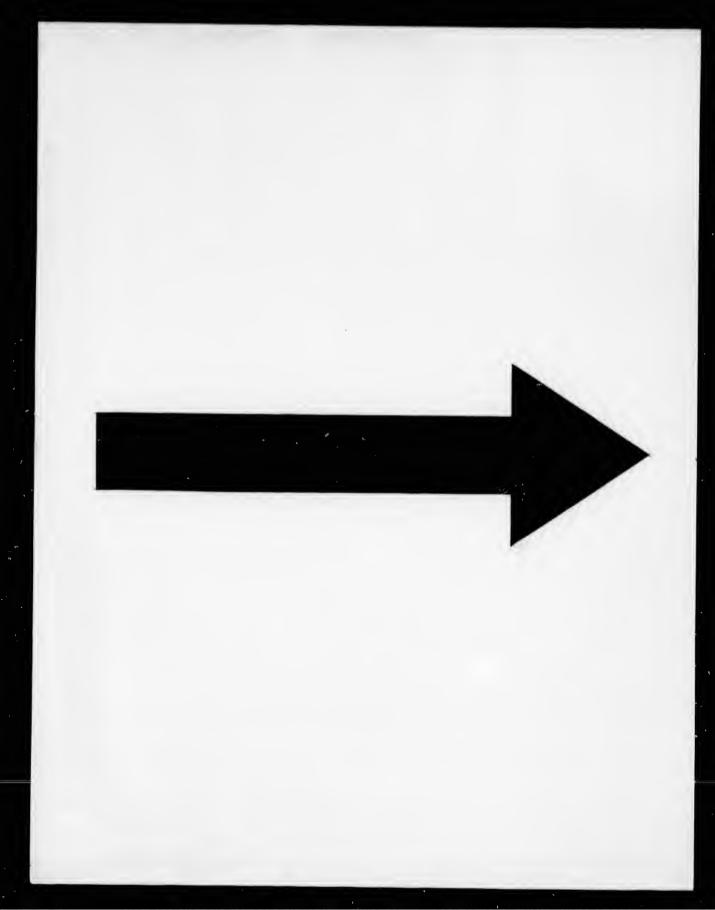
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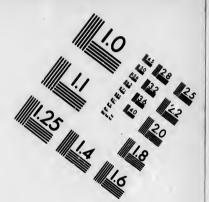
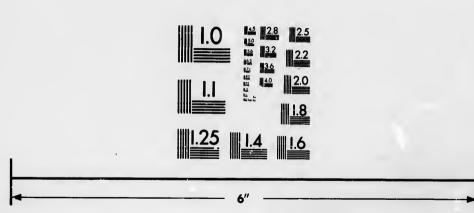


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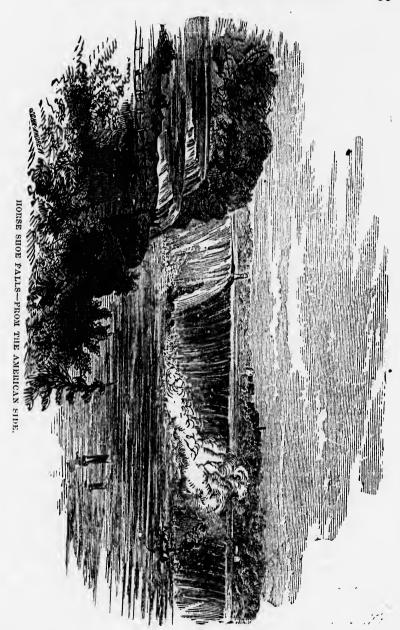
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below being exceedingly great. In the course of their search, they passed on to the Whirlpool. There, amid those boiling eddies, was the body, making fearful and rapid gyrations upon the face of the black waters. At some point of suction it suddenly 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 maniae 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-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 ciergyman, 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 addi-



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tional light upon the obscurity in which he had 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 in 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 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 similiar to that of the great Falls. The Rapids here descend fifty-one feet in $\frac{3}{4}$ of a mile, and they are one of the prominent features of Niagara.

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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

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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."

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 marvellous 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 which 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 the 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

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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. 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 from Suspension Bridge through a pleasant country, over the Great Western Railway, will bring the tourist to the town 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. This city, like most of those in the West, has its principal streets running at right angles, and strangers are at no loss to find their way about. It contains some exceedingly fine buildings, parks and streets. As regards hotel accommodation, we can recommend the "Russell" House on Woodward Avenue, as a first-class hotel, or the "Biddle" House, on Jefferson Avenue, both containing all the modern improvements, with every comfort required by the most fastidious. 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."

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 of the West; 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 Miehigan Central Road was opened to Kalamazoo, 143 miles from Detroit, February 1st, 1846. The Road was open to Miehigan 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 Chieago 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. 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 three years ago the city was almost laid in ashes, it has not only reached its former proportions, but even eclipses what it orginally was, in fine buildings and architectural beauty. Its business men are a truly live people, and are not to be discouraged.

We would advise tourists to obtain a guide giving particulars of the great fire.

In returning to the East, if our tourist will 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

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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 cause 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 Canal. 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 bridge, and is asso ciated 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 car-



QUEENSTON SUSPENSION BRIDGE.

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ried 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. Monument here shown 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, The whole edifice is one hundred and eighty-five feet high. On the sub-base, which is forty feet square and thirty 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 Corinhian capital, ten feet high, on which is wrought, in relief,



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BROCK'S MONUMENT.

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 placed a colossal statue of General Brock.

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 erossing to the American shore, and embark on board the "City Toronto" here.

NIAGARA.

This is one of the oldest towns in Ontario, and was for



FORT MASSASAUGA.

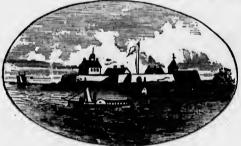
merly the eapital of the Province. It is situated where the old town of Newark stood, and is opposite to Youngstown. It faces the river on one side and Lake Ontario on the other. The trade of this place has

been largely diverted to St. Catherines, 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



FORT NIAGARA

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.

Within the last few years, important repairs have been 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

OLLINGWOOD

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

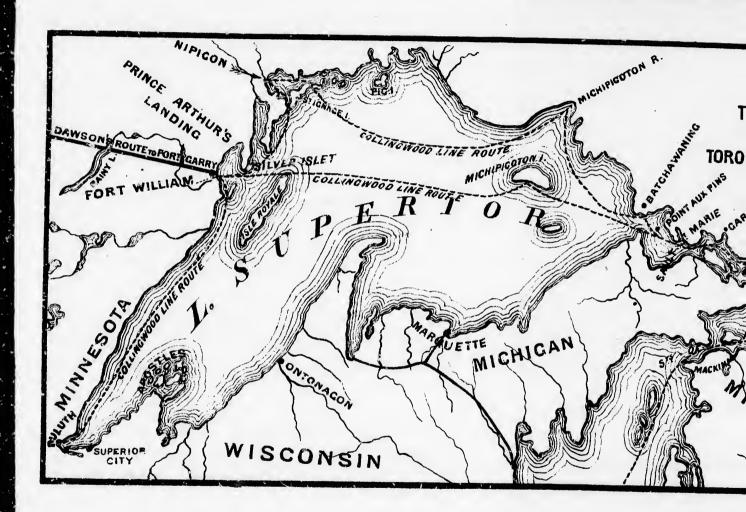
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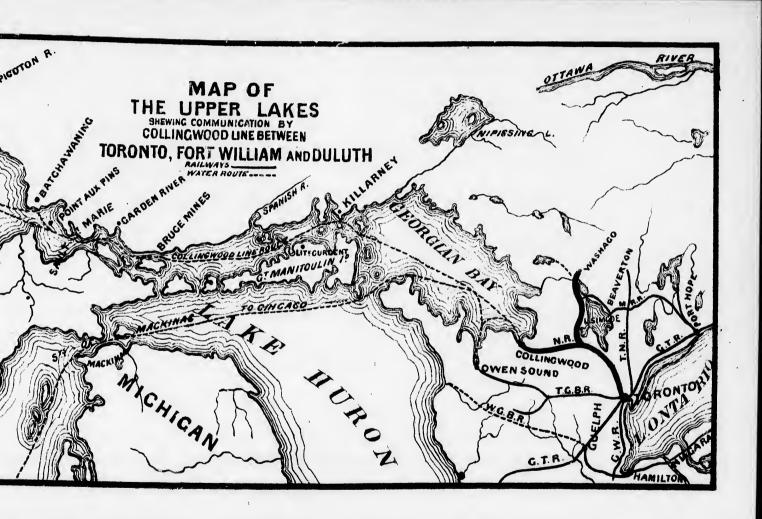
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Hotel, Toronto) is open for guests during the summer season.

which the French garrison surrendered to Sir William Johnson, who succeeded to the command of the English.

season.

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, built upon the banks of Burlington Bay at the head of Lake Ontario. It is the head-quarters 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.

Its banks and many of its churches (24 in number) are handsome structures. It has also a Female College (Wesleyan) and a number of extensive manufactories.

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 new Rossin House on the corner of King and York Streets. Between these we leave our tourists to chose for themselves, confidently stating that at either house they will be well cared for.

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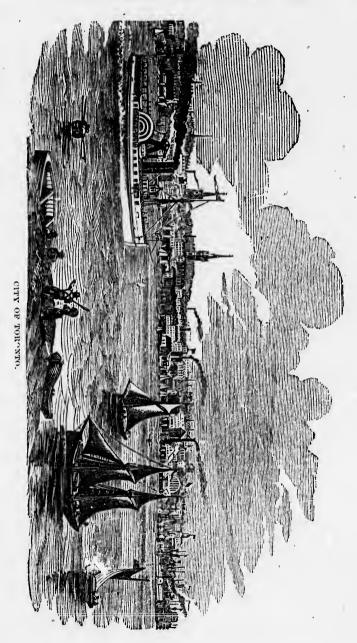
Toronto was formerly called York, but once more resumed its original Indian name in 1834. Its streets are broad and well laid out, and the City generally is built of a light colored brick, of a soft pleasing tint. Its public buildings are very substantial, and many of them beautiful. It is the seat of 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, 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,"

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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.

The position of the hotel is one of extreme beauty, over-looking the full length of the lake with its picturesque islands. The villages of Orillia and Washago, with the highlands beyond, and the Indian settlement of the Ojibeways, and Rama, on the opposite shore. The hotel is under the management of Mr. James Fennell. Three steamers ply upon the lake, conveying the tourist to the falls of Muskoka and the celebrated Sparrow Lake.

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. Proceeding through Georgian Bay, we soon arrive at

PENETANGUISHENE,

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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 seaform 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 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. Pursning our course along the American Shore, 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 communicate 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. 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

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the business employs hundreds of vessels of all classes. On leaving Marquette we pass Presq'Isle another bold headland, which present a rocky iron-bound appearance for miles. We now strike towards the centre of the lake in order to round the 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" we pass through the "Twelve Apostle Islands," reach Superior City, and a few miles further journeying lands us at the wharves of the rival to Chicago,

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 which 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.

We shall now return by the "Northern or Canadian shores." For some miles beyond Duluth the waters of the lake wash the shores of Minnesota, and the natural objects almost vie with the Pictured Rocks on the south. The Great Palisades, where the rock rises over 300 feet, presenting perpendicular columns from 60 to 100 feet high,

the Fall, Gorge, and Arch on Spirit River, are a combination of the freaks of nature. Running between Isle Royal and the mainland we pass Thunder Bay, into which the Kaministiquin River, with its waterfall of 200 feet perpendicular descent, empties its waters. Fort William, an important Hudson's Bay Post, is now reached. A short distance beyond Silver Island, with its wonderful argentiferous deposits, is seen from the deck of our vessel. 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 Railways 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 Canadian Navigation Co., (Royal Mail) which leave the wharf daily for Montreal. Travellers can go on board, obtain their state-rooms, 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 opportunity of consulting his own convenience or inclination, after arrival at Toronto. ists arriving from Niagara Falls, can have a few hours in on

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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 about 5000 inhabitants.

COBOURG

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 harbor is safe and commodious, and a large quantity of grain, iron ore, &c., is anually 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, Mr. James R. Sangster, manager, every comfort and attention. From Cobourg a branch line runs up into the back-country to Peterboro. 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 Quinte, 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.



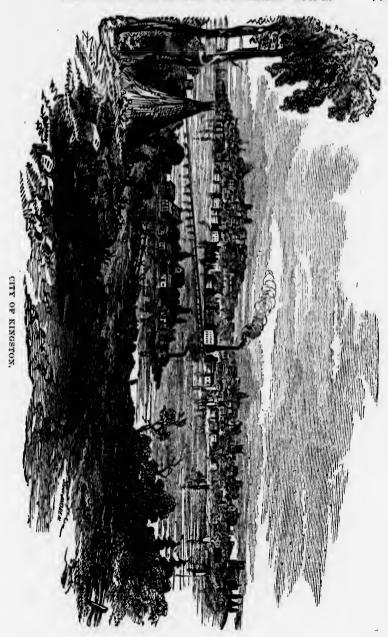
DAFOE HOUSE.

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

KINGSTON,

which after Quebec and Halifax is the strongest fort in the Dominion. A settlement was begun here by the French under Governer De Courcelles in 1672, and was known as Fort Cataraqui. Subsequently a massive stone fort was erected by Count de Frontenac and received his name.

This Fort was alternately in the possession of the French and the Indiana matil it was destroyed by the expedition under Col. Bradstreet, in 1758. In 1762, the place fell into



the hands of the English, from whom it received its present name.

Kingston is 172 miles from Montreal, and at this point we purpose leaving the train and continue our journey by water. In order to reach the boat, the omnibuses in waiting at the station will convey us to the city, which is distant about one mile from the station.

We shall locate our party in the comfortable hotel, "The 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 rail-



CAPE VINCENT RAILROAD DEPOT.

road 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.

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 Ontariò, 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 appear ance 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

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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 baffied their efforts at capture, while she supplied him with provisions in these solitary retreats, rowing him



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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, in Lake Huron, 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," Messrs. Howe & Marston, proprietors.

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 this 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 about 8,000.

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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



WIND-MILL POINT.

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.

At Prescott those intending to visit Ottawa, will leave the boat. Ottawa, the capital of the Dominion, is fiftyfour 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.

