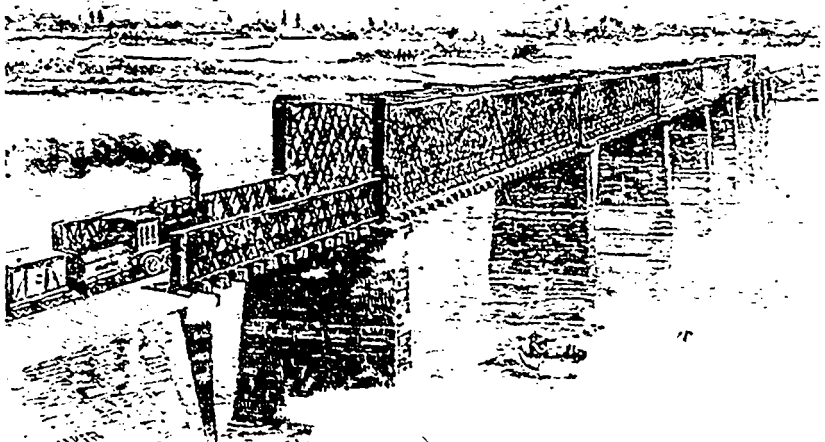


Published on the 10th of each Month.

RAILWAY & STEAMBOAT GUIDE and TOURISTS' HANDBOOK

FOR
NOVA SCOTIA
NEW BRUNSWICK
& PRINCE EDWARD ISLAND



AVON RIVER BRIDGE. WINDSOR AND ANNAPOLIS RIVERS.

HALIFAX, N.S.

PUBLISHED BY HARRINGTON & O'NEILL.

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

BALD & CO., Proprietors,
3, 8 and 10 Bedford

Merchants,

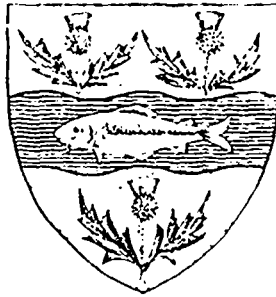
H. & J. W. FRASER, Saddlers and Harness makers, New

THE HALIFAX HOTEL, HALIFAX, N. S.

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NOVA SCOTIA HISTORICAL SOCIETY.

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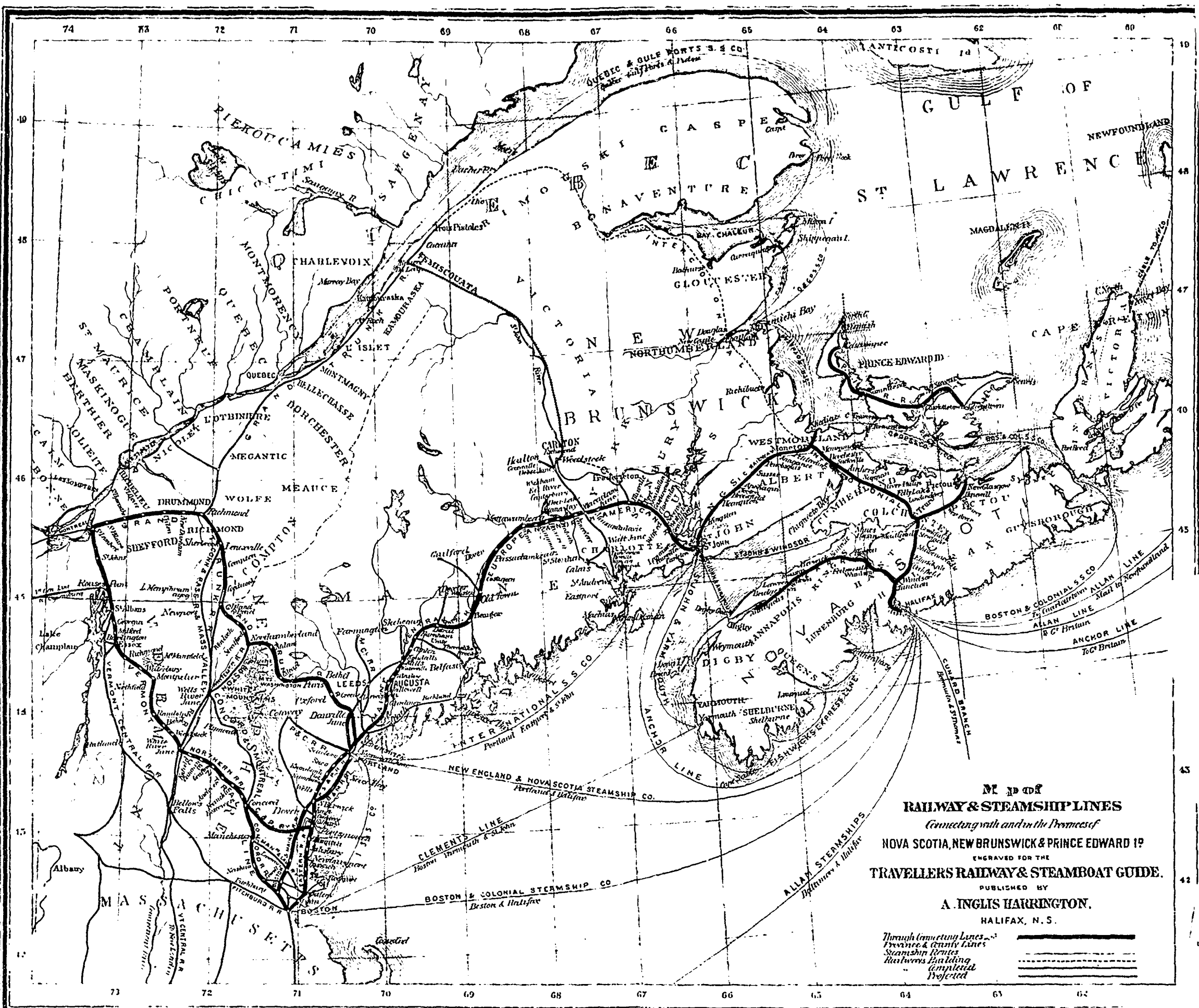
BAR... S, etc.

Those who may favor us with their patronage can rely upon receiving the best of attendance from polite servants. Our aim will be to make the Hotel our guests.

is centrally situated on the principal street, in the immediate vicinity of the Banks, Club Houses, Merchants' Exchange, Post Office, Custom House, and other public buildings.

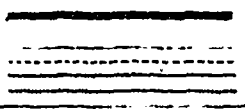
G. R. JOINSTON, PROPRIETOR

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RAILWAY & STEAMSHIP LINES
Connecting with and in the Provinces of
NOVA SCOTIA, NEW BRUNSWICK & PRINCE EDWARD IS.
 ENGRAVED FOR THE
TRAVELLERS RAILWAY & STEAMBOAT GUIDE.
 PUBLISHED BY
A. INGLIS HARRINGTON,
 HALIFAX, N. S.

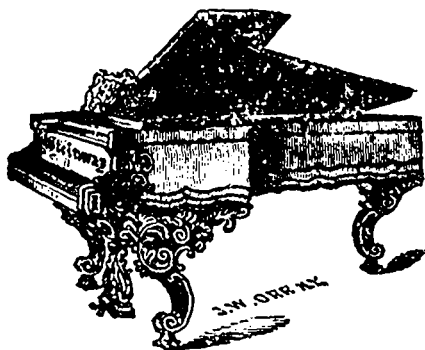
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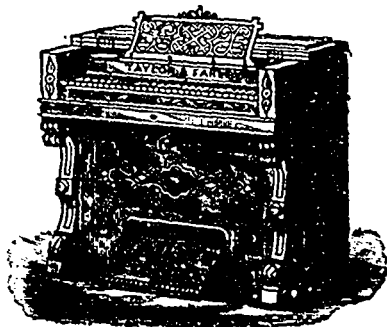


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ESTABLISHED 1822

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No, 78 Prince William Street, Saint John, N. B.,

Publishers, Printers, Blank-Book Manufacturers

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BOOKS--A large Stock in all Departments of Literature always on hand. **THE LATEST PUBLICATIONS**, both British and American, being constantly received. Books imported order with promptness and without extra charge. All English, Foreign and American **MAGAZINES, ILLUSTRATED PAPERS, &c.**, supplied regularly and at lowest rates.

STATIONERY--In this Department will be found a full Stock Papers in all sizes and qualities, and of all the various goods known **STATIONERY**. In the Retail Department particular attention is given to the supplying of the **FINEST NOTE PAPERS, ENVELOPES, WEDDING STATIONERY, &c.** **NOTE PAPER & ENVELOPES**, Embossed or Stamp in colors, in the best Styles. **Monograms, Cyphers, Crests, Coats Arms, &c.**, cut to order. **Visiting Cards** from copper Plate or Letter Press, promptly furnished.

PRINTING--Having a very large and well-appointed Printing Office we execute all kinds of Book and Job (Plain and Fancy) work in the **BEST STYLE**. Our Machines are the latest and most approved patterns, and are worked by Steam Power. **New Type and Materials** being constantly added, and entire satisfaction guaranteed.

BLANK-BOOK MAKING--Blank Books of all the usual sizes patterns and qualities, always in Stock. Special patterns ruled and bound to order, with Printed Headings when required. Customers select the paper they prefer, and

ALL WORK WARRANTED.*All orders executed under the personal supervision of one of the Firm*

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OFFICIAL

TRAVELLERS' RAILWAY AND STEAMBOAT
GUIDE

AND

Travellers' Hand Book.

FOR

NOVA SCOTIA, NEW BRUNSWICK,
and Prince Edward Island.

CONTAINING CONDENSED TIME TABLES OF THROUGH EXPRESS TRAINS

BETWEEN

BOSTON and CHICAGO,

VIA VERMONT CENTRAL, AND

PORTLAND AND CHICAGO,

VIA GRAND TRUNK, AND

ALL TIME TABLES OF THE EASTERN RAILWAY OF MASS., BOSTON AND MAINE; PORTLAND AND ROCHESTER; PORTLAND AND OGDENSBURG; MAINE CENTRAL; EUROPEAN AND NORTH AMERICAN RAILWAYS, AND ALL THE RAILROADS IN

THE MARITIME PROVINCES,

AND ALL

STEAMBOAT AND STAGE COACH CONNECTIONS. THEREBY GIVING ALL THE INFORMATION REQUIRED TO GO TO, THROUGH AND FROM THE LOWER PROVINCES.


