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1st JULY, 1856.

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TO PUBLIC
Price 12½ cts.
PATENTED
1851

By direct Official



Authority.

THE CANADA

(MONTHLY)

GENERAL RAILWAY AND STEAM NAVIGATION GUIDE,

After the Plan of the English "Bradshaw."

CONTAINING

THE OFFICIAL TIME AND FARE TABLES OF EVERY RAILWAY NOW OPEN THROUGHOUT CANADA; THE DURATION OF TRANSIT, STATIONS, AND ALL MATTERS CONNECTED WITH RAILWAY AND STEAMBOAT TRAVELLING, CAREFULLY AND OFFICIALLY REVISED AND CORRECTED FOR PUBLICATION ON THE FIRST OF EVERY MONTH;

WITH A LARGE VARIETY OF LOCAL, GENERAL, AND

VALUABLE INFORMATION,

COLLECTED AND ARRANGED EXCLUSIVELY FOR THIS PUBLICATION.

Illustrated with a plain and well-executed MAP OF THE RAILWAYS OF CANADA, shewing those completed, in progress, and projected.

TORONTO:

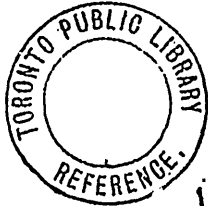
PUBLISHED FOR THE PROPRIETOR BY MACLEAR & CO.

HAMILTON:—BARNES & CO.

LONDON:—THOMAS COOMBE & CO.

MONTREAL:—B. DAWSON.

And sold by all Booksellers and at all Railway Stations throughout Canada.



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NOTICE.

JUN 5 1935 —

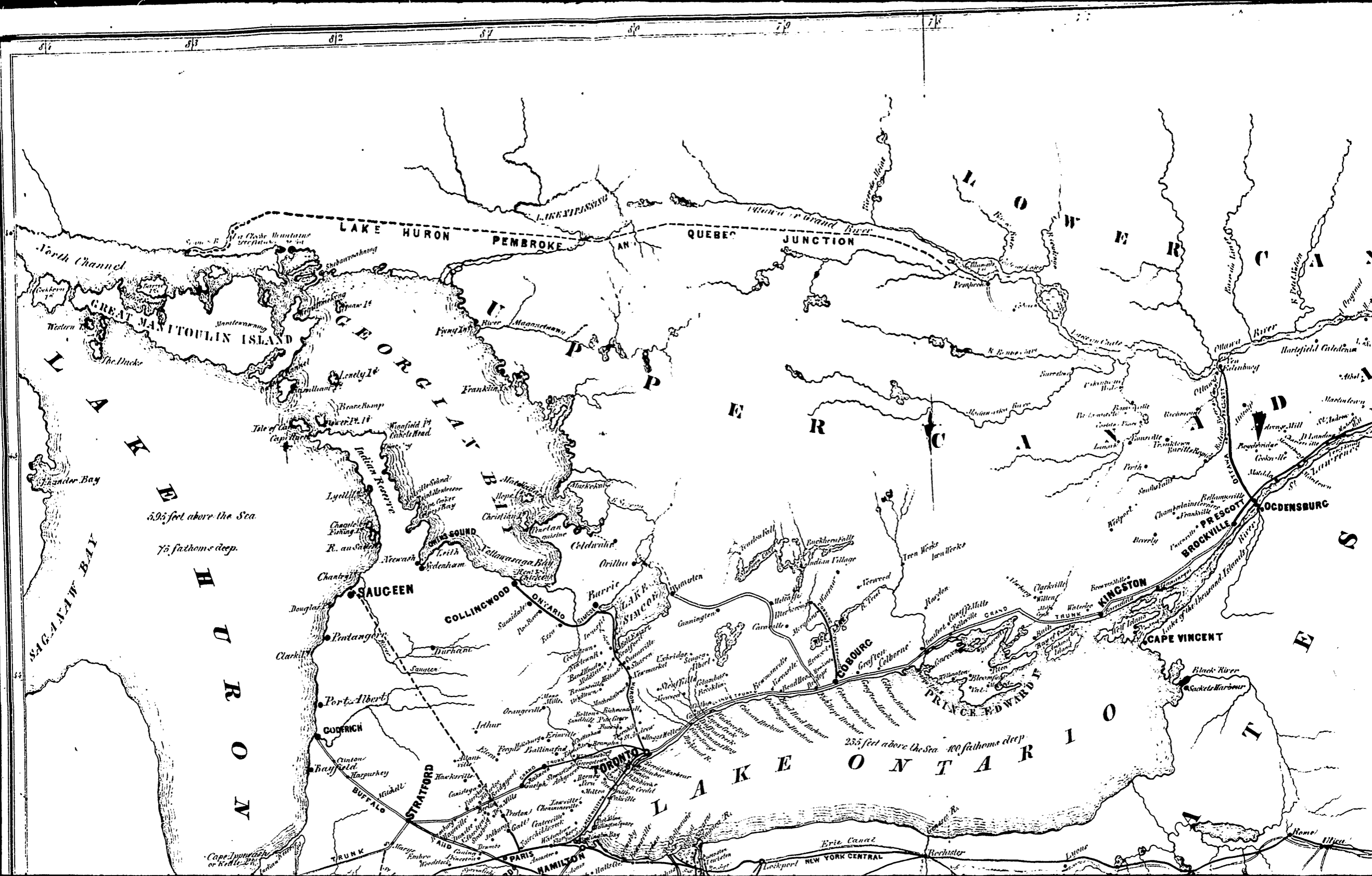
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Agents are required for the sale of this work in all parts of Canada, to whom, and to Booksellers, a liberal discount will be allowed.

RATES OF ADVERTISING.

One page, per month	\$4.
Half page, do.	\$2.
Quarter page, do.	\$1.
Hotel and other Advertisements not exceeding 4 lines, per 3 months	\$1.

All Railway, Steamboat, and Trade Advertisements must be sent before the 20th of the month.



81 82 83 84 85 86 87 88 89 90

LAKES
SUPERIOR
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HURON
ERIE
ONTARIO

LAKE HURON PEMBROKE AN QUEBEC JUNCTION

GEORGIAN BAY
MAGNETIC RIVER
FRANKLIN RIVER
MAGNETIC RIVER

595 feet above the Sea
75 fathoms deep

SAUCEEN
COLLINGWOOD
ONARIO

PORT ALBERT
GUDRICH
BUFFALO

TORONTO

LAKE ONTARIO
235 feet above the Sea
100 fathoms deep

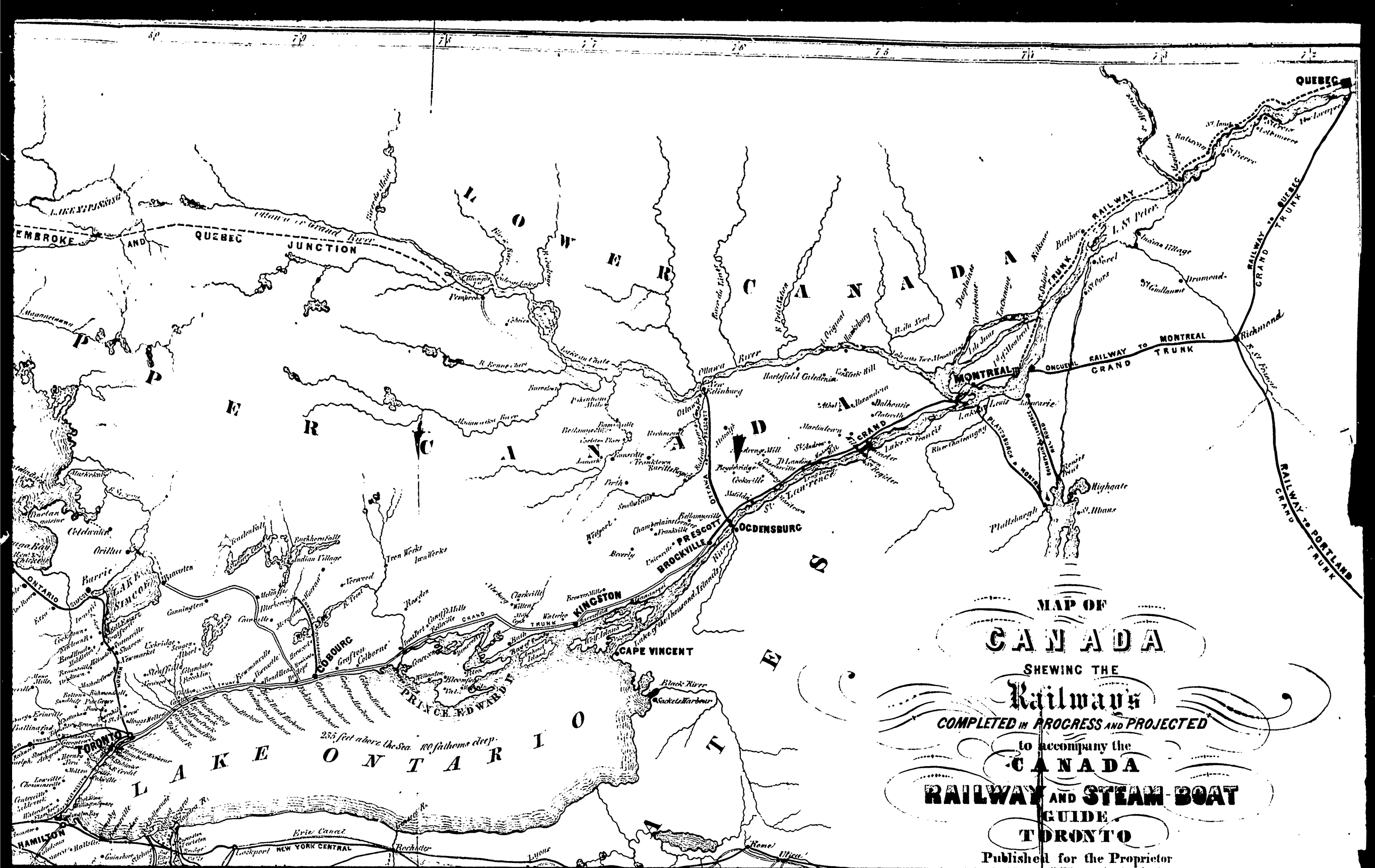
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NEW YORK CENTRAL

LOWERY
CANA
RIVER

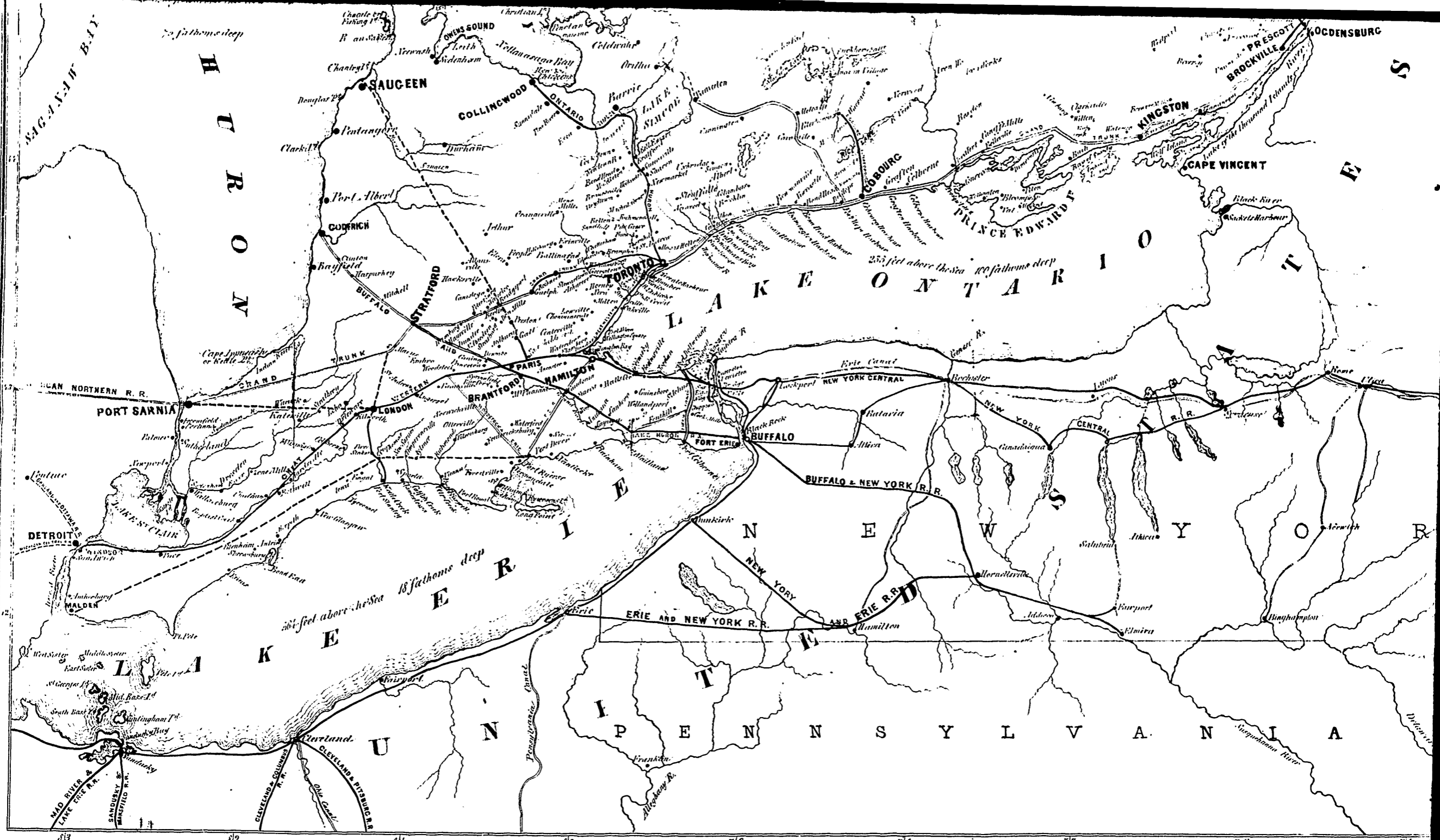
ODENSBURG
BROCKVILLE
PRINCE EDWARD I.

KINGSTON
CAPE VINCENT

BLACK RIVER
BUCKET HARBOUR



MAP OF
CANADA
 SHEWING THE
Railways
 COMPLETED IN PROGRESS AND PROJECTED
 to accompany the
CANADA
RAILWAY AND STEAM-BOAT
GUIDE
TORONTO
 Published for the Proprietor



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22 fathoms deep

18 fathoms deep

255 feet above the sea 100 fathoms deep

GRAND NORTHERN R. R.

MAD RIVER & LAKE ERIE R. R.

CLEVELAND & COLUMBUS R. R.

ERIE AND NEW YORK R. R.

BUFFALO & NEW YORK R. R.

NEW YORK AND ERIE R. R.