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 Morris-



CHRYSLER'S FARM

burg, which contains about twelve hundred inhabitants. A short distance below Morristown, on the Canada side, is Chrysler's Farm, where, in 1813, a battle was fought between the 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, they are 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 s'raight 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

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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

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 BAFT DESCENDING THE RAPIDS,





STEAMERS DESCENDING LOST CHANNEL, LONG SAULT RAPIDS.

at the tiller to ensure safe steering.

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. While the building was in progress, the Indians were told by their priest that a bell was indispensable in their house of worship, and they were ordered to collect furs sufficient to purchase one. The furs were collected, the money was sent to France, and the bell was bought and shipped for Canada; but the vessel which contained it was captured by an English cruiser, and taken into Salem, Massachusetts. The bell was afterwards purchased for the church at Deerfield.

The priest of St. Regis, having heard of its destination, excited the Indians to a general crusade for its recovery. They joined the expedition fitted out by the Governor against the New England colonists, and proceeded through the then long, trackless wilderness, to Deerfield, which they attacked in the night. The inhabitants, unsuspicious of danger, were aroused from sleep only to meet the toma-



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hawk and scalping knife of the savages. Forty-seven were killed, and one hundred and twelve taken captive, among whom were Mr. Williams the pastor, and his family. Mrs. Williams being at the time feeble, and not able to travel with her husband and family, was killed by the Indians. Mr. Williams and a part of his surviving family afterwards returned to Deerfield, but the others remained with

the Indians, and became connected with the tribe. The Rev. Elzear Williams, one of the supposed descendants from this family, claimed to be the lost Danphin of France. The Indians, after having completed their work of destruction, fastened the bell to a long pole, and carried it upon their shoulders, a distance of nearly one hundred and fifty miles, to the place where Burlington now stands; they buried it there, and in the following spring removed it to the church at St. Regis, where it now hangs.

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 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.



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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



CEDAR RAPIDS.

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 per-

son 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.

BEAUHARNOIS

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

and pass around the rapids of the Cascades, Cedars, and Coteau, into Lake St. Francis, 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



CASCADES FROM ENTRANCE TO BEAUHARNOIS CANAL.

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.



ISLAND ON LAKE ST. LOUIS

LA CHINE.

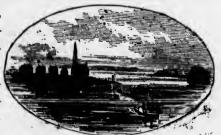
This village is nine miles from Montreal, with which it is connected by railroad. It derived its name from the first settlers who when they reached this point thought they had discovered the passage which would lead them to China. The Lachine Rapids begin just below the village. The current is here so 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



CAUGHNAWAGA VILLAGE

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ai n neighbors in the New England provinces. The bell that now hangs in their church was the proceeds of one of these excursions.

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 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.

Gallops Canal,	$ \begin{array}{c} 2 \\ 3 \\ 4 \\ 11\frac{3}{4} \\ 11\frac{1}{2} \end{array} $	Locks. 2 1 2 1 7 9 5	E. Ft. 8. 6. 11.6 4. 48. 82.6 44.9
From Montreal to tide water at Three Rivers,			17. 12.9
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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 for menly called) was selected by Her Majesty as the new Capital of the Dominion, the chief seat of Government having

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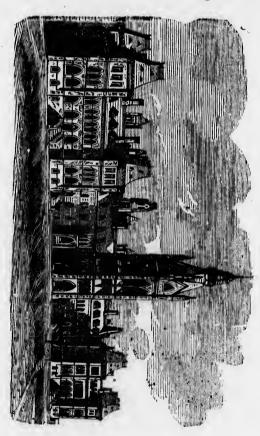
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for many previous years been settled at the cities of Montreal, Quebec and Toronto, in turns, for a certain number of years in each. This system was found to work badly, and the jealousy stirred up against the one that happened at the time to be favoured, 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 ıt-

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for bringing the work to a successful termination. 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 after designs and under the superintendence of Marshall Wood, the celebrated artist of London, England. 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.

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 Government 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 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 northen side is the smaller, or Little Chaudière, and here the waters, after their leap, seem to go into some sum mean passage, by which they are earried off until they an again at a place ealled "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 erossed 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 areereeted for the purpose of getting the fallen trees from the higher level down to the river, at the smallest possible cost,. and wherever water ean 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 exeursion 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. 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 curtainlike 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. 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.

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 creeted. 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 Chinc. 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 of the river (which had been the division for many hundred miles), and branches off in a direct line for the St. Lawrence. The banks 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 Pointe-Aux-Anglais is reached at 2 p.m., Hudson, 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. Anne'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 little 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.

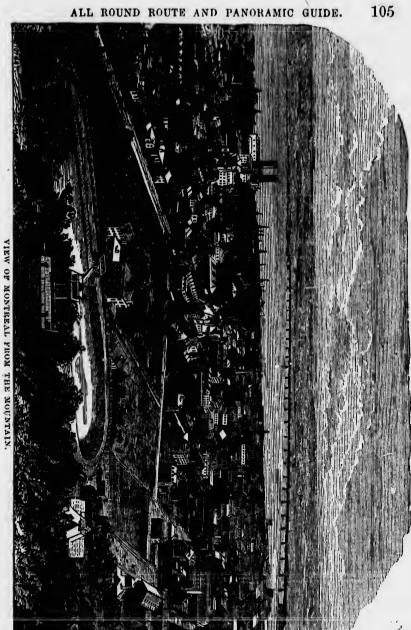
"Uttawas' tide! this trembling moon
Shall see us float o'er thy surges soon.
Saint of this green isle! hear our prayers,
Oh, grant us cool heavens and favoring airs.
Blow, breezes, blow, the stream runs fast,
The Rapids are near and the daylight's past."

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 aquaties 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 ears 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 pro-

vision has been made to meet the desire of the tourist on 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 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 1607, but the village, with its inhabitants, had been swept away, probably by some hostile tribe. A very 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



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by the French in 1642. In its early history the city was repeatedly attacked by the Indians, and in 1691 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 background, covered with beautiful villas, interspersed here and there with tall spires, is majestic, and for beauty almost unrivalled.

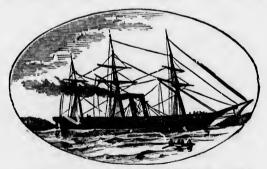
The river frontage is almost three miles in lenth, extending from the Victoria Bridge to the village of Hochelaga. For upwards of a mile it has an excellent stone retaining wall from the entrance to the Lachine Canal to below the Bonsecours Market, which, with its glittering dome, forms one of the most conspicuous objects in the right foreground, and contrasts with the neighboring spire of the Bonsecours Church, one of the oldest churches in Montreal. We scarcely think the view from the steamer can be surpassed as you pass 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.



CUSTOM HOUSE.

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



LIVERPOOL AND MONTREAL SCREW STEAMER.

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,

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enterprise and labor have produced—ocean steamers of over 4000 tons; the magnificent steamers of the Richelieu Company, vieing in splendor and comfort with the far-famed Hudson River boats; ships, from 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 post office stands prominently out, but has become altogether too small for business and a new building is now in progress of construction. Opposite to it is the far-famed hostelry, the St. Lawrence Hall. It is 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 interior; 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, ca. pable of accommodating over 400 guests, Brown & Perley, proprietors. Next is Molsons Bank, which has two frontages or facades 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 ealled "Barron's Block," and a building put up by the City and District Savings Bank, all of which have been erected recently, and which are really worthy of any city in

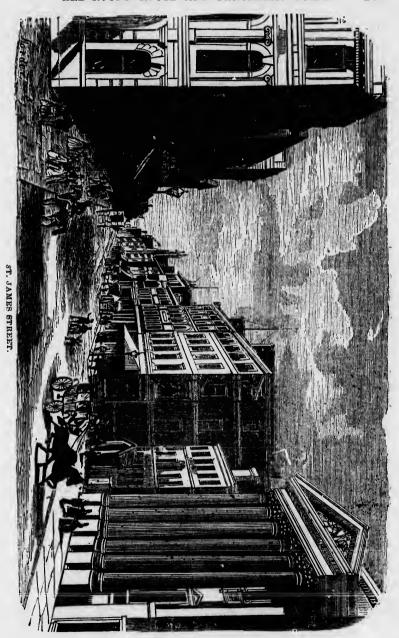
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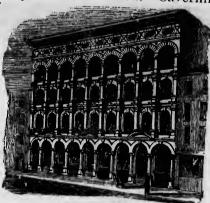
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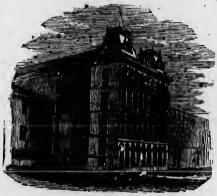
the world, and are evidences of the substantial growth and prosperity of Montreal.

Turning down St. Peter street, past Molsons Bank, upon the left is a very handsome block, "Caverhill's Buildings."



CAVERHILLS BLOCK.

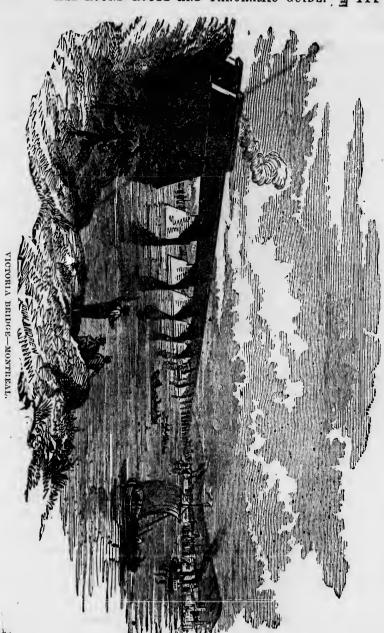
These stores are not surpassed by anything in British North America. They are six stories in height. The front is an elaborate composition, in the Italian Pallazo style, bold in cha-Near the foot of St Peter street runs right and left St. Paul street, wherein are congregated nearly all the principal wholesale dry goods and hardware stores. This street is a credit to the modern enterprise of Montreal, and symbolic of the wealth of the city.



DOMINION BUILDING.

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



ALBERT BUILDINGS.

are the Albert Buildings, while directly across the square stands a handsome building of Gothic architecture surmounted by a lofty and graceful spire. This has been recently erected by the Young Men's Christian Association. 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 Cathedral of Notre Dame, 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 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 Vercheres.

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 lime-

stone, 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. room is 52 feet long by 34 wide, and is 16 feet high. are several ante-rooms. The interior of the lodge room is well furnished and decorated. Next is the elegant building of the Jacques Cartier Bank. The centre of the square is laid out as a garden with a fine fountain.

Proceeding up Notre Dame street the tourist will pass a somewhat dilapidated column, known as Nelson's Monu-As little care seems to be bestowed upon its preservation as there was taste shewn in the first choice of its position. Formerly the jaol stood opposite, and Nelson was placed in a somewhat anomalous position with his

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bells. ment back to his favourite element "water" and his face towards the jaol. The old jaol is now replaced by the Court House,



COURT HOUSE-MONTREAL.

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. 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

vards ouse,

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 again 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 new 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 over topped 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 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

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Returning from the Seminary by Guy street, we visit the celebrated Grey Numery founded in 1642. This new edifice. now occupied, covers an immense area, and the chapel and 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 agneduct 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 about \$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 recently erected, and which has proved a thorough success. The chief office is in the City Hall, from which it has connections with upwards of 73 boxes, the church bells, several public clocks, the Observatory and Water Works near McGill College.

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 eredit on the successful builders as upon the original designers. The tube through which the trains pass rosts 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

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t are onflalarm ed a from , the surface to facilitate the operation of the ice, on which acount 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 $2\frac{1}{2}$ to one on the upper side. The slopes are faced with stones set on edge at an average angle of about $45 \circ$.

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 $10\frac{1}{2}$ 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-eourses and copings are fair-picked, dressed throughout, and neatly pointed and weathered, and a tooldraft, eight inches wide, on each quoin. Ecah eourse of the ice-breaker is secured with fox-wedged bolts of $1\frac{1}{2}$ inch iron, which pass through into the 2nd and 3rd courses under it; and the horizontal joints are eramped together with iron cramps 12×5 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 × 48 ft., but the whole transverse side of a pier at the foundation, including the cut water, which extends up the stream, is 16 × 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 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

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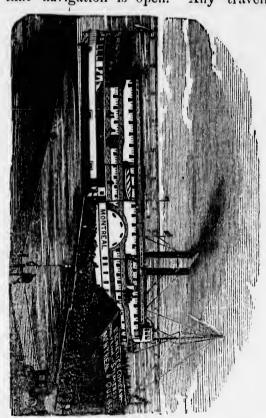
Lower term of tummer at of 36 riving a the Mount Royal, and is approached by the road leading on the opposite side of the Mountain. The drive on which we have entered is a very delightful one. A fine view is obtained of the country from Côte des Neiges, across the island to the "Back River" or Ottawa, with its numerous hamlets, convents and churches; and for a picnic 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 protty little village of Belæil, 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

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 pre-



STEAMER 'MONTREAL.

ferring 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 carry them across the river. To our mind, however, the most agreeable route is that selected by us. We shall therefore go on board the

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d to elieu "Montreal" or "Quebec," 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 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. Lawrance. It occupies the site of a fort built by the Marquis de Tracey 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 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

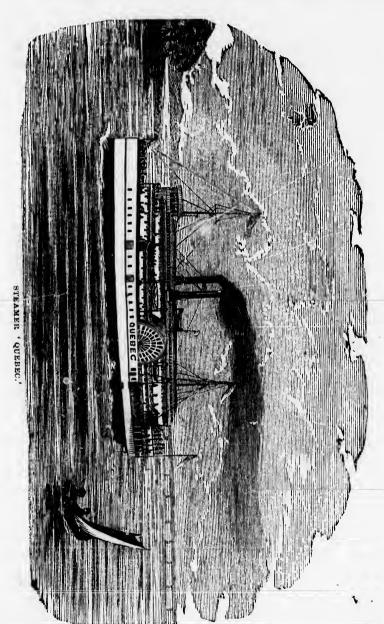
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THREE RIVERS,

situated at the confluence of the rivers St. Maurice and St. Lawrence, ninety miles below Montreal, and the same dis-



tanc e above Quebec. It is one of the oldest settled towns in Can ada, having been founded in 1618. It is well laid out, and contains many good buildings, among which are the ECK OF A RAFT ON LAKE ST. PETER

wns in id out, are the

Court House, the Gaol, the Roman Catholic Church, the Ursuline Convent, and the English and Wesleyan Churches.



ROXAN CATHOLIC PARISH CHURCH.



NITNE

The celebrated St. Maurice Forges, situated near the town, have been in operation for more than a century. The population is 9,000.