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

A. INGLIS HARRINGTON, EDITOR AND COMPILER,
P. O. BOX 322 --- HALIFAX, N. S.

SAINT JOHN, N. B.

J. & A. McMILLAN'S STEAM PRESS, 78 PRINCE WILLIAM STREET.
1874.

TIME TABLE--ROYAL MAIL STAGES.

- Alkern's.**—Leave Londonderry on arrival of stage from Truro, for Five Islands on Monday, Wednesday and Friday, connecting at Five Islands, with *Smith's* stage for Parrsboro. Returning leave Five Islands on Tuesday, Thursday and Saturday in time to connect with stage for Truro. Stage office Londonderry.
- Archibald's.**—Leave Halifax for Tangier, Sheet Harbour, and Salmon River, every Monday, Wednesday, and Friday mornings at 6 o'clock; returning Tuesday, Thursday and Saturday, arriving at Halifax about 8 o'clock, *r. m.* Stage office Halifax.
- Blair's Express.**—Leave Truro on arrival of morning trains for Tatamagouche, Wallace, Pugwash, and Point Brule on Tuesday, Thursday and Saturday; returning to Truro on Monday, Wednesday and Friday, connecting with afternoon trains. Stage office Truro.
- Calkins'.**—Leave Kentville for Chester, *via* New Ross, every Monday and Thursday, at 6 o'clock, *A. M.* reaching Chester Basin same day, connecting with Stage from Halifax for Mahone Bay, Lunenburg, Bridgewater, Liverpool, Shelburne and Yarmouth. Returning leaves Chester for Kentville every Tuesday and Friday mornings, connecting with trains on Windsor & Annapolis Railway. Stage office Kentville.
- Davidson's.**—Leave Shelburne, on arrival of King's stage from Halifax, for Yarmouth daily; returning daily, connecting with stage for Halifax. Stage office Yarmouth.
- King's.**—Leave Halifax daily at 6 o'clock *A. M.* for Chester, Mahone Bay, Bridgewater, Liverpool and Shelburne daily, connecting with Davidson's stage for Yarmouth; returning daily. A branch runs from Chester to Lunenburg. Fare, Halifax to Chester, \$2.50; Mahone Bay, \$3.50; Bridgewater, \$4.00; Lunenburg, \$4.00; Liverpool, \$6.00; Shelburne, \$8.50.
- Kilcup's.** (Ritchie contractor.)—Leaves Annapolis for Liverpool daily, from 1st May to 31st October, and return daily; from 1st November to 30 April leaves Annapolis tri-weekly on Tuesday, Thursday and Saturday, at 6 o'clock, *A. M.*; returning next day, Stage office Annapolis.
- Lindsay & Co.**—Leave New Glasgow for Antigonish, Guysboro', Strait of Canso, St. Peters, Sydney and Cow Bay daily, on arrival of morning train from Halifax; returning daily, in time to connect with afternoon train for Halifax. Through tickets (from 6th June until further notice, exclusive of ferrage across Strait of Canso) Halifax to Sydney, \$12.00; St. Peters, \$8.75; Port Hawkesbury, \$7.25; Antigonish, \$5.00; Guysboro, \$6.00. Tickets for sale by J. E. Burchell, Sydney; John Morrison, St. Peters; D. Harrington, Antigonish, and Ticket Agent, Railway Station, Halifax. General Stage office, Antigonish.
-  All stage passengers will be ferried at reduced rates at Strait of Canso.
- McAmis** leaves Antigonish for Sherbrooke and Wine Harbor Gold Fields, on Monday Wednesday and Friday mornings; returning same days. Stage office, Antigonish.
- Smiths.**—Leaves Five Islands for Parrsboro during Summer months on Monday, Wednesday and Friday evenings after arrival of coach from Londonderry. In bad weather on Tuesday, Thursday and Saturday mornings, and always returning on the three latter days to Five Islands.
- Stailing's.**—Leave Digby for Weymouth and Yarmouth daily, boat days, about one hour after her arrival from Annapolis, other days at 6 *P. M.*, arriving at Yarmouth next morning; returning—leave Yarmouth at 5 *P. M.*, arriving at Digby in time to connect with boat for Annapolis on boat days, and connecting with stage for Annapolis every day. Stage office, Digby.
- Tays.**—Leaves Shubenacadie on arrival of train on Monday and Thursday for Melrose *via* Musquodobit, returning Tuesdays and Fridays in time to connect with afternoon train for Halifax. Stage office, Shubenacadie.

POSTAL TIME TABLES.

General Post Office, Halifax. [1st July, 1874.]

CLOSE.			MAILS.	DUE FOR DELIVERY.		
DAYS.	a.m.	p.m.		DAYS.	a.m.	p.m.
			New Brunswick.			
Daily	5 30		Overland Mail per I.C. R'y	Daily		9 30
			P. E. Island.			
Mon., Wed. & Fri.	5 30		Via Ice Boats	Tues., Th., & Sat.		9 30
			United States and Canada.			
Tuesday		3 00	Per steamer "Falmouth,"	Monday		9 00
Daily	5 30		Overland Mail per I.C. R'y	Daily		9 50
			Bermuda and West Indies.			
Jne 15, July 13, Aug 10, Sep. 7 Oct. 5	11 00		Per Cunard Steamer	About June 5, July 3, 31, Aug. 28, Sep. 25, Oct. 23		
			Great Britain.			
June 2, 16, 30, July 14, 28, Aug. 11, 25, Sep. 8 22, Oct. 6, 20	11 00		Per Allan Stmr. at Halifax	Jne. 12, 26, July 10, 24, Aug. 7, 21, Sep. 4, 18, Oct. 2, 16, 30		
			Nova Scotia.			
Daily	5 30		Eastern	Daily		4 00
Monday, Wed. & Fri.	5 00		Eastern Shore	Tuesday, Thurs., Satur.		7 00
Daily	5 30		Northern	Daily		9 50
"	7 00		Western	"		9 30
"	5 00		Western Shore	"		7 00
Daily 5.30 a.m. 3.30 p.m.			Pictou an' New Glasgow	Daily—10 a. m., 9.50 p. m.		
" 7 " 2.00 p.m.			Wind'r. Wolfe and Kent'e	" 12.30 a. m., 9.30 p. m.		
" 5.50 " 3.30 "			Truro	" 10 a. m., 9.50 p. m.		
By each English Steamer	11 00		New Foundland	By each English Steamer		

General Post Office, St. John. [1st July, 1874.]

CLOSE.			MAILS.	DUE FOR DELIVERY.		
DAYS.	A.M.	P.M.		DAYS.	A.M.	P.M.
			Nova Scotia.			
Daily	7 00		Per overland Mail via I. C. R'y	Daily		8 45
Mon., We., Fri. & Sat	7 00		" Steamer at Annapolis	Tues., Th., Fri., & Sat		8 30
			Prince Edward Island.			
Daily	7 00		Per Steamer at Shediac	Tues., Th., & Sat		8 45
			Ontario, Quebec and Manitoba.			
Daily	8 30		Per Railway, via Bangor	Daily		8 45
			United States.			
Daily	8 30		Per Railway via Bangor	Daily		8 45
			Bermuda and West Indies.			
Every fourth Satur.	8 30		Via Halifax	Every fourth Satur.		8 45
Daily	8 30		" New York			
			Great Britain.			
Ev. alternate Mon.	7 00		Per Allan Steamer via Halifax	Ev. alternate week		
Every Thursday	8 30		" Allan Steamer via Quebec	Every week		
" Mon., Tues., & Sat.	8.30		" Via U'd States	Three times 7 week		
			Cuba.			
Thursday & Satur	8 30		Via New York			

TELEGRAPHIC INFORMATION.

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

TO	From Halifax.	From St. John.	From Ch'ton.
CANADA.			
To any point in Canada, on the line of the Montreal Tel. Co.....	50	50	1 00
St. John and Halifax...	25	25	1 00
Newfoundland.			
To any point in Newfoundland — counting address, date, and signature,	2 50	2 50	2 15
Prince Edward Island			
From any point in N.S. or N. B., to any point in P.E.I.,	1 35	1 00	35
Cuba Cable Rates.			
From any office in P. E. I., N. S. or N. B., to any part of Cuba,	6 00	6 00	6 85
UNITED STATES.			
Albany	1 30	90	
Augusta.....	90	50	1 55
Atlanta, Ga.....	3 00	2 60	
Baltimore.....	1 75	1 35	2 40
Bangor.....	85	45	1 50
Bath, Me.....	1 00	60	1 65
Bath, N. H.....	1 15	75	
Belfast.....	90	50	1 45
Boston, Mass.....	1 15	75	1 80
Baton Rouge, La.....	3 85	3 45	
Brooklyn, L. I.....	1 60	1 20	2 20
Brunswick, Me.....	1 00	60	
Buffalo, N. Y.....	1 75	1 35	2 40
Calais.....	80	25	1 25
Charleston, S. C.....	2 75	2 35	3 45
Charlestown, Mass..	1 20	85	1 90
Chicago, Ill.....	2 55	2 15	3 10
Cincinnati, O.....	2 35	1 95	3 45
Concord, N. H.....	1 15	75	
Corinth, Miss.....	3 30	2 90	
Cleveland, O.....	2 00	1 60	
Cheyenne, Neb.....	4 95	4 55	
Dennysville.....	80	40	1 50
Detroit.....	2 00	1 60	2 65
Duluth, Minn.....	3 95	3 55	
Eastport.....	80	40	1 45
East Machias.....	85	45	1 50
Ellsworth, Me.....	85	45	1 50
Fall River, Mass.....	1 20	85	1 90
Gloucester.....	1 15	75	1 80
Galveston, Texas.....	4 30	3 90	
Houlton.....	90	50	1 60