NEW YORK CENTRAL

STRATFORD

COLLINCWOOD

COBURN

PORT SARNIA

LONDON

BRANTFORD

HAMILTON

PORT ERIE

BUFFALO

BATAVIA

ROCHESTER

WARREN

WESTBURY

AMHERST

SAUCEEN

CODERICH

TORONTO

COBURN

KINGSTON

CAPE VINCENT

BLACK RIVER

WICKHAM

WINDSOR

BROCKVILLE

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DETROIT

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TRUNK

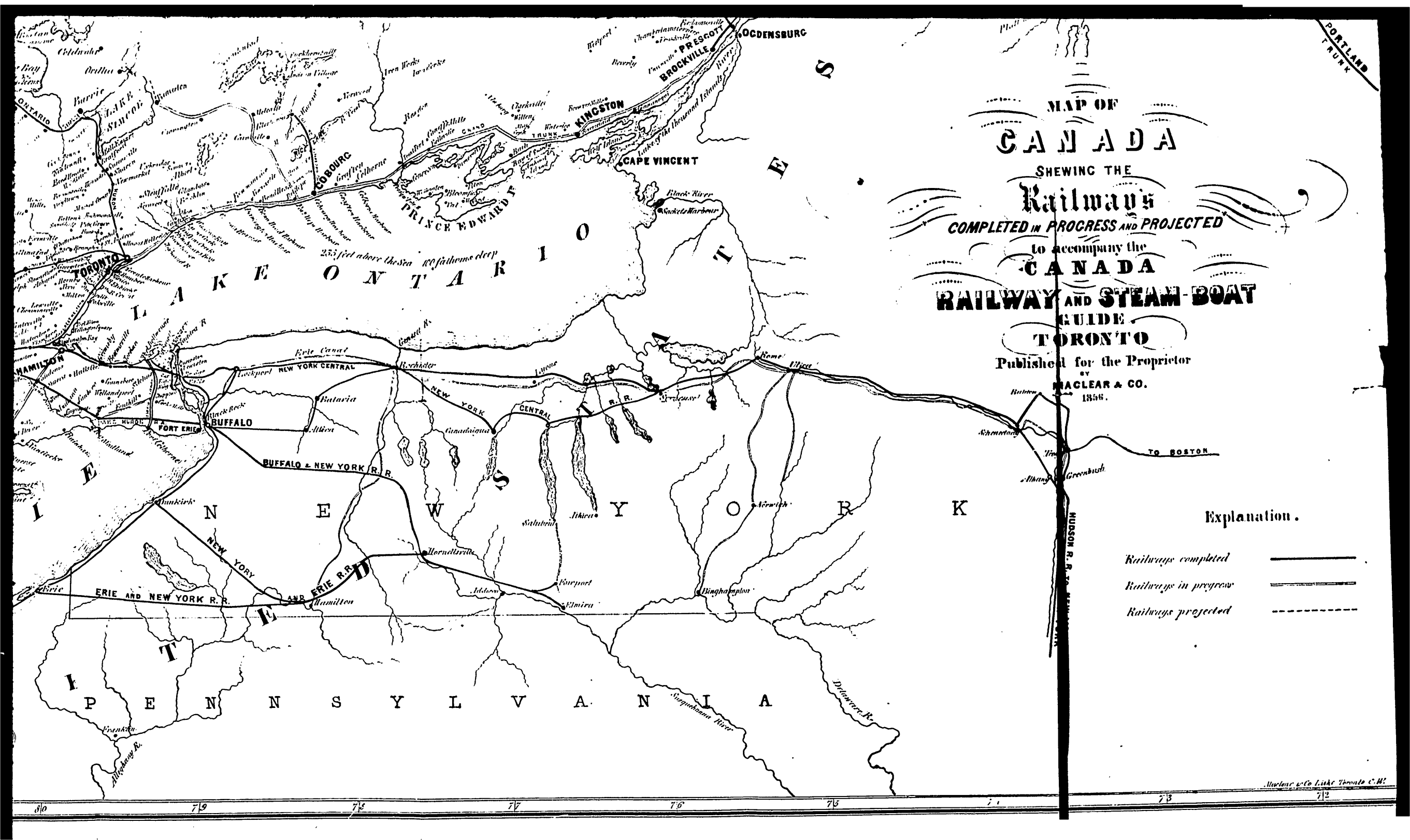
MAP OF CANADA

SHOWING THE
Railways
COMPLETED IN PROGRESS AND PROJECTED
to accompany the
CANADA
RAILWAY AND STEAM-BOAT
GUIDE
TORONTO

Published for the Proprietor
by
MACLEAR & CO.
1856.

Explanation.

- Railways completed
- Railways in progress
- Railways projected



1st JULY, 1856.

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PUBLISHED FOR THE PROPRIETOR BY MACLEAR & CO.

HAMILTON:—BARNES & CO.

LONDON:—THOMAS COOMBE & CO.

MONTREAL:—B. DAWSON.

And sold by all Booksellers and at all Railway Stations throughout Canada.

NOTICES BY THE PRESS.

The Canada Railway and Steam Navigation Guide.—The first number of a new monthly periodical, bearing the above title, has reached us. It is precisely what it purports to be, and we regard it as the best publication of the kind ever attempted in this Province. No traveller on Canadian Railways or steamboats should be without it; in fact it is a *vade mecum* for everybody, and contains a large amount of valuable information. The price is only 7½.—*Hamilton Spectator*.

“*The Canada Railway and Steam Navigation Guide.*—This is the title of a new monthly publication, the first number of which is before us. Such a work has been long wanted in Canada, and we trust that it will receive that support which will enable the publishers to carry it on successfully. It is a valuable book for every traveller to possess, containing, as it does, the time and fare of every railway now open in Canada, duration of transit, and all matters connected with railway and steam traveling, with a great variety of general information useful to the public. It is published (revised and corrected) on the first of every month, and may be had of Thomas Coombe & Co., price 7½.—*Middlesex Prototype*.”

The Canada Monthly General Railway and Steam Navigation Guide.—Such is the name of a very useful monthly publication, got up in Toronto, corresponding to Bradshaws *English Railway Guide*. The very low price of 12 cents, and the very great want of such a companion to the travelling public, will we trust ensure its support, and reward the enterprising publishers. To be had at Thomas Coombe, & Co., Dundas Street, London.—*Herald*.

We have received the first number of the *Canada Railway and Steam Navigation Guide*. It is a small book price 12 cents, after the plan of the English Bradshaw. It contains Railway time-tables, and much information concerning the towns and villages on the various lines. It is a complete travellers *vade mecum* which no traveller should be without.—*Branford Herald*.

The Canada Railway and Steam Navigation Guide will be sold to tens of thousands, being an indispensable requisite to travellers whether on business or pleasure. The arrangement is excellent and the topographical information interesting, our town receives a favorable notice:—*Branford Expositor*.

This valuable little book will prove of invaluable service to commercial men and travellers generally.—*London Free Press*.

It contains all requisite information for travellers, with a large variety of local general and valuable information. It is neatly printed in pocket form, and most prove a highly useful and interesting companion.—*Windsor Herald*.

CLASSIFICATION OF RAILWAYS, &c.

GREAT WESTERN—	PAGE
Between Niagara Falls and Detroit	4
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GREAT WESTERN RAILWAY.

Suspension Bridge (N. F.) to Hamilton, Paris, London and Windsor.

C. J. BRIDGES, Managing Director, Hamilton.

W. C. STEPHENS, Secretary.

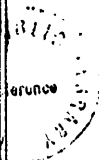
DISTANCE.		(GOING WEST.) STATIONS.	1	2	3	4	5	6	7
Intermediate.	From N. Falls.		Mixed.	Steamboat Exp.	Day Express.	Preston Mixed.	Accommodation.	Mail.	Night Express.
			A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.
		NIAGARA FALLS, Susp. Bridge depart	6 00	7 30	11 45	...	3 45	8 05	11 45
		Thorold	6 30	...	P. M.	...	4 10	...	A. M.
		S. Catharines	6 40	8 02	12 20	...	4 20	8 40	12 10
		Jordan	7 02	...	...	...	4 42	...	...
		Beamsville	7 24	...	...	...	4 55	...	...
		Grimsby	7 49	8 35	...	...	5 08	...	...
		Ontario	8 09	...	...	...	5 22	...	...
		HAMILTON { arrive.....	8 50	9 08	1 25	P. M.	5 45	9 50	1 10
		{ depart.....	...	9 20	1 40	4 50	6 00	10 30	1 20
		Dundas .....	...	9 40	...	5 15	6 17	...	...
		Flamboro .....	...	9 50	...	5 27	6 24	...	...
		Copetown .....	...	10 00	...	5 50	6 32	...	...
		Vansickles.....	...	10 12	...	6 10	6 44	...	...
		Fairchild's Creek .....	...	10 22	2 30	6 25	6 55	...	...
		Preston, depart .....	...	7 15	1 30	...	...	...	...
		Galt depart .....	...	7 30	1 45	...	...	...	...
		Galt, arrive	A. M.	6 30	11 00	...	7 30	7 30	...
		Preston, arrive	6 50	11 20	...	7 45	7 45	...	...
		PARIS .....	...	10 50	2 55	...	7 20	11 23	...
		Princeton .....	...	11 10	...	...	7 38	...	...
		Arnolds .....	...	...	...	...	7 43	...	...
		Eastwood .....	...	...	...	...	7 56	A. M.	...
		Woodstock .....	...	11 40	3 35	...	8 03	12 10	...
		Beachville .....	...	11 49	...	...	8 18	...	...
		Ingersoll .....	...	12 00	3 55	...	8 30	12 29	...
		Edwardsburgh.....	...	12 20	...	...	8 50	...	...
		{ arrive .....	...	12 40	4 30	...	9 10	1 09	4 00
		LONDON {	A. M.	P. M.	P. M.	...	...	1 19	4 10
		{ depart	8 00	12 55	4 40	...	...	1 44	...
		Komoka.....	8 30	1 18	5 02	...	...	...	...
		Mt. Brydges.....	8 55	1 30	5 14	...	...	...	...
		Ekfrid	9 20	1 40	5 26	...	...	...	...
		Mosa	10 05	...	5 49	...	...	...	...
		Wardsville	10 35	2 16	6 02	...	...	2 50	5 20
		Bothwell	10 55	2 24	...	...	...	...	...
		Thamesville	11 30	...	...	...	...	...	...
		CHATHAM	P. M.	12 40	3 15	7 15	...	3 50	6 20
		Baptiste Creek	1 25	...	...	...	...	...	...
		B. River.....	2 10	...	...	...	...	...	...
		Puce .....	...	P. M.	...	...	...	A. M.	A. M.
		Windsor, opposite Detroit, arrive	3 00	5 00	9 00	...	...	5 40	7 43

GREAT WESTERN RAILWAY.

Windsor to London, Paris, Hamilton, and Suspension Bridge, (N. Falls)

C. J. BARDGES, Managing Director, Hamilton.

W. C. STEPHENS, Secretary.



DISTANCE.		(GOING EAST.) STATIONS.	1	2	3	4	5	6	7
Intermediate.	From Windsor.		Accommodation.	Morning Express	Preston Mixed.	Steamboat Exp.	Mixed.	Lightning Exp.	Night Mail
				A. M.	P. M.	A. M.	NOON	P. M.	P. M.
13	13	WINDSOR (opposite Detroit) depart .....	...	6 00	...	10 30	12 00	3 45	7 45
4	19	Puce .....	...	...	...	...	...	...	...
14	31	B. River .....	...	...	...	...	12 50	...	...
14 1/2	45 1/2	Baptiste Creek .....	...	...	...	P. M.	1 30	...	...
15 1/2	60 1/2	SHATIAM .....	...	7 35	...	12 05	2 20	5 05	9 20
8 1/4	69 1/4	Thamesville .....	...	8 09	...	...	...	...	...
4 1/4	73 1/4	Bothwell .....	...	8 30	...	...	4 02	...	...
6 1/2	80	Wardsville .....	...	8 45	...	1 05	4 27	6 02	10 20
9 1/2	89 1/2	Mosa .....	...	9 00	...	...	4 53	...	...
5 1/2	94 1/2	Ekfrid .....	...	9 25	...	1 40	5 25	...	...
5	99 1/2	Mt. Brydges .....	...	9 37	...	1 55	5 55	...	...
10 1/4	109 3/4	Komoka .....	...	9 48	...	2 07	6 20	...	11 16
9 1/2	119 1/4	LONDON { arrive	A. M.	10 15	...	2 33	6 50	7 10	11 41
9 1/2	128 3/4	{ depart	6 00	10 35	...	2 55	...	7 15	11 50
4 1/4	133	Edwardsburg	6 20	...	...	3 15	...	...	A. M.
5 1/2	138	Ingersoll	6 40	11 15	...	3 35	...	...	12 30
4 1/2	142 1/2	Beachville	6 50	11 25	...	3 44	...	...	...
5 1/2	147 3/4	Woodstock	7 00	11 37	...	4 00	...	...	12 50
2 1/2	149 3/4	Eastwood	7 10	...	...	...	...	...	...
7	156 3/4	Arnolds	7 24	P. M.	...	...	...	...	...
		Princeton	7 29	12 05	...	4 25	...	...	...
		PARIS { arrive .....	...	...	...	...	...	...	...
		{ depart	7 47	12 25	P. M.	4 45	...	...	1 34
4	182 1/2	Preston, depart	7 15	...	1 30	7 30	8 00	...	...
	178 1/2	Jalt. depart	7 30	...	1 45	7 45	8 20	...	...
		Jalt. arrive	11 00	...	...	...	...	...	...
		Preston, arrive	11 20	...	...	...	...	...	...
9 3/4	166 1/2	Fairchild's Creek	8 10	12 50	2 30	5 10	...	...	...
3 1/4	170	Vansickles	8 18	...	2 44	...	...	...	...
4 1/4	174 1/4	Copetown	8 28	...	3 02	...	...	...	...
2 1/4	177	Flamboro	8 33	...	3 11	...	...	...	...
3 1/2	180 1/2	Dundas	8 39	1 15	3 20	5 40	...	...	...
5 1/4	185 3/4	HAMILTON { arrive	9 00	1 35	3 45	6 00	...	9 45	2 55
11 1/2	197 1/4	{ depart	9 20	1 50	4 00	6 15	...	9 50	3 05
5	202 1/4	Ontario	9 45	...	4 35	...	...	...	...
4 3/4	207	Grimsby	10 00	...	5 00	...	...	...	...
		Beansville	10 15	...	5 32	...	...	...	...
5 3/4	212	Jordan	10 30	...	5 57	...	...	...	A. M.
2	217 3/4	St. Catharines	10 52	2 50	6 22	7 15	...	...	4 18
9 1/4	219 3/4	Ethorold	11 02	P. M.	6 37	...	...	P. M.	...
	229	Niagara Falls Suspension Bridge arrive	11 25	3 25	7 20	7 50	...	11 20	4 50

GREAT WESTERN RAILWAY—continued.

RAILROADS AND STAGES IN CONNEXION WITH TRAINS.

Suspension Bridge, (Niagara Falls) connects with New York Central, Niagara Falls, Canandaigua and Elmira, and New York and Erie Railroads; also the Erie and Ontario Railway between Niagara and Chippewa, connecting at Niagara with "Zimmerman" Steamer to and from Toronto.

Thorold—Stages run daily (Sundays excepted) between Thorold, Allanburg, Port Robinson, and Merrittsville.

Preston—Stages leave the Depot on the arrival of the afternoon train for Berlin, Waterloo, Petersburg, Stratford, Goderich, Guelph, &c., returning in time for the 30 A. M. train.

Paris—Waters' Stages, from Westring's Hotel, run daily (Sunday excepted) between Paris, Brautford, Otterville, Springfield, and Tilsonburg.

O'Neil's Stages to Simcoe, others to Galt, Ayr, and Scotland; connect with Buffalo, and Lake Huron Railway.


Woodstock—A stage leaves Woodstock every Tuesday, Thursday, and Saturday, for Simcoe, Otterville, and places South, on arrival of Morning Train from the West; also to Stratford and other places North, every P. M. (Sundays excepted) on arrival of the Morning Express Trains East and West.

Ingersoll—Stages run daily between Ingersoll, Mount Elgin, Tilsonburgh, Eden, Stratfordsville, Vienna, Port Burwell, and St. Mary's.

London—Stages leave Robinson Hall daily, (Sundays excepted) for Port Sarnia, Port Stanley, Stratford, and places intermediate.

Chatham—Stages run daily (Sundays excepted) between the Chatham Arms, Chatham, and Thompson's Hotel, St. Thomas, via Morpeth, and the Lake Shore.

Detroit—Connects with Michigan Central Railroad for Michigan City, Chicago, &c., Detroit and Pontiac; Chicago and Burlington; Chicago and Rock Island, Galena and Chicago Union; Chicago, Alton and St. Louis, and Illinois Central Railroads.

 The Company will not be responsible for the accuracy of the hours of departure and arrival, or regularity of the trains of other Companies, nor of Stages as stated in this table, as they are subject to alterations and delays, over which this Company has no control.

It is particularly requested, that any incivility or want of attention on the part of any of the Company's Employees, may be immediately communicated to the Managing Director.

Station refreshment saloons, at London, Hamilton, and Suspension Bridge, N. Falls.

Elegant and commodious refreshment saloons on Company's Ferry Steamers *Transit* and *Globe*, on Detroit River.

Trains are run by Hamilton Time. Chicago time is 30 min. slower; Detroit time 15 min. slower. Albany time 30 minutes faster; Buffalo time 15 minutes faster.

Parcels left at any of the Ticket Offices are now booked and promptly forwarded to and from any Station by Passenger Trains, at very moderate rates.

Canada Railway and Steam Navigation Guide.

GREAT WESTERN RAILWAY—continued.

RATES OF FARE FROM TORONTO TO PLACES EAST OF THE GREAT WESTERN RAILWAY.

STATIONS.	ROUTE.	1st Cl.	2nd Cl.	STATIONS.	ROUTE.	1st Cl.	2nd Cl.
Suspe'n Bridge	All Railroad	\$ 1.50	\$ 1.00	New York	All R.R. via Hudson River R. R.	\$ 8.50	
Buffalo	do.	2.00		Do.	Railroad to Albany.		
Rochester	do.	3.00		Do.	Steamer on H. R.	8.50	5.50
Syracuse	do.	4.50		Do.	All Railroad via N. Y. and E.	8.50	5.25
Rome	do.	5.27		Worcester	All R.R. via Albany	11.50	
Utica	do.	5.50		Boston	All R.R. via West'n R. R. from Albany	11.50	
Schenectady	do.	7.12		Batavia	All Railroad	2.50	
Troy	do.	7.50		Canandaigua	do.	3.60	
Albany	do.	7.50		Penn Yan	do.	4.30	
Rutland	do.	10.12		Elmira	do.	5.25	
Burlington	do.	12.62		Philadelphia	do.	11.50	
Boston	All R. R. via Northern R. R. from Albany	12.50		Baltimore	do.	13.00	

RATES OF FARE FROM TORONTO TO PLACES WEST OF THE GREAT WESTERN RAILWAY.