BATISCAN,

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



CANADIAN HABITANTS.



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



CANADIAN FARM-HOUSE

height of the falls is 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 banks presents a sameness in its general scenery, until we



CANADIAN PRIEST.



CANADIAN PEASANT.

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

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lets ade , or whitewashed, having red roofs. Prominent in the distance 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 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 and the 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'sstreet, which extends from Fabrique-street to St. John's-gate, in the Upper Town, and is occupied chiefly by retail stores; St. Louis-street, a handsome and well built street, extending from the Place d'Armes to the 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

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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 eastle of St. Louis, which was burnt in 1834, and was creeted by the nobleman whose name it bears.

The Public Garden fronts on Des Carrières-street, Upper Town, and contains an elegant monument, which was erected to the memory of Wolfe and Montealm, 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 ehateau of 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 the most interesting objects to visitors. The area embraced within the fortifications of the Citadel is more than forty acres.

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 paint.

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ings 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 Natre Dame des Victoires, on Notre Damestreet, 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 beween 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 crected 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 fitted up.

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. Francisstreet, 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 persons.

The Baptist Church, on St. Ann-street, Upper Town, is a neat stone building, and will seat 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, and is a massive stone build-

ing and cost about £60,000. It is in a healthy location, and 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 storys 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, recently erected, situated on St. Louis-street, Upper Town.

As the Seat of French Power in America, until 1759, the great fortress of Engli h 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 loopholes, grim-looking old guns, sentries, 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 out-

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l St. uildside 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 onestory house where Brigadier General Richard Montgomery was laid out after being found in his snowy shroud at Presde-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 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 Quebeer,) 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 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, Kilmarnoek, Cataraqui, Kelgraston, Kirk-Ella, Meadow Bank, &c., until after a nine miles' drive, Redelyffe closes the rural landscape. Redelyffe 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 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 statute of Bellona, presented in 1855 by Prince Napoleon Bonaparte, intended to commemorate this fierce struggle.

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 Montmorency 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 behold 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

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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 eatch 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 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

^{*} 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.

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 Quebee, and on our way down the river, we pass this eelebrated 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 eelebrated 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 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

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nadian vithout . M. Le ready nadian 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 seenery 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.

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 have resolved otherwise than 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 con-

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cerning 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 and Saguenay Line of Steamers. They are elegantly fitted up for the comfort of passengers, and furnished with every convenience; indeed, there is nothing wanting 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 otels have here found their last resting place. In one single grave they the bodies of about 6,000 Irish Emigrants lie interred. such Apart from these sad recollections the "Quarantine" Island ason is a fair spot, and its scenery is very beautiful. At this point wing the river widens, and ere long has reached such a width ral of as to render its shores almost invisible from the deck of o the our gallant vessel. Passing onward until Quebec lies 90 y are miles astern, we reach our first landing place, d furthing light-

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. 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 desirons of visiting the far-famed watering place of Cacouna, can, after an exceedingly pleasant drive of about 8 miles through the country, and themselves in a fashionable, place, containing some very good buildings. The "St Lawrence Hall," where we advise the visitor to make for, is a large house, replete with every modern convenience and comfort; ecry accommodation to be obtained at any of our first city hotels can be found there, together with a good Billiard Room, Bowling Alley, and hot and cold baths; sea-bathing is provided for in connection with the hotel, and sailing boats are kept ready for the use of visitors desirous of going out on the river on tishing and shooting excursions. A week spent with "mine host" at the St. Lawrence will always be looked back to with pleasure.

Leaving the wharf at Rivière du Loup, our steamer points her course again to the opposite shore, and in less than two

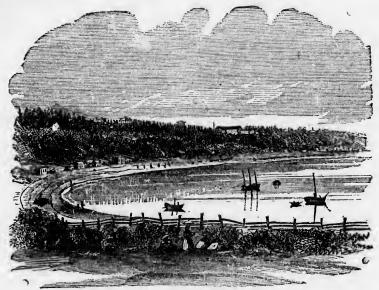
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t their full of hours we find ourselves at Tadousae, which is at the mouth of the River Saguenay. This is a very pleasant spot, and if no more time can be spared than the brief stay of the steamboat at the wharf, let us advise the tourist to immediately go ashore. 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 Excelleney 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.



CACOUNA BAY.

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.

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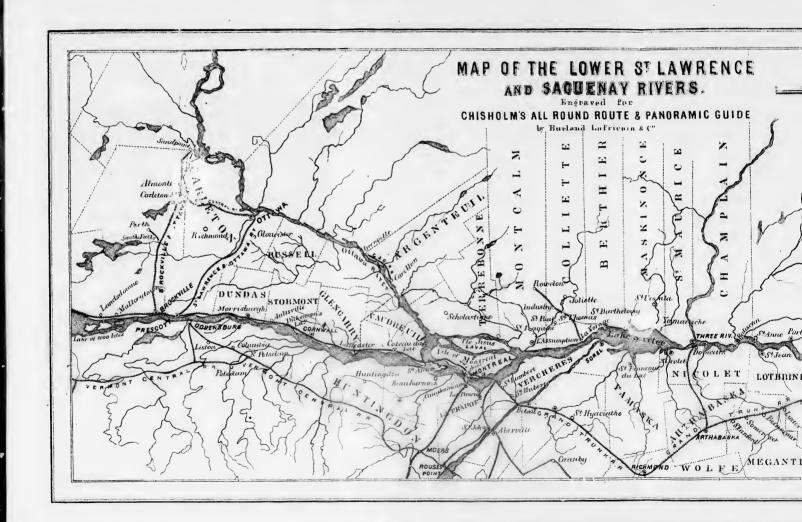
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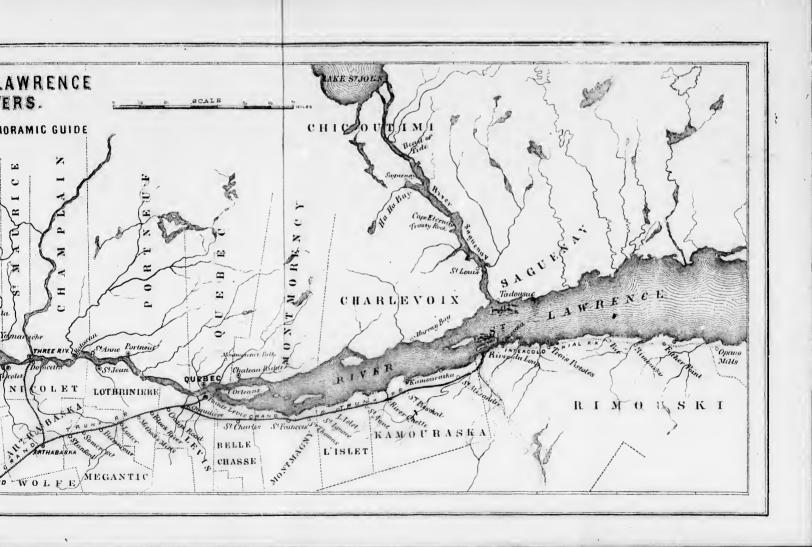
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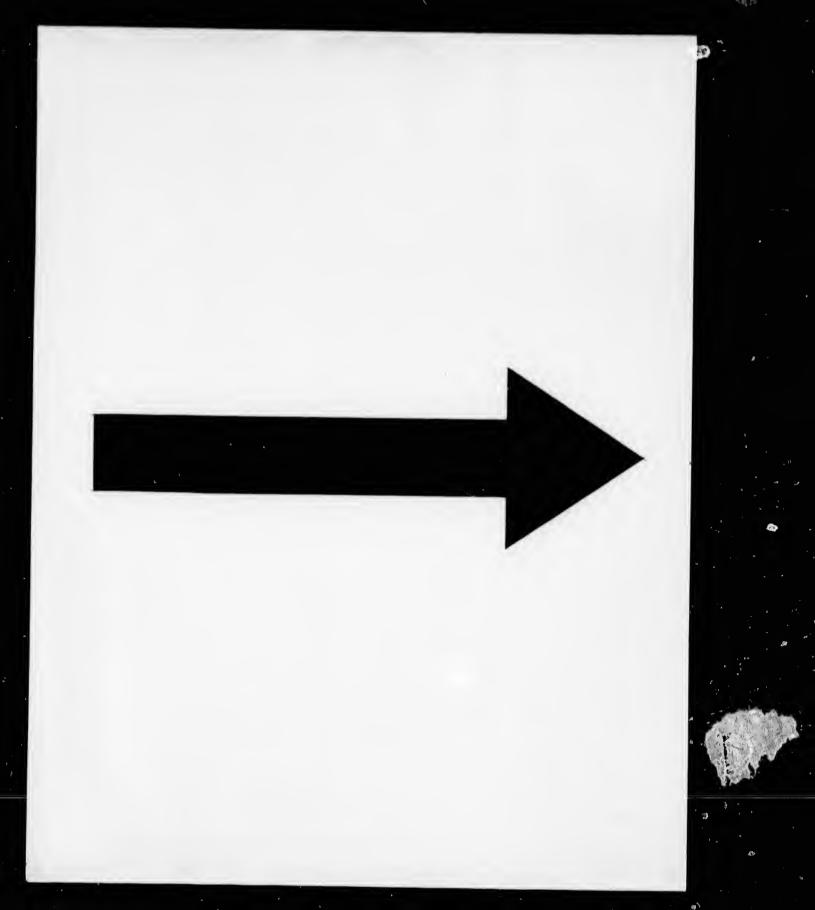
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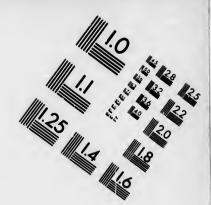
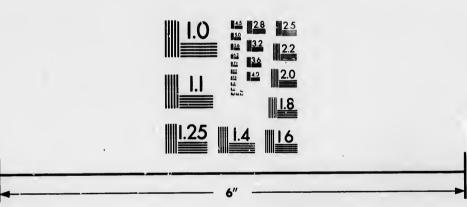


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Getting aboard again, the whistle is sounded, and we are under steam, and are really now entering the justly-renowned



River Saguenay, and 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 orginal 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 a 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

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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



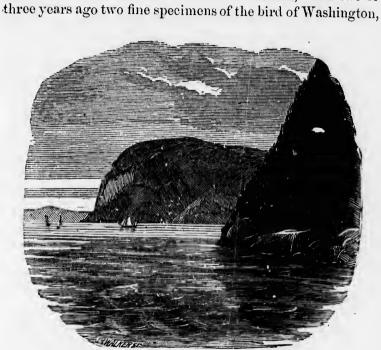
base of these rocks as it is in the centre of the stream, and, from actual measurement, many portions of it have been ascertained to be a thousand feet, and the shallowest parts not less than a hundred; and from the overhanging cliffs it assumes a black and ink-like appearance. Cape Eternity is by far the most imposing. We read that an Indian hunter, having followed a moose to the brow of the cliff after the deer

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

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CAPE ETERNITY-RIVER SAGTENAY.

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

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and even far exceeded. We feel satisfied an affirmative 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 Leupfor the convenience of Cacouna passengers. These 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 flouishing manufacturing town of Sherbrooke. Here tourists going via the Connecticut and Passumpsic River R. R. will change cars.

rmative Continuing our tour via Grand Trunk we will in about seven uestion. ence of e River of such t be at before

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, and indeed the White Mountains are one of the most fashionable resorts on this continent.

THE WHITE MOUNTAINS.

"The White Mountains, or the Switzerland of America " are situated in Coos County, New Hampshire, and Consist " of a number of mountain peaks, from four to six thousand "feet in altitude, the highest of them being Mount Wash-"ington, which is six thousand two hundred and forty-three "feet above the level of the sea, and possesses the greatest "attraction to tourists. Its ascent has lately become quite " fashionable with visitors to the mountains. It is perhaps "impossible to find anything grander in mountain scenery "than the White Mountains of New Hampshire. From "Gorham, visitors can proceed by carriages eight miles "to the 'Glen House,' which is at the base of Mount "Washington, or to the top of Mount Washington, there "being a splendid carriage road complete to the top. "The "Notch' is a narrow gorge between two enormous "cliffs, and extends for a distance of two miles. "entrance is nearly twenty feet wide, and the mountain "scenery, diversified by beautiful cascades falling over " perpendicular rocks, is grand in the extreme. The 'Willey "House' stands in this notch, 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. In Fran-"conia Notch may be seen the 'Basin' and 'Flume,' " objects of great interest. The Flume is a stream of water

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"having a fall of two hundred and fifty feet over fearful precipices into a natural cavity in the rocks which forms

"the basin. The 'Old Man of the Mountain,' or profile



"mountain, is a singularly interesting natural object. It obtains its name from the striking resemblance it bears to

" the profile of the human countenance, every feature being

" marked with the greatest accuracy."

Two groups of mountains are included under the general title of "The White Hills," one, the Mount Washington chain

WHITE MOUNTAIN RANGE

or the White Mountain proper—the other, the Franconia Range, of which Mount LaFayette, a thousand feet lower than Mount Washington, is the highest summit.

We extract the following from "The White Hills," (by T.

Starr King), a really excellent book:

"There are three paths for the ascent of Mount Washington,—one from the Crawford House at the Notch, one from the White Mountain House, five miles beyond the Notch, and one a carriages road, from the Glen. The path from the White Mountain House requires the shortest horseback ride. Parties are carried by waggons up the side of Mount Washington to a point less than three miles from the summit. The bridlepath, however, is quite steep, and no time is gained by this ascent. The rival routes are those from the Notch and the Glen. Each of these has some decided advantages over the other.