TO	From Halifax.	From St. John.	From Ch'ton.
United States, contin'd			
Houston, Texas.....	4 15	3 75
Hartford, Conn.....	1 30	90	
Island Pond, Ver.....	1 20	80	
Jersey City, N. J.....	1 45	1 05	
Jackson, Miss.....	3 55	3 15	
Key West, Fla.....	7 20	6 80	
Lewiston.....	1 00	60	1 70
Lake City, Fla.....	3 20	2 80	
Lawrence, Mass.....	1 15	75	
Lawrence, Kansas.....	3 20	2 80	
Lowell, Mass.....	1 15	75	
Lynn, Mass.....	1 15	75	
Louisville, Ky.....	2 55	2 15	
Little Rock, Ark.....	3 55	3 15	
Mobile, Ala.....	3 55	3 15	4 20
Memphis, Tenn.....	3 30	2 90	
Milwaukee, Wis.....	2 45	2 05	
Newburyport.....	1 15	75	1 80
New Orleans, La.....	3 75	3 35	4 50
New York City.....	1 45	1 05	2 10
Newport, R. I.....	1 40	1 00	2 00
Niagara Falls.....	1 65	1 25	
Norfolk.....	2 15	1 75	2 80
Nashua, N. H.....	1 15	75	
New Bedford, Mass.....	1 25	85	
New Brunswick, N. J..	1 40	1 05	
Nashville, Tenn.....	3 00	2 60	
New Haven, Conn.....	1 30	90	
Omaha, Neb.....	3 20	2 80	3 80
Portland, Me.....	1 00	60	1 65
Providence.....	1 20	85	1 90
Philadelphia, Pa.....	1 65	1 25	
Pittsburg, Pa.....	2 00	1 60	
Pensacola, Fla.....	4 15	3 75	
Richmond, Va.....	2 15	1 75	
Rochester, N. Y.....	1 60	1 20	
Rockland, Me.....	90	50	
San Francisco, Cal.....	5 45	5 05	6 10
Savannah, Ga.....	2 95	2 50	3 55
Salem, Mass.....	1 15	75	
Salt Lake City, Utah..	5 70	5 30	
St. Louis, Mo.....	2 80	2 40	
Thomaston, Me.....	90	50	
Toledo, O.....	2 10	1 70	
Victoria, V. I.....	7 95	7 55	
Vicksburg, Miss.....	3 65	3 25	
Washington, D. C.....	1 85	1 45	2 50
Worcester.....	1 25	85	1 90
Wilmington, N. C.....	2 45	2 05	
Wilmington, Del.....	1 75	1 35	
Winterport, Me.....	90	50	

TIME TABLE—STEAMERS.

- Allan Line**—Leave *Liverpool, G. B.*, for *Halifax, N. S.*, and *Halifax* for *Liverpool* on Tuesday, the 14th July, and every alternate Tuesday, at noon.
- Anchor Line**—Running between *Glasgow, Scotland*, and *New York, Halifax* and *St. John*, See advertisement inside back cover.
- Boston and Colonial Steamers**—Sailing weekly between *Boston, Halifax* and *Charlottetown*, calling at *Port Hawkesbury, C. B.*, going and returning. See page 16.
- City of St. John**—Going to North Shore, Gulf St. Lawrence. Time next issue.
- Clement's Line**—A steamer of this Line leaves Reed's Point Wharf, St. John, N. B., every Friday, after arrival of the Bay Steamers, for Yarmouth, N. S., and Boston, Mass.; leaves Commercial Wharf, Boston, every Tuesday, at noon, for Yarmouth and St. John; leaves Yarmouth for Boston every Saturday at 5 p. m.; leaves Yarmouth for Saint John every Thursday, at 5 p. m. See page 12. Fares—St. John to Boston, 1st class \$—; second class \$—; Yarmouth to Boston, 1st class \$—; 2nd class \$—. Yarmouth to Saint John, 1st class \$—; 2nd class \$—. Payable in gold.
- Cunard Line**—(Branch) Steamers leave *Halifax* for *Br. rounda* and *St. Thomas*, every fourth Tuesday at noon.
- Empress or Scud**—Leaves *St. John* for *Digby* and *Annapolis* on Monday, Wednesday, Friday and Saturday mornings at 8 o'clock; returning, leaves *Annapolis*, Tuesday, Thursday, Friday and Saturday, after the arrival of Train from *Halifax*, connecting at *St. John* with morning train for *Bangor*. Fares—*St. John* to *Digby* \$1.50; *Annapolis* \$2.00; *Kentville* \$—; *Windsor* \$—; *Halifax* \$5.00.
- Express Line**—Leaves *Indiantown* for *Fredericton* every Monday, Wednesday and Friday morning at 9 o'clock. Returning—leaves *Fredericton* every Tuesday, Thursday and Saturday morning, at same hour—connecting with steamers for *Woodstock*, *Tobique* and *Grand Falls*. Fares—*Indiantown* to *Fredericton* \$1.50; *Woodstock* \$2.50; *Tobique* \$3.75; *Grand Falls* \$4.50.
- International Steamship Co.**—Boats leave *St. John* at 8 o'clock, a. m., and *Eastport* at 1 p. m., for *Portland* and *Boston*, on Monday, Wednesday and Friday, arriving at *St. John* at *Eastport* in about four hours; and *Portland* in about twenty hours; a boat leaves in about twenty-eight or twenty-nine hours. Boats leave *Boston* at 8 a. m., and *Portland* at 6 p. m. on same days, for *St. John*. See page 11. Fares—*Saint John* to *Eastport* \$1.50; *Portland* \$4.00; *Boston* (by boat) \$5.00; Steamer and Railway \$6.50.
- M. A. Starr**—Leaves *Halifax* at 6 o'clock, a. m., on Tuesday for *Lunenburg, Liverpool, Shelburne* and *Yarmouth*; returning, leaves *Yarmouth* on Thursday morning. See page 10. Fares—*Halifax* to *Lunenburg* \$2.00; *Liverpool* \$3.50; *Shelburne* \$4.50; *Yarmouth* \$6.00.
- Neptune**—Running regularly during the season on the *Bras d'Or Lake*, between *Whykoko-magh* and *Sydney*, connecting with Stages and Steamers.
- New England and Nova Scotia Steamship Co.**—Steamer "Falmouth" leaves *Halifax* for *Portland* every Tuesday, at 4 p. m., and *Portland* for *Halifax*, every Saturday at 5.30 o'clock, p. m.
- P. E. I. Steam Navigation Co.**—Running tri-weekly trips. Full particulars next issue. See page 13.
- Quebec and Gulf Ports Steamship Co.**—A Steamer leave *Quebec* and *Pictou* every Tuesday, calling at *Father Point, Gaspé, Percé, Deschênes, Dalhousie, Newcastle, Chatham* and *Shediac*. A Steamer leaves *Montreal* and *Pictou* every alternate Friday, calling at *Quebec, Father Point, Charlottetown* and *Shediac*, and other Steamers will sail as specially advertised.
- Union Line**—Leave *Indiantown* (*St. John*) for *Fredericton* on the mornings of Tuesday, Thursday and Saturday, at 8 o'clock, arriving about 3.30 same day; Returning—leave *Fredericton* on the mornings of Monday, Wednesday and Friday, at 8 o'clock, arriving at *St. John* about 3.30 p. m. same day. During summer season. Fare \$1.50.
- "*Virgo*"—of the *Eastern Steamship Com'y*—Leaves *Halifax* for *Sydney* and *St. John's Newfoundland*. Particulars next issue.

NEW ENGLAND & NOVA SCOTIA STEAMSHIP COMP'Y.

DIRECT MAIL LINE

BETWEEN

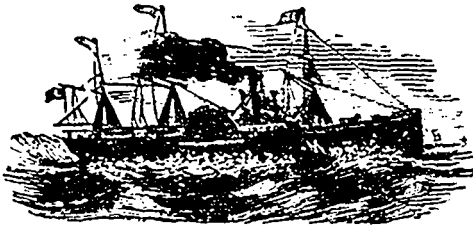
PORTLAND AND HALIFAX,

With connections to all points in

NOVA SCOTIA, P. E. ISLAND and CAPE BRETON Going East,

AND TO

BOSTON, NEW YORK, and all points in the CANADAS going West.



The magnificent new Steamship "FALMOUTH," W. A. COLBY, Commander, built expressly for the route, having vastly superior accommodations for passengers, being appointed with all the modern appliances for convenience and safety, will leave Portland for Halifax every Saturday at 5.30 P. M., or on arrival of 12.30 Train from Boston

Returning will leave Halifax every Tuesday at 4 P. M. Passengers ticketed between Halifax and New York over the Fall River, Norwich and Stonington Lines from Boston.

Travellers or Tourists will find this THE SHORTEST AND MOST DIRECT ROUTE between Nova Scotia and the United States.

The Steamer's Landing at Portland is adjacent to the Railway Stations, occasioning *no expense of transfer*

Baggage checked between Boston and Halifax. Time between Portland and Halifax about twenty-seven hours.

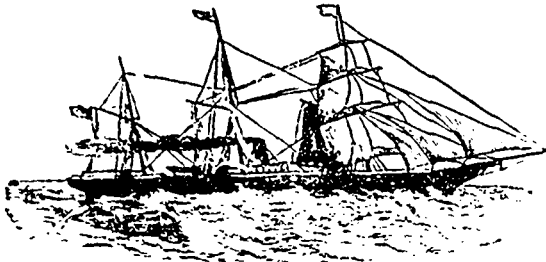
State Rooms can be secured in advance by mail, or by application at the Agents' Offices.

WM. WEEKS, Agent,
India Wharf,
Boston.

J. B. COYLE, Gen'l Agent,
Portland, Maine.

GEO. P. BLACK, Agent,
Dominion Wharf,
Halifax.

The Speediest, Safest and Most Comfortable Mode of Travel,
BETWEEN



HALIFAX AND SYDNEY
 IS BY THE
"INLAND ROUTE,"

Via PICTOU, PORT HAWKESBURY, AND BRAS D'OR LAKE.

The Steamer "Neptune,"

J. HOWARD BEATTY, Commander.

Carrying H. M. Mails, will leave SYDNEY every TUESDAY and THURSDAY Morning, at 6, and North Sydney at 7 a. m. Passing through the BRAS D'OR LAKE to WEST BAY, connecting with the P. E. Island Steamers at Port Hawkesbury for Pictou, thence by Rail to Halifax

TUESDAY AND THURSDAY MORNINGS,

will connect with the "Neptune," via Pictou and Port Hawkesbury, the same evening, and reach Sydney the following morning.

The "NEPTUNE" has lately been thoroughly overhauled, enlarged and refurnished, and has first class accommodation for 100 Ladies and Gentlemen.

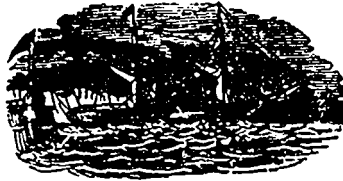
Passengers arriving from Port Hawkesbury can secure their rooms at once on board the Steamer and have a comfortable night's rest. A first-class Steward and Stewardess will always be in attendance. Meals served in the best style.