STATIONS.	ROUTE.	1st Cl.	2nd Cl.	3rd Cl.	STATIONS.	ROUTE.	1st Cl.	2nd Cl.	3rd Cl.
Detroit	All Railroad	\$ 6.00	\$ 4.00	\$ 3.00	Woodstock	All Railroad	\$ 14.50	\$ -	\$ -
Michigan City	do.	12.00	-	5.00	Rockford	do.	15.75	10.85	6.85
La Fayette	do.	13.00	-	-	Beloit	do.	16.00	10.95	6.85
Chicago	do.	13.00	9.00	5.00	Dixon	do.	16.00	10.95	6.95
Waukegan	do.	14.00	10.00	6.00	Fulton	do.	17.00	11.70	7.70
Kenosha	do.	14.50	10.25	6.25	Freeport	do.	16.60	11.45	7.45
Racine	do.	14.80	10.50	6.50	Galena	do.	18.10	12.40	8.40
Milwaukee	do.	15.40	10.77	6.77	Dunleith	do.	18.60	12.75	8.75
Waukegan	R. R. to Chicago & Steamer on Lake Mich.	14.00	-	5.40	Du Buque	Railroad to Dunleith	18.85	-	9.00
Kenosha	do.	14.50	-	5.60	Prairie du Chien	do.	21.00	13.80	9.80
Racine	do.	14.50	-	5.60	La Crosse	do.	22.00	14.30	10.30
Milwaukee	do.	14.70	-	5.75	St. Paul	do.	25.25	15.30	11.30
Sheboygan	do.	14.70	-	5.75	Burlington	All Railroad	19.00	12.00	7.00
Janesville	All Railroad	16.00	12.00	8.00	Quincy	do.	20.50	-	-
Madison	do.	17.50	-	-	La Salle	do.	15.00	11.00	7.00
Watertown	do.	16.90	-	-	Peoria	do.	17.00	12.50	7.00
Horicon	do.	17.15	-	-	Rock Island	do.	17.30	12.50	7.00
					Iowa City	do.	19.55	13.50	8.00
					St. Louis	do.	19.00	15.00	9.00
					Calro	do.	21.00	-	-

TOPOGRAPHICAL NOTICES.

Niagara Falls Suspension Bridge.—The Great Western Railway commences at this celebrated Bridge, built by Roblin for the especial purpose of railway transit. We here only give a brief statistical account of this stupendous work of art, and will venture but a rough outline of the yet more stupendous work of nature, the Falls of Niagara close by.

The magnificent hanging bridge by which Niagara is spanned for the two-fold purpose of a railroad and a common roadway, one above the other was completed and opened to the public in October 1855, the length of span is 822 feet, its height above the water is 255 feet, it is capable of sustaining the enormous weight of 18,720 tons, yet the ordinary weight of a full passenger train is only about 200 tons! Its elegance and solidity reflect the greatest credit on the Engineer, Mr. Roblin.

Niagara Falls,—or as the Indians term it, *O-ni-au-ga-rah*, "*The Thunder of Water*," are situate on the Niagara River, which commences at Lake Erie, and discharges the waters of the great upper lakes, Superior, Michigan, Huron, and Erie, which contain nearly half the fresh water on the surface of the globe, into Lake Ontario. Niagara River, as it flows from Lake Erie, is about three-fourths of a mile wide, and has for three miles a rapid current, and then becomes smooth and placid till within one mile of the Falls. In its course, the river embraces numerous islands, among them Navy Island, famous during the Canadian Rebellion, in 1837, having been for a time occupied by the insurgents, headed by William L. McKenzie. A mile above the Falls commence the Rapids, which have a descent of about 57 feet, forming white crested breakers and a dashing and foaming torrent. The whole mighty river comes rushing over the brow of a hill, and as you look up it seems coming down to overwhelm you, and so it rushes on, whirling, boiling, dancing, sparkling along with a fearful impatience, rather than overwhelming fury; rejoicing as if escaped from bondage rather than raging in angry might—wildly, magnificently beautiful! The confusion is appalling; but as delirium often leaves the human patient just before his death, so does this water previous to its fall completely recover its tranquil character, and thus for the last hundred yards it approaches its fate with that dignity, serenity, and resignation which attend it to the very edge of the Cataract, and which faithfully accompany it in its descent. An able writer and great traveller remarks, that "the four grandest and most magnificent natural phenomena which it has been my lot to observe have been, Mount *Ætna* in a state of eruption; the glaciers of Switzerland; a thunder storm in the Indian Ocean, and the Falls of Niagara; but in my opinion the last is by many degrees the most sublime and awfully grand of all four."

The height of the fall is 160 feet, and it is estimated that more than a hundred millions of tons of water per hour are precipitated into the confused cauldron beneath, with a solemn and tremendous roar, ordinarily heard from 5 to 20 miles, but has in some instances been heard at Toronto, 45 miles distant; and yet at the City on the American shore, near the Cataract, there is little to give notice of its awful proximity;

The distance around the Horse Shoe Fall, on the Canada side, is 144 rods; directly across is 74 rods. Goat Island divides the river into two parts, and forms the Ameri-

TOPOGRAPHICAL NOTICES—continued.

can Fall, which, though sublime, inclines to the beautiful; while the Canada Fall, though beautiful, is characterized by an overpowering sublimity.

The number of visitors at the Falls is said to be about 40,000 annually, and the number is increasing. While curiosity constitutes an attribute of the human character, these Falls will be frequented by admiring and delighted visitors, as one of the grandest exhibitions of nature. The fashionable, the opulent, and the learned here congregate in the summer season from the principal cities in the country, from the Southern and Western States, South America, the West Indies, the Canadas, and various parts of Europe, and, indeed, from all parts of the civilized world. An American poetess has well said of Niagara:

“Flow on for ever, in thy glorious robe
Of terror and of beauty! God hath set
His rainbow on thy forehead, and the cloud
Mantles around thy feet. And he doth give
Thee voice of thunder—power to speak of Him
Eternally—bidding the lip of man
Keep silence, and upon the rocky altar pour
Incense of awe-stricken praise.”

There are good hotels on both sides of the river, but the Clifton House, on the Canada side, commands the best views; and the grounds adjoining being laid out with such exquisite taste attract to this hotel visitors in search of either health or pleasure.

St. Catharines—is a town of great business, situated on the Welland Canal, that great work which connects Erie and Ontario. Many of the public buildings are of cut stone, and are exceedingly handsome. Its principal business street, however, is very ill-planned, and detracts much from the appearance of the place. The water-power is considerable, and works numerous mills for the manufacture of flour, the staple trade of St. Catharines. Hotel accommodation, until recently, has been very poor. The opening of the Stevenson House, however, in connexion with the Baths, and the Welland Hotel, has worked a great improvement in this respect, and there are few places where the man of business or the invalid is better cared for than at this, the Saratoga of Canada.

Grimsby—is situated on Forty Mile Creek, the scene of some fighting during the last American War. It is a small village of 300 inhabitants; there are two churches, grist and saw mills, brewery, &c.

Hamilton—Population 25,000—has good claim to the title of “The Ambitious City.” But twenty years ago, there were only as many shanties where now may be seen stately mansions—built of enduring stone, tenanted by its merchant princes—extensive warehouses, magnificent public buildings, and all that denotes a populous and wealthy place. It numbers five banking establishments, two Episcopal, two Presbyterian, one Free, and five Methodist churches; a Mechanics’ Hall, school-house, news-room, and an hospital. It possesses, in Burlington Bay, formed by that very remarkable tongue or slip of land which divides it from Lake Ontario, one of the finest and most secure harbours in British North America—the secret of its great trade and commerce. The Hotels are, Davidson’s and Norton’s, both excellent. The Anglo-American, a superb structure just opened, bids fair to be the best, as it is the largest, in Western Canada; and “The Florence,” also a new and well-appointed Hotel.

TOPOGRAPHICAL NOTICES—continued.

Dundas—Population 4,000—is situated on rising ground on the side of the mountain, and is a thriving manufacturing place, having the advantage of a stream, which flows or rather rushes with great impetuosity through its centre, working on its way numerous mills. There is a Canal from hence to Burlington Bay, enabling the manufacturers to ship their goods at their own doors. Amongst the manufactories are flouring-mills, a paper-mill, a foundry, which is an extensive establishment, where machinery of every kind and steam-engines are made to a large extent; an axe-factory, a woollen-factory, two newspapers, and numerous places of worship.

Fairchild's Creek—The station of the Galt Branch of the Great Western Railway.

Paris, with the Upper and Lower Town, contains about 3,000 inhabitants, so called from its contiguity to beds of gypsum or plaster of Paris. It possesses a considerable amount of water-power, which works numerous mills. There are two foundries, a tannery, machine shop, distillery, saw-mill, &c. There is a comfortable hotel, "Barry's," at the station; and although in the town, half a mile from the station, the accommodation for travellers has been on a very low scale, it can now boast of an hotel, "Westring's," second to none in Canada. The Buffalo and Lake Huron Railway intersects the Great Western at this point.

Princeton is a small but rapidly rising village, containing about 400 inhabitants. It has one good hotel close to the station; the rest are badly kept.

Woodstock, a county town, well situated on rolling ground, is only of twenty years' standing, and contains about 3,000 inhabitants. It may be called a town of magnificent distances; east and west Woodstock forming a street upwards of a mile in length. The vacant spaces, however, are fast being filled up with stately edifices, and it will thus in a short time become one of the handsomest thoroughfares in Canada. In this locality, noted for its handsome country seats—and indeed all the way from Hamilton, a distance of fifty miles,—the land as seen from the road (the railroad for the most part passes through a new country) is rolling and well cleared of trees and stumps, presenting more the appearance of merrie England than any other section of the Province. The town contains numerous churches and a Mechanic's Institute, and the public buildings generally are handsome and substantially built. It has a very commodious and well-conducted hotel, "Matson's;" "Montgomery's" is also good.

Beachville, situated on the Thames, has two churches, Episcopal and Presbyterian, a grist mill and saw mill, a carding machine, tannery and distillery. It numbers about 400 inhabitants.

Ingersoll, formerly an Indian village, now contains about 2000 inhabitants. A small arm of the Thames runs through it, and furnishes some water power, by which several mills are worked. Since the opening of the railway it has risen in a surprising manner; and the town, which before then had a very dingy appearance, the houses being of wood and wanting paint, is now gay with white brick, and the streets resound with the hum of an enterprising population. The hotels are indifferent—the best is Carrol's.

TOPOGRAPHICAL NOTICES—continued.

London, if not, like her English namesake,

————— The great resort
Of all the earth—chequered with all
Complexions of mankind—

is nevertheless a very stirring business place, and presents another instance of the energy and enterprise of the Canadian. Ten years ago, this then very small village of wooden houses was entirely burned down, and now on its ashes is raised a most flourishing city, containing four banks, several wholesale houses, fifteen churches, many of them handsome structures, and the English Church having a fine peal of bells; life and fire insurance offices, breweries and distilleries. It has three newspapers and several good hotels, the best being "The Robinson Hall" and "The City." Population nearly 15,000. It is well watered by the River Thames, which, however, is only navigable up to Chatham, sixty miles distance. The Port Stanly Railroad here joins the Great Western, and will be opened about the 1st of August.

Chatham possesses the great advantage of a navigation, and is therefore a place of considerable business. It contains eight churches; and being the county town of Kent, it has a court-house, a very handsome building, several grist and saw mills, wollen factory, two foundries, &c. Steamers ply between Chatham, Detroit, and Amherstburg. The chief hotels are the Royal Exchange and the Chatham Arms. Population about 4,000.

Windsor, opposite Detroit, prettily situated on the banks of the River, is a place of considerable business, and is rapidly increasing in wealth and population, owing to the advantage it has of being the Western terminus of the Great Western Railroad. Of course Windsor must have a "Castle," and the Hotel of that name will be found excellent.

Windsor is situate in 42 and Quebec in 46 degrees of North Latitude, and it will thus be seen that a considerable portion of Canada is nearly 10 degrees further south than England, which is in 51½ degrees, so that all other circumstances being equal, Canada would have the same climate as Spain and mild and genial Italy. We just mention this, because in England and elsewhere and among emigrants a very general notion prevails, that Canada is situate somewhere very near the North Pole.

Detroit, is a little beyond our limits, yet the design we had in view at starting would scarcely be complete without a few words upon a City so famed and so near to us. It is situate on high ground opposite Windsor, the River running between the two, and has a commanding appearance. Detroit, has very long and remarkably wide and handsome streets, and on either side some superb buildings. It was first settled by the French, then it fell into the hands of the British, who ceded it by treaty to the United States. It was the scene of some fighting in the war of 1812, when it was captured by the British, but recaptured by the Americans in the following year. The Central Michigan Railroad commences at this point. Detroit has many excellent Hotels, The Biddle House, Johnson's Hotel, Michigan Exchange.

GREAT WESTERN RAILWAY, TORONTO BRANCH.

C. J. BRYDGES, Managing Director, Hamilton.

W. C. STEPHENS, Secretary.

TORONTO TO HAMILTON.						HAMILTON TO TORONTO.					
Miles	STATIONS.	Accom	Exp.	Accom	Mail.	Miles.	STATIONS.	Accom	Exp.	Accom	Mail.
	Toronto (depart)	A. M.	P. M.	P. M.	P. M.				A. M.	A. M.	P. M.
	Mimico	7 20	12 20	4 10	8 00		Windsor (dep.)		6 00	10 30	7 45
51½	Port Credit	7 32	.....	4 22	8 12			A. M.		P. M.	
11½	Jakville	7 45	.....	4 35	8 25		London	6 00	10 35	2 55	11 50
19½	Bronte	8 00	1 02	4 50	8 40		Preston	7 15	.....	1 30	.....
25	Wellington Sq. ..	8 12	.....	5 02	8 52		Susp. Bridge ..	6 00	11 45	3 45	11 45
31	Hamilton (arr.)	8 25	.....	5 15	9 05					P. M.	A. M.
38		8 45	1 48	5 40	9 30		Hamilton (dep.)	8 50	2 10	6 10	3 10
						7	Wellington Sq.	9 15	.....	6 30	3 30
81½	Preston	11 20	.....	7 45	.....	13	Bronte	9 31	.....	6 46	3 50
72½	Susp. Bridge ..	11 25	P. M.	7 50	.....	18½	Oakville	9 45	2 50	7 00	4 10
			P. M.		A. M.	26½	Port Credit	10 05	.....	7 20	4 33
113	London	12 40	4 30	9 10	1 09	32½	Mimico	10 18	.....	7 33	4 47
222¾	Windsor	5 00	9 00	.....	5 49	38	Toronto (arr.)..	10 30	3 30	7 45	5 00

Passengers to and from Toronto change cars at Hamilton.

Stages from Port Credit to Streetsville, Brampton, Georgetown, &c.; from Oakville to Ashgrove, Georgetown, &c., and from Bronte to Palermo, Milton, &c.

TOPOGRAPHICAL NOTICES—continued.

Wellington Square—a singular name for a village, which at the time it was laid out, eighteen years ago, consisted of a few miserable shanties. It is now a place of importance, but wanting a good harbour, its rise is not very rapid. Its chief advantage consists in having a fine country at its back, and in being the port for Hamilton during the winter, when the Bay is locked up by the ice. Steamers then run from Toronto and Niagara to the Square, from whence passengers and goods are conveyed to Hamilton by the Railroad.

Bronte—A small village of about four hundred inhabitants, chiefly occupied in the lumber trade. It has a cloth factory, a grist mill, and three churches.

Oakville is a place of considerable business. It was formerly an Indian Reserve, which being sold by auction, was purchased by a spirited individual, Mr. Chisholm, who built a harbour, which in the course of a short time attracted a number of vessels. Its population is about a thousand. It has five churches, a foundry, temperance hall, and brick school house.

Port Credit—so named, it is said, because in early times the fur traders met the Indians at this spot, and delivered to them on *credit* the goods for which the following year they received the value in skins. It is now a large shipping place, having at its back a great extent of fertile and well cultivated country.

TOPOGRAPHICAL NOTICES—continued.