"When we rise up into the region where the real mountain scenery opens, the views from the two paths are entirely different in character, and it is difficult to decide which is grander. From the Notch, as soon as we ride out of the forest, we are on a mountain top. We have scaled Mount Clinton, which is 4,200 feet high. Then the path follows the line of the White Mountain ridge. We descend a little. and soon mount the beautiful dome of Mount Pleasant, which is five hundred feet higher. Descending this to the narrow line of the ridge again, we come to Mount Franklin, a little more than a hundred feet higher than Pleasant, less marked in the landscape, but very difficult to climb. Beyond this. five hundred feet higher still, are the double peaks of Mount Monroe; and then winding down to the Lake of the Clouds. from whence the Ammonoosuc issues, we stand before the cone of Mount Washington, which springs more than a thousand feet above us. The views of the ravines all along this route, as we pass over the sharpest portions of the ridge, and see them sweeping off each way from the path, are very

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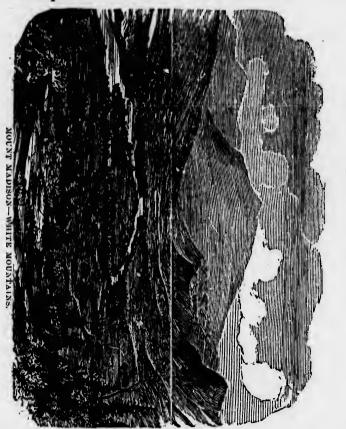
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exciting. And here is the great advantage in this approach to be noted, that if Mount Washington is clouded, and the other summits are clear, travellers do not lose the sensations and the effects produced by standing for the first time on a mountain peak.



"By the Glen route we cross no subordinate peaks, and do not follow a ridge line from which we see summits to wering here and there, but steadily ascend Mount Washington itself. In this way a more adequate conception is gained of its immense mass and majestic architecture. There are grand

pictures at the south and east of the Androscoggin Valley, and the long, heavily wooded Carter range. Indeed, nothing which the day can show will give more astonishment than the spectacle which opens after passing through the spectral



forest, made up of acres of trees, leafless, pale and bleached, and riding out upon the ledge. Those who make thus their first acquaintance with a mountain height will feel in looking down into the immense hollow in which the Glen House is a dot, and off upon the vast green breastworks of Mount Carter, that language must be stretched and intensified to

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CRAWFOLD NOTCH-WHITE MOUNTAINS.

eached, s their look-House Mount ified to answer for the new sensations awakened. Splendid! glorious! amazing! sublime! with liberal supplies of interjections, are the words that usually gush to the lips; but seldom is an adjective or exclamation uttered that interprets the seene, or coins the excitement and surge of feeling."

Travellers should arrange their plans so as to spend a portion of their time at any rate on the mountains, which they can accomplish by taking up their quarters at the "Glen House," or "Crawford House." These fine hotels, have all the comforts of the first-class city houses, and being beautifully and conveniently situated, are most desirable residences for all who intend "doing" the mountains. The respective positions occupied by these favorite hotels are all that could be desired. At the very foot of Mount Washington, and looking up, half timidly into his face, sits the Glen, in whose green lap nestles the Glen House, Messrs. W. & C. R. Milliken proprietors, while at the head of White Mountain Noteh, the head-quarters of the region, is the Crawford House, Messrs A. T. & O. F. Barron proprietors. This hotel is so placed as to command from its spacious piazzas, a grand vista down the wondrous White Mountain Notch, and yiews of the summit of Mount Willard.

MOUNT WASHINGTON RAILWAY.

much of the pleasure travel goes over Mount Washington, ascending by rail for three miles from the lower station to the Mount Washington House, recently erected on the summit. This road, rising in some portions 2,000 feet to the mile and an average rise of one foot in four, offers a mode of ascent which has become the great sensation of the mountain trip, and done away with the fatigue attending the journey on horseback. Descending on the east side to the Glen House, by the carriage roadway, the excursionist has a delightful and novel experience of mountain staging, with little of fatigue or exhausting effort. This journey of a day is one not to be forgotten.

Leaving the White Mountains with all their varied attractions we once more take our seat in the train at Gorham Station for Portland, and find ourselves whizzing along through a magnificent mountainous country, which probably excels anything of its kind in America, and we would 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-P. E. Wheeler, proprietor. This is a first-class hotel in all its 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." 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,

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and every comfort can be obtained. Sixty miles from Portland via Portland and Ogdensburgh Railway is North Conway. a favorite resort, and much frequented by artists. NORTH CONWAY 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 & Andrew, 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. From Portland, two cr 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. to such there is the choice of land or water carriage. 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 arrrive 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 colonic !

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" a group of picturesque isles, which with their quaint houses and numerous fleet of boats are points of great attraction during the summer season, are seven miles distant, with steamers plying daily. The principal Hotel in Portsmouth is the "Rockingham House," owned by Hon. Frank Jones, and kept by the Messrs G. W. & J. S. Pierce. 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 cut streets. It is a city of extensive trade, celebrated for its carriage manufactories and the superior quality and extent of its granite quarries. The principal hotel is the Eagle Hotel, J. A. White, proprietor. Returning to Portsmouth we proceed on our journey and in due time arrive at the "hub."

BOSTON.

Arriving in Boston, we have again got back into the midst of business and excitement, and we see more life than we have witnessed since we sallied forth on our wanderings from New York. Our traveller will doubtless desire to get comfortably quartered during his sojourn here, if only for a brief period, and to do this he has only need to make his way to the American House, Lewis Rice, Esq., proprietor, a first-elass hotel, where every comfort and luxury is to be met with. There are many things to be visited in and around Boston, but, as doubtless our reader will be well acquainted with the city and its surroundings, it is needless to recount all the various places of interest which have been so frequently and lucidly described, however, we cannot pass hence without advising all those who have never visited Mount Auburn to do so ere they return home. This Cemetery is indeed a lovely spot, and a few hours are delightfully spent in walking or driving through its beautiful grounds. Here is seen the handiwork of many a fond heart toward their departed loved ones, and the taste displayed generally has tended to make the place very charming. Harvard University, which is situated at Cambridge, about four miles from Boston, should also be visited. It is here that many American celebraties have settled down within the shade of their "Alma Mater." The large organ, in the Boston Music Hall, is visited by great numbers, and performances are given twice a week. If the tourist should be fortunate enough to be in Boston on either day this takes place, he will do well to make a point of attending and enjoying what is a rare treat to all lovers of good music. Information can be obtained at the hotel as to the days and time, and tiekets for admission ean also be procured.

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. He can if he wishes a fine trip without running any risk of sea sickness, take the Stonington line of steamers. This is a lovely trip, and the boats are elegant and comfortable in all their appointments, and in ten to twelve hours he will be landed safely in the great city.

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NEW YORK.

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

And now a parting word. We have endeavoured to faithfully and correctly describe 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

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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 smiss.

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 referred 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 Whitehall, 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.

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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. The Sulphur and Lithio springs are in the grounds of the Alburgh Springs House, H. H. Howe proprietor. This house is situated on the banks of the beautiful Missisquoi Bay. 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 reute, 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 Wonooski 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 American House, Mr. C. Clark, Proprietor, offers every accommodation to those whom business or pleasure may lead to remain over. 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 Barron already named in connection with the Crawford Honse, 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. The views in the neighborhood are among the most attractive in the region, and those who desire to enjoy the same, will find all the comforts and luxuries of a home by securing quarters at the commodious and handsome Island House, Mr. Towns proprietor. From this house may be secured a commanding view of the Connecticut River Valley for miles.

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. At this place the Brandon House, R. Deming, proprietor, affords pleasant accommodations to those desiring to spend a few days in the vicinity to visit the numerous points of interest, or, to those whose business brings them hither, of whom many every

year avail themselves of its comfortable home-like arrangements.

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 rurely seen and seldom equalled. On the western shores, the country rises in undulating meadow 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 elevations on either side, which are easily accessible, the most charming views of the snrrounding 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 The pure mountain air, the beautiful lake, unexcelled. 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

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s worthy xtensive lace the pleasant ys in the to those my every it is most delightfully situated, commanding a full view of the steep and rugged monntain 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. Billiards, Bowling, Hunting, Fishing, and a good Livery, add to the other attractions of the place. 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. From this point the tourist by taking the Rensselaer & 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 Bellows falls, thence via Connecticut River Railroad to New-Haven, passing on his way through

SPRINGFIELD

with its celebrated factories and substantilly built edifices, and should be 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 Lake of Memphremagog and Winnepesaukee. Leaving Montreal and passing onward by St. Johns the tourist speedily finds himself winding through the lovely Green Mountains, passing at the foot of Jay Peak which rises to an altitude of 4000 feet. 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. 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 Well's River the tourist will take the Boston and Concord Railway which passes through some of the finest scenery

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edifices, not do lace, at nere we imaginable, and traverses for a distance of over 20 miles 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 travely 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 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 Nashua loss of White travel

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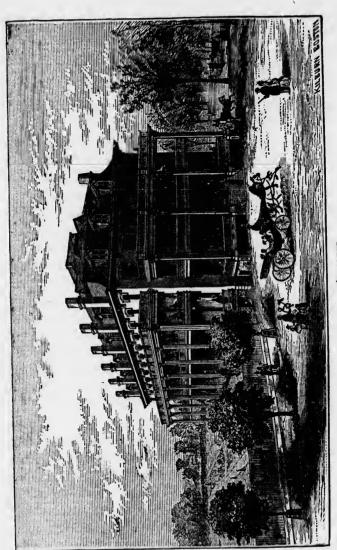
World unite in pronouncing the waters and environs of Champlain the most beautiful and impressive the eye can rest upon. Varied features unite to complete the panorama. The waters of the Lake, whether reposing in a calm, or surging under the power of a tempest, are indescribably beautiful; but this attraction is infinitely enhanced by the islands which, in varied forms, studits 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, from their power and safety, the perfect accommodation they afford, their spacious state-rooms and cabins, and the sumptuous tables they spread, as second

to none on the continent.

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.



17

FOUQUET'S HOTEL.

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" 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; 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.

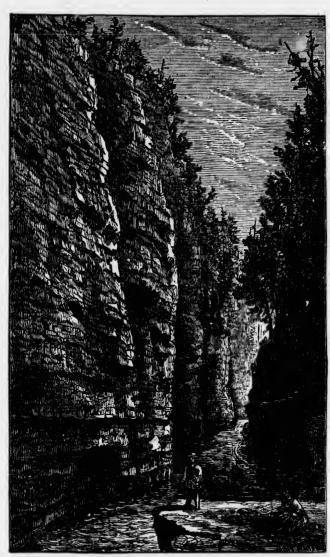
The Chasm may be reached via Port Kent from Burlington or Plattsburg, from Keeseville or the depot at Peru; or a particularly pleasant route is enjoyed by a drive of twelve miles from Plattsburg along the margin of the Lake. The Grand Trunk Railway have issued tickets the present season, permitting passengers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

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AUSABLE CHASM.

dacks 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 elegantarchitecture. Van Ness House, under the management of Messrs D. C. Barber & Co., and the American House, H. H. Howe, proprietor, offer 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 the condemned hulks, here to fall into decay. The vast form of Mount Mansfield towers remotely in the north-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 when y, and setting escripd in a ar the ich is bosom antage Engractive difices raceful anageerican o tourof the h conibor of iggio," e been. autiful indary es, the rved, a vard of els, and . The northsery a . The king of flowing moun-

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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 main land 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 to 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 occasional ly 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 Ticondoroga looming up on a high rocky cliff at the confluence of the waters of Lakes George and Champlain. Mount Defiance stands on the opposite side of the former, and Mount Independence on the eastern shore of the Lake. Parties designing to secure the enjoyment of the delightful trip through Lake George, and the luxuries afforded by the Hotel at Caldwell, will leave the steamer at this point. They will proceed four miles by stages to Lake George, at the landing embark on the beautiful little steamer Minne-ha-ha, and, after a delightful sail of thirty-six hours through Lake George, arrive at Caldwell in time for early tea. As we have already mentioned Stages leave Caldwell daily for Glens Falls, there connecting with trains of Rensselaer and Saratoga Railroad for Saratoga, Troy, Albany, thence to New York and Boston.

A run of twenty miles from Ticonderoga brings the tourist to the wharf of the Steamboat Co. at Whitehall. The steamer in making this passage threads a devious channel between high banks and winding amid rank aquatic grasses. The only object of interest the tourist will notice is South Bay, a broad but shallow expanse of water on the right, and memorable as the route of the ill-fated Diaskeau in 1755. At this wharf the passenger will 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 he will proceed to New York.

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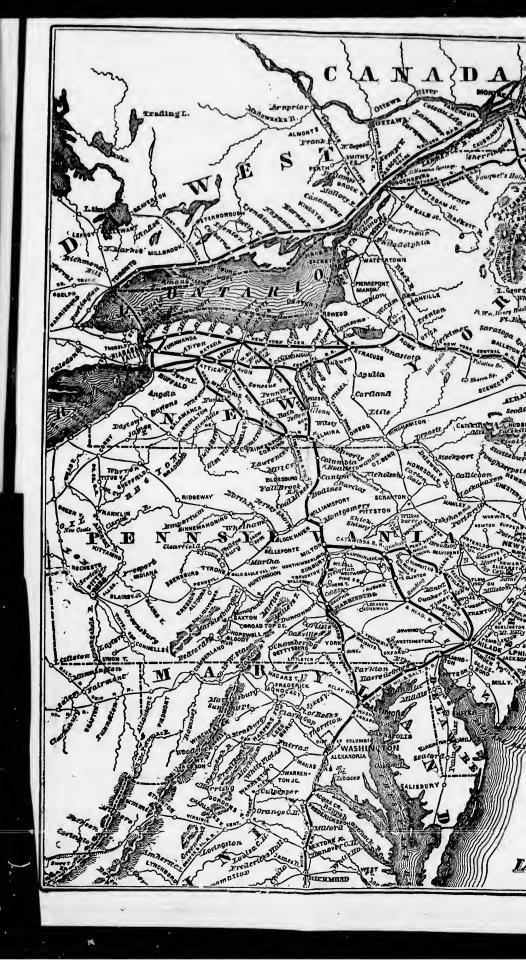
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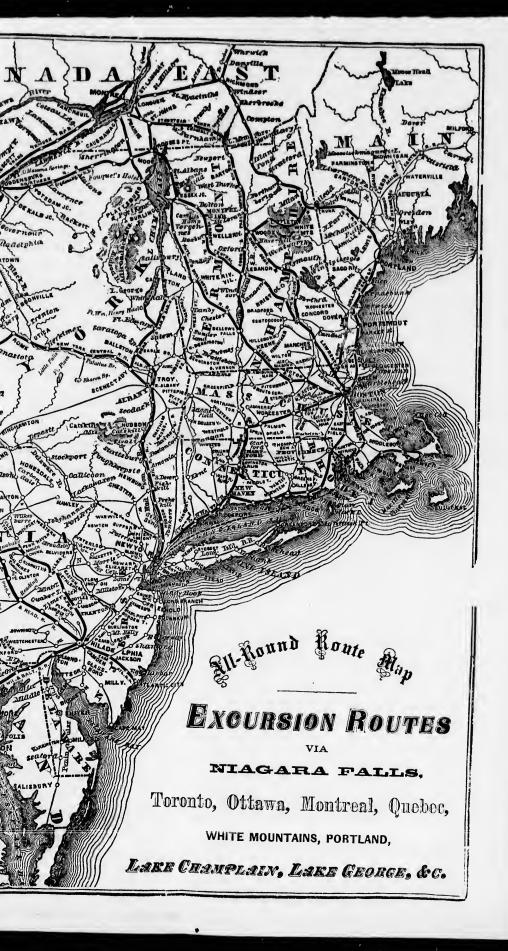
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RAILWAY & STEAM NAVIGATION