The "Neptune" will also leave Sydney, calling at North Sydney, every alternate FRIDAY, via Big Bras d'Or, for WHYCOCOMAGH, calling at Mr. Fraser's, if there is sufficient wharf accommodations, if not, at Kelly's Cove, and will return the following day.

Any other information will be furnished on application to the Commander, J. H. BEATTY, or any of the following Agents:

Halifax.....	John Taylor & Co.
Sydney.....	Chas. A. Musgrave.
North Sydney ...	William Proctor.
Little Bras d'Or.....	J. H. Christie.
Baddeck	W. R. Irish.
West Bay.....	Angus MacPhee.
Port Hawkesbury	Levi Hart.
Whycocomagh.....	Peter MacDonald.

☞ Positively no cattle taken on Wednesdays.



FISHWICK'S EXPRESS LINE!

The First-class Screw Steamship

“M. A. STARR,”

CAPTAIN HARVEY DOANE,

Will leave HALIFAX for YARMOUTH, (weather permitting) every TUESDAY MORNING, at 6 o'clock, calling at

Lunenburg, Liverpool & Shelburne.

Connecting at Yarmouth with Steamers from St. John, N. B., and Portland, U. S., and there with Grand Trunk Railway for Quebec and Ontario.

RETURNING—Will leave Yarmouth for Halifax every Thursday, calling at the same Ports.



FISHWICK'S EXPRESS & GENERAL FORWARDING AGENCY.

CARRYING HER MAJESTY'S MAILS.

Transport Contractor to H. M. War Department from Halifax to all parts of America, and to the Militia Department for all parts of Nova Scotia.

CONNECTING WITH THE

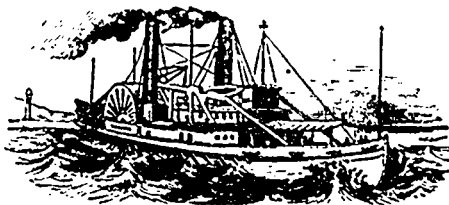
Principal Expresses in Europe and America.

☛ THIS EXPRESS COLLECTS NOTES, DRAFTS, &c.

CHIEF OFFICE. - - No. 249 HOLLIS STREET, HALIFAX, N. S.

FREDERICK W. FISHWICK, Proprietor.

INTERNATIONAL STEAMSHIP COMPANY.



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

Line of Steamers between

SAINT JOHN, EASTPORT, PORTLAND AND BOSTON,

WITH CONNECTIONS TO ALL PARTS OF THE

UNITED STATES AND CANADA.

The favorite and superior sea-going steamers of this Line

NEW YORK, - - - - 1,000 tons, - Capt. E. B. Winchester.
CITY OF PORTLAND, - " - Capt. PIKE.
NEW BRUNSWICK, - " - Capt. S. H. PIKE.

Leave Reed's Point Wharf, ST. JOHN, at 8 a. m., and EASTPORT, at 1 p. m., same day for PORTLAND and BOSTON, as follows:

In JANUARY, FEBRUARY and MARCH, one of these Steamers will leave St. John for EASTPORT and PORTLAND, every THURSDAY morning at 8 o'clock, connecting at PORTLAND with the Trains for BOSTON, and all parts of CANADA and the WEST, in APRIL, MAY and JUNE, will leave every MONDAY and THURSDAY; in JULY, AUGUST and SEPTEMBER, every MONDAY, WEDNESDAY and FRIDAY; in OCTOBER and NOVEMBER, every MONDAY; and in DECEMBER, every THURSDAY, going through to Boston.

Usual running time between Saint John and Eastport 4 to 4½ hours; Eastport and Portland 15 to 17 hours; Portland to Boston 8 to 9 hours.

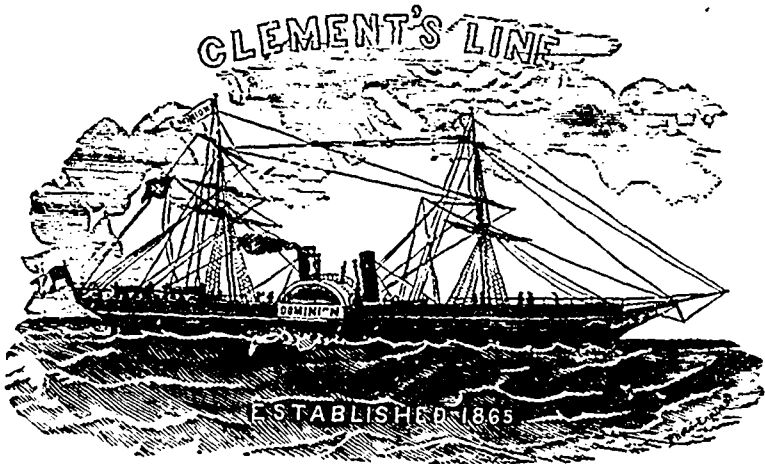
CONNECTIONS—At St. John with Intercolonial Railway to Shediac and Steamer to Prince Edward Island, with Steamer "Empress" to Digby and Annapolis, thence by Railway to Windsor and Halifax, N. S. At Eastport, Steam Ferry to Lubec; Stages to Pembroke, Dennysville and Machias, and Steamers "Queen" and "Belle Brown" in regular connection to Robbinstown and Calais, Me., and St. Andrews and St. Stephen, N. B. And from the latter places the New Brunswick and Canada railway runs northward to Woodstock and Houlton Station, making this the BEST ROUTE FOR TRAVELLERS TO AROOSTOOK COUNTY, MAINE.

Local Agents:

GEORGE HAYES, EASTPORT.
A. R. STUBBS, PORTLAND.

THOMAS JOHNSON, CALAIS.
W. H. KILBY, BOSTON.

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Yarmouth & Boston Steam Navigation Company's Line of Steamers
 BETWEEN
 NEW BRUNSWICK, NOVA SCOTIA & UNITED STATES.

The Sea-going Steamship

DOMINION,

Re-built with all the latest improvements, (expressly for this route,) STATE ROOMS, DINING SALOON and LADIES' CABINS, on Main Deck, &c., will sail as follows, unless prevented by unavoidable circumstances—

Leave YARMOUTH for BOSTON, - - - - -	Every SATURDAY, at 5 p. m.
“ Boston for Yarmouth and St. John, - - -	“ TUESDAY, at 12 noon.
“ Yarmouth for St. John, - - - - -	“ THURSDAY, at 5 p. m.
“ St. John for Yarmouth and Boston, - - -	“ FRIDAY, at 7 p. m.

This Steamer connects at YARMOUTH with Steamer “M. A. STARR,” for SHELBURNE, LIVERPOOL, LUNENBURG and HALIFAX: with “Davidson’s” Line of Coaches for Liverpool and intermediate places, and with “Van Norden’s” Coaches for Tusket and “The Lakes.”

As a watering place Yarmouth stands unrivalled, the climate is cool and invigorating, and every inducement is offered to the tourists, the sportsman and the invalid. There are two fine Hotels—the “United States’ Hotel,” O. C. Derby, Proprietor, and the “American House,” B. Davidson, Proprietor,—at which superior accommodation can be obtained.

For any further information, apply to

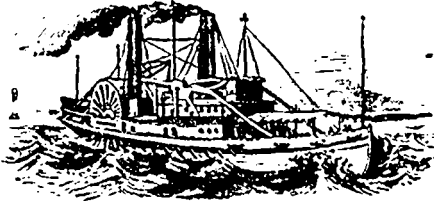
N. K. CLEMENTS, Yarmouth, N. S.

Or to either of the following AGENTS—

BOSTON—Messrs. J. G. HALL & Co., 64 Chatham Street.
 ST. JOHN—C. McLAUCHLAN & SON.

PRINCE EDWARD ISLAND, SHEDIAC, N. B. AND CAPE BRETON.

The Steamers



“SAINT LAWRENCE” “AND PRINCESS OF WALES,”

(Belonging to the P. E. Island Steam Navigation Company,

Will leave Railway Wharf, Pictou Landing, PICTOU, N. S., on
arrival of Train from HALIFAX, Monday, Wednesday & Friday.

FOR CHARLOTTETOWN,

Proceeding thence next morning at 5 o'clock, to

Summerside and Shediac.

Connecting there with Train for ST. JOHN, BANGOR, PORT-
LAND, BOSTON, NEW YORK, and all
PARTS OF THE CONTINENT.

Returning from Shediac every MONDAY, WEDNESDAY & FRIDAY
on arrival of Morning Train from St. John.

The above Steamers will also leave PICTOU for HAWKESBURY
every Tuesday and Thursday, returning Wednesday and Friday, connecting
at latter place with Stages and Steamers to and from SYDNEY, and all
places in CAPE BRETON.

Steamers also leave PICTOU for GEORGETOWN, P. E. I., every
Saturday, returning every Monday.

AGENTS:

HANFORD BROS., SAINT JOHN, N. B., | THOS. BOLTON, HALIFAX, N. S.,
NOONAN & DAVIS, PICTOU, N. S., | LEVI HART, HAWKESBURY,
G. C. LAWRENCE, Port Hood.

JUNE, 1874.

F. W. HALES, Sec'y, Charlottetown, P. E. I.

Quebec & Gulf Ports Steamship Co.



LINE OF STEAMERS BETWEEN

MONTREAL, QUEBEC, *Father Point, Gaspé, Percé, Paspébiac, Dalhousie, Chatham, Newcastle, Shediac, Charlottetown, P. E. I. and Pictou.*

AND BY RAILWAY AND STEAMBOAT CONNECTIONS TO

ST. JOHN, N. B., HALIFAX, N. S., all places on the Intercolonial R. R., PORTLAND AND BOSTON.

The Line is composed of Seven First-class Powerful Steamers.

A Steamer leaves QUEBEC and PICTOU every TUESDAY, calling at FATHER POINT, GASPE, PERCE, PASPEBIAC, DALHOUSIE, CHATHAM, NEWCASTLE, AND SHEDIAC.

A Steamer leaves MONTREAL and PICTOU every alternate FRIDAY, touching at QUEBEC, FATHER POINT, CHARLOTTETOWN AND SHEDIAC; the other steamers sail as specially advertised.

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

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

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

The sportsman and angler will find this route unrivalled. The rivers, bays and inlets, along the river and coast, swarm with salmon, trout, and other fish.

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

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

THROUGH TICKETS (First and Second Class)

TO ALL POINTS WEST!

At Lower rates than by any other Line.

For Sale with all the below mentioned Agents.