Toronto, the Metropolis of Canada and the seat of its Government. It was founded by Governor Simcoe in 1794; it was then a mere swamp—a tangled wilderness, the haunt of the bear and deer—but there was a fine harbour, and this gave the idea of a city. It progressed slowly, and numbered only 3,000 in 1818, when it was taken and burned by the Americans. Its name then was York. Twenty years ago it had only 4,000 inhabitants, its subsequent progress having been more rapid than any other city in Canada; and at the present day, its population being about 60,000, it exceeds in the number and grandeur of its public buildings any town or city of the same size in either Europe or America. The situation of the city is on a gentle rise to the rear; but as the approaches by steamers are in low situations, and not calculated to give a favourable impression to the visitor for the first time, we advise him to make a short stay, a few days or a week, and the many objects of interest he will meet with will, we assure him, cause no regret that he has followed our advice. He will be well cared for at Russell's Hotel, The Clarendon, The American, Sword's, and Lamb's, all excellent; and at the Wellington, very good and moderate.

42.070

BUFFALO AND LAKE HURON RAILWAY.*

GOING WEST.			GOING EAST.			
Brantford Accommod'n	Accommod'n	Express.	STATIONS.	Express.	Accommod'n	Paris Accommod'n
	8 30 A. M.	2 30 P. M.		BUFFALO.....	1 45	5 30
	9 00	2 45	Fort Erie.....	1 10	4 30	
	9 25	3 05	Ridgway.....	12 47	4 09	
	9 50	3 40 meet	Port Colborne.....	12 20	3 40 meet	
	10 15	3 57	Wainfleet.....	12 00	3 16	
	10 30	4 17	Feeder.....	11 45	2 52	
	10 45	4 38	Dunnville.....	11 30	2 32	
	11 10 meet	5 00	Canfield.....	11 10 meet	2 05	
	11 30	5 12	Cook's Station.....	10 45	1 50	
	11 55	5 27	Caledonia.....	10 25	1 32	
	12 05	5 33	Middleport.....	10 05	1 24	
	12 15	5 42	Onondaga.....	9 55	1 11	
	12 30	5 58	Cainsville.....	9 39	12 50	
8 00 A. M.	12 40 meet	6 15	Brantford.....	9 30	12 40 meet	5 10
8 30	1 30	6 35	Paris.....	9 05 A. M.	12 10 P. M.	4 45 P. M.

* This Railway has ceased running for a short time.

TOPOGRAPHICAL NOTICES—continued.

Buffalo is situated on the north-eastern extremity of Lake Erie, and at the commencement of the Niagara River. It was laid out in 1801, and grew slowly until 1812, numbering at that time 100 houses. It now became a military post, and in December, 1813, was burned by the British, with the exception of two buildings, in retaliation for the burning of Newark, now Niagara, by the Americans. It gradually recovered from this calamity; but 30 years ago it contained only 4,000 inhabitants, and at the present day it is a magnificent city of upwards of 80,000 souls! Its greatness—like Detroit and Chicago—must be attributed to its being on the highroad from Europe to the Far West—a highroad travelled annually by hundreds of thousands of emigrants, who pass through Buffalo—the great toll-gate between the East and the West. There are many excellent Hotels in Buffalo, among which we may mention the Mansion House and the Wadsworth House.

Dunville—situated on the Grand River, at a point where it is intersected by the feeder of the Welland Canal. It is a place of considerable business, and contains a population of about 1,500; several grist and plaster mills, and a tannery.

The Welland Canal is one of the many works of the same kind of which Canadians may be proud. This Canal affords a passage for sloops and schooners of 125 tons burden, around the Falls of Niagara, and connects Lake Erie with Lake Ontario. It is 42 miles long, 56 feet wide, and from $8\frac{1}{2}$ to 16 feet deep. The whole descent from one Lake to the other is 334 feet, which is accomplished by 37 locks. It has a deep cut through the mountain ridge 45 feet deep. This Canal was completed in 1829, at a cost of \$1,000,000.

Brantford, beautifully situated on the Grand River, and named after Brant, the renowned Chief of the Six Nations Indians, who, with his tribe, steadily supported the Crown during the American War. In "*Gertrude of Wyoming*," he is alluded to in disparaging terms:—

"The mammoth comes—the fiend, the monster Brant."

But some years afterwards Campbell was obliged to apologize to Brant's son, who happened to visit London; as it appeared, on satisfactory evidence, his father was not even present at the horrible desolation of Wyoming. This much is due to the memory of Brant, who was a brave warrior and a steadfast ally of the British, and always exerted himself to mitigate the horrors of war.

Brantford, until the opening of the Great Western Railway, was a great wheat market, the streets being crowded with hundreds of waggons daily; but that Road created other markets, and to this extent, the Town has suffered. It has, however, other sources of prosperity. There is no place in the Province which commands such extensive water power, and which is made available for the working of numerous Mills. The Iron Foundries, Machine Shops, and Potteries are on a large scale, and have caused the place to be regarded as the Birmingham of Canada. It has a goodly number of Churches of various denominations, and one of the largest and handsomest Hotels in the Province—"The Kirby House." "Tripp's" is also good. Population about 6000.

ERIE AND ONTARIO RAILROAD.

GEO. B. REDFIELD, SUPERINTENDENT, NIAGARA.

LEAVE TORONTO & NIAGARA, GOING SOUTH.					LEAVE CHIPPAWA & NIAGARA, GOING NORTH.				
Dis.	STATIONS.	No. 1.	No. 2.	No. 3.	Dis.	STATIONS.	No. 1.	No. 2.	No. 3.
	TORONTO (Steamer) Leaves	A. M. 7 00	A. M. 12 00	P. M. 4 00		CHIPPAWA.....Leave	A. M. 7 00	P. M. 11 15	P. M. 4 45
	Niagara.....	Arrive 9 30	2 30	6 30	3 1/4	Clifton House.....	7 15	11 30	4 30
36	Queenston.....	Leave 9 45	2 45	6 45	1 1/2	Suspension Bridge.....	7 35	11 50	4 45
7	Stamford (Junction).....	10 00	2 55	7 00	2 1/2	Stamford.....	7 40	11 55	4 50
3	Suspension Bridge.....	10 10	3 05	7 15	3	Queenston.....	7 50	12 05	4 55
2 1/2	Clifton House.....	10 25	3 20	7 30	3 1/2	Niagara.....	Arrive 8 10	12 25	5 10
1 1/2	CHIPPAWA.....	10 30	3 35	7 40	7		Leave 8 30	12 30	5 30
3 1/4		10 45	3 45	7 55	36	TORONTO.....	Arrive 11 00	3 00	8 00

TIME.—Great Western Railway, which is 30 minutes slower than New York Central.

Steamer leaving Toronto at 7 A. M. runs to Lewiston, connecting there with New York Central Railroad. Returning, leaves Lewiston at 11.30 A. M., connecting with New York Central Train from Suspension Bridge—making one Daily Trip to Lewiston.

Fare between Toronto and Suspension Bridge—1st Class, \$1. 50c; 2nd Class, \$1. 25c.

Connections, going South.

No. 1.—Leaves Toronto at 7.00 a. m., arriving at Niagara at 9.30, connecting with Erie & Ontario Railroad, Train leaving at 9.45 a. m., with passengers from American Line, Lake Ontario Steamers, and at Suspension Bridge with Trains on New York Central, and Canandaigua and Niagara Falls Railroads, for Rochester, Albany, New York, Boston and Buffalo, with day Express on G. W. Railway, arriving at Chippawa at 10.45 a. m., and connecting with Steamer Clifton for Buffalo, arriving at 1.15 p. m.

No. 2.—Leaves Toronto at 12 (noon) arriving at Niagara 2.30 p. m., connecting with Train leaving at 2.45 for Suspension Bridge, then connecting with Trains on the Great Western, New York Central and Canandaigua; and Niagara-Falls Railroads, for Rochester, Albany, New York, Boston and Buffalo, arrive at Chippawa at 3.45 p. m., connecting with steamer Clifton for Buffalo, arriving at 6.15 p. m.

No. 3.—Leaves Toronto at 4 p. m., connecting with Train at Niagara for Suspension Bridge, then connecting with Great Western, New York Central, and Canandaigua and Niagara Falls Railroads, for Rochester, Albany, Boston, New York and Buffalo.

Connections, going North.

No. 1.—Leaves Chippawa at 7.00 a. m., connecting at Suspension Bridge with first Train from Buffalo, and with N. Y. Central Trains from the East, and with Canandaigua and Niagara Falls Railroad from New York, arriving at Niagara at 8.10 a. m., connecting

ERIE & ONTARIO RAILROAD—continued.

with steamer for Toronto, arriving at 11 a. m., and connecting with Royal Mail Line Steamers for Brockville, Montreal, and Quebec.

No. 2.—Leaves Chippawa at 11.15 a. m., on arrival of the Clifton from Buffalo, and Suspension Bridge at 11.50 a. m., on arrival of Trains on New York Central and Canadaigua, and Niagara Falls Railroads from Buffalo and the East, arriving at Niagara at 12.25, connecting with Steamer for Toronto, arriving at 3 p. m., and connecting with Ontario, Simcoe and Huron Railroad for Collingwood, Chicago, and all ports on Lake Michigan.

No. 3.—Leaves Chippawa at 4.15 p. m., on arrival of Steamer Clifton from Buffalo, and at Suspension Bridge with Trains from the New York Central, and Canadaigua and Niagara Falls Railroads from the East, and from Buffalo, and arrive at Niagara at 5.10 p. m., connecting with Steamer for Toronto, arriving at 8 p. m.

TOPOGRAPHICAL NOTICES—continued.

Chippawa—The Erie and Ontario Railroad, commencing here, was constructed, like the Welland Canal, to connect the two lakes by avoiding the Falls of Niagara. It is situated just above the Falls on the Chippawa Creek, a muddy stream which, running into the Niagara River, flows without being permitted to mix with the pure stream until falling with it over the precipice, forms that broad red border so observable in connexion with the green curtain of the Falls. Here, on the 4th July, 1814, an obstinate and bloody contest waged between the British and American Troops, which resulted in the complete victory of the latter. The British lost 514 men; the Americans 328. Chippawa contains several churches, foundries, and mills, and is a place rising in importance. A steamboat runs daily to Buffalo.

Clifton House—The station for visitors to the Falls on the Canada side. A little back is Drummondville, a very pretty village close to Lundy's Lane, the site of the famous battle in the last war. The scenery around is grand and wild in the extreme; and being within a mile of the Falls, the village is selected by visitors who wish for quietude and who can occasionally be gratified by the "hubble, bubble, toil and trouble" scene of confusion raging a little distance off.

Queenston—A small village at the head of the navigation of the Niagara River, and noted as the scene of the sanguinary action called "The Battle of Queenston Heights." A magnificent column has just been erected—in place of one some years ago destroyed by a miscreant of the name of Lett—to the memory of General Brock, who fell gloriously whilst rallying his men on to victory. The column was designed by William Thomas, Esq., of Toronto. It is executed wholly of Queenston stone, and is surmounted by a statue of the Hero. Its height is 185 feet; and the only column in Europe which is higher is that in London, erected by Sir Christopher Wren, in commemoration of the great fire in 1666, which is 202 feet. A beautiful suspension-bridge connects Queenston with Lewiston. The principal buildings of Queenston were burnt during the last war, from the effects of which the town has never recovered.

There are few spots in the world where so many objects of interest may be visited in a morning's drive as in the seven miles from the Falls to Queenston. When the ear is tired with the deep thundering tone of Niagara, let the tourist take a carriage at the Clifton House and visit the quiet village of Drummondville and the Battle-Field of

TOPOGRAPHICAL NOTICES—continued.

Lundy's Lane; a little to the right and he comes to the terrific whirlpool, almost as tremendous as the Mælstrom of Norway, where logs and trees are whirled round for days in its outer circles and finally drawn down perpendicularly with great force and shot out again at the distance of many rods. Pursue the banks of the river to Queenston; ascend the Heights and the Monument, and you have a view of the surrounding country unsurpassed for magnificence by any on the American continent. Cross the river by the Queenston suspension-bridge, and return by Lewiston and the American side of the river to the Clifton. A new country like Canada cannot boast of many noble Gothic Cathedrals, schools of painting, works of art, and old associations, but to the lover of the picturesque and beautiful there is nothing comparable to this one excursion in the whole of Europe—nor perhaps in the civilized world.

Niagara—situated at the mouth of the river, and is a place of much business and resort. It is one of the oldest settlements in Upper Canada, and was for a short time the metropolis. On the opening of the Welland Canal it lost much of its business, St. Catharines being more central for the boat traffic; it is, however, now fast resuming its former prosperity; ship building is largely carried on and engine making, and there are some extensive carriage-factories. It has its newspaper, a bank, and six churches of different denominations. The land all around is particularly fertile, and the district of Niagara is proverbial as being the garden of Canada. Hotels—Strong's, and Moffit's. A little below the town is Fort Mississaga, and on the opposite shore the Americans have a fort called Fort Niagara.

NEW YORK CENTRAL RAILWAY.

W. C. YOUNG, ASSISTANT SUPERINTENDENT, BUFFALO.

Trains leave N. Y. C. R. R. Depot, S. Bridge, as follows:—

6.00 a. m.—*N. Y. Express*—Stops at Lockport, Medina, Albion, Brockport, Rochester, (15 min.) Lyons, Port Byron, Syracuse, Chittenango, Rome, Utica (Dine) Little Falls, St. Johnsville, Fonda, Schenectady, arrives in Albany at 4.20 p. m. connecting with Hudson River Railroad and Western Rail Road, arriving in New York at 9.30 p. m., and in Boston 1.00 a. m.

7.30 a. m.—*Hudson River Steam Boat Express*—Stops at Pekin, Lockport, Gasport, Middleport, Medina, Knowlesville, Albion, Murray, Holley, Brockport, Adam's Basin, Spencerport, Rochester, Palmyra, Clyde, Syracuse, (Dine) Manlius, Chittenango, Canastota, Oneida, Verona, Rome, Oriskany, Utica, Frankfort, Ilion, Herkimer, Little Falls, St. Johnsville, Fort Plain, Palatine Bridge, Fonda, Amsterdam, Schenectady, arrives at Albany at 8 00 p. m., connects with People's Line Steamboats on Hudson River, and connects at Canandaigua with Trains for Elmira, Williamsport, Philadelphia, Baltimore and Washington.

1.00 p. m.—*Mail Train*—Stops at all Stations—Old and New Road. And connects at Canandaigua with trains for Elmira, Williamsport, Philadelphia, Baltimore, and Washington.

4.15 p. m.—*New York Express*—Old and New Road—Stops at Pekin, Lockport, Gasport, Middleport, Medina, Knowlesville, Albion, Murray, Holley, Brockport, Adam's Basin, Spencerport, Rochester (supper) Palmyra Newark, Lyons, Clyde, Port Byron, Jordan, Syracuse, Chittenango, Oneida, Rome, Utica, Little Falls, St. Johnsville, Fonda.

NEW YORK CENTRAL RAILWAY—continued.

Schenectady, arrive at Albany 4.30 a. m., connects with Hudson River Railroad, arriving in New York at 1.50 p. m., and with Western Railroad at Albany at 5.15 a. m., arriving in Boston at 2.15 p. m.

9.20 p. m.—*Lightning Express Passenger Train*—Stops at Lockport, Medina, Albion, Brockport, Rochester, Clyde, Jordan, Syracuse, Oneida, Rome, Utica, Little Falls, St. Johnsville, Fonda, Schenectady, arrives at Albany 8.15 a. m., connects with Hudson River Railroad, arriving in New York at 9-15, arriving in Boston at 5.00 p. m., and connects at Rochester at 6 a. m. with trains for Canandaigua, Elmira, Williamsport, Philadelphia, Baltimore and Washington.

Trains leave for Buffalo as follows:—8.30 a. m.; 12.30 m. 4 20 p. m.; 9.00 p. m.

Arrive from Buffalo 7.20 and 10.15 a. m.; 3.15 p. m.; 7.30 p. m. 10.10 p. m.

Sunday Train East leaves at 9-20 p. m.

New York Central Time is 30 minutes faster than Great Western Railway Time.

TONAWANDA, LOCKPORT-JUNCTION, AND WAY STATIONS TO ROCHESTER.

Leave Buffalo at 6.50 a. m. and 3.45 p. m.

LOCKPORT TO BUFFALO.

8.50 a. m.—Or on arrival of Train from Rochester.

7.15 p. m.— “ “ “ “

BUFFALO, NIAGARA FALLS, SUSPENSION BRIDGE, AND LEWISTON.

Trains leave Buffalo from Erie St. Depot:—

6.15 a. m.—Great Western Express.

9.00 a. m.—For Toronto and Great Western Express.

2.00 p. m.—London Accommodation and American Steamboat Line.

6.15 p. m.—Great Western Mail Express.

9.00 p. m.—Great Western Lightning Express.

No Trains on Sunday either way.