GUIDE,

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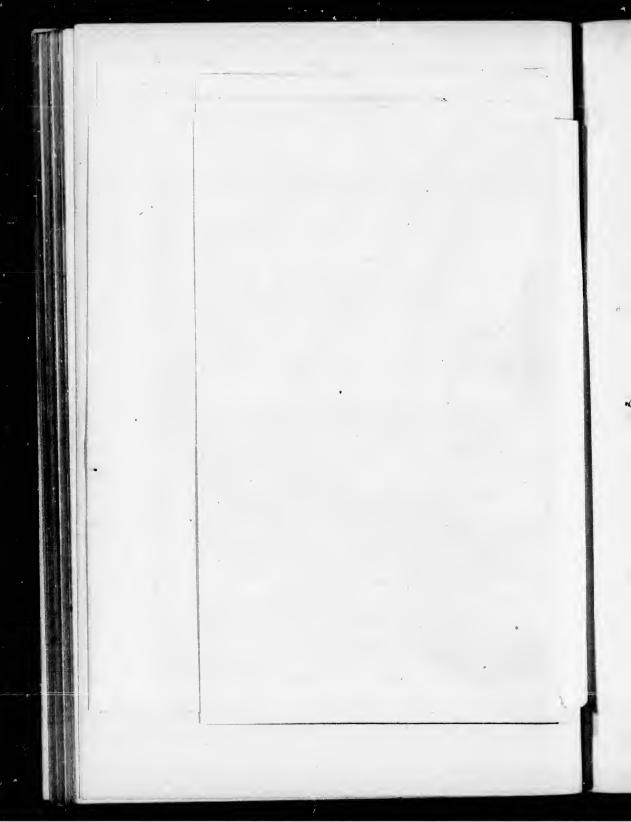
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Siductlisements.

GRAND TRUNK R'Y & CANADIAN NAVIGATION CO

Tourist Tickets.

Rates of Fare from Niagara Falls.

Season 187

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 Ranway direct.	20.00 26.00
11	BOSTON	" Montreal, Quebec, Gorham and Portland " Montreal, St. Johns, Burlington, Bellows'	
12	Do	Falls and Fitchburg	23.00
15	Do	" Montreal, Gorham and Portland," " Montreal, St. Johns, White River June-	40.007
16	Do	tion Concord and Nashna	23.00
17	Do}	" Ogdensburg, St. Albans and Vermont Central Line	19.00
		" Montreal, Rouse's Point, Lake Champlain	
29] Bo	to Whitehall, then by R. R. via Saratoga. Ratland, Bellows' Falls and Fitchburg	27.00
30	D ₀	"Montreal, Quebec, Lehnoxyillo, Newhort. Wells River, Littleton, Stages to Profile House and Bethlehem, Rail to Fabyan Honse, Stages to Crawford House and Base of Mountain, Tip Top House by Mt. Washington R. R., Stages to Glen House	
34	1)о	and Gorham, thence via Portland. "Montreal, Rouse's Point, Lake Champlain, Lake George, Saratoga, Albany, People's Line of Steamers to New York, and Sound Steamers to Boston	33.00
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, Nashna, and	
		Lowell Montreal, Rouse's Point, Lake Champlain.	37.30
38	Do	Burlington, Bellows' Falls and Fitchburgh.	23.00
60	Do	1 " Ogdensburg, Ronse's Point, Lake Champlain.	
39	.00.	Burlington, Bellows' Palls and Fitchburg. Montreal, Sherbrooke, White River June.	
136	Do	tion Concord and Nashna	24.00
137	Do	" Montreal, Quebec, Sherbrooke, White River Junction. Concord and Nashua	27.00
		" Montreal, Northumberland, Concord and	1 000
142	Do	Nashna " Montreal. Quebec, Northumberland, Con-	27.00
145	Do	cord and Nashua	30.00
		" Montreal, Northumberland, l'abyan House	1
147	Do	Bethlehem, Stages to Profile House and Littleton, thence via Concord and Nashma	04400
154	Do	"Montreal, Gorham, Stages to Glen House and Summit, Summit to Base, Mt. Wash ington R. R., Stage Base to Fabyan House, Rail to Bothlehem, Stages to Pro	1
		file House and Littleton, thence via Concord and Nashua	40.00
49	CRAWFORD	"Montreal, St. Johns, White River Junction Wells River, Rail to Fabyan Honse and	i
30	HOUSE	Cinyo	25.00
		Ordensburg, Rouse's Point, St. Albans	1
50	Do. ··	White River Junction, Wells River, Ral to Fabyan House and Stage	21 00
	1	Wig Montreal Gorham, Stages to Gien Hous	el
100	Do	and Tip Top House, Mt. Washington R R. to Base of Mountain, and Stage t	
		Crawford House	33 00

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ROUTE.	Through Fare from Nagara Falls.
"Montreal, Quebee, Gorham, Stages to Glen House and Tip Top House, Mt. Wash- ington R. R. to Base of Mountain, and Stage to Crawford House "Rail or Steamer" Montreal, Quebee and Northumberland	36.00 9.00 24.00
"Montreal, Northumberland, Concord and Nashna." "Montreal, Northumberland Fabyan Honse, Bethlehem, Stages to Profile House and	26.80
Bermeini, Stages to Tonie Post State Littleton, thence via Concord and Nushna. "Rail or Steamer. "Montreal, Rouse's Point, Lake Champlain, Lake George, Saratoga, Troy & N. Y. C.	32.00 14.00
and Hudson River R. R. "Montreal, Rouse's Point, Lake Champlain, Lake George, Saratoga, Albany, and Pacado's Line of Stramers.	28.75
"Montreal, Rouse's Point, Iake Champlain. Whitehall, Saratoga, Troy & N. Y. C. and Hudson River R. R. "Montreal, Rouse's Point, Lake Champlain Whitehall, Saratoga, Albany, and People's	25.75
Line of Steumers "Montreal, Gorham, Portland and Boston. "Montreal, Quebec, Gorham, Portland and Boston.	25.00
" Montreal, Rouse's Point, Lake Champlain Lake George, Saratoga, Albany and Day Line Steamers " Montreal, Rouse's Point, Lake Champlain	28.00
Whitehall, Saratoga, Albany and Day Lin Steamers. "Montreal, Que bec, Lennoxville, Newport Weils River, Littleton, Stages to Profil House and Bethlebem, Rail to Fabya	25.00
House and Bethlehem, Rail to Fully a House, Stages to Crawford House an Base of Mountain, Tip Top House by M Washington R. R., Stages to Glen House Railway from Gorham via Portland, an	d t.
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ington R. R. to Base of Mountain, Stage to Crawford Honse and Fabyan Hons Rail to Bethlehem, Stages to Profile Hons and Littleton, thence via Concord, Nashu and Boston.	a
and Boston. "Montreal, Quebec, Sherbrooke, Newpor Wells River, Littleton, Stages to Profi House and Bethlehem, Rail to Fabya House, Stage to Crawford House and bac thence via Concord, Nashua, Bosto	n (K,
Worcester and New London, Stoningto and Prov dence, or Fall River and Nev port	V-
Line Steamers " Montreel, St. Johns, Burlington, Lal Champlain, Lake George, Saratoga as Day Line Steamers	25.00 se

Rates of Fare from Niagara Falls.—Continued.

No. of	DESTINATI	on.	ROUTE.	Through Fare from Nagara
44	NEWY ORI	K	"Ogdensburg, St. Albans, Burlington, Lake Champlain, Whitehall, Saratoga and Day	~
45	Do.	••••	Line Steamers. "Ogdensburg, St. Albans, Burlington, Lake Champlain, Lake George, Saratoga and	21.00
46	Do.		"Montreal, St. Johns, Burlington, Bellows'	24.00
	- Do.	}	Falls and Springfield	24.00
- 51		}	" Montreal, Sherbrooke, White River Junc-	20.00
t38	Do.	{	tion, Sonth Vernon and Springfield "Montreal, Quebec, Sherbrooke, White River	25.00
139	Do.	}	"Montreal, Sherbrooke, White River June-	28.00
140	Do.	<i>-</i> ····{	tion, Concord, Nashua, Boston, and thence via Worcester and New London, Provi- dence and Stonington, or Fall River and Newport	20.01
		Ì	"Montreal, Quebec, Sherbrooke, White River Junction, Concord, Nashua, Boston,	29.00
}4 1	De		and thence via Worcester and New Lon- don, Providence and Stonington or Fall	
.,,	De.	Ì	" Montreal, Northumberiand, Concord,	32.00
144	1000	j	Nashna, Worcester, New London, and thence by Steamer	29.50
148	Do.	}	" Montreal, Northumberland, Fabyan House, Bethlehem, Stages to Profile House and	
,			Littleton, thence via Concord, Nashna, Worcester, Allen's Point and Steamer	35.00
		. [" Montreal, Northumberland, Fabyan House, Bethlehem, Stages to Profile House, and	
149	Do.	••••{	Littleton, thence via Concord, Nashua, West Concord, Mansfield, Weir Junction,	
		}	I Newport and Steamer	35.00
150	Do.		"Montreal, Northumberland, Concord, Nashua, Lowell, Mansfield, Weir Junc-	
		}	tion to Fall River, or Newport and thence by Steamer.	29.50
155	Do.	}	"Ogdensburg, St. Albans, Burlington, Lake Champlain, Whitehall, Troy & N. Y. C. & H. R. R. R.	
			" Ogdensburg, St. Albans, Burlington, Lake	22.00
56	Do.	3	Champlain, Lake George, Glens' Falls, Troy and N. Y. C. and H. R. R. R	0. 00
	OGDENSBUI	₹G	" Rall or Steamer	25.00
91	PRESCOTT .		" Steamer from Charlotte" " Rail or Steamer	11.00 11.00
90	Do.	{	Suspension Bridge, Rail to Toronto and	
91	Do		Steamer or Rail. "Suspension Bridge, Rail to Toronto, and	11.00
92	Do.	}	Steamer or Rail	11.00
93	Do.	}	"Suspension Bridge, Steamer Niagara to	11.00
	POKTLAND	1	Toronto, and Steamer or Rail	11.00
14	Do.		" Montreal and Gorham direct	24.00 21.00
40	back to N. FALLS	& {	" Montreal and Gorham, and return by Grand Trunk Railway	30.00

	Through Fare from Magara Falls
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No. of Form,	DESTINATION.	ROUTE.	Through Fare from Niagara Falls
47	PROFILE HOUSE	" Montreal, St. Johns, White River Junction, Wells River and Stage from Littleton.	24.00
4 8	Do{	" Ogdensburg, St. Albans, White River June- tion, Wells River and Stage from Little- ton.	20.00
202	Do	" Montreal, Gorham, Stages to Glen House and Tip Top House. Mt. Washington, R. R. to Base of Mountain, Stages to Crawford	20.00
		House and Fabyan Honse, Rail to Beth- lehem and thence by Stages	37.00
103	Da	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	. 40.00
353	PROVIDENCE,	by stage. "Montreal, Northumberland, Fabyan Heuse, Bethlehem, Stages to Profile House and Littleton, thence via Concord, Nashua	40.00
2	QUEBEC	and Worcester	34.50 16.50
8	QUEBEC and back to MON- TREAL	" 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 Whitehall.	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 Biver Junction, Burlington, and via Lake Champlain Lake George and Gleu's Falls.	53.75
-52	Do}	" Montreal, St. Johns, Burlington, Lake Champlaiu and Whitehall	21.50
20	Do	" Montreal, St. Johns, Burlington, Lake Champlain and Lake George	24.50
54	Do}	" Ogdensburg, St. Albans, Burlington, Lake Champlain and Whitehall	17.50
5 5	Do	"Ggdensburg, St. Albans, Burlington, Lake Champlain and Lake George	20.50
151	WORCESTER	" Montreal, Northumberland, Fabyan House, Bethlehem, Stages to Profile House and	22.00
41 56 65	RICHMOND to Oi	Littleton, thence via Concord and Nashua. UEBEC and back, via Rail or Steamer. UEBEC and back, via G. T. R. DUNA and return, via Grand Trunk Rail-	33.00 \$5.00 3.00
66	way or Steamer Quebec	to Rivière du Loup and Stage USAC and return, via Grand Trunk Rail-	4.50
87	way or Steamer from	Onebec to Rivière du Loup	7.50
96	PLATTSBURG (rom Quebee to Rivière du Loup. Fouquet's Hotel) to AUSABLE urn, via Steamer and Omnibus, (Ticket includes	9.00
\$7	free access to Chasm)		2,25
	rence and Ottawa Rai	TAWA CITY and return, via St. Law- lway	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 Royal Mail Line 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 Ronse'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.

The fevorite Steamers of the Canadian Navigation Company have been thoroughly overhanded and refitted, and an addition of a fine New Composito Steamer (the "ALGERIAN") has been made to the Line.

Agents are requested to specially inform Passengers that the Grand Trink Railway and Canadian Navigation Co.'s Line of Steamers offer better inducements to the travelling public than ever before. The Grand Trink Rullwa bestien resuld with Steel Rails, and been equipped with New Locomotives and been equipped with New Locomotives and better the Steel Rails, and been equipped with New Locomotives and better the Steel Rails, and been equipped with New Locomotives and better the Steel Rails, and been equipped with New Locomotives and better the Steel Rails and Bernard Rail Palace Cars are run on all Express Trains.

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

W. WAINWRIGHT, General Passenger Agent, G. T. R. ALEX. MILLOY, Sec. and Genl. Agent, Canadian Navigation Co.

Montreal, May 1st, 1874.