For Freight or Passage apply to any of the undernamed Agents :

O'GRADY & HUEBACH.....	Montreal.	W. B. SMITH.....	Shediac, N. B.
W. H. HOWLAND.....	Toronto.	CARVELL BROS.....	Charlottetown, P. E. I.
W. RICE.....	Ottawa.	Hon. Mr. MUIRHEAD.....	Chatham, N. B.
COL. BARBER.....	Ningara Falls.	R. R. CALL.....	Newcastle, N. B.
T. E. CUTLER.....	Boston.	A. CARCAUD.....	Paspebiac.
F. D. CORBETT & Co.	Halifax, N. S.	A. G. WALLACE.....	Dalhousie.
HANFORD BROS.....	St. John, N. B.	F. LEBRUN.....	Perce.
INTERCOLONIAL RAILWAY.....	St. John, N. B.	LOWNDES BROS.....	Gaspé Basin.
INTERCOLONIAL RAILWAY.....	Halifax, N. S.	D. LAWSON.....	Father Point.
HARVEY & Co.....	St. John's, Nfld.	OFFICE PASSENGER R. R.....	Boston.
C. DWYER.....	Pictou, N. S.	WHEELER & VANDOREN.....	Saratoga.

New York and Bermuda Line!

THE FINE STEAMSHIP "CAMINA,"

Leaves PIER No. 13 NORTH RIVER, NEW YORK, THURSDAY, April 30th, and every alternate Thursday, for

HAMILTON, Bermuda.

Cabin Fare \$30 Gold; Round Trip Cabin Fare \$50 Gold.

This is the best Line for Invalids and pleasure Travellers, wishing to visit a Southerly climate. The sanitary location of the Island has been decided by eminent Physicians as one much superior to Florida. The scenery is magnificent.

Good Hotel accommodation at very moderate terms.

For particulars apply to

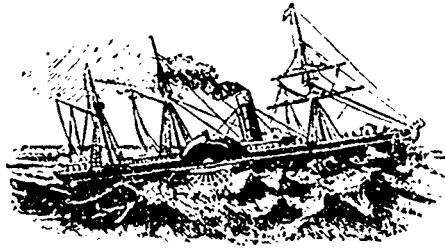
A. E. OUTERBRIDGE, No. 2 Broadway, New York.

Or to **STEVENSON & LEVE, Passenger Agents,**

WM MOORE, Manager.

GENERAL OFFICE, - - - QUEBEC.

BOSTON AND COLONIAL



STEAMSHIP COMPANY.

The first-class Iron Steamships

"ALHAMBRA," . . CAPT. WRIGHT,

AND

"CARROLL," . . . Captain Snow.

RUN REGULARLY BETWEEN

BOSTON, HALIFAX, HAWKESBURY & CHARLOTTETOWN

Leaving Boston SATURDAYS at 2 o'clock, P. M. arriving in Halifax MONDAY MORNING, leaving Halifax for Charlottetown, calling at Port Hawkesbury, C. B., MONDAY AFTERNOON; leaving Charlottetown every THURSDAY to return.

RATES OF PASSAGE:

HALIFAX TO BOSTON—State Room.....	\$9 00
" " Cabin.....	7 50
" " Steerage.....	5 50
HALIFAX to CHARLOTTETOWN—State Room.....	\$5 00
" " Cabin.....	4 00
" " Steerage.....	3 00

Passengers ticketed to all parts West and to California; also, to New York *via* Fall River line per steamers "Bristol" and "Providence."

For Freight or Passage, having superior accommodations, apply to

J. F. PHELAN, Agent, Halifax, N. S.

DESCRIPTIVE.

THAT visitors may not only have the requisite information after reaching the Lower Provinces, but also that necessary to know before setting out, THROUGH RAILWAY TIME TABLES, *via* the PRINCIPAL ROADS between CHICAGO, MONTREAL, BOSTON and PORTLAND, and FULL TABLES between the two latter places and the MARITIME PROVINCES have been given.

We would propose to make MONTREAL our starting place for Canadian travel, and BOSTON our point of departure from the United States.

ROUTE I.

MONTREAL TO MARITIME PROVINCES AND BACK.

MONTREAL TO MONTREAL,

Via Quebec, Saguenay River, Quebec and Gulf Ports S. S. Co., Father Point, Gaspé, Perce, Paspébiac, P. Q.; Dalhousie, Campbellton, Chatham, Newcastle, Shediac, N. B.; Pictou, New Glasgow, Truro, Halifax, Fishwick's Express Line, Lunenburg, Liverpool, Shelburne, Yarmouth, Windsor, Kentville, Annapolis, Digby, N. S.; Saint John, Saint John River, Fredericton, Woodstock, Grand Falls, N. B., European & North American Railway, Bangor, Augusta, Me., International Steamship Co., Eastport, Me.; St. Andrews, St. Stephen, N. B.; Portland, Grand Trunk Railway.

MONTREAL,

Fast becoming one of the finest cities on this Continent, and the commercial metropolis of the Dominion of Canada, is beautifully situated on an Island in the St. Lawrence, and at the foot of Mount Royal, from which both the City and Island take their name. The City was founded in 1642, and for a long time was called Ville Marie. It was for many years the headquarters of the French forces in Canada, but surrendered to the English in 1763. Visitors should procure a Guide, and take time to view the many pretty places in and about the City. But a hurried visit to a few of the most important may not be out of place here. First,—the French Cathedral of Notre Dame, (said to be the largest in North America, and capable of seating from ten to twelve thousand people) is a splendid building about 260 feet long and 140

broad. At the front, facing a square called "Place d' Armes," are two massive towers 220 feet in height, and upon the payment of a small fee we can go up into the "great bell tower," and from the summit we have, indeed, a most magnificent view. The waters of the noble St. Lawrence at our feet; on our right—the famous Victoria Bridge, the village of Laprairie, and the rushing, boiling rapids of Lachine, with an endless extent of country in the distance beyond; on our left—the beautiful little Island of St. Helen's, the villages of St. Lambert and Longueuil, and the river, about two miles wide, studded with Islands, and alive with shipping, make a most varied and interesting picture. A visit to the Victoria Bridge should also be made. The Bridge rests upon twenty-four piers, 242 feet apart, with the exception of the centre piers, which are 330 feet; upon these rest the centre tube, which is sixty feet above the level of the St. Lawrence in summer. There is an opening in the centre which affords a magnificent view of the river. This Bridge gives Montreal an unbroken rail communication with the whole Continent, and secures to the Grand Trunk Railway Company command of the railway approaches to the city. It is about a mile and a quarter long, and cost nearly \$7,000,000. The Bonsecour's Market and City Hall, a fine building, costing about \$350,000, the Court House, with its Law Library containing upwards of ten thousand volumes, and Nelson's Monument opposite; the English Episcopal Cathedral, a perfect specimen of Gothic architecture; the Jesuit Church, Saint Patrick's Hall, and the University of McGill College, with its Museum, and many other fine private buildings, will interest the tourist, who should also drive round the Mountain and visit Mount Royal Cemetery; and must by no means omit Lachine, nor fail to "shoot the rapids." before leaving Montreal. Every morning (during the season,) a train leaves Bonaventure Station, at seven o'clock, connecting with a steamer at Lachine, which starts immediately, shoots the rapids, and passing under Victoria Bridge, is back at Montreal at nine o'clock. From Montreal we propose taking the travellers to Quebec, by one of the splendid steamers of the "Richelieu Company."

THE RIVER,

The Richelieu Company own two boats, the "Montreal" and "Quebec," which run between those cities every night (except Sunday,) while navigation is open. These steamers compare most favorably with the famous New York "Sound" boats, and are really the floating palaces of the Dominion. The first stopping place is William Henry, or Sorel, an island, forty-five miles below Montreal; then we pass Lake Saint Peter, twenty-five miles long, and nine wide. Three Rivers, situated at the mouth of the river St. Maurice, is the next calling place, and is the "half way house," between Montreal and Quebec, being ninety miles from each. It is one of the oldest

MONTREAL HOUSE,

CUSTOM HOUSE SQUARE,

Montreal, Canada,



IS well worthy the attention and patronage of the first-class travelling and commercial public.

It has a frontage of one hundred and eighty feet on the Square, commanding the most interesting and picturesque view of the River St. Lawrence for miles above and below the Victoria Bridge.

Being situated near the Custom House, Post Office, Banks, &c., renders it one of the most desirably located Hotels in Montreal. It is under the personal management of MR. DECKER, and his large experience in Hotel Life is a sufficient guarantee (at least to his numerous acquaintances) that the Hotel will be kept in a manner to secure the comfort of guests and the patronage of the travelling community.

Decker, Stearns & Murray.

ALBION HOTEL,

McGill and St. Paul Streets,

MONTREAL, CANADA,



Has for twenty years been the favorite resort of the travelling public of the United States, as well as of Canada, when visiting Montreal on business or pleasure. McGill Street is the great business thoroughfare of the City, and from its proximity to the principal houses of business, justly entitles THE ALBION to that large and increasing support it is receiving from the commercial class; while from its favorable position it commands a magnificent view of the

River St. Lawrence, Victoria Bridge, Victoria Square and Mount Royal.

It possesses every convenience which the travelling community can require, and we trust that our long experience in the business will give confidence to our friends that they will continue to enjoy at THE ALBION the advantages of a really first-class hotel at second-class prices.

DECKER, STEARNS & MURRAY.

towns in Canada, having been settled in 1618. Batiscau, one hundred and seventeen miles below Montreal, is the last place the steamers call at before reaching Quebec. The immense timber rafts on the river are the most interesting feature of the trip. Each have a shed built for the men, and often they rig up sails, and are sometimes grappled together, forming a floating island of timber half a mile wide, and a mile long, and the voices of the happy, hardy occupants, are often heard upon the water, singing some of their Canadian boat songs,—the music, in the still hour of a summer's night, having a charming effect. At Quebec, endless numbers of these rafts are seen preparing for shipment to all parts of the world. The scenery along the river is pretty, comprising many French villages, with their picturesque little churches on either side. As we near Quebec, the shore suddenly becomes bold and high, and we are pointed out the rugged path by which Wolfe's battalions gained the summit. But owing to the trip being nearly all performed at night, much of its beauty is lost to the tourist.

QUEBEC,

"The ancient capital" of the Canadas, founded by Charlevoix, in 1608, on the site of an Indian village called Stadacona, is a strange, quaint old city. It is, in fact, a perfect museum of curiosity and relics, commemorative alike of the habits and customs of its founders, and of the stirring events that render its name famous, and make it a subject of the deepest interest to the student of history. Its narrow streets, tall houses, built for the most part of grey stone, and buff or cream colored brick; its deep acclivities, strong walls, frowning ramparts, ornamented and thickly studded with grim instruments of death,—its ancient churches, and its unassuming population,—all conspire in attaching to it a prominence and interest that centre perhaps in no other city, on this continent.