Returning to Buffalo:—

Leave Lewiston at 8.00 a. m., 12 m., and 4.00 p. m.

Leave Suspension Bridge at 8.30 a. m. & 12.30, 4.20 & 9.00 p. m. and 12.00 night.

Leave Niagara Falls at 9.00 a. m., and 1.00, 4.30 and 9.05 p. m. and 12.15 night.

Trains leave Niagara Falls for Rochester, Albany, Troy, New York and Boston, at 5.50, 7.20 a. m., and 12.50, 4.00 and 9.00 p. m.—N. Y. Central time is 20m. faster than Buffalo.

CANANDAIGUA AND NIAGARA FALLS

AND

NEW YORK AND ERIE RAILWAYS.

R. N. BROWN, Superintendent.

From Suspension Bridge daily, except Sundays:

12.10 a. m.—*Lightning Express*, stopping only at Tonawanda, Batavia, and Honeoye Falls; connecting at Elmira at 6.15 a. m. with Cincinnati Express on New York and Erie;

CANANDAIGUA & N. FALLS AND N. YORK & ERIE RAILWAYS—continued.
 Railroad, reaching New York at 3 p.m. Philadelphia passengers by this train leave Elmira at 12.15 p.m. This train runs on Sunday and not on Saturday nights, leaving Suspension Bridge at 11 p.m.

5.40 a.m.—*New York Express*, stopping only at Tonawanda, Batavia, Le Roy, Honeoye Falls and East Bloomfield, connecting at Elmira at 12.10 p.m. with New York Express on New York and Erie Railroad, arriving in New York at 10 p.m.

7.00 a.m.—*Way Passenger*, stopping at all stations, reaching New York next day.

4.10 p.m.—*Evening Express*, stopping at Tonawanda, Batavia, Le Roy and Honeoye Falls, connecting at Elmira at 10.53 p.m. with Night Express on the New York and Erie Railroad, reaches New York at 9 a.m. Passengers leaving Niagara Falls by this train, wishing to avoid night travel, can stop at Elmira, Owego, or Binhampton, enjoy a night's rest, and proceed by Lightning Express, leaving Elmira at 6.15 a.m., reaching N. York at 3 p.m.

MICHIGAN CENTRAL RAILROAD.

JOHN M. FORBES, President, Boston, Mass.

⚠ We cannot vouch for the accuracy of this table. We have repeatedly applied to the Secretary, but have still no information.

DETROIT TO CHICAGO.					Miles.	STATIONS.	Miles.	CHICAGO TO DETR'T.			
Exs.	Acc.	Exs.	Exs.	Em'g.				Exs.	Acc.	Exs.	Exs.
A. M.	P. M.	P. M.	P. M.	A. M.		LEAVE	ARRIVE	P. M.	A. M.	A. M.	A. M.
9 45	4 15	5 55	9 30	4 15		DETROIT	232	6 45	10 30	4 30	9 15
10 10	4 40	6 25	9 55	4 55	10	Dearborn	272	6 23	10 10	4 05	8 50
10 30	5 00	6 40	10 15	6 05	18	Wayne	265	6 05	9 50	3 45	8 35
						Denton's			9 25		
11 00	5 35	7 10	10 50	7 10	30	Ypsilanti	252	5 35	9 10	3 15	8 05
11 25	6 00	7 30	11 15	7 50	37	Ann Arbor	245	5 15	8 45	2 50	7 45
11 50	6 30	7 55	11 40	8 35	47	Dexter	235	4 45	8 20	2 20	7 05
12 10	6 50	8 15	12 00	9 20	54	Chelsea	228	4 30	8 00	2 00	6 35
12 35	7 25	8 40	12 30	10 20	65	Grass Lake	217	4 05	7 30	1 30	6 10
1 00	7 55	9 05	1 00	11 20	75	Jackson	207	3 40	7 00	1 00	5 40
1 35		9 35	1 30	12 30	86	Parma	196	3 10		12 30	5 15
2 00		10 00	1 52	1 20	95	Albion	187	2 50		12 16	4 50
2 45		10 40	2 20	6 00	107	Marshall	175	2 25		11 45	4 30
3 15		11 10	2 50	7 30	120	Battle Creek	162	1 30		11 10	4 00
3 50		11 50	3 25	9 00	134	Galesburg	148	1 00		10 35	3 25
4 15		12 15	3 50	9 55	143	Kalamazoo	139	12 40		10 10	3 56
4 27				10 45	148	Ostemo	134				
4 40				11 25		Mattaw'n		12 10			
4 55		1 05	4 30	11 55	159	Paw Paw	123	11 55		9 30	2 10
5 15		1 45	4 50	12 50	167	Decatur	115	11 35		9 10	1 45
5 45		2 15	5 15	2 05	178	Dowagiac	104	11 10		8 40	1 10
6 20		2 50	6 00	3 30	191	Niles	91	10 35		8 05	12 35
6 32		3 00	6 12	4 20	196	Buchanan	85	10 15		7 45	12 15
6 50		3 20	6 30	4 55	202	Terr Couppo	81	10 00		7 20	12 05
7 13				5 50		Avery's	64			7 15	
7 30		4 00	7 10	6 50	218	New Buffalo	64	9 20		6 50	11 25
8 00		4 30	7 50	11 00	228	Michigan C.	55	9 00		6 25	11 00
8 40		5 05	8 30	12 20	240	Porter	42	8 30		5 55	10 30
9 00		5 30	8 50	1 10	248	Lake	34	8 10		5 30	10 10
9 40		6 05	9 20	2 10	260	Gibson's	22	7 45		5 05	9 40
10 00		6 30	9 45	3 00	269	Calumet	13	7 25		4 45	9 15
10 50		7 20	10 30	4 15	282	CHICAGO		6 40		4 00	8 30
A. M.	P. M.	A. M.	A. M.	A. M.		ARRIVE	LEAVE	P. M.	P. M.		

MICHIGAN CENTRAL RAILROAD—continued.

THROUGH FARE \$7; WAY FARES about 3 cents a mile.

CONNECTIONS.—Great Western Railway; † New Albany and Salem Rail Road, to Cincinnati; ‡ Illinois Central Rail Road; || Chicago & Milwaukee, Chicago ● Burlington, Galena & Chicago, Chicago, Dixon & Iowa, Chicago, St. Paul & Fond Du Lac, Chicago & Rock Island, Chicago Alton & St. Louis, and Illinois Central Railroads.

WAY FREIGHT—Leaves Detroit at 6 30 A. M., reaching Chicago 11 30 A. M.

Through Freight leaves Detroit 6 30 A. M., reaching Chicago 4 15 P. M.

Stock Train leaves Chicago at 1 45 P. M., arriving at Detroit 8 30 A. M.

Through Freight leaves Chicago at 9 A. M., reaching Detroit 3 55 P. M.

Way Freight leaves Chicago 9 A. M., reaching Detroit 7 15 P. M.

WORKING TRAINS.—Trains going West—Day Express, leaving Detroit at 9 45 A. M., (Sundays excepted,) will stop at all the regular and Signal Stations.

Evening Express, leaving at 5 55 P. M., (Sundays excepted,) will stop at all the Regular Stations on the line. It will not stop at Signal Stations.

Night Express, leaving daily at 9 30 P. M., will stop at the following places only: Ypsilanti, Ann Arbor, Chelsea, Grass Lake, Jackson, Albion, Marshall, Battle Creek, Galesburgh, Kalamazoo, Decatur, Niles, New Buffalo, Michigan City, Porter, Lake and Calumet.

On Saturdays and Sundays this train will make all the stops of Evening Express.

Jackson Accommodation, leaving Detroit daily, except Sundays, at 4 15 P. M., will stop at all Regular and Signal Stations between Detroit and Jackson.

TRAINS GOING EAST.—Day Express, leaving Chicago at 6 40 A. M., (Sundays excepted,) will stop at the Regular and Signal Stations.

Evening Express, leaving at 4 P. M., (Sundays excepted,) will stop at all the Regular Stations on the line, but at none of the Signal Stations east of Kalamazoo. It will stop to leave passengers only at Signal Stations west of Kalamazoo.

Night Express, leaving Chicago daily at 8 30 P. M., will stop at the following places only between Chicago and Kalamazoo: Calumet, Gibson, Lake Porter, Michigan City, Terre Coupee, Niles, Dowagiac, Decatur. It will stop at all the Regular Stations east of Kalamazoo, but no Signal Stations on the line.

On Saturdays and Sundays this Train will also make all the stops of Evening Express.

Jackson Accommodation, leaving Jackson daily, except Sundays, at 7 00 A. M., will stop at all Regular and Signal Stations between Jackson and Detroit.

Cincinnati Express, going either way, will only stop at Lake and Calumet, and to take wood and water and pass other trains.

CINCINNATI EXPRESS.

GOING WEST		STATIONS	GOING EAST	
6 45	PM Leave.....	..... Michigan City.....	9 40	AM, Arrive.....
7 20	.....	..... Porter.....	9 10	.....
7 40	.....	..... Lake.....	8 50	.....
8 10	.....	..... Gibson's.....	8 20	.....
8 30	.....	..... Calumet.....	8 00	.....
9 15	Arrive.....	..... Chicago.....	7 15	AM, Leave.....

GRAND TRUNK RAILWAY. - Portland District.

GENERAL MANAGER, S. P. BIDDER.

SUPERINTENDENT, D. START.

DOWN TRAINS.					UP TRAINS.				
STATIONS.	Miles	No. 1 Exp. Tr.	No. 2 Acc. Tr.	No. 3 Queb. E.	STATIONS.	Miles	No. 4 Exp. Tr.	No. 5 Acc. Tr.	No. 6 Loc. Pas.
Montreal Wharf.....		A. M. 7 45	P. M. 3 45	P. M. 4 45	PORTLAND.....		A. M. 7 15	P. M. 1 15	P. M. 6 00
Longueuil.....		8 00	4 00	5 00	Falmouth.....	5	7 29	1 28	6 12
Charons.....	5	—	4 10	—	Cumberland.....	9	—	—	—
Bou. Mountain.....	10	—	4 22	—	Yarmouth.....	11	7 43	1 43	6 27
St. Hilaire.....	17	8 34	4 35	—	Yarmouth Junct... 12	7 45	1 45	6 30	—
Solixanta.....	23	—	4 47	—	North Yarmouth... 15	7 55	1 55	6 30	—
St. Hyacinthe.....	30	9 05	5 03	5 55	Pownal.....	18	8 02	2 02	6 57
Britannia Mills.....	37	—	5 20	—	New Gloucester... 22	8 15	2 15	7 05	—
Upton.....	43	9 30	5 35	—	Cobb's Bridge..... 24	—	—	—	—
Acton.....	49	9 42	5 50	—	Danville Junct... 28	8 30	2 30	7 10	—
Durham.....	61	—	6 20	—	Hotel Road.....	30	—	—	—
Richmond.....	72	10 40	7 20	7 10	Empire Road.....	33	—	2 43	7 23
Windsor.....	82	—	7 44	7 20	Mechanic Falls... 37	8 50	2 55	7 40	—
Brompton Falls... 90		—	8 02	—	Oxford.....	41	9 00	3 05	5 50
Sherbrooke.....	96	11 30	8 15	Quebec	South Paris..... 45	9 20	3 25	6 10	—
Lennoxville.....	99	11 36	8 21	District.	North Paris..... 55	—	3 43	—	—
Waterville.....	106	—	8 36	—	Bryant's Pond... 62	—	4 00	—	—
Compton.....	110	12 00	8 45	—	Locke's Mills..... 65	—	4 10	—	—
Cooticook.....	118	12 15	9 04	—	Bethel.....	70	10 10	4 25	—
Boundary Line... 126		—	9 20	—	West Bethel..... 74	—	4 35	—	—
Norton.....	133	—	9 34	—	Gilead.....	80	10 30	4 47	—
ISLAND POND... 143	1 35	—	7 00	—	Shelburne.....	85	10 40	5 00	—
Wenlock.....	151	—	7 17	—	Gorham.....	91	11 00	5 25	—
North Stratford 155	2 05	—	7 35	—	Berlin Falls..... 97	11 15	5 40	—	—
Stratford Hollow 165	—	—	7 50	—	Milan.....	103	11 25	5 52	—
Northumberland.. 170	2 30	—	8 05	—	West Milan..... 109	11 37	6 05	—	—
Stark.....	177	—	8 23	—	Stark.....	114	—	6 17	—
West Milan.....	183	2 57	8 35	—	Northumberland 122	12 07	6 40	—	—
Milan.....	189	3 09	8 47	—	Stratford Hollow 126	—	6 50	—	—
Berlin Falls.....	194	3 20	9 00	—	North Stratford.. 134	12 30	7 07	—	—
Gorham.....	201	3 40	9 20	—	Wenlock.....	141	—	7 25	—
Shelburne.....	207	3 52	9 32	—	ISLAND POND... 149	1 30	8 00	—	—
Gilead.....	212	4 02	9 44	—	Norton.....	159	—	8 20	—
West Bethel.....	218	—	9 46	—	Boundary Line... 166	—	8 35	—	—
Bethel.....	222	4 25	10 10	—	Cooticook.....	174	2 20	8 50	—
Locke's Mills.....	227	—	10 20	Local.	Compton.....	182	2 36	9 05	—
Bryant's Pond... 230		—	10 30	—	Waterville.....	186	2 44	9 15	Express
North Paris.....	237	—	10 45	A. M.	Lennoxville..... 193	2 58	9 29	from	Quebec.
South Paris.....	244	5 15	11 05	7 00	Sherbrooke..... 196	3 05	9 35	—	—
Oxford.....	251	5 27	11 18	7 15	Brompton Falls... 202	—	9 50	—	—
Mechanic Falls... 256	5 37	—	11 28	7 27	Windsor.....	210	—	10 06	P. M.
Empire Road.....	260	—	11 38	7 37	Richmond.....	220	3 55	10 40	7 20
Hotel Road.....	263	—	—	—	Durham.....	231	4 05	11 02	—
Danville Junct... 264	6 00	—	12 05	8 00	Acton.....	243	4 51	11 26	—
Cobb's Bridge.....	268	—	—	—	Upton.....	249	5 30	11 40	—
New Gloucester... 270	6 10	—	12 18	8 15	Britannia Mills... 255	—	11 52	—	—
Pownal.....	274	—	12 27	8 22	St. Hyacinthe... 22	5 30	12 06	8 36	—
North Yarmouth... 277	—	—	12 35	8 32	Solixanta.....	269	—	12 20	—
Yarmouth Junct... 280	—	—	12 41	8 40	St. Hilaire.....	275	5 56	12 32	—
Yarmouth.....	281	6 35	12 45	8 46	Bou. Mountain... 282	—	12 46	—	—
Cumberland.....	283	—	—	—	Charons.....	287	—	12 58	—
Falmouth.....	287	6 47	12 58	8 58	Longueuil.....	292	6 30	1 10	9 30
PORTLAND.....	292	7 00	1 15	9 10	Montreal.....		6 45	1 30	9 45

GRAND TRUNK RAILWAY—continued.

QUEBEC AND RICHMOND DISTRICT.

S. T. WEBSTER, SUPERINTENDENT.

UP TRAINS.					DOWN TRAINS.				
Sta. to Sta.	Total M.	STATIONS.	Mail & Pas.	Express.	Sta. to Sta.	Total M.	STATIONS.	Mail & Pas.	Express.
			A. M.	P. M.				A. M.	P. M.
			4	15					
8	8	POINT LEVI (opp. Quebec)	6 45				LONGUEUIL	8 00	5 00
1	9	Chaudiere Junction.....	7 05				Richmond	10 60	7 20
6	15	Chaudiere	7 08		12	12	Danville	11 18	
5	20	Craig's Road	7 20		12	24	Warwick	11 47	
9	29	Black River	7 31		8	32	Arthabaska	12 06	
12	41	Methot's Mills	7 52		9	41	Stanford	12 27	
8	49	Becancour	8 21		6	47	Somerset	12 41	
0	55	Sam's	8 39		8	55	Becancour	12 59	
9	64	Stanford	8 55		12	67	Methot's Mills	1 28	
8	72	Arthabaska	9 14		9	76	Black River	1 49	
12	84	Warwick	9 33		5	81	Craig's Road	2 00	
12	96	Danville	10 01		6	87	Chaudiere	2 12	
12	84	Richmond	10 30	7 20	1	88	Chaudiere Junction		
168		LONGUEUIL	1 00	9 30	9	98	POINT LEVI (opp. Quebec)	2 35	10 05

GRAND TRUNK—ST. THOMAS BRANCH.