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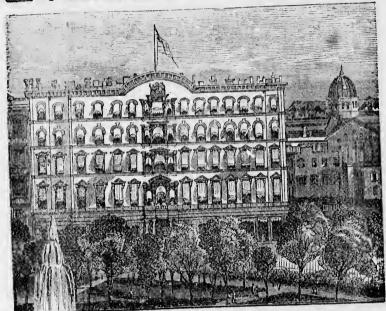
via Stage to il. n thoroughly Steamer (the

runk Railway to the traveltid with Steel and Pullman

authority.

tion Co.

EVEREUT HOUSE



Union Square, New York.

" A La Carte."

THIS MAGNIFICENT HOTEL is eligibly situated fronting the North side of Union Square and in the immediate vicinity of the Academy of Music, Booth's, Wallack's, and Fifth Avenue Theatres, Academy of Design, Young Men's Christian Association, Grace and Calvary Churches and other places of attraction, and within easy walking distance of the grand establishments of Messrs. A. T. Stewart & Co., Lord & Taylor, Arnold & Constable, Aitken & Miller, and Tiffany & Co., and many other of lesser note. This Hotel is conducted in the most liberal manner, and in all its appointments strictly first-class, and during the past season has been furnished with one of Otis Bros. & Co.'s Improved Elevators.

Messrs. KERNER & WEAVER,



1874.

Hudson River

By Daylight.

ALBANY & NEW YORK Day Line of Steamboats "C. VIBBARD"

and

"DANIEL DREW."

(From about June 1st it October 10th.) "

	-
GOING NORTH.	A.36.
New York.	
Vestry Street.	Q spa
23rd Street.	8.45
Yonkers	9.30
Tarrytown and Nyack	
by Ferry. West Point.	10.10
Cornwall.	11.30
Newburgh	12.10
L'O Keepsie	1.10
rumebeek	2.06
Catskill	3.20
Hudsor	3.40
	6.00

GOING SOUTH.	P.M.
ALBANY	8 30
Hudson	10 45
Catskill	11 (08
Rhinebeck	12.26
Po'keepsie	1.14
Newburgh	1.10
Cornwall.	2.10
West Point	2.25
Tarrytown and Nyack	
by Ferry	4.06
Tonkers	4.40
NEW YORK .	
23rd Street	5.86
Vestry Street	5.50

LEAVING NEW YORK DAILY. (Sundays excepted,) FROM VESTRY STREET, PILR & 23d STREET,

North of Erie Ferry,

Anoth of Eric Ferry,
Landing at Yonkers (Tarrytowa and Nyack by Ferrybeat), West Point, Newburgh, Foughkeepsie Rhinebeck, Catskill and Hudson' affording the best mode of enjoying the Unsurpassed Scenery, and of reaching the "Overlook" and "Catskill" Mountain Houses, Lebanca Springs (via Hudson), "aratoga Springs, and all points North grad Wost.

ISAACL WELCH

ISAAC L. WELSH. General Ticket Agent, Pier 39, New York.

River

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NEW YORK Steamboats BARD"

DREW." June 1st ste

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WELSH, set Agent, York.

PEOPLE'S LINE STEAMBOATS

RETWEEN

Mew Aork and Albany.

STEAMERS

ST. JOHN.

Monday, Wednesday, Friday,

Capt. W. H. Christopher,

DREW,

Capt. S. J. Roe, Tuesday, Thursday, Saturday,

LEAVE NEW YORK FOR ALBANY

At 6 o'clock P.M., from Pier 41, North River, south side of Canal Street near Jersey City Ferry, Desbrosses Street, connecting with trains of New York Central, Albany and Susquehanna, Rensselaer and Saratoga, and Boston and Albany Railways.

Passengers leaving Washington at 8 A.M., Baltimore at 9.25 A.M., and Philadelphia at 1.30 P.M., arrive at New York at 5.15 P.M., in time to connect as above.

STEAMERS

DREW,

Capt. S. J. Ros.

Monday, Wednesday, Friday,

ST. JOHN,

Capt. W. H. Christopher,

Tuesday, Thursday, Saturday,

LEAVE ALBANY FOR NEW YORK

From Steamboat Landing, on arrival of trams of the New York Central, Albany and Susquehanna, Rensselaer and Saratoga, and Boston and Albany Railways, arriving in New York in time to connect with trains South and sest.

Tickets to Newark, New Brunswick, Trenton, Burlington, Philatelphia, Wilmington, Baltimore and Washington City, for sale on the Boats, and Baggage elecked to destination.

Tickets via Hudson River R.R. taken for passage, including State Rooms Beech, Supper and Breakfast on Boats.

JOHN C. HEWITT,

GENERAL TICKET AGENT.

STONINGTON LINE

(ALWAYS AHEAD)

New York & Boston

AND ALL POINTS EAST.

THE ONLY INSIDE ROUTE VIA PROVIDENCE

Avoiding Point Judith.

Through Tickets via this reliable Line obtained at all-principal Ticket Offices.

NOT A TRIP MISSED IN 6 YEARS.

THE ELEGANT STEAMERS

STONINGTON,

CAPT. JESSE MOTT,

NARRAGANSETT,

CAPT. RAY ALLEN.

Leave Pier 33 North River, New York.

At 5 P. M., (Sundays excepted) arriving in Boston at 6 A. M. Returning the Steamboat Express Train leaves the Depot of the

Boston and Providence R. R. at 5.30 P. M.

(EXCEPT SUNDAYS,)

Connecting at Stonington with Steamers arriving in New York ahead of all other Lines.

BECLINING CHAIR CARS ON STEAMBOAT TRAINS. Baggage Checked through to destination.

BOSTON OFFICE, 82 WASHINGTON STREET.

GENERAL OFFICES, PIER 33 NORTH RIVER, N. Y.

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STONINGTON LINE

SPECIAL NOTICE-DAY LINE TO BOSTON. (EXCEPT SUNDAIS.)

A TRIP THROUGH LONG ISLAND SOUND BY BAYLIGHT.

Evening arriving Boston foot 23d Biver, Street, THE NEW AND MAGNIFICENT STEAMER RHODE ISLAND foot of o'clock River, Street, at 12 Chambers Pier, North leave

THE "QUEEN OF THE SOUND," PHODE ISLAND, CAPT. WM. M. JONES. RETURNING.

Mountains, and is the best route for Excursionists between Boston and New York. Through tickets viz this popular Line may be obtained at all principal Offices throughout the country. Baggage checked to destination. Steamboat Express train leaves Boston and Pro-idence R. R. Depot, Boston, except Saturday, at 8 r.M., connecting at Stonington with the Steamer, and arrive in New York at 6 A.M. This train makes connections with trains from White

L. W. FILKINS General Passeng r Agent.

A. M.
he

York

ADVERTISEMENTS.

CITIZENS LINE STEAMBOATS On Hudson River,

BETWEEN

Troy and New York.

1874.



THE ELEGANT STEAMERS

SUNNYSIDE.

POWELL.

1874.

Leave TROY DAILY, [Saturday excepted.] on arrival of Evening Trains from the NORTH and WEST, due on or about 8.15 p.m. Arriving in NEW YORK at 6 a.m., giving ample time to connect with Trains for PHTLADELPHIA, BALTIMORE, WASHINGTON and all points SOUTH and EAST. Through Tickets can be obtained on board the Steamers, and baggage checked to destination.

The Steamers of this Line are furnished with elegant State Rooms, and are replete with all the comforts and conveniences that can be desired by the traveler.

This Route offers special inducements to Tourists, Pleasure Seekers as well as business men traveling between the Northand New York in the heat of Summer by which the monotony of a long Rullroad ride and the annoyance of dust in crowded and noisy cars are all exchanged for a quiet, pleasant and expeditious Steambost Sail on the "HUDSON."

Through Tickets and Checks for Baggage can be obtained from all principal Stations on Rensselaer & Saratoga R.R., Adlrondack Co's R.R., on board Lake Champlain Steamers and at the office of Lake Champlain Steamers, North and South Through Line in Montreal, St. Lawrence Hall Building.

Capt. J. N. BOCKUS, Agent.

All Through Checked Baggage transferred free between Cars and Boats at Troy. An Agent of the Line at the Depot always on the arrival of Trains.

HUDSON RIVER RAILROAD Tickets (Coupons Troy or Albany to N.Y., taken for passage on these boats, including State Room Berth.

RETURNING.

These Steamers leave NEW YORK DAILY, [Saturdays excepted] at 6 o'clock p.m., Crane Pier, 49 N. R., foot of Leroy St. Arriving at TROY in time for all Trains going North, East and West. Through Tickets sold to all points.

Be sure and ask for TICKETS via CITIZENS LINE TROY STEAMBOATS, Fare \$1.75 less than by Railroad, and 75 cents less than by any other Line of Steamboats.

W. H. HUTCHINS,

Genl. Pass: Agent, TROY, N.Y.

G. W. NORTON.

General Agent, TROY, N.Y.

MANSION HOUSE,



TROY, N.Y.

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N.Y.,

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ATS.

V.Y.

THIS well known and Popular HOTEL is situated on Washington Square, corner Broadway and Second Street, being within 3 minutes walk of Union Depot, and one block from Steamboat Wharf, is convenient to Post Office, Opera House, &c. The Hotel is furnished throughout in a superior style, and everything arranged with a view to the comfort of Guests. Is one of the largest Hotels in Troy having ample accommodation for 300 guests.

While kept in first class style the charges will be moderate.

The Travelling community will consult their own interest by remembering the

MANSION HOUSE

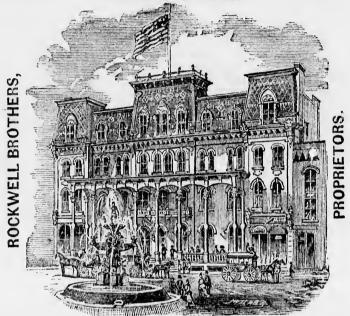
when visiting Troy either on Business or Pleasure.

J. W. STEARNS,

Proprietor.

ROCKWELL HOUSE,

GLEN'S FALLS.



The Rockwell House is a new Hotel thoroughly furnished, large, and well rentilated 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 seenery, 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 Freneh 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 seemre 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 snorning, rite 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.



GREAT

NORTH-WEST ROUTE

COLLINGWOOD, LAKE SUPERIOR, DULUTH, 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.

Magnificent Palace Parlor Cars on Express Trains, and Splendid Parlor Staterooms on Steamers.

tor Owen Sound, Little Current, Killarney, Spanish River, Algoma Mills, Lacloche, Bruce Mines, Garden River, Ste Marie, Point aux Pins, Batchawana, Michipicoton River, Neepigon, Pic, Silver Islet, Fort William, Prince Arthur's Landing, Duluth and Fort Garry.

Fares and Freights lower than by any other Boyto.

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.

ADAM ROLPH,

Gen't Ag't Northern R.R. Office, Brock Street, Toronto.

CHARLES PERRY.

Passenger Agent, 62 King Street East, Toronto.

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NOTMAN & FRASER,

39, 41 and 43 KING STREET EAST, TORONTO,

BEG to request the attention of the travelling public to their exquisite

PICTURES,

which are celebrated all over the world, and they would mention that they have been largely patronized by all the members of the "ROYAL FAMILY" who have travelled in Canada.

Their Portraits in Oil from life are unequalled, while their Water Color Enlargements and Miniatures are noted for their exquisite color and beautiful finish. The Colouring department is superintended by John A. Fraser, Vice-President Ontario Society of Artists.

They make a specialty of the celebrated

CAMEO VIGNETTE,

The most beautiful style of Photograph ever produced.

Tourists will find at their studio the most complete and largest collection of views in the Dominion, and will receive every attention and civility.

None but first class Artists are employed.

39, 41 and 43 King Street East,

Next door to the Golden Lion, and opposite the Globe Office.

ROSSIN HOUSE HOTEL

TORONTO, CANADA.

This Splendid Commodious Hotel (opened by the undersigned on the 1st August, 1867,) is finished and furnished with every regard to comfort and luxury; has hot and cold water, with Baths and Closets on each floor. The Parlours and Bed-Rooms are large and well ventilated, and arranged for private parties and families. The aim has been to make this the most unexceptionable first-class Hotel in Canada.

The undersigned trusts that his long experience in the CLIFTON HOUSE, at Niagara Falls, will give confidence to his friends and the travelling public, that they will receive every attention and comfort with reasonable charges, at this, his new and elegant House.

G. P. SHEARS,

Lessee and Manager.

HOURS FOR THE MEALS IN THE PUBLIC ORDINARY.

Breakfast - - 7 to II o'clock. Regular Dinner - 6 to 7.30 o'clock.

Lunch & Railway Dinner 1 to 3 " | Tea a

Tea and Supper - 6 to 10

IN CHILDREN'S AND MAIDS' HALL.

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

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THE QUEEN'S HOTEL, in the City of Toronto, is one of the largest in the Dominion of Canada, situated on Front Street overlooking the beautiful Bay and Lake Ontario, is convenient to Railway Stations, Steamboat Piers, and the business part of the City.

The Rooms are commodious and fitted up with new furniture in most modern style. An elegant Billiard Parlor in the House. The grounds around it being both spacious and airy, with Croquet Lawns, &c., renders it one of the most pleasant and desirable Hotels for Business men, pleasure seekers, and the travelling public.

The Tourists will find much to interest them in the City.

The Queen's Park, The University Buildings, The Lunatic, Asylum, The Trinity College, and the Normal School, with its extensive Galleries of Art; together with pleasant drives and extensive views of a varied character.

Carriages always in waiting.

In December, 1871, this hotel furnished the splendid suite of apartments, comprising one wing of the house, for the accommodation of His Imperial Highness the Grand Duke Ale is of Russia and his suite (without extra preparation,) thereby showing appreciation of the magnificent style in which this favorite House is already furnished.



(THE QUEEN'S) ROYAL NIAGARA HOTEL is located 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. Catharines; 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.

The Building has just been erected, and newly and elegantly furnished throughout; is a branch house of the QUEEN'S HOTEL, Toronto, and to be open for Guests during the summer season.

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 the Town, along the banks of the Lake and River.

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

Sucks oprictor.

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furniture e House. Croquet desirable travelling

City.
Lunatic,
with its
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Great Central Route.



Great Western Railway of Canada,

UNITED STATES MAILROUTE THRO' SUSPENSION BRIDGE, NIAGARA FALLS, AND BUFFALO,

DETROIT, MICHIGAN,

WITH BPANCH LINES FROM

Glencoe to Buffalo, Toronto to Hamilton, from Harrisburg to Guelph, Fergus, Clifford, Harriston, Walkerton, Kincardine, and from Harrisburg to Brantford, from Komoka to Sarnia, and from Wyoming to Petrolia.