The best Hotel is the "St. Louis," kept by the Messrs. Russell, where every information is given, and GUIDES provided for strangers who wish to stop a few days. Not far from the Hotel is the spot where Jacques Cartier landed and erected a Fort in 1535. On that spot now stands the unpretentious—if we may so speak—little church of Notre Dame, built in 1688. It is the oldest ecclesiastical edifice in the city.

The citadel, called the "Gibraltar of America," occupies the summit of Cape Diamond, and is about 350 feet above the river; in fact it rises so sharply that it may be said to overhang the river, or rather the street running along the edge of the river, Champlain street—the scene a few years ago of a sad disaster, caused by the falling of a rock which crushed four houses and killed five people. The Citadel and its ravelins cover about 40 acres, and the fortifications and ramparts 25 to 30 feet high, mounted with cannon, encircle the upper town. From the flag-staff may be had a view

which all consider as unequalled. The whole city is taken in at a glance, as well as the promontory on which it stands, formed by the rivers St. Charles and St. Lawrence. The Isle of Orleans, the pretty villages of St. Joseph and Point Levi on the opposite shore—the terminus of the Grand Trunk Railway; the piles of lumber in and about it, the great St. Lawrence, with every species of craft, from the raft and Indian canoe to the powerful ocean steamer dotting its surface, and presenting a scene of unusual bustle and activity, form a picture, and produce an impression that can never fade from the memory. Viewing the position of Quebec, one need not wonder that Count de Frontenac, Governor during the most brilliant epoch of French dominion in Quebec, when writing home to France, spoke of Quebec as intended by nature to constitute the capital city of a great country.

In the Government Garden stands a monument erected to Wolfe and Montcalm. Perhaps no country in the world can point to another such, where the same slab serves to perpetuate the memories of two Generals who fell while contending with each other at the head of their respective forces.

"There, taming thought to human pride;
The mighty Chiefs lie, side by side."

The French Cathedral, though very old, is, internally, very beautiful. It is divided into a nave and two aisles; the grand altar occupies one end, and in the aisles are four chapels, dedicated to different saints. The pictures are very fine, the productions of Vandyke, Carlo, Moratti, Restorut, Flovet, Vigneu, and Blaiholou. The Seminary Chapel, attached to the Laval University, boasts also of some very fine paintings, the works of Champagne.

The Parliament buildings, built of brick, occupy a pleasant spot, and command a fine view of the city and surroundings.

The plains of Abraham; the monument of Wolfe standing on the spot where he fell; and the path whereby he gained the summit and captured this great stronghold, should be visited. Returning to the city, we pass by a tottering wooden house, an inscription on which tells us that the United States General Montgomery was laid out in it December 31st, 1775.

The Falls of Montmorency, eight miles from the city, should be seen. Going thither you cross the River St. Charles, entering the Beauport road; the Lunatic Asylum, a fine building—or rather two of them—one for males and one for females, occupying an enclosed area of about two hundred acres of highly cultivated land, first engages your attention. The drive through the village of Beauport is really beautiful. It is seven miles long, and lies a few hundred yards above the river. The road is quite level, and on either side of it, almost as close as they can stand, are the cottages of the *habitans*, constructed entirely of stone; and being alike in size, form and appearance. Quite close by the road is an old building which Montcalm occupied as his headquarters, near to which the English forces, under Moncton, first engaged

in battle with the French. The Falls of Montmorency are majestically sublime. The river here is about 60 feet wide. The water first falls about six or eight feet, then rushes wildly over some rocks for a few yards, and then plunges madly down some 250 feet into a cove of the St. Lawrence below. Feelings of awe, astonishment, admiration and reverence, rise in rapid succession as you gaze on this wonderful work of nature. Returning to the city, as the setting sun is giving its parting kiss to the "old city," directly in front of you, and making its tinned roofs and tall spires glitter with regal splendor, one can scarcely repress feelings of delight.

Before starting for the Lower Provinces the tourist may wish to visit the Saguenay, and we have provided a short description which may be of interest: Many tourists after "doing" Quebec will perhaps visit the

SAGUENAY RIVER;

And there is no doubt but that a trip on the Royal Mail Line of boats, or any of their less crowded competitors, will amply repay those who are attracted by scenery alike grand and diversified in its character. Public attention has been much directed to this river during the past fifteen years; and a trip to Tadoussac and Ha Ha Bay is decidedly *en vogue* for summer tourists. Boats generally commence running about July 10th, and leave Montreal and Quebec, tri-weekly, reaching Ha Ha Bay, at the head of the river navigation, between six and seven a. m., on the morning subsequent to leaving Quebec. After a few hours delay at this point, and allowing the tourist ample time to visit the village, the boat returns, and passengers can examine, by daylight, the solemn and weird-like scenery, which can only perhaps be equalled by that of the Colorado river. A graphic description of this return trip from Ha Ha Bay to Tadoussac as given by a visitor, will convey to our readers some of the æsthetic pleasures which are in store for them:—"Thirty-nine miles from the St. Lawrence, a mountain stream bursting its way through the granite wall to join the Saguenay, has formed a bay, whose two banks, north and south, are the most tremendous promontories on the river. Approaching from the north, Cape Trinity appears first—a single mountain of granite and syenite—1500 feet high, but so shapen as to seem a giant staircase, the great altitude being equally divided by three steps or shoulders, each bearing a profile upon its edge, the central one of which has been pronounced as distinct as that at the White Mountains. With a turn in the river, the scene changes, and one may now behold three giant columns, separate at the lofty summit, but joined at the base, completing this mighty work so fitly called Cape Trinity. Cape Eternity is a vast rounded mountain 1800 feet high, bleak and bare as its neighbor across the way, but even more tremendous in its majesty. Here, indeed, the rock hangs so threateningly overhead, that one shudders and shrinks instinctively;

while the actual depth of the water is one mile and a quarter; and we leave the place fully conscious that the Saguenay has no rival among the thoroughfares of fashionable travel. This conviction must be fixed by the remaining journey, lying as it does through an almost unbroken, unchanging, dismal wilderness of granite, without beaches, coves or creeks, but mountain torrents, and barren of birds, ducks, or squirrels, with nothing but shoreless, lifeless, perpendicular banks of rocks." Sunlight and clear skies are out of place over its black waters. Anything which recalls the life and smile of nature is not in unison with the huge and naked cliffs, raw, cold, and silent as tombs. An Italian spring could effect no change in its deadly, rugged aspect, nor does winter add an iota to its mournful desolation. It is a river which one should see if only to know what dreadful aspects Nature can assume in her wild moods. Once seen, however, few will care to visit it again, for it is with a sense of relief that the tourist emerges from its sullen gloom, and looks back upon it as a kind of vault—Nature's sarcophagus, where life or sound seems never to have entered. Compared to it the Dead Sea is blooming, and the wildest ravines look cosy and smiling. It is wild without the least variety, and grand apparently in spite of itself, while so utter is the solitude, so dreary and monotonous the frown of its great black walls of rock, that the tourist is sure to get impatient with its sullen, dead reserve, till he feels almost an antipathy to its very name. It is more than 300 years since Jacques Cartier, the discoverer of Canada, the bold adventurer, who through his misinterpretation of the Indian word 'welcome,' gave the present name to the country, landed here. It was almost his first real resting place, and the first mention which we have of the Saguenay is one which now well befits its savage aspect, for Cartier sent a boat and crew to explore its rocky chasm which were never more heard of. From that day to this the river has had a name which, allowing for the difference of times and creeds, only the Styx can equal."

QUEBEC AND GULF PORTS S. S. COMPANY.

Leaving Quebec in one of the powerful and first-class iron steamers of the "Quebec and Gulf Ports Steamship Company," the traveller is landed either at Shediac, New Brunswick; Charlottetown, Prince Edward Island, or Pictou, Nova Scotia. One of these steamers of the Company sails from Montreal for Pictou, calling at Quebec, Father Point, Perce, Shediac and Charlottetown. The others leave Quebec for Pictou. The "Secret," calling at all the Ports, by her we shall take our passage, so that we may introduce the stranger to all worthy of note. The steamers are first class in every respect, and the officers cannot be surpassed for kindness and gentlemanly bearing, and in this connection we would wish to congratulate the management of the "Quebec and Gulf Ports Steamship Company" upon their success.

Shortly after leaving Quebec we pass the Falls of Montmorency, rushing

MEMORANDUM.

MEMORANDUM.

into the St. Lawrence, over a precipice 250 feet high, and the Island of Orleans. The Island is twenty miles long by an average of five miles wide, and is divided into five Parishes. Owing to its great fertility it was one of the first places settled by the French on their arrival in Canada. Cartier originally named it the "Isle of Bacchus," but it was afterwards called the "Isle of Orleans," in honor of the royal family of France. The drive around the Island is one of the most charming and delightful trips that can possibly be conceived, the scenes being most attractive and varying at every bend of the road. On the south side is the main channel of the St. Lawrence, studded with ships and steamers, and having as a back-ground the pretty villages of Beaumont, Berthier, and Montmigny. On the north side is the lesser channel of the river, beyond which is seen Cape Tourment rising to a height of 1092 feet, the villages of St. Anne's, Chateau, Richer and L'Auge-Guardian—the noble chain of Laurentian Mountains, and though last not least, the magnificent Falls of Montmorency. Turn which way you will, the eye is met by a succession of charming views which exceed in beauty and grandeur almost anything to be found on this continent; nor does the interest cease here, for the place is full of historical recollections, which we have not space to allude to.