UP TRAINS.				DOWN TRAINS.			
Sta. to Sta.	Total M.	STATIONS.	No. of Passenger.	Sta. to Sta.	Total M.	STATIONS.	No. of Passenger.
		ST THOMAS.....Leaves	A. M.			POINT LEVI.....Leaves	P. M.
9	9	Berthier	5 00		8	8	3 00
9	18	St. Michael.....	5 27	8	8	Chaudiere Junction.....	3 24
6	24	St. Charles.....	5 54	9	17	St. Henry.....	3 51
8	32	St. Henry.....	6 12	8	25	St. Charles.....	4 15
9	41	Chaudiere Junction.....	6 36	6	31	St. Michael.....	4 33
8	49	POINT LEVI (opposite Quebec).....	7 05	9	40	Berthier.....	5 00
			7 30	9	49	ST. THOMAS	5 30

GRAND TRUNK—BROCKVILLE SECTION.

UP TRAINS.				DOWN TRAINS.					
Sta. to Sta.	Total M.	STATIONS.	No. 1. Express.	No. 2. Accommo ^d .	Sta. to Sta.	Total M.	STATIONS.	No. 1. Express.	No. 2. Accommo ^d .
		MONTREAL.....	A. M. 9 40	P. M. 4 30			BROCKVILLE.....	A. M. 12 00	P. M. 8 00
5	5	Blue Bonnets.....	Flag	4 44	5	5	*Maitland.....	Flag	8 13
10	15	Pointe Claire.....	10 13	5 12	12	12	Prescott.....	12 23	8 30
6	21	St. Anne's.....	10 26	5 28	1	13	Prescott Junction.....		8 40
3	24	Vaudreuil.....	10 33	5 37	7	20	*Edwardsburg.....	Flag	9 00
5	29	*Cedars (Road to).....	Flag	5 51	6	26	Matilda.....		9 17
8	37	Coteau Landing.....	11 00	6 13	7	33	Williamsburg.....	1 02	9 37
7	44	*River Beaudette.....	Flag	6 33	8	41	*Aultsville.....	Flag	9 57
10	54	Lancaster.....	11 37	7 01	7	48	Dickson's Landing.....		10 19
14	68	Cornwall.....	{ Arrive 12 07	7 40	4	52	*Moulinette.....	Flag	10 30
6	73	*Moulinette.....	{ Depart 12 12	7 50	5	57	Cornwall.....	{ Arrive 1 48	10 45
4	77	Dickinson's Landing.....	Flag	8 04			{ Depart 1 53		10 55
7	84	*Aultsville.....	Flag	8 15	14	71	Lancaster.....		11 37
8	92	Williamsburg.....	1 02	8 55	10	81	*River Beaudette.....	Flag	12 03
7	99	Matilda.....	1 18	9 17	7	88	Coteau Landing.....		12 22
6	105	*Edwardsburg.....	Flag	9 31	8	95	*Cedars (Road to).....	Flag	12 42
7	112	Prescott Junction.....	1 46	9 46	5	101	Vaudreuil.....	3 15	12 56
1	113	Prescott.....	1 55	9 57	3	104	St. Anne's.....		1 04
7	120	*Maitland.....	Flag	10 17	6	110	Pointe Claire.....		1 20
5	125	BROCKVILLE.....	2 29	10 30	10	120	Blue Bonnets.....	Flag	1 46
					5	125	MONTREAL.....	4 00	2 00

CONNECTIONS.—Trains leave Portland, after the arrival of Trains and Steamboats from Boston, for the White Mountains, Montreal, and Quebec; connecting at Brockville with the Great Western, Mail, and American lines of Steamboats for all ports on Lake Ontario, Niagara, and with the Great Western Railway for Detroit, Chicago, and the Western States. Evening Express Trains run between Montreal and Quebec in five hours! Fares, First Class, \$1.50; Second Class, \$1.00.

Tickets and general information as to Fares, &c., can be obtained at the principal stations on the Grand Trunk and Great Western Railways.

Trains leave Brockville after the arrival of the Great Western, Mail, and American lines of Steamboats, connecting at Montreal with Express Trains to Quebec (the same evening) the White Mountains, Portland and Boston.

By the present arrangement of Express Trains, the journey between Ottawa City and Quebec is performed in one day.

Children under three years of age carried free; above three and under twelve, half fare. Refreshment Saloons at Richmond and Cornwall, and half an hour allowed for dinner at Island Pond.

GRAND TRUNK—TORONTO TO GUELPH & BERLIN.

G. KINGSFORD, Engineer.

C. R. CHRISTIE, Superintendent, Queen's Wharf.

UP TRAINS.					DOWN TRAINS.				
Sta. to Sta.	Total M.	STATIONS.	No. 1. Pass. Train.	No. 3. Pass. Train.	Sta. to Sta.	Total M.	STATIONS.	No. 2. Pass. Train.	No. 4. Pass. Train.
8	8	TORONTO	A. M.	P. M.	7	7	BERLIN	A. M.	P. M.
7	15	Weston	8 00	4 00	7	14	Schantz	7 40	3 00
6	21	Malton	8 24	4 24	6	22	Guelpz	8 01	3 21
6	29	Brampton	8 45	4 45	6	28	Rockwood	8 27	3 42
6	35	Georgetown	9 03	5 08	6	34	Acton	8 51	4 05
6	41	Acton	9 32	5 32	6	42	Georgetown	9 09	4 24
6	49	Rockwood	9 50	5 50	6	43	Brampton	9 32	4 42
8	41	Guelph	10 08	6 08	6	43	Malton	9 56	6 10
7	56	Schantz	10 37	6 32	6	55	Weston	10 14	6 28
7	63	BERLIN	10 58	6 53	8	53	TORONTO	10 35	5 50
			11 20	7 14				11 00	6 12

PORT DALHOUSIE AND THOROLD RAILWAY.

Open to St. Catherines.—G. HAMILTON, Superintendent.

St. Catherines to Toronto.—Steamers leave St. Catherines at 8. 30. a. m. and 5.30 p. m. Leave Port Dalhousie at 8. 40 a. m. and 5.40 p. m., arriving in Toronto at 12 n. and 9 p. m.

Toronto to St. Catherines.—Steamer leaves Toronto at 3.30 p. m.; Port Dalhousie at 3.50 a. m. and 6.00 p. m., arriving in St. Catherines at 9.00 a. m. and 6.10 p. m.

The Steamer *Welland* connects with other Steamers at Toronto for Montreal, touching at the intermediate Ports.

GREAT WESTERN RAILWAY STEAMERS, CANADA, AMERICA AND NEW YORK.

RATES OF FARE FROM TORONTO TO

	1st Class.	2nd Class		1st Class.	2nd Class.
Cape Vincent and Kingston.....	\$ 5 00	\$ 2 50	White Mountains. (R. R. or Steamer from Brockville to Montreal..	\$15 00	\$10 00
Brockville and Prescott.....	6 00	3 00	Portland. (R. R. or Steamer from Brockville to Montreal.....	15 00	10 00
Ogdensburgh	6 00	3 00	Boston, (R. R. or Steamer from Brockville to Montreal, and Steamer from Portland)	15 00	10 00
Ottawa City	7 50	4 00	Boston, (R. R. from Portland)	16 00	
Montreal, (Railroad or Steamer from Brockville	9 00	4 50	Boston, (R. R. from Ogdensburgh)...	12 50	9 00
Quebec (Railroad or Steamer from Brockville to Montreal, and from thence by Railroad.....	12 00	6 50			
New York, (R. R. from Cape Vincent to Albany, and Steamer down the Hudson.....	8 00				

Tickets can be obtained for White Mountains, Portland and Boston, via Quebec, for \$3 in addition to the regular fare.

First Class Tickets include Meals and Berths on Steamers on Lake Ontario and the River St. Lawrence. Children under 12 years of age, half-price.

PLATTSBURGH & MONTREAL AND MONTREAL & NEW YORK RAILROADS.

Montreal and New York Railroad.—Hon. J. FERRIER, President, Montreal, Canada; ANDREW ROUGH, Agent, Montreal, Canada.

Plattsburgh and Montreal Railroad.—EDWARD V. PRICE, Lessee. 86 John Street, New York.
F. E. PARKER, Superintendent, Plattsburgh.

TRAINS MOVING NORTH.

Distant.	STATIONS.	No. 1.	2. Expr.
Miles.	PLATTSBURGH	6.45 a.m.	7.30 p.m.
5	Beekmantown	6.55	7.40
5	10 West Chazy	7.10	7.55
5	15 Scota	7.25	8.10
5 1/2	20 1/2 Mooer's Junction... A	7.40	8.25
5 1/2	21 L	7.45	8.30
4	30 Hemmingford .....	.....	.....
2	32 Johnson's .....	.....	.....
5	37 Sherrington .....	.....	.....
4	41 La Pigeoniere .....	.....	.....
6	47 St. Remi .....	.....	.....
5	52 Gaughnawaga	A 8.53	9.37
2	54 Lachine	L 8.55	9.40
8	62 MONTREAL	10.30	10.30

TRAINS MOVING SOUTH.

Distant.	STATIONS.	No. 3.	4 Exp.
Miles.	MONTREAL	6.00 a.m.	3.45 p.m.
8	Lachine .....	.....	.....
2	10 Caughnawaga	A 6.33	4.45
5	15 L	6.35	4.20
5	15 St. Isidore .....	.....	.....
6	21 St. Remi .....	.....	.....
4	25 LaPigeoniere .....	.....	.....
5	30 Sherrington .....	.....	.....
2	32 Johnson's .....	.....	.....
4	35 Hemmingford .....	.....	.....
5 1/2	41 1/2 Mooer's Junction... A	7.40	5.20
5	47 L	7.45	5.25
5	52 Scota	7.55	5.37
5	57 West Chazy	7.10	5.52
5	57 Beekmantown	7.20	6.05
5	62 PLATTSBURGH	7.30	6.15

OTTAWA & PRESCOTT RAILWAY.

ROBERT BELL, President, Ottawa. J. S. ARCHIBALD, Vice President, Hook's Corners.
JOHN R. WHITE, Secretary, Ottawa. J. M. KING, Treasurer, do. B. FRENCH, Superintendent, Prescott.

TRAINS MOVING SOUTH.

Distant.	STATIONS.	Mall.	Accom'd
Miles.	OTTAWA	6.00 a.m.	1.20 p.m.
5	5 Billings	6.15	1.40
5	10 Gloucester	6.30	2.00
4	15 N. Osgoode	6.43	2.23
3	19 Kelly's	6.53	2.37
3	22 Osgoode	7.02	2.49
8	31 Kemptville	A 7.30	3.20
6	37 Oxford	L 7.43	3.35
4	41 Doyle's	7.43	4.00
3	44 Kelly's	7.55	4.15
3	44 Spencerville	8.05	4.27
7	52 Prescott Junction	8.25	4.55
1	53 PRESCOTT	8.30	5.00

TRAINS MOVING NORTH.

Distant.	STATIONS.	Mall.	Accom'd
Miles.	PRESCOTT	2.30 p.m.	9.00 a.m.
1	1 Prescott Junction	2.35	9.05
7	9 Spencerville	2.55	9.33
3	12 Doyle's	3.05	9.45
4	16 Oxford	3.17	10.00
6	22 Kemptville	A 3.32	10.25
8	31 Osgoode	L 3.32	10.35
8	31 Osgoode	4.00	11.07
3	34 Kelly's	4.10	11.19
3	38 N. Osgoode	4.20	11.33
4	42 Gloucester	4.32	11.50
5	48 Billings	4.45	12.10
5	53 OTTAWA	5.00	12.30

CHAMPLAIN & ST. LAWRENCE RAILROAD.

W. A. MERRY, Secretary.

TRAINS GOING SOUTH.					TRAINS GOING NORTH.				
Miles.	STATIONS.	Expr.	Expr.	Acc.	Miles.	STATIONS.	Expr.	Expr.	Expr.
		A. M.	P. M.	P. M.			A. M.	P. M.	A. M.
	Montreal	6 00	2 00	4 00		Rouse's Point	7 30	7 30	5 45
1	St Lambert	6 15	2 25	4 30	6 1/4	Lacolle	7 45	7 45	6 10
11	Junction .....	.....	2 43	5 10	10 1/2	Stotts	7 55	7 55	6 20
14 1/2	Lacolle .....	.....	2 55	5 20	16 3/4	Grand Ligne	8 10	8 10	6 50
21	St. Johns	6 48	3 10	5 45	23	St. John's	8 25	8 25	7 25
27 1/4	Grand Ligne	6 58	3 23	6 25	29 1/2	Lacolle	8 40	8 40	8 00
33 1/2	Stotts .....	.....	3 36	6 48	33	Junction	8 48	8 48	8 15
37 3/4	Lacolle .....	.....	3 45	7 04	43	St. Lambert	9 20	9 20	9 00
44	Rouse's Point.....	7 30	4 00	7 30	44	Montreal	9 30	9 30	9 30
	Arrive.					Arrive.			

Connects at Rouse's Point with the Lake Champlain Steamers for Burlington, Ticonderoga, Whitehall, Saratoga, Lake George, Troy, Albany, New York, Buffalo, Niagara Falls and the West; also with the Ogdensburgh, the Vermont, and Canada, the Vermont Central, and the Rutland and Burlington Railroads—for Ogdensburgh, Canada West, Boston, New York, Albany, Troy, &c.

TOPOGRAPHICAL NOTICES—continued.

Kingston, situated at the eastern extremity of Ontario, has an excellent harbour defended by a series of Martello towers, composed of well-cut limestone. Here is the principal naval dockyard in the Province, and the public buildings in the Town, particularly the market house are all of stone and worthy of admiration. Kingston became great in the time of the late war with the United States, but for years after peace returned, its prosperity diminished. It has, however, taken a fresh start under happier auspices, and is now the principal entrepot of trade between Upper and Lower Canada. Pop. about 16,000. Hotels, The British American, The City, and The St. Lawrence.

Brockville, a flourishing town of about 8,000 inhabitants, it has many fine buildings, and its trade is considerable. The Grand Trunk Railway is completed thus far, and those splendid Steamers the *Canada* and *America*, and the Royal Mail Steamers connecting the Montreal travel with Toronto and Hamilton at this point, must add greatly to the prosperity of the Town, at least for the ensuing season. The chief Hotels are Wilson's, and Mackenzies..

A few miles west of this is that remarkable group called the Thousand Islands of the mighty St. Lawrence.

Montreal, The chief seat of the commerce of Canada, Population about 60,000. Its situation is very commanding, and a stranger on viewing it from the River, with its extensive line of quays and warehouses, the handsome Bonsecours market, and the fine towers of Notre Dame, at once concludes he is approaching a great and magnificent City, nor does a more intimate acquaintance disappoint. The objects of interest are great and varied, and will well repay a residence of a few days. The chief Hotels are St Lawrence Hall, Montreal House, Ottawa, and Western Hotels.

TOPOGRAPHICAL NOTICES—continued.

Quebec, the Gibraltar of the American Continent, being naturally as well as artificially a very strong fortress, situated on the summit of Cape Diamond, 340 feet above the St. Lawrence. The Town extends in a N. E. direction down to the water's edge. The houses are wholly built of stone, and the public buildings are substantial and handsome. The population is about 45,000. Quebec after being alternately in the hands of the English and French, was taken from the latter in 1759. The British and Canadian forces under General Wolf, attacked and defeated the French under Montcalm, on the heights of Abraham, Wolf fell in the moment of victory, and Montcalm who was wounded expired soon after. A monument was erected inscribed to the "Immortal Memory of Wolf and Montcalm." (See Smith's Canada.) The Hotels are Pencock's, O'Neill's, The Albion, The Ottawa, and the City.

We have thus traversed a considerable portion of one of the largest rivers in the world, noticing some of the principal Towns on its banks, and we close for the present with a few remarks on the River itself, which forms the boundary line for a considerable distance between Canada and the United States. Its remotest source is the St. Louis, an affluent of Lake Superior. It receives different names in different parts, of its course being at first as we have seen, the St. Louis; between Lake Superior and Lake Huron the St. Mary; between Lakes Huron and Erie the St. Clair and Detroit; between Lakes Erie and Ontario the Niagara; and from Ontario to Montreal, the Iroquois from Montreal to the sea being the St. Lawrence properly so called. Its entire course then from the St. Louis to the sea, the intervening Lakes being mere enlargements of its bed, is upwards of 2,000 miles, at its source it is 1192 feet above the sea, giving an average fall of 6 inches per mile, tho' this fall is unequally distributed owing to the many cataracts and rapids along its course, on the Niagra River the descent in 35 miles is at least 334 feet 164 of which are contributed by the Great Falls, and the rapids between Kingston and Montreal are so numerous, and the descent so great, in a comparatively short distance that an extensive line of Canal navigation has been cut to enable vessels to avoid them. These magnificent works, the Beauharnois, Cornwall, Lachine, Rideau, and St. Lawrence Canals, together with the Welland Canal, form an enduring monument, to the energy skill, and enterprise of the Canadian people. The basin of the St. Lawrence is said to contain more than the half of the fresh water on this planet, and it has been curiously calculated that there is sufficient to envelope the entire earth with a watery covering 3 inches in depth.