FORMING WITH ITS CONNECTIONS THE

Shortest and best Routes between all points East and West.

This is the only Route via Niagara Falls, and passengers are enabled to view the FALLS OF NIAGARA while crossing the MAMMOTH SUS-PENSION BRIDGE in the Cars of this Railway.

FOUR THROUGH EXPRESS TRAINS EACH WAY, DAILY WITH AIR BRAKES, ON STEEL TRACKS.

Express trains run on Main Line. Through Freight trains run on through loop line

The line offers unsurpassed facilities for the conveyance of Emigrants, and affords them superior comforts in Cars, and Bathing and Washing rooms, & c_1

them superior comforts in Cars, and Bathing and Washing rooms, &c.
Eastward bound Trains connect. regularly at Suspension Bridge with Trains on the New York Central and Eric Railways for Buffalo, Rochester, Syracuse, Rome, Ogdensburg, Utica, Albany, Philadelphia, New York, Boston, Baltimore, Washington, and the principal points in New-England and Eastern States; at Toronto with Northern Railway for Collingwood, and the Grand Trunk Railway for Montreal Chapter and Poytland.

Quebec and Portland.

Westward bound Trains connect at Detroit with Trains on the Michigan Central. Westward bound Trains connect at Detroit with Trains on the Michigan Central. Detroit, and Milwaukee, and Michigan Southern Railroads, for Chicago, Galena. Dubuque, Milwaukee, Rock Island, St. Louis, St. Paul, Cairo, Burlington, Lacrosse, Saginaw, Cincinnati, Memphis, Vicksburg, New Orleans, Omaha, Denver, Salt Lake, San Francisco, all California points, and all important places in the West, CLOSE, connections made at TORONTO.

CLOSE connections made at TORONTO with GRAND TRUNK RAILWAY, and during Lake Navigation at Hamilton and Toronto with

ROYAL MAIL LINE STEAMERS,

For all important points on Lake Ontario and the River St. Lawrence.

Palace Sleeping Cars,

Which for elegance and comfort are not surpassed, run through between New York and Chicago, Rochsster and Chicago, Rochester and Detroit and Detroit and Buffalo without change, connecting with Palace Oar Line on Western roads to St. Louis, Omaha, California &c.

JOSEPH PRICE, General Manager. General Superintendent, Hamilton, Ontario. ADVERTISEMENTS.

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 mederate.

Portraits in Gil.



Painted from Life or Photograph,

BRIDGMAN & FORSTER.

Studio: 39 King Street West, (over Ewing & Co.,).

TORONTO.

Satisfaction Guaranteed. Call and inspect our Portraits.

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r, Syracuse, Rome, lltimore, Washings; at Toronto with ilway for Montreal

Michigan Central. Chicago, Galena, clington, Lacrosse, tha, Denver, Salt laces in the West,

NK RAILWAY,

RS, Lawrence.

gh between New troit and Detroi Western roads to

UIR, amilton, Ontario.

The Old, Reliable and Popular Route

CANADA AND THE WEST,

MICHIGAN CENTRAL RAILROAD.

Double Track. Steel Rail.

The ONLY Road connecting at DETROIT with all Trains on GRAND TRUNK and GREAT WESTERN RAILWAYS.

5 through express trains daily

RETWEEN

DETROIT and CHICAGO.

TWO NIGHT TRAINS EACH WAY ON SUNDAY.

The Passenger Coaches on the M. C. R. R. are all equipped with the MILLER PATENT SAFETY COUPLER and PLATFORM, and have the latest improvements in Heating, Lighting and Ventilation. The Trucks have SIX Wheels which renders the running Safe and Smooth.

All Crains Are Provided Acestinghouse Zir-Prake.

No CHANGE of CARS between DETROIT & CHICAGO.

BAGGAGE CHECKED THROUGH TO ALL POINTS.

Pullman's Palatial Sleeping gars on Right Frains.

Pullman's Elegant Parlor Cars on Day Trains.

First-class Eating Houses (with ample time allowed for taking meals at Detroit, Ann Arbor, Jackson, Marshall, Niles, &c., &c.

For Emigrants this Line offers unusual facilities, Luxurious Bathing Rooms, Good Cars, &c.

THROUGH TICKETS can be obtained at all Railroad Ticket Offices. Be sure and ask for them via MICHIGAN CENTRAL R. R., and please see that you get them by that Line.

C. H. HURD,

Assist. Genl. Supt.
Detroit, Mich.

C. SHEEHY,

Pass. Agt. for Canada.

Chicago, III

DETROIT.



WITBECK & CHITTENDEN, Proprietors.

THIS HOTEL has long been known to the travelling public, as one of the most popular public houses in the West.

In point of location it is superior to any Hotel in the City, being situated on the CAMPUS MARTIUS, and opnosite the new CITY HALL.

During the last winter, the Hause has been thoroughly re-fitted and re-farmished with every regard to the comfort of guests, and will now accommodate SIX HUNDER PERSONS.

Elegant new rooms have been added, very handsomely furnished, and new bath-rooms have been supplied.

rooms have been supplied.

Its convenience for business men is every thing that can be desired, as it is in the immediate vicinity of the leading wholesale houses.

Parties visiting the various MINERAL SPRINGS in the State will find the RUSSELL HOUSE very desirable head quarters being only a few minutes' walk from all the R.R. DEPOTS. OMNIBUSES run to and from all the Trains, and to the CLEVELAND AND BUFF VLO STEVMERS during the season. There is a fine new Billiard (tall in the ID use as well as Telegraph office to all parts. Rooms en suite suitable for parties travelling en finite secured in advance by telegraphing the Proprietors.

by telegraphing the Proprietors.

We respectfully solicit the purpose of the travelling public, confident of being able to please in the future as in the past.

WITBECK & CHITTENDEN, Proprietors.

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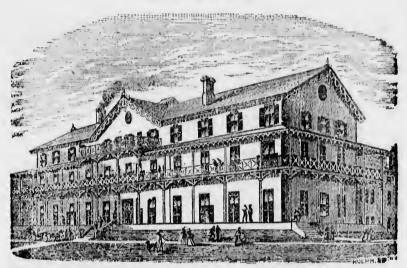
Trains.

ing meals &c.

Luxurious

Offices. Be l please see

GENT. Chicago, Ill.



The Lake Couchiching Summer Hotel, ORILLIA, ONT.

For Families, Tourists and Sportsmers.

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 ORILIM 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 Yatehting, 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 Neighbourhood, where Salmon, Trout, Black Bass, Speckled Trout, &c., abound in original plenty

Trout, Black Bass, Speckled Trout, &c., abound in original plenty.

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

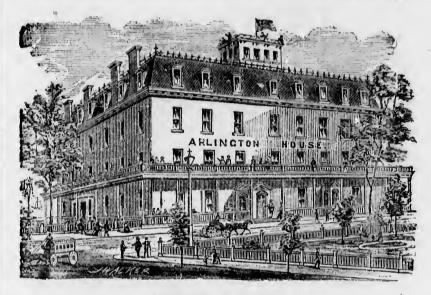
steamer.

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.

JAMES FENNELL,

MANAGER.

THE ARLINGTON,



COBOURG, CANADA.

This Hotel will be opened on the 1st June, 1874. House and furniture are entirely new, and 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 Balls, &c., &c.

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

The Hotel will be under the management of Mr. James R. Sangster, so long and avorably known in connection with the St. Lawrence Hall, at Montreal, and lately of Congress Hall, Saratoga, N. Y., and Gilsey House, New York City. Tourists can reach Cobourg from New York in 71 hours; from Rochester in 5 hours; from Loronto by rail in 3 hours, and by steamboat in 5 hours.



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MANAGER.

BELLEVILLE. ONTARIO, CANADA.

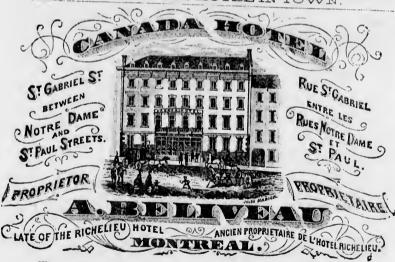


This Hotel is situated in the centre of the din the centre of the Hotel and and near the Post Office, Banks, Public Hall and Rall-way Depot. It is the bargest Hotel in Belleville, and its rooms have recently been refurnished and thow hole house thoroughly renoyated.

Omnibuses to and from all Cars and Steamboats.

Splendid Sample Rooms; Billiard Room with 5 fine Tables; Frontage 345 feet; good Stabling and Pure Spring Water; conveyance to cars and Boats.

G. C. BORRADAILE, Proprietor.



The Canada Hotel has many advantages, it being situated in the business part of the City, and convenient to the Street Cars, Steamboat Landings and Railway Depots. The Bedrooms are large and well ventilated.

The Proprietor trusts, with close attention to the wants of his guests, to merit a share of the public patronage.

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REVERE HOUSE,

BROCKVILLE. ONT.



HOWE & MARSTON, PROPRIETORS.

This favorite honse (formerly known as the Campbell House) has been refitted and refurni-hed throughout by the present proprietors, 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. Buses to and from the boats and railways, while a good livery is attached to the house.

ADVERTISEMENTS.

Peilish American und Parwood Ponse,

KINGSTON, CNTARIO.



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 recert 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.

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NEW SHORT ROUTE From MONTREAL to

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Tourists can breakfast in Montreal and arrive at Littleton at 4 P.M. and at Profile House for Tea, through by daylight, passing the finest Scenery in New England or Canada.

Pullman Sleeping Cars

On Evening Trains from Montreal and Boston, running thorough without change.

New and Superb Cars

This Route takes you through the Eastern Townships, the Green Mountains, and skirts Lake Memphremagog, stopping for refreshments at the celebrated Memphremagog House, at Newport, Vt., and places you in Boston or New-York on same time as by any other route.

"Shortest and most direct Route to White Mountains."

For full particulars apply to the General Ticket Office of the Company,

202 ST. JAMES STREET, MONTREAL.

A. B. FOSTER, Manager.

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CONTAINING A FINE

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Showing the distance from the centre to the different points.

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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.

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Mingara Falls to Montreal, Quebec, White Mountains, Portland, Lake George, Saratoga, New York, Riviere du-Loup, the River Sagnenay, &c., &c., &c.

The Canadian Navigation Company's Steamers comprise the original Royal Mail and American Lines, with the addition of several new Steamers, thus forming two first-class lines of Passenger steamers, which, for speed, safety and comfort, cannot be surpassed.

They are the only lines now affording Tourists an opportunity to view the magnificent scenery of the Thousand Islands and Rapids of St. Lawrence, also to the far-famed

River Saguenay.

This route possesses peculiar advantages over any other, as by it parties have their choice of either side of Lake Ontario and River St. Lawrence, between Niagara Falls and Quebec, over the whole or any portion of it, without being ' obliged to decide when purchasing their tickets, as they are also good by the Grand Trunk Railway. No extra charge for Meals on the Steamers between Toronto and Montreal.

The only route to the White Mountains by which parties can ascend the far-famed Mount Washington by the carriage road.

American money taken at par for tickets by this line, which can be obtained at most of the principal cities of the United States.

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The Ottawa River Navigation Company's

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MONTREAL TO OTTAWA,

DAY AND NIGHT LINE.

New Iron Steamer PEERLESS, CAPT. A. BOWIE.

Steamer PRINCE OF WALES,

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- ' QUEEN VICTORIA,
- " P. Y. MACDONNELL,

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Passengers leave by the 7 A.M. and 5 P.M. Trains for Lachine by Builway and connect with the Steamers PRINCE OF WALES and PRINCESS for Ottawa and intermediate landings.

DOWNWARDS.

Passengers leave Ottawa at 7 A.M. and 5 P.M. by Steamers PEERLESS and QUEEN VICTORIA for Montreal and intermediate landings. Baggage checked. Meals and State Rooms extra.

'No through passengers taken on Saturday evening boat.

The comfort and economy of this line are unsurpassed, whilst the route is one of the most picturesque in Canada. Tourists will find this a delightful trip. Connections made at Ottawa with Canada Central Railway and steamers of Upper Ottawa.

Single and Return Tickets for Lower and Upper Ottawa may be had at the Company's Office, 13 Bonaventure Street, the Grand Trunk Depot. Montreal, and at the office of the Queen's Wharf, Ottawa.

Freight for all points on the Ottawa sent through with despatch daily.

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were been offered to the public before.

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ST. LAWRENCE HALL,



St. James Street, Montreal.

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

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 Nuncries, New Court House, Reading Rooms, "Champ de Mars" (where the troops are reviewed), Mechanics' Institute, Bousecours 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.

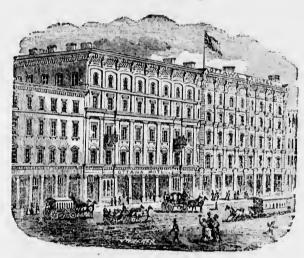
The Hotel has been considerably enlarged so that in future the Proprietor hopes to be able to accommodate comfortably all who may favour him with their patronage.

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.

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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 Buldings; and has ample accommodation for 400 Guests.

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

Repr 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.

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PROPRIETORS.



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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.

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Clothing and Tailoring Establishment, 463 Notre Dame Street, near McGill Street,

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The best Cutters, and Coat and Paut makers, are engaged; so that perfect satisfaction will be The immense assortment presented in the newly Imported Stock, for the present season, in fine Woollens, Tweeds, Tricots, Mixed and Plain Coatings, Venetians, Sataras, etc., will afford American and Canadian styles of the day. Gents' Fashionable made Tweed Suits, \$10.50 to \$15.00; Youths' \$5.50 to \$10.50.

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The extensive stock of Ready-made Clothing, (native and imported), being one of the largest in Canada, comprises every variety of garments for Gentlemen's and Youths' wear, in all the Gentlemen can rely on the noted character of this house for supplying first-class work in the ferchant Tailoring line, etc. Orders will be executed with the greatest despatch consistent with correctness of Fit, Prices will be found-uniformly moderate. Fashionable Tweed Suits to measurement, \$12.00

Strangers and Tourists are specially invited to will always receive a cordial welcome.