Leaving the "Island of Orleans" astern, we steam down the mighty river. The St. Lawrence may well be termed a great River; great from its volume, width, length, currents and fog, as well as from the varied and very beautiful scenery that greets the eye. The houses that dot the shore—except where mountains rise abruptly,—are mostly painted white, and present quite a pretty contrast with the grey beach in front, the green fields surrounding, and the beautifully variegated forest that rises behind them, often ending in high conical-shaped mountains. We pass in succession Cacouna, where thousands of Canadians resort to enjoy the summer season, and indulge in the luxury of salt water bathing. Murray Bay, also, a fashionable watering place. Riviere Du Loup, the terminus of the Intercolonial Railway, and where the Grand Trunk Railway of Canada now ends, and the beautiful villages of Trois Pistoles and Rimouski. Bic, a few miles above Father Point, is decidedly a curious and romantic spot. Here can be seen, rising along the shore for a considerable distance, and extending back for several miles, dozens of small hills extending in sharp peaks, more being flat at the apex, while others boast an endless variety of shapes, and lead one to the conclusion that here Nature sought to make a particular display of the diversity of her powers. In the neighbourhood of Bic harbour there exists a small island. For a couple of centuries back it had been known as *l'Islet au Massacre*, Massacre Island. A deed of blood marks the spot: tradition and history furnish the details of the horrible scene. It seems to have occurred thus; two hundred Micmac Indians were camping there for the night; the canoes had been beached; a neighboring recess or cavern in the lofty rocks which bound the

coast, offered an apparently secure asylum to the warriors, their wives and children. Wrapped in sleep, the *Red Skins* quietly awaited the return of day to resume their journey; they slept, but not their lynx-eyed enemy, the Iroquois; from afar, he had scented his prey. During the still hours of night, his noiseless step had compassed the slumbering foe. Laden with birch-bark, fagots and other combustible materials, the Iroquois noiselessly surround the cavern, and pile the fagots around it, then apply the torch. The Micmaes rushed through the flames with their women and children. As they came out of the narrow passage, a shower of poisoned arrows mowed them down, and history only mentions five out of the two hundred victims who escaped. The blanched bones of the Micmae warriors strewed the grotto, and could be seen until some few years ago.

FATHER POINT,

One hundred and eighty-two miles from Quebec, is called at, and passengers have to be conveyed to and from the steamer in boats, which, in rough and stormy weather, is anything but agreeable, and, indeed, at times quite dangerous. On the end of the Point is the Light House and Telegraph Station: here an operator is continually on duty to telegraph passing ships. Outbound vessels leave their pilots at this place and shape their course, having safely navigated the river. We pass after leaving Father Point, Metis and Matane, and get a glimpse of Pointe des Monts, the last headland visible on the north shore of the river. The lofty cliffs of the south coast line are hereabouts the chief object of attention. Several beautiful sketches might be made, as bay after bay is disclosed to view, though the speed of the steamer changes the outlines of the picture as fast as they can be drawn. With but few exceptions the hills are everywhere clothed in green from base to summit, and though presenting no striking feature, the diversity of their positions and elevations at many points, especially near the mouths of the various little rivers, is remarkable. At one place, off the Gaspe coast, a range of lofty hills or mountains runs in line with the shore, a second range considerably higher and more distant than that outside, while away inland, rises a still loftier range overtopping both the others. On a rather rugged portion of the face of the highest and furthest of this triple row, a narrow cataract of foaming water resembling a monument of snow, capping the intervening fir-topped hills, puzzled us to decide its real character. Again and again it is hid as we move, till at the last glance with a good glass, it was decided to be a perpendicular thick vein of quartz, of which numerous horizontal thin veins were observed on each side. The effect of this extraordinary natural phenomenon is very beautiful amid the surrounding scenery, though it would require very clear weather to attract special attention.

We soon reach the entrance of Gaspe Bay, and enjoy a pleasant sail up this magnificent sheet of water.

GASPE,

Distinguished in history as being the place where Jacques Cartier landed on 24th July, 1534, is 450 miles from Quebec. Petroleum has been found in many places, and also coal. Codfish is shipped to various parts of the world, and upon the fisheries the village mainly depends. On the high ground to the rear of the settlement is Fort Ramsay, upon which are mounted some few guns. We would advise the tourist, in search of change, to remain here a few days; the people are remarkably kind, and the beautiful scenery, splendid sea bathing, and clear bracing air, is all one can wish for. The Harbor is charmingly situated, and is one of the best on the coast. Large fishing firms, employing thousands of men along the coast, have some of their stores here supplied with every thing required by their employés. An office of the Montreal Telegraph Company has lately been opened, which in winter—when the inhabitants are frozen in from the world—must be a great boon, to let them know how their fellow-beings are getting on in other parts.

En route from Gaspe to the Baie de Chaleurs, the coast presents numerous interesting features, the first and most prominent of which is the headland west of Gaspe Bay, which terminates in a perpendicular cliff overhanging a lofty column of rock, styled "The Old Woman." Its outlines are more distinguishable on coming out of the bay than on entering it. Proceeding eastward and keeping close to the shore, the steamer passes a long low line of shore, faced with red sandstone, indented in various ways by the sea. And outside of the channel, we move by a beautiful little island, formed entirely of the same material, and worn by the water into the shape of urns or sarcophagi; in some parts the superincumbent masses being upheld by but a narrow neck that must soon yield to the friction of the angry waves. The variously marked shores thus give a slight indication of the remarkable formation next about to be witnessed.

PERCE,

Four hundred and seventy-nine miles from Quebec, is so named from the pierced rock in front of it. Just before the steamer's gun fires, to warn the inhabitants of her approach, the traveller's attention is attracted to the numerous caves in the sandy cliff lining the shore, and soon after there stands right across the vessel's path a massive, upright, square-looking rock, some five hundred feet in length, and three hundred feet high, with an open archway leading clear through its outer extremity, and showing the water's surface for half-a-mile on the other side. This is called "Perce Rock," and it was formerly pierced in a second place, but the upper part of the arch gave way, and fell with a tremendous noise, some few years since, leaving a great gap by which the outer extremity of the rock was severed from the rest, and now stands shielding its parent from the force of the breakers.

There are legends and ghost stories without number to be heard from the fishermen here, and, indeed, along the whole coast of the Lower St. Lawrence. One story is told at Perce, about a phantom having been seen during a storm on the Perce Rock. It is known as "*Le Génie de l'Île Perce*;" the date of its existence runs beyond the memory of man. It is likely that the foundation for this legend is about as substantial as, but no more so, than the one which attaches to a point near La Magdeleine, further up the coast, and known to the Canadian *navigateurs* as "*Le Braillard de la Magdeleine*." It refers to some awful shipwreck, which took place before the St. Lawrence was so well known to the world. A father and mother, amongst crowds of others, here found a watery grave. Their infant son, by some miraculous interposition of his guardian angel, (as the pious old residents inform us), was safely washed ashore. His infant wailings, blended with the swelling storm, struck the ear of some belated fisherman whose boat was passing the entrance of the river. Hence the name "*Le Braillard de la Magdeleine*;" the noise is still heard in stormy weather, and may be very naturally explained, either by the action of the surf rolling into hollow caverns along the Gaspé coast, and which has astonished all observers, or by shelving rocks over which the waves moan like an unquiet spirit.

"We are," says l'Abbe Ferlaud, "opposite the River Magdeleine, famous in the chronicles of the country, for ghost stories connected with it.

"Where is the Canadian sailor, familiar with this coast, who has not heard of the plaintive sounds and doleful cries uttered by the *Braillard de la Magdeleine*? Where would you find a native seaman who would consent to spend a few days by himself in this locality, wherein a troubled spirit seeks to make known the torments it endures? Is it the soul of a shipwrecked mariner asking for Christian burial for its bones, or imploring the prayers of the church for its repose? Is it the voice of the murderer condemned to expiate his crime on the very spot which witnessed its commission? . . . For it is well known that Gaspé wreckers have not always contented themselves with robbery and pillage, but have sometimes sought concealment and impunity by making away with victims,—convinced that the tomb is silent and reveals not its secrets."

But we must return to our steamer, which has by this time landed her passengers and freight, (again in boats) and is about steaming away from the picturesque little village, quietly resting on the side of the hill. At Perce we again see the large fish stores of the firms doing business along the coast. Bonaventure Island, about five miles in length, is a large and well settled island, facing the village of Perce. The channel between it and the main land is apparently not much over a couple of miles in width. The steamer keeps inside of Bonaventure Island, and follows the coast line southward to the next landing place. After leaving Perce the land lies low, and no mountains are seen until the Bay de Chaleur is fairly entered.

PASPEBIAC

Is reached in a short time after leaving Perce, and, judging by the prospect afforded from the steamer's deck, it is undoubtedly a most agreeable spot to choose for a summer stay. The land rises from the bay, and the habitations form a continuous line for several miles, all equally distant from the shore, and commanding a splendid view of the doings along the bay and its margin. The harbor is formed by a long split running out into the bay, and making a natural breakwater. A large business is done in fish, and the boats of the firms, all painted the same color, come alongside with their crews dressed in uniform. The passengers must again be landed and taken off in boats. Distance from Quebec 550 miles.

Steaming up the bay from Paspébiac on a fine day in summer, is one of the most glorious trips one can possibly imagine. The scenery is all that could be wished: behind us the shoreless Gulf, on each side the banks miles apart, dotted here and there with pretty fishing settlements; while the mountains rise up grimly in the background, and in front is only the one long stretch of the waters of the bay.

DALHOUSIE,

Fifty-eight miles from Paspébiac, at the head of the Bay of Chaleur and the mouth of the Restigouche River is the Shire Town of Restigouche County, and is noted for its extensive salmon and lobster fisheries, which are preserved in great quantities. A large lumber business is also carried on. On nearing Dalhousie in fine weather, two interesting objects are presented to view; one is a tall and remarkable column of rock on the east side of the river, called "the Old Woman," standing on the beach about high water mark; it had a comrade, "the Old Man," which has gone from the scene; the other is an obelisk erected on the plateau above, marking the resting place of a naval commander. The Intercolonial Railway is about four miles from the town, but the nearest station will likely be much farther away. The Montreal Telegraph Company have an office here.

CAMPBELLTON

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

Steaming down the south shore of the bay we round Miscou Island, and are once more on the waters of the Gulf. In a few hours we arrive off the

mouth of the Miramichi River. If the "wind and tide" be favorable we can steam at once over the Bar which obstructs the entrance, but often when the steamer arrives at night she cannot go up the river until after daylight. The trip up the river is very fine, winding beautifully along, with the green fields and snug farms lining the banks.

CHATHAM,

Situated twenty-four miles up the river and 798 from Quebec, presents a pretty appearance as the steamer nears the town. It is one of the largest settlements on the North Shore, and does a large lumber and fish business. It is lit with gas and has some fine buildings. The principal of which are—the Roman Catholic Cathedral, Hospital and College, four Churches, Masoué and Temperance Hall. The Montreal Telegraph Company have an office here.