ONTARIO, SIMCOE, & HURON RAILROAD.

J. L. GRANT, SUPERINTENDENT.

For some unexplained, but no doubt very sufficient reason, this railway takes a most independent course, through certainly a very fine section of the country, but having, it would seem, a pious horror of anything like bricks and mortar; so that we cannot at present give even a passing notice of such places as Weston, on the one side, or Thornhill and Richmond Hill on the other, all of which are about three miles distant from the stations so named. Pursue we then the even tenor of our way till we come to—

ONTARIO, SIMCOE, & HURON RAILROAD—continued.

MOVING NORTH.				MOVING SOUTH.			
Mail.	Accommodation.	Intermediate Distance.	NAMES OF STATIONS.	Intermediate Distance.	Accommodation.	Mail.	
A. M.	P. M.	depart		Intermediate Distance.	Accommodation.	A. M.	P. M.
7 00	4 00		.....Toronto.....	5	10 10	8 00	
7 18	4 18	5	.....Davenport Road.....	3	9 54	7 45	
7 27	4 29	3	.....Weston.....	4	9 46	7 38	
7 38	4 41	4	.....York.....	3	9 36	7 28	
7 47	4 50	3	.....Thornhill.....	4	9 24	7 20	
8 00	5 02	4	.....Richmond Hill.....	5	9 10	7 10	
8 15	5 16	5	.....King.....	7	8 55	6 58	
8 25	5 34	7	.....Aurora.....	4	8 35	6 40	
8 48	5 46	4	.....Newmarket.....	4	8 24	6 30	
9 00	5 58	4	.....Holland Landing.....	4	8 14	6 20	
9 12	6 10	4	.....Bradford.....	3	8 04	6 10	
9 20	6 20	3	.....Scanlans.....	8	7 50	6 02	
9 38	6 40	8	.....Lefroy.....			5 43	
9 45	.....	.....	.....Bell Ewart.....			5 38	
10 00	.....	.....	.....Lefroy.....	5	7 39	5 24	
10 14	6 54	5	.....9th Concession, Innisfil.....	5	7 27	5 08	
10 30	7 10	5	.....Barrie.....	8	7 15	5 52	
10 50	7 28	8	.....Essa.....	3	6 54	4 28	
10 58	7 30	3	.....Pine River.....	5	6 48	4 18	
11 10	7 48	5	.....Sunnisdale.....	7	6 34	4 05	
11 26	8 05	7	.....Nottawasaga.....	8	6 18	3 48	
11 45	8 25	8	.....Collingwood.....	depart	6 00	3 30	

Mail Trains, North and South, connect daily with Steamer *J. C. Morrison* on Lake Simcoe. Accommodation Train (North) connects on Tuesday, Thursday, and Saturday of each week with Steamers *Buckeye State*, *Keystone State*, *Queen City* and *Niagara*, one of which will leave upon the arrival of the Train for Chicago and intermediate ports. The *Louisiana* leaves every Friday evening for Green Bay. Mail Train from the North connects every evening with Steamer *Europa* or *Champion* for Oswego.

Holland Landing, on the Holland River, which empties itself into Lake Simcoe. Its population is about 1,500. There is a very extensive tannery, several steam and water power grist and saw mills and a foundry. It has a Methodist, Presbyterian, and a handsome Episcopal Church. The Railway here intersects Yonge Street, a well-settled locality, studded with fine farms, and bearing evidence of wealth and civilization. quite refreshing, after a travel of so many miles. Holland landing is famous for its annual races, held in July on a remarkably fine course. We wish we could speak well of our "entertainment." May's Hotel, from its appearance, should be placed in the class of those hotels called comfortable; but to put a worn and weary traveller into a bed swarming with bugs (mosquitoes we could do with, and there were plenty of them) and to charge him two and sixpence currency for the same, is really intolerable!

TOPOGRAPHICAL NOTICES—continued.

Complaining in such a case is useless: we should probably be coolly told we brought them; or perhaps the landlady would blandly assure us that there was not a single bug in the whole house! In that event Lord Erskine's reply on a like occasion might serve us—"Madam, in that you are quite right, for they are all married, and have exceeding large families."

Bell Ewart.—A branch of the Railway, about a mile long, is laid down to this port, from whence sails daily a very beautiful and well-appointed steamer, the *J. C. Morrison*, for Beaverton, Hatherley, Orillia and Hawkstone, affording a delightful trip round Lake Simcoe for excursionists from Toronto and other places.

Barrie.—A County Town, of about 1,400 inhabitants, finely situated on the north shore of the Kemperfeldt Bay of Lake Simcoe. It is indebted for its prosperous state to the very good farming country at its back. Land well cleared, with convenient buildings, is worth from \$80 to \$100 per acre, but wild land may be had for 4 dollars. In the neighbourhood are immense groves of pine, and some very fine land, growing beech, maple, elm, and hemlock. In the town a steam grist mill is much required, and it is said would be very remunerative. A handsome market-house is in course of erection; and in a very commanding position is the Episcopal Church, and near it the Methodist, Roman Catholic, & Presbyterian. There are two well-conducted newspapers, and the Hotels are numerous, and generally well kept. The Chief are the Queen's Arms, Elgie's, and the Commercial.

Collingwood.—Canada's youngest. A town of but twelve months' growth, and now contains a population of about as many hundreds! Its surprising advance is mainly owing to its being the northern terminus of the Ontario, Simcoe, and Huron Railway, which daily brings vast numbers of emigrants, who at this point are transferred to magnificent steamers, bound for Chicago and the great West. The town, as may be supposed, has a very rough aspect, but it is daily being moulded into form; and if its rapid rise continues—and there seems to be little doubt of it—it is not a very hazardous thing to prophesy, that ere long it will rival Buffalo, Detroit, or any of those other mighty cities, which have risen into importance by the aid received from European emigration. Among many sources of wealth, we note the fisheries, which are here very productive. Immense quantities of fish, principally white-fish and salmon-trout, of very superior quality (it is said about a thousand daily) are sent to the Toronto and other markets. The products of the forest also, spars and lumber for ship building, on their way to Europe, and sawn lumber, to the amount of nearly a million feet per week, destined for Chicago, furnish a profitable source of traffic to the Railway, as well as augment the wealth of the towns and villages at this end of the line, all of which are engaged in the lumbering business. Collingwood is 95 miles from Toronto. There is at present no church built, but the Episcopal, Roman Catholic, Methodist, and Presbyterian have each congregations, and service is performed in suitable buildings on the sabbath. Armstrong's Hotel is excellent, and the North American, the Collingwood, and the International are good.

[Notices of places on other Railways and Steamboat routes are in course of preparation.]

CANADIAN LINE OF STEAMERS.

EDMONSTONE, ALLAN, & CO., MONTREAL.

The Sailing of the Montreal Ocean Steamship Company's Vessels, under Contract with the Government of Canada for the transport of the Mails for 1856, is arranged as follows:—

NORTH AMERICAN	1782 tons—350 Horse-power.
ANGLO-SAXON	1782 tons—350 Horse-power.
INDIAN	1764 tons—350 Horse-power.
CANADIAN	1764 tons—350 Horse-power.

From Liverpool to Montreal.

Wednesday, April 23.

do	May 7.
do	May 21.
do	June 4.
do	June 18.
do	July 2.
do	July 16.
do	July 30.
do	Aug. 13.
do	Aug. 27.
do	Sept. 10.
do	Sept. 24.
do	Oct. 8.
do	Oct. 22.

From Quebec to Liverpool.

Saturday, May 24.

do	June 7.
do	June 21.
do	July 5.
do	July 19.
do	Aug. 2.
do	Aug. 16.
do	Aug. 30.
do	Sept. 13.
do	Sept. 27.
do	Oct. 11.
do	Oct. 25.
do	Nov. 8.
do	Nov. 22.

From Liverpool to Portland.

Wednesday, Nov. 26.

do	Dec. 24.
do	Jan. 28, '57
do	Feb. 25, do
do	March 24, do

From Portland to Liverpool.

Saturday, Dec. 27.

do	Jan. 24, '57.
do	Feb. 28, do
do	March 27, do
do	April 24.

First class, \$80 or £20 cy. Second do, \$60 or £15 cy. Third do, \$30 or £7 10 cy.

Children under 12 years, half price. Infants under one year, free. All classes furnished with cooked provisions. Third class find their own beds and bedding.

ALPHABETICAL LIST OF STEAMERS.

- BOSTON TO LIVERPOOL**—The British and North American Royal Mail Steamships *Canada, Persia, Arabia, Asia, Africa, America, Europa* or *Niagara*, on Wednesdays, calling at Halifax; July 2 and 16. Fares \$110 and \$60.
- BELLEVILLE TO MONTREAL**—The *Trenton* weekly, as advertized.
- BELLEVILLE TO KINGSTON**—The *City of the Bay* every morning (Sundays excepted) at 7.30.
- BELLEVILLE TO KINGSTON**—The Royal Mail Line's Steamer the *Bay of Quinte* every morning, (Sundays excepted), at 6.
- COBOURG TO OSWEGO**—The *Chief Justice Robinson*. (No information).
- BUFFALO TO CHIPPEWA**—The *Clifton* daily from Erie Street at 9 A.M. and 2.30 P.M., on Sundays at 9 A.M.
- COLLINGWOOD TO GREEN BAY**—The *Louisiana* every Friday evening.
- COLLINGWOOD TO OWEE SOUND**—The *Canadian* daily at 2 P.M.
- COLLINGWOOD TO CHICAGO**—The steamers *Buck Eye State, Niagara, Queen City*, and *Keystone State*, tri-weekly, in connexion with Ontario, Simcoe and Huron Railway Co., to Mackinaw, Chicago, and all parts on Lake Michigan. Fares: \$8 and £4.
- COLLINGWOOD TO SAULT ST. MARY**—The Lake Huron Transit Company's steamer *Mohawk*, as advertized.
- COLLINGWOOD TO OWEN SOUND**—The *Collingwood* daily. (No information).
- CHIPPEWA TO BUFFALO**—The *Clifton* daily at 10.30 A.M. and 3.35 P.M., on Sundays at 4.30 P.M.
- GODERICH TO DETROIT**—The *Ploughboy*, Monday and Thursday at 8 A.M., calling at Sarnia at 2 P.M.
- GODERICH TO SAUGEEN**—The *Ploughboy* every Saturday at 7 A.M.
- HAMILTON TO CAPE VINCENT, BROCKVILLE, PRESCOTT AND OGDENSBURGH**—The Great Western Railway steamers *Canada, America*, or *New York*, from the Railway Wharf, Hamilton, daily, (except Sunday), at 6 o'clock, P.M.; connect at Cape Vincent with trains for New York, Albany, &c.; at Ogdensburgh with trains for Boston and all parts East; at Brockville with express trains on Grand Trunk for Montreal, Quebec, &c., and at Prescott with trains for Ottawa City. (See page).
- HAMILTON TO PRESCOTT AND OGDENSBURGH**—The Royal Mail Line steamers *Magnet, Arabian, Passport* or *Kingston* leave Custom House Wharf, Hamilton, daily, (Sundays excepted), at 7 A.M., and Toronto at 11 A.M., calling at Darlington, Port Hope and Cobourg; connecting at Brockville with Grand Trunk evening express trains; and at Prescott with the River Mail Line of Steamers for Montreal, and with trains on the Ottawa and Prescott Railway.
- HAMILTON TO DETROIT RIVER**—The *Ranger* as advertized; calling at all places on Welland Canal, North Shore, Lake Erie and Bruce Mines.
- KINGSTON TO BELLEVILLE**—The *City of the Bay* every morning (Sundays excepted), at 7.30.

LIST OF STEAMERS—continued.

- KINGSTON TO BELLEVILLE—The Royal Mail Line's steamer the *Bay of Quinte* every afternoon (Sundays excepted), at 3 o'clock.
- KINGSTON TO OTTAWA—The *Beaver* every Monday and Tuesday, at 3 P.M.
- KINGSTON TO CAPE VINCENT—The *Sir Charles Napier* twice daily, at 7 A.M. and 5 P.M.
- LAKE SIMCOE—The *J. C. Morrison* leaves Bell Ewart every day, (Sundays excepted), on arrival of morning train from Toronto; calling at Beaverton, Hatherley, Orillia, and Hawkstone; returning to Bell Ewart in time for the evening train to Toronto. The steamer *Morning* leaves Hawkstone every Saturday evening for Barrie, and returns every Monday morning. Excursion tickets from Toronto, round the Lake and back on the same day, \$3.
- LEWISTON AND QUEENSTON TO OGDENSBURGH—Lake Ontario steamers, *Northerner*, *Bay State*, *Ontario*, *Cataract* or *Niagara*, daily, at 4 P.M., calling at principal ports.
- MONTREAL TO OGDENSBURGH—The *Jenny Lind*, *Montreal* or *British Empire*, daily, at 1 P.M., from Canal Basin and Lachine at 5 P.M.; connecting at Ogdensburgh with the Lake Ontario Steamers *Northerner*, *Bay State*, *Ontario*, *Cataract* and *Niagara*, for all western ports.
- MONTREAL TO HAMILTON—The *Whiiby* from Canal Basin, as advertized; calling at Brockville, Kingston, North Shore ports and Toronto.
- MONTREAL TO KINGSTON—The *St. Helen*, as advertized.
- MONTREAL TO HAMILTON—The Royal Mail Line Steamers from Canal Basin, every morning at 11 A.M., and at Lachine at 2.30 P.M.
- MONTREAL TO PRESCOTT—The Royal Mail Steamers from the Canal Basin at 11 A. M., and Lachine at 2.30 P. M.
- MONTREAL TO FORT COVINGTON—The *Fashion* and the *Star*, on afternoons of Tuesday, Wednesday, Friday and Saturday, calling at Beauharnois, Coteau Landing, Port Lewis, St. Anicet, Lancaster, and St. Regis.
- MONTREAL TO TORONTO AND HAMILTON—The several lines of Freight Steamers as advertized.
- MONTREAL TO QUEBEC—The *Crescent* and *Lady Elgin* daily, at 6 o'clock P.M., calling at Sorel, Three Rivers, Bauscan and Platon.
- MONTREAL TO QUEBEC—The *Montreal* every Monday, Wednesday and Friday, at 7 P.M. Fares \$1, and 25c.
- MONTREAL TO OTTAWA CITY—The Ottawa River Mail line of Steamers daily, (Sundays excepted); stopping at principal places on the River, on the arrival of the 7 A.M. train at Lachine. Return tickets on a liberal scale.
- MONTREAL TO HAMILTON—The *Saguenay*, as advertized.
- MONTREAL TO KINGSTON—The *Trenton* weekly, on Tuesdays; calling at Picton, Belleville, and Trent.
- MONTREAL TO QUEBEC—The Montreal and Quebec Mail Line Steamers *John Munn* or the *Quebec* daily, at 7 P.M. Fare, 30c.

LIST OF STEAMERS—continued.