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N.B.—Our extensive Stock of Gentlemen's Spring and Summer Overcoats, in Meltons, Venetians and fine Scotch Tweeds, can compete with anything of the kind in Canada.

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3. By this arrangement, passengers need not be subjected to any delay on arrival at Montreal, and will be relieved from all trouble and anxiety, as all Baggage, the cheeks for which have been handed over to the Transfer Company's Agent, will be promptly and safely delivered to the address given, immediately after the arrival of the Train.

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S. WOOD,

Superintendent.

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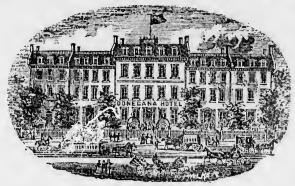
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From MONTREAL to

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Run through from Montreal to Boston without change. The Scenery on this Line has been acknowledged by lovers of Nature to be the finest traversed by any line on this Continent.

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Mountain White

And passes over twenty miles along the shores of the ever charming Lake Winnepesaukie.

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At the Memphremagog Honse, (in sight of the Lake) Newport, Vt., and at the Pemigewesset House, Plymouth, N. H. Passengers by this Line when arriving at

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Where close conjections are made with White Mountain R. R. can with a short delay and little expense visit the whole of the WHITE MOUNTAINS. Before selecting your route from MONTREAL you will consult your own interest by calling at the General Office, 202 ST. JAMES STREET, MONTREAL, For descriptive Bird's Eye View Circular, giving an illustration and all

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CONNECTIONS.

AT HALIFAX .- With Steamships to and from England, Newfoundland, Bermuda and West Indies, and also with Steamers for all Ports on the Western shore of Nova Scotia.

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Makes stage connections at New Glasgow, Londonderry,

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Through tickets to principal points and places in Canada, the United States and Gulf of St. Lawrence. Baggage checked through. Through Tickets sold by connecting lines.

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Commencing about the 20th of June, and continuing until about the 10th of September, one of the above boats will leave Quebec at 8 o'clock

a.m., daily (Sundays and Mondays excepted) on the arrival of Montreal Steamers, which make connection, for the

SAGUENAY RIVER,

calling at Murray Bay, Rivière du Loup and Tadousac. On Saturdays at noon the St. Lawrence will leave for Rimouski, calling at intermediate ports.

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Summer Arrangement

Lake Champlain & Lake George STEAMERS.



The Fashionable Thoroughfare and pleasure route between

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

TWO TRAINS DAILY

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

VERMONT. Capt. WM. H. FLAGG. WM. ANDERSON. ADIRONDÁCK CHAMPLAIN, GEORGE RUSHLOW. UNITED STATES,

Forming TWO DAILY LINES each way through the Lake connecting at Ticonderoga with Steamer "MINNE-HA-HA," through Lake George and at Whitehall with trains of Rensselaer and Saratoga Railroad for Saratoga, Troy, Albany, New-York, and all Sonthern and Western points.

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

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

Through Fickets and information furnished at the Ticket Office at Niaga ra; at the Offices of the Grand Frunk 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.

A. L. INMAN.

St. Lawrence Hall Building, Montreal.

General Superintendent.

May, 1874.

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

FOUQUET'S HOTEL

PLATTSBURGH, N. Y.

This Hotel is situated at Plattsburgh, upon the Western Shore of LAKE CHAMPLAIN, on the banks of Cumberland Bay, which was the scene of the naval battle of 1814. Fine views can be had from its piazzas in all directions, which include the Lake, the Islands, the Green Mountains on the East, the Adirondacks on the South, presenting every variety of scenery, the wild, the picturesque, the grand. This Hotel is retired, it has beautiful garden and flower grounds, purest of spring water, spacious and well ventilated rooms, which, together with the pleasant drives in the vicinity, offer attractions to the seeker after health and pleasure that cannot be surpassed.

To see Lake Champlain and Lake George by Daylight,

Leave Montreal by the afternoon train and arrive at FOUQUET'S HOTEL to supper; take day boat the following day for Whitehall, or Lake George, arrive at Saratoga, via Whitehall, to supper.

For Lake George,

Leave the steamer at Ticonderoga, thence by stage four miles around the rapids to Lake George, thence by steamer MINNE-HA-HA to Caldwell at the upper end of the lake, at which place are the ruins of Fort William Henry, of revolutionary fame.

By this arrangement the tourist has the advantage of passing by daylight through the entire length of two of the most noted sheets of water in America, seeing all their varied beauty and portions connected with them, both historical and romantic.

New Route to the Adirondacks.

The Whitehall and Plattsburgh Bailroad is now completed and being operated from Plattsburgh to Ansable River Station, a distance of twenty miles, connecting with a four-horse line of stages, running daily to the principal summer resorts of the GREAT WH.DERNESS. Tickets for this route can be procured at the principal Ticket-Offices, on the Lake Champlain steamers and at this Hotel.

See pages 170 and 171.

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Between Montreal, Quebec, Pather Point, Gaspe, Perce, Paspedisc, Dalhousie, Chatham, Newcastle, Shediac, Charlottetown, P.E.L. and Pictou.

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THE LINE IS COMPOSED OF

Seven First-Class Powerful STEAMERS.

A Steamer leaves Quebec and Picton every TUESDAY, calling at Father Point,

Gaspé, Percé, Paspebiac, Dalhousie, Chatham, Newcastie and Shediac.

A Steamer leaves Montreal and Picton every alternative FRIDAY, touching at Quebec, Father Point, Charlottetown and Shediac; the other steamers sail as specially advertised.

The officers and employees are experienced, polite and obliging. The table is good, and nothing is wanting to promote the comfort of passengers.

The scenery along the River and Gulf of St Lawrencelia grand and beautiful and the air is cool and invigorating, even in the warmest months.

Tourists and those seeking relaxation from the toils of business will find the trip by the Steamers most healthful and pleasant. Persons wishing to spend the summer at the seaside cannot fail to find places to their taste at some of the ports at which the Steamers touch.

The sportsman and angler will find this route unrivalled. The river, bays, and

inlets along the river and coast swarm with salmon, trout and other fish.

The immense fleet of vessels visiting the ports of Quebec and Montreal, from the stately and magnificent Atlantic steamer to the small fishing craft, pass up and down in view of the traveller.

The rates of Fare, as will be observed on reference to the Tarlifs and Time Tables, are exceedingly low—not more than would be charged at first class Hotels for the time occupied by the trip.

For Freight or Passage, apply to any of the undersigned Agents:

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Cabin Fare, \$30 gold; round trip, Cabin Fare, \$50 gold. This is the best line for invalids and pleasure travellers wishing to visit a southerly climate. The suffary location of the I-land has been decided by entinent physicians as one much superior to Florida. The scenery is magnificent.

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The food Hotel accommodation at very moderate terms.

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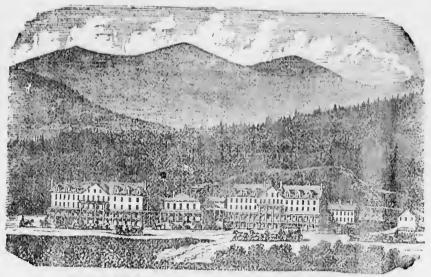
QUEBEC.



The undersigned respectfully wishes to call your attention to the re-opening of the above well-known and favorite establishment, which has during the winter months undergone extensive alterations and improvements, having been newly painted, carpeted, and splendidly furnished throughout, making it most unexceptionably the finest house in the city.

Soliciting a share of your patronage, he remains, very respectfully, your obedient servant,

DR. W. KIRWIN, Proprietor.



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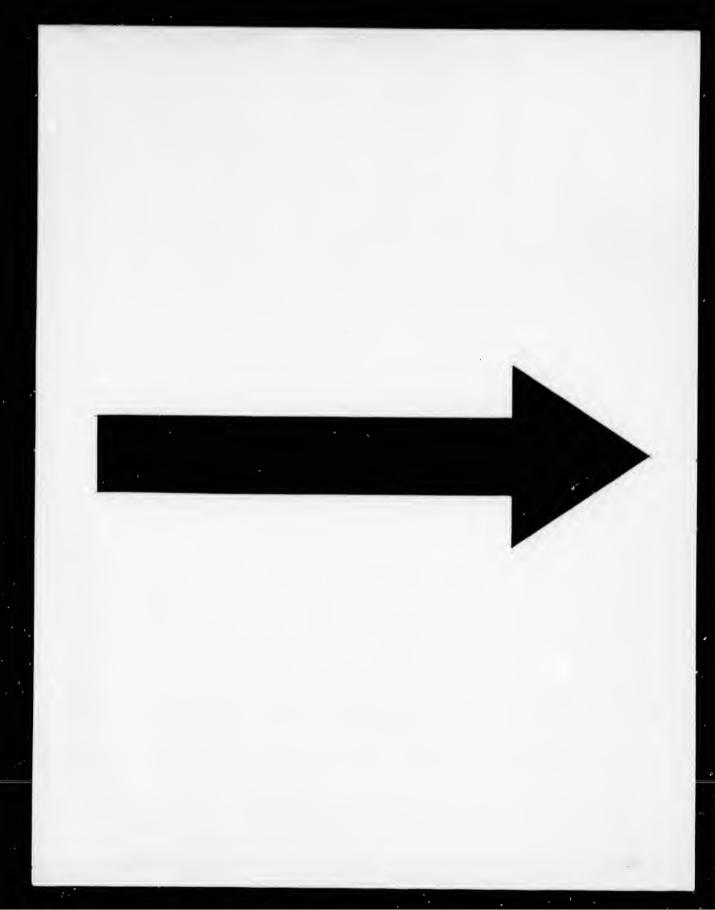
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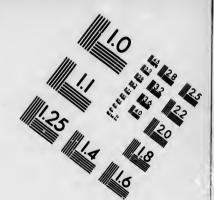
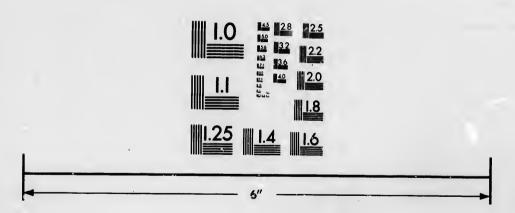


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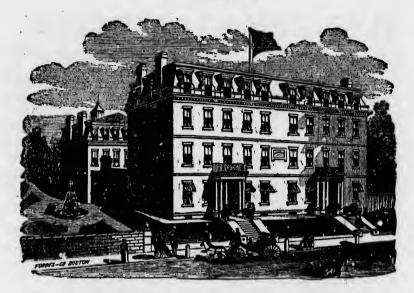
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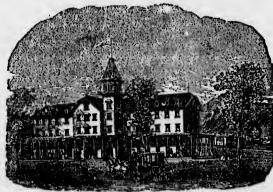
Charges very moderate, and every attention paid to guests.

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THE KIERSAGE, North Conway. N. H,



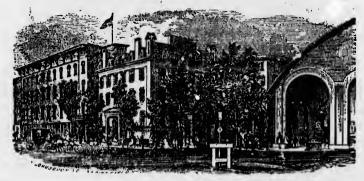
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A fine orchestra engaged for the Season.

Two trains each way between Boston and Portland. The best approach to Mt. Washington.

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Carriages to and from the Railroad Depot Free.

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A good Livery and a first-class Billiard Hall connected with the House.

The Hotel is open for night trains.

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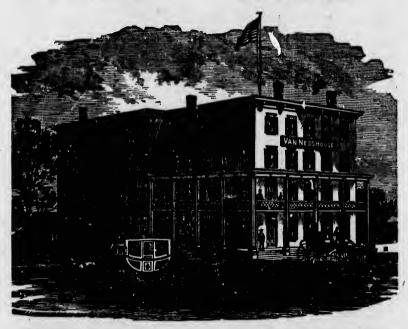
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O. B. FERGUSON.



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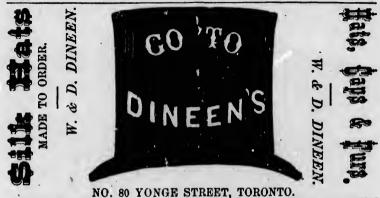
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ALBURGH SPRINGS, VI.,

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The undersigned respectfully informs his friends in the United States and Canada, that by recent enlargement and improvements, he is now prepared to accommodate over 100 guests.

The Mansion House has two beautiful fronts, having balconies extending on both. It is unrivalled in location, and Alburgh Springs need not by me be extelled as a summer resort, and I trust my long experience (over 20 years,) will give confidence to my friends that they will receive every comfort and attention at the Mansion House.



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Railroad to the White Mountains.



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This new, elegant and first-class Hotel in the heart of the White Mountains is NOW REACHED by RAILBOAD via Wells Rivers and Littleton, and is connected by stages with the Mount Washington Railway, ten miles distant, and with all important points in the mountains; has an extensive Livery and all modern improvments for the comfort and pleasure of guests. Entire exemption from Hay Asthma or Catarrh at this house.

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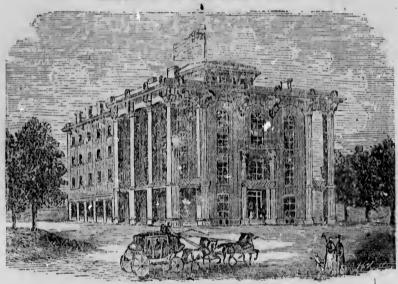
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This large and popular Hotel is open at all hours of the night, and is kept in connection with the entensive dining and refreshment rooms at the Depot. Trains leave this point for Bellows Falls and Springfield, at 5.20 a.m., and for Concord and Boston at 5.45 a.m., for Wells River, White Mountains, Nowport, Montreal, and Quebec at 8.20 a.m. Trains leaving New York at eight and ten o'clock a.m., arrive here at eight o'clock the same evening, and those leaving New York at 12.00 and 3.00 p.m. arrive here at midnight, giving ample time for rest and refreshments. Modern improvements and Livery attached.

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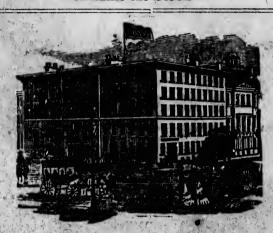
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The Proprietor, in returning thanks for the very liberal patronage he has hitherto enjoyed, informs the public that this Hotel has been thoroughly renovated and embellished, and can now accommodate about 500 visitors; and assures them that nothing will be wanting, on his part that will conduce to the comfort and enjoyment of his Guests.

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