- MONTREAL TO UPPER OTTAWA—The *Emerald* leaves Aylmer on Tuesdays, Thursdays and Saturdays, at 7 A.M.; calling at the Chats, Portage du Fort and Pembroke.
- MONTREAL TO TRENTON—The *St. Helen* every Thursday, at 2 P.M.
- NEW YORK TO LIVERPOOL—The British and North American Royal Mail Steamships *Persia*, *Asia*, *Canada*, *America*, *Niagara*, *Europa*, *Africa* or *Arabia* on Wednesdays, July 9 and 23. Fares \$130 and \$75. (See also Boston to Liverpool.)
- NEW YORK TO LIVERPOOL—The United States Mail Steamers, the *Atlantic*, *Baltic*, or *Adriatic*, on Saturdays, June 7 and 21, July 5 and 19, August 2, 16, and 30, Sep. 13 and 27, October 11 and 25th, and Nov. 8 and 22, and Dec. 6 and 20. Fares \$130 and \$75.
- NEW YORK TO BREMEN AND SOUTHAMPTON—The United States Mail Steamers *Washington* and *Hermann* June 14, July 12, Aug. 9, Sep. 6, Oct. 14, Nov. 1, Nov. 29. Fares \$130, \$110, and \$60.
- NEW YORK TO SOUTHAMTON AND BREMEN—The Vanderbilt European Steamship Line Company's steamer *North Star*, as advertized.
- NEW YORK TO GLASGOW—The Glasgow and New York Steamship Company's steamers *Edinburgh*, *New York* and *Glasgow*, as advertized. Fares \$75 and \$30.
- NEW YORK TO ENGLAND AND FRANCE—The New York and Havre Steamship Company's steamers *Arago* or *Fulton* June 28, July 26, Aug. 23, Sep. 20, Oct. 18, Nov. 15. Fares to Southampton or Havre, \$130 and \$75.
- NEW YORK TO CALIFORNIA—The U. S. Mail Steamer *George Law* the 5th and 20th of each month, via Panama Railroad.
- NEW LIVERPOOL TO QUEBEC—The *Enterprise* daily, at 6½ A.M. and 1½ P.M.
- NIAGARA TO TORONTO—The *Zimmerman* and *Peerless* three times daily in connection with the Erie and Ontario Railway, at 8.30 A.M., 12.30 and 5.30 P.M. Fare \$1.
- ORLEANS TO QUEBEC—The *Orleans* daily, at 5 A.M., 8½ A.M., and 1 P.M. Fare 4d.
- OTTAWA TO KINGSTON—The *Beaver* every Wednesday and Saturday mornings, at 7.
- OTTAWA TO GRENVILLE—The *Beaver* every evening, (Sundays excepted), at 6.
- OGDENSBURGH TO HAMILTON—The Great Western Railway Steamers *Canada*, *America* or *New York*, daily, at 2 P.M.; connect at Hamilton with trains to and from Niagara Falls, Buffalo, Toronto, Detroit, Chicago and all parts West.
- OGDENSBURGH TO LEWISTON—The Lake Ontario Steamers, *Northener*; *Bay State*, *Ontario*, *Cateract* and *Niagara*, calling at all Western ports.
- OWEN SOUND TO COLLINGWOOD—The *Canadian* daily, (Sundays excepted), at 3 A.M.
- OSWEGO TO TORONTO—The *Europa* or *Champion* daily.
- PRESCOTT TO MONTREAL—The River Mail Steamers.
- QUEBEC TO LIVERPOOL—The Montreal Ocean Steamship Company's vessels, *North American*, *Anglo-Saxon*, *Indian* or *Canadian*, July 5 and 19, August 2, 16 and 30, September 13 and 27, October 11 and 25, November 8 and 22. Fares \$80, \$60 and \$30.

LIST OF STEAMERS—continued.

- QUEBEC TO RIVER SAGUEGAY**—The *Saguenay* every Wednesday and Saturday, calling at Murray Bay, Reviere du Loup, Rakouna.
- QUEBEC TO RIVIERE DU LOUP**—The *Princess Royal* every Tuesday, Thursday and Saturday, from St. Andrew's Wharf at 8 A.M., calling at Munty Bay. Fares \$2.50 and \$1.
- QUEBEC TO HAMILTON**—The *Inkerman* (for freight only) leaves Quebec as advertized, for Montreal, Toronto and Hamilton.
- QUEBEC TO MONTREAL**—The Quebec Mail Steamer leaves the Napoleon Wharf every day, (Sundays excepted), at 5 P.M.; calling at Batiscan, Three Rivers and Sorel. Fares 12s. 6d. and 3s. 9d.; monthly return tickets 20s.
- QUEBEC TO MONTREAL**—The *Crescent* and *Lady Elgin* daily, at 5 o'clock P.M.; calling at Platon, Batiscan, Three Rivers and Sorel.
- QUEBEC TO ORLEANS**—The *Orleans* from the Lower Town Market Slip daily, at 8 A.M., 11½ A.M., and 5 P.M.
- QUEBEC TO NEW LIVERPOOL**—The *Enterprise* daily from the Market Slip, at 11 A.M. and 5 P.M.
- QUEBEC TO MONTREAL**—The Montreal and Quebec Mail Line Steamers *John Munn* and the *Quebec* daily, at 5 P.M. Fares \$2.50, return tickets \$4.
- QUEENSTON AND LEWISTON TO TORONTO**—The *Peerless* or *Zimmerman* every day, (Sundays excepted), at 11.30 A.M.
- SAUGEEN TO GODERICH**—The *Ploughboy* every Saturday at 12 P.M.
- SUSPENSION BRIDGE TO THE FALLS**—*New Maid of the Mist*, daily, (Sundays excepted,) from Suspension Bridge Wharf at 11.30 A.M. and 5 P.M., American Ferry Wharf at 9.15 A.M., 10, 11.50, 12.30 P.M., 2.20, 4, 5.20 and 6 A.M., Canada Ferry Wharf at 9.30, 10.10, 12, 12.40 P.M., 2.30, 4.10, 5.30, 6.10 A.M. Fare 50c.
- TORONTO TO NIAGARA**—The *Peerless* or *Zimmerman* every day, (Sundays excepted,) at 7 A.M., 12 noon, and 4 P.M. Fare \$1. The 7 A.M. boat goes up to Lewiston.
- TORONTO TO ROCHESTER**—The *Highlander* every Monday, Wednesday and Friday; and the *Maple Leaf* every Tuesday, Thursday and Saturday, at 10 o'clock, A.M. The *Highlander* will call at Colborne and Grafton on Tuesdays up and Wednesdays returning; the *Maple Leaf* on Fridays up and Saturdays returning.
- TORONTO TO HAMILTON**—The Royal Mail Line Steamers *Magnet*, *Arabian*, *Passport* or *Kingston* daily, (Mondays excepted), at 8 A.M.; connecting at Hamilton with Great Western express trains going West.
- TORONTO TO OSWEGO**—The *Europa* or *Champion* in connexion with the Northern Railroad, at 8.40 P.M.
- TORONTO TO PORT DALHOUSIE**—The *Welland*, at 3.30 P.M., in connexion with Port Dalhousie and Thorald Railway.
- TORONTO TO LEWISTON AND QUEENSTON**—The *Zimmerman* or *Peerless*, daily, (Sundays excepted), at 7 A.M.
- TRENTON TO MONTREAL**—The *St. Helen* every Monday morning, at 6.
- WINDSOR TO GODERICH**—*Ploughboy*, Tuesday and Fridays at 2 P.M., calling at Sarnia at 10.

ADVERTISEMENT.

GRAND TRUNK RAILWAY—SPRING ARRANGEMENTS.

The Company's Steam Ferry Boat leaves the Wharf at the foot of Jacques Cartier Square, as follows:—

For Quebec and all Intermediate Stations at 7.45 A.M.

(Arriving at 3.00 P.M.)

For Portland and Boston at 7.45 A.M. and 3.10 P.M.

FARES TO QUEBEC.

Single Fare.

Return Tickets.

(Good for one month.)

First Class	\$3.00		First Class	\$4.00
Second Class	2.00		Second Class	3.00

FARES TO BOSTON.

First Class—by Railway throughout	\$8.00
First Class—By Railway and Steamboat	7.50
Second Class	6.00

Through to Hamilton in Twenty-two Hours!

Trains will leave Pointe St. Charles Station for Brockville, connecting with the *Great Western*, the *Mail*, and *American Line of Steamers* for the *West*, as follows:

Express Train at 9.30 P.M.

Accommodation Train (stopping at all Stations) at 4.30 P.M.

S. P. BIDDER, *General Manager.*

Montreal, June 1, 1856.

GREAT WESTERN RAILWAY.

NEW AND IMPORTANT STEAMBOAT ROUTE.

On and after *Monday, the 2nd June*, one of this Company's magnificent Steamers, "CANADA," "AMERICA" or "NEW YORK," will leave the Railway Wharf, Hamilton, at 6 P.M., every day, except Sunday, for Cape Vincent, Brockville, Prescott and Ogdensburgh.

These Steamers will connect at Cape Vincent with Express trains to New York, and at Ogdensburgh with trains to Boston; making this the most pleasant route to the East, during the season of navigation.

From Brockville, Express trains will run on the Grand Trunk Railway to Montreal and Quebec, enabling passengers to reach Montreal from Hamilton in *less than 22 hours*.

From Prescott, Express trains will run on the Prescott and Ottawa Railway for Ottawa City; &c.

Express trains will arrive in Hamilton from Suspension Bridge, Toronto, Windsor, London, and all intermediate Stations, in time to connect with the above Steamers.

These Steamers will form a most desirable route for the conveyance of Freight to and from Montreal, Boston and New York.

C. J. BRYDGES, *Managing Director.*

ADVERTISEMENT.

ONTARIO, SIMCOE AND HURON RAILROAD.

SUMMER ARRANGEMENT.

The trains on this road will run as follows:—

LEAVE TORONTO DAILY,

Sundays excepted.

Mail Train at 7 A. M., arrives at Collingwood at 11. 45 A. M.

Accommodation Train at 4 00 P. M., arrives at Collingwood at 8. 25 P. M.

RETURNING—LEAVES COLLINGWOOD,

Accommodation Train at 6. 00 A. M., arrives at Toronto at 10. 10 A. M.,

Mail Train at 3. 30 P. M., arrives at Toronto at 8. 40 P. M.

LAKE SIMCOE.

Train connects with the steamer on Lake Simcoe, which will leave Bell Ewart daily on the arrival of the Train from Toronto, and will run to Orillia, on Lake Couchiching, returning to Bell Ewart in time for evening train to Toronto.

J. I. GRANT,

Superintendent.

Toronto, May 3, 1856.

AITKEN'S AUCTION ROOMS,

OLD POST-OFFICE BUILDING, JAMES STREET, HAMILTON.

The Subscriber has opened these extensive and centrally situated Rooms for the Auction and General Commission business, and respectfully solicits a share of the public patronage. Having been a resident of this city for ten years, he trusts his extensive acquaintance may be of service to his employers, and will use every exertion for their interests.

Regular sales of Merchandise, Real Estate, Stocks, Bonds, &c.

Furniture sales, either at the Rooms or at the residences of families.

Sales of Horses, Carriages, &c. Out door sales in general.

Account Sales promptly furnished.

REFERENCES:—(*Hamilton*)—Messrs. Kerr, Brown & Co.; Messrs. D. McInnes & Co.; Messrs. F. W. Gates & Co.; with a number of others in the City. (*Montreal*)—Messrs. J. G. McKenzie & Co.; H. L. Louth, Esq.; Messrs. W. & J. Smith & Co.; Messrs. Tyre, Colquhoun & Co.; James Gilmour, Esq.

July 1, 1856.

S. M. AITKEN.

ADVERTISEMENTS.

IMPORTANT STEAMBOAT NOTICE—ROYAL MAIL LINE.

HAMILTON, TORONTO, DARLINGTON, PORT HOPE, COBOURG, KINGSTON, CAPE VINCENT, BROCKVILLE, PRESCOTT, AND OGDENSBURG.

The above Line have completed their arrangements, will run the undermentioned four first-class Lake Steamers, during the ensuing season, between Hamilton and Prescott, (thereby avoiding the necessity of changing boats at Kingston as heretofore), connecting at Brockville with the Morning Express Trains on the Grand Trunk Railroad, and at Prescott with the River Mail Line of Steamers for Montreal, (arriving there at 6 o'clock the same evening), and also with Trains on the Ottawa and Prescott Railroad.

MAGNET, Captain Twhey; ARABIAN, Captain Sclater; PASSPORT, Captain Harbottle, KINGSTON, Captain Hamilton.

One of the above Steamers will leave Hamilton daily (Sundays excepted), at 7 A.M., and Toronto at 11 A.M., calling at Darlington, Port Hope, and Cobourg, weather permitting; returning, will leave Toronto for Hamilton daily (Mondays excepted) at 8 A.M. connecting with Express Trains going West over the Great Western Railroad.

UNITED STATES MAIL STEAMERS BETWEEN NEW-YORK AND LIVERPOOL.

The ships comprising this Line are the following:—ATLANTIC, Capt. Eldridge; BAL- TIC, Capt. Comstock; ADRIATIC (new), Capt. West.

These ships having been built by contract, expressly for Government service, every care has been taken in their construction—as also in their engines—to ensure strength and speed; and their accommodations for passengers are unequalled for elegance or comfort.

Price of passage from New York to Liverpool, \$130. Exclusive use of extra size state-rooms, \$325. In second cabin, \$75. From Liverpool to New York, 30 and 20 guineas.

An experienced Surgeon attached to each ship.

No berth can be secured until paid for.

For freight or passage apply to

EDWARD K. COLLINS,

56 Wall-street, New-York,

BROWN, SHIPLEY & Co., Liverpool.

STEPHEN KENNARD & Co.,

27 Austin Friars, London.

B. G. WAINWRIGHT & Co., Paris.

The owners of these ships will not be accountable for gold, silver, bullion, specie, jewelry, precious stones, or metals, unless bills of lading are signed therefor, and the value thereof therein expressed.

Shippers will please take notice that the ships of this line cannot carry any goods contraband of war.

ADVERTISEMENT.

HOLCOMB AND HENDERSON'S THROUGH LINE,
FROM MONTREAL DIRECT.

The Steamers "HURON," "COLONIST" and "BRITANNIA," now loading at Montreal, They have good accommodations for Cabin Passengers.

For freight or passage to Montreal, apply to

Or to JOHN DUCK, *Agent*,
Front-St., Toronto.

HOLCOMB & HENDERSON,
James-St. Wharf, Hamilton,

June 1, 1856.

THE BRITISH AND NORTH AMERICAN R. M. STEAMSHIPS.

From New-York to Liverpool.

Chief Cabin Passage	\$130
Second Cabin Passage	75

From Boston to Liverpool.

Chief Cabin Passage	\$110
Second Cabin Passage	60

The ships from Boston call at Halifax.

Ships.	Captains.	Ships.	Captains.
PERSIA	Judkins.	CANADA	Lang
ARABIA	Stone.	AMERICA	Shannon.
ASIA	Lott.	NIAGARA	Ryrie.
AFRICA	Harrison.	EUROPA	Leitch.

These vessels carry a clear White Light at mast head; Green on Starboard bow; Red on port bow.

Berths not secured until paid for.

An experienced Surgeon on board.

The owners of these ships will not be accountable for Gold, Silver, Bullion, Specie, Jewelry, Precious Stones, or Metals, unless bills of lading are signed therefor, and the value thereof therein expressed.

For freight or passage apply to
June 1.

E. CUNARD,
4 Bowling Green.

ADVERTISEMENT.

GREAT WESTERN RAILWAY.

REDUCTION OF PASSENGER FARES BETWEEN HAMILTON AND TORONTO AND TORONTO AND SUSPENSION BRIDGE.

On and after Monday, the 26th of May, Passenger Fares will be reduced between the following places :—

<i>Hamilton and Toronto</i>	\$1.00
<i>Toronto and Suspension Bridge</i>	\$1.50
<i>Do. do. Second Class</i>	\$1.00

PARIS EXCHANGE HOTEL, PARIS, C. W.

C. WESTRING, better known as *OLD SWEDEN*, formerly of Hamilton, has now the pleasure of informing the travelling community that he has opened a new and elegant *HOTEL* in the *TOWN OF PARIS*, for their accommodation and comfort, and he assures all his old friends, and those who may hereafter favor him with a call, that nothing shall be wanting on his part to contribute to their personal comfort.

C. WESTRING,
Proprietor.
d287-6m

Paris, July 1st 1856.

ST. LAWRENCE HALL HOTEL.

HOGAN & PENN,
Proprietors
d8.

Montreal, July 1st, 1856.

ADVERTISEMENTS.

MACLEAR & CO.,

BOOKSELLERS, STATIONERS, PRINTERS, BINDERS,
LITHOGRAPHERS, &c.,

KEEP CONSTANTLY ON HAND

THE NEW AND STANDARD WORKS OF THE DAY,
REVIEWS, MAGAZINES, &c.

Writing & Book Papers of every Size & Quality imported direct from the Manufacturers.

BLANK BOOKS

Of every Size, Pattern, and Quality in General Use of THEIR OWN MANUFACTURE; also, Manufactured to order in any Style required.

LAW STATIONERY

In all its branches, including the various Blanks in use, always on hand. Also, BOOKS and BLANKS used by CLERKS OF THE PEACE, COUNTY and DIVISION COURTS.

ALL THEIR BLANK BOOKS ARE PAGED, they having imported A MACHINE FOR THAT PURPOSE, and will undertake to PAGE BOOKS TO ORDER. Their facilities for

BOOK AND JOB PRINTING

Are of the VERY FIRST ORDER, having an extensive Office, to which are attached a MODEL STEAM ENGINE, with ADAMS' and HOE'S PRESSES, NEW TYPE and outfit of the most approved Styles.

THEIR LITHOGRAPHIC DEPARTMENT

Is very complete, enabling them to execute orders for MAPS, CHARTS, PLANS, SURVEYS, DIAGRAMS, DEBENTURES, CHEQUES, BANK NOTES, BILL HEADS, ARCHITECTURAL DESIGNS, CIRCULARS, PORTRAITS, &c. &c., in the HIGHEST STYLE OF THE ART, and at prices far under that of COPPER or STEEL, yet scarcely inferior in Style.

AT 16 KING STREET EAST,

Toronto.