NEWCASTLE,

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

Steaming down the river we are once more in the Gulf, and find our next calling place

SHEDIAC, (OR POINT DU CHENE,)

Nine hundred and eight miles from Quebec, and the last port stopped at in New Brunswick. It is the water terminus on the Gulf of St. Lawrence for the Intercolonial Railway for St. John. Passengers going to St. John take train here, and in a few hours are landed in that city, going over one of the best railroads on the continent. Large improvements are being made in the wharf accommodation at the Point, in order to meet the requirements of the several Steamship Companies which make this a port of call. The Company owning the good boat which has carried us here, make this their landing place for passengers for St. John and the United States, and those who time prevents going further to visit Nova Scotia. The steamer "Rothesay Castle" ends her southern voyage at this Port. She makes weekly trips from Shediac to Campbellton, calling at Richibucto, Miramichi, Shippegas, Carraquetté, Bathurst and Dalhousie. She is a good and fast boat, owned in Toronto, and commanded by Capt. Leach, a gentlemanly and obliging officer, who seems to be quite a favourite on the coast. She was formerly blockade runner, and performs her trips with great regularity and despatch. Point du Chene is also made the New Brunswick terminus for the steamer of the "Prince Edward Island Steam Navigation Company." (description of

this Company and their Ports of call further on). From the steamer's deck, lying at the wharf at Point du Chene, can be seen the little town of Shediac at the head of the harbor, about three miles distant. The delay here is short, when we leave for Pictou. Usually the passage is quite smooth down the Northumberland Straits, and about twelve or thirteen hours long. To the north can be seen the red shores of Prince Edward Island, while we skirt on our right the coasts of New Brunswick and Nova Scotia. A few hours after starting brings us between Capes Tormentine and Traverse, where the Cable connecting the Island with the main land crosses. In winter it is between those two Capes that communication is kept up by means of Ice Boats, managed by old and experienced hands. A journey over here in winter is no small undertaking, and sometimes for days you may have to wait at one side or the other for a favorable chance. The Ice Boat is almost a common boat, only that it has runners to be used on the ice. It is propelled over the ice by the men, with the assistance of the passengers who are compelled to work, and when it comes to water the men jump into the boat, and so on the whole way, first water, then ice, then water again, and before the trip is ended, one decides it will be the last time they will adopt that means of travel. A few hours from the Capes bring us up to Pictou Island, the shores of which we skirt, and then open Pictou harbor. On our left we pass the Lighthouse, then the Acadia Mines loading wharf comes in sight, crowded with shipping, receiving their cargoes of coal; near by the Railway wharf is seen, and with the regular, express, and coal trains, presents quite a lively appearance. On the other side, the town of

PICTOU

Comes in sight, in a commanding position on the side of a hill facing the harbour, which is one of the finest on the coast. This is the end of our trip by the "Quebec and Gulf Port Steamship Company's Boat," and is 1028 miles from Quebec. Before leaving the "Seeret," we must tender to Capt. Davidson, the obliging commander of the steamer and his officers, our hearty thanks for the continual kindness extended to us during the voyage, and acknowledge unhesitatingly that the trip from Quebec to Pictou by the Gulf Ports cannot be surpassed for beauty of scenery and pleasure, combining ocean with inland navigation in great variety.

Just before reaching the wharf, we pass on our right the Marine Railway, which is doing a good and paying business; also, the large Foundry of Messrs. Davis & Son, one of the foremost industries of the place. On the left side of the harbour, which is about a mile wide, we see the mouths of three large rivers, viz.: East, Middle and West. On the first of these are the loading ground and wharves of the "Albion and International Coal Companies," where thousands of tons of coal are shipped weekly. Before

the Reciprocity Treaty with the United States ended, Pictou did an immense business in shipping coal to that country, but since then the trade has almost died out, owing to the heavy and absurd duty on the article. However within the last year or two, things are looking up, and despite all difficulties the Coal Companies are again doing a good business, especially the "Acadia Company." The mines are some twelve miles from Pictou, and all the Companies have railways connecting them with their loading wharf; tourists wishing to visit them can take either the train or boat from Pictou for New Glasgow, where they can procure horses and drive through the whole "Mines" district, which will be well worth the time spent.

The houses in Pictou are mostly built of stone, and the population upward of 4000. There are one or two handsome Churches, the Masonic Hall, Market, and several of the private places of business are fine structures.

INTERCOLONIAL RAILWAY.

Leaving Pictou to go by train, on our way to Halifax, we must cross by Ferry Steamer to the Railway wharf at Pictou landing.

NEW GLASGOW,

Eight miles from Pictou, is a thriving little town, situated on the shores of East river. Shipbuilding seems to be the principal business carried on with the exception of one or two foundries, and a large harness manufactory operated by Daniel Chisholm, an enterprising and leading man. A steamer runs to Pictou, and Lindsay & Co.'s stage coaches from Sydney, Cape Breton connect here with the Intercolonial Railway. The "Mines" Station, called "Stellarton," is three miles from New Glasgow, and just before we arrive there, we have a fine view of the works and houses of the "Albion Mines" on our right.

TRURO,

Fifty-two miles from Pictou, is fast growing to be one of the leading manufacturing towns in the Province. There are now in operation one or two foundries, a large boot factory, last factory, and several other smaller establishments.

DANIEL CHISHOLM,

Proprietor of "Mechanics' Hall," New Glasgow, N. S.

TRUNK & HARNESS MANUFACTURER.

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ishments. This is one of the principal stations on the Intercolonial Railroad, and the junction with the railway for Amherst and St. John. There is a good refreshment room in the Station, and ample time is given—trains arriving about meal hours—for the passengers to have a good meal. The Provincial Normal School is situated in the town. The hotels are good, and well kept. It is the Shire Town of Colechester County, and is destined to become quite a manufacturing place. The Division Superintendent for the Eastern Division of the Railway—Mr. Busby—makes this his headquarters.

BEDFORD.

Fifty-three miles from Truro, and eight from Halifax, is situated at the head of Bedford Basin. As we pass over the bridge a fine view of this noble sheet of water can be seen. About three miles further we pass on our right the site of the Prince's Lodge, the former residence of the late Duke of Kent, father to our present Queen; and five miles more will bring us to Richmond Depot, the terminus of the Railway, situated at the north end of the city. The Horse Cars run from the Depot and pass the principal hotels—the "International," "Halifax," and the "Lovett House." Fare eight cents.

HALIFAX,

The capital of the Province of Nova Scotia, was founded in 1749, by the Lords of the Board of Trade, and named after the President, George Montague, Earl of Halifax. The sum of £40,000 was granted by Government, and a fleet of thirteen transports, with 2,576 emigrants left England, convoyed by the sloop of war "Sphinx," on board of which was Colonel the Honourable Edward Cornwallis, as Captain General and Governor of Nova Scotia. They arrived in Chebucto Bay on the 21st June, 1749, and the Civil Government was organized on board the "Beauport" transport, on the 14th July. The same month the town was laid out in squares, the streets being from fifty-five to sixty feet wide.

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

The settlement suffered continually from attacks by the French and Indians, and a fearful disease carried off nearly one thousand souls. For protection a fence was built, consisting of upright pickets or palisades, with block-houses situated at a short distance apart; this fence ran from the water up to where St. Mary's (Roman Catholic) Cathedral now stands, from there to Jacob street, and down to the harbour again. A Government House was built where the Parliament building now stands,—it was a small, low one-story building, and was surrounded by hogsheds filled with gravel and

sand, upon which several small pieces of ordnance were mounted for its defence.

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

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

THE CITY,

Is built on the side of a hill sloping gradually up from the water some distance, when it suddenly becomes steep and high. Upon the summit is built the Citadel, covering the top with its fortifications. This immense fortress was commenced by Edward, Duke of Kent, when commander-in-chief of the garrison, and also the towers at Point Pleasant, George's Island, Eastern Battery, Meagher's Beach, and York Redoubt, were built about the same time. From the Citadel a most extended and interesting view may be enjoyed. The city at our feet, extending some four miles along the shore of the harbour, with its wharves crowded with shipping, and the town of Dartmouth on the other side; on our left, the British squadron at anchor off the Dockyard—the Narrows and Bedford Basin beyond; on our right George's Island commanding the harbour with its fortifications, McNab's Island, the Light House, and the Atlantic Ocean in the distance,—the magnificent harbour, with forts and batteries everywhere, and the northwest arm and mountains in our rear. Strangers are allowed to visit the Citadel, and have only to register their names in the visitors book in charge of the Sergeant of the guard at the gate.

The Dockyard was first established in 1758; was extended and improved in 1749, and the present wall was built 1770. It contains stores, workshops, warehouses, naval hospital, residences for the officers, and extends about half a mile along the shore of the harbour. In it are many war trophies taken by English cruisers in 1812. Among them the figure-head of the "Chesapeake," placed there by the officers of the "Shannon."

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

The New Provincial building is a handsome edifice, costing about \$120,000. It contains the Provincial Museum, Post Office, Custom House, and other offices of the Dominion Government.

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

on Hollis, "Waverley" on Barrington, and the "Carleton" on Argyle streets.

The City Court House a building where the meetings of the Mayor and Corporation, and the Stipendiary Magistrate's Court, are held, and the City offices are situated. The other principal buildings are the Government House, St. Mary's Cathedral, Dalhousie College, the Asylum for the Insane (on the Dartmouth side), Admiralty House, Halifax Club House, Supreme Court House, Gaol, Wellington Barracks, City Hospital, Penitentiary, City Prison, and the City Market House. The "Royal Halifax Yatch Club" have recently erected a commodious Club House, with the necessary accessories of piers, slips, boat houses, &c., at Richmond, in the north suburbs of the city. The building is large and well arranged, and does great credit to the members. It is provided with refreshment, reading and billiard rooms, &c., and all the necessaries for nautical enjoyment.

There is a large *free* library presented to the City by the Chief Justice, Sir William Young.

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

The Blind Asylum is a brick and stone building, only lately completed, through the philanthropy of the late William Murdoch, Esq., who left \$25,000 towards educating the blind in Nova Scotia

The Imperial Government has built a Military Hospital at a cost of about \$150,000.

The Young Men's Christian Association have just completed a very handsome building, where they are always happy to see strangers, and offer them the advantages of their reading and other recreation rooms. The Bank of Montreal have also got their office on the ground floor of this building.

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

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

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

There are about fourteen newspapers published in this city: four daily, and the remainder tri-weekly, weekly and monthly journals.

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

Halifax is famous for its beautiful drives and walks; and the fine cool temperature enjoyed in the hot season,—owing to its proximity to the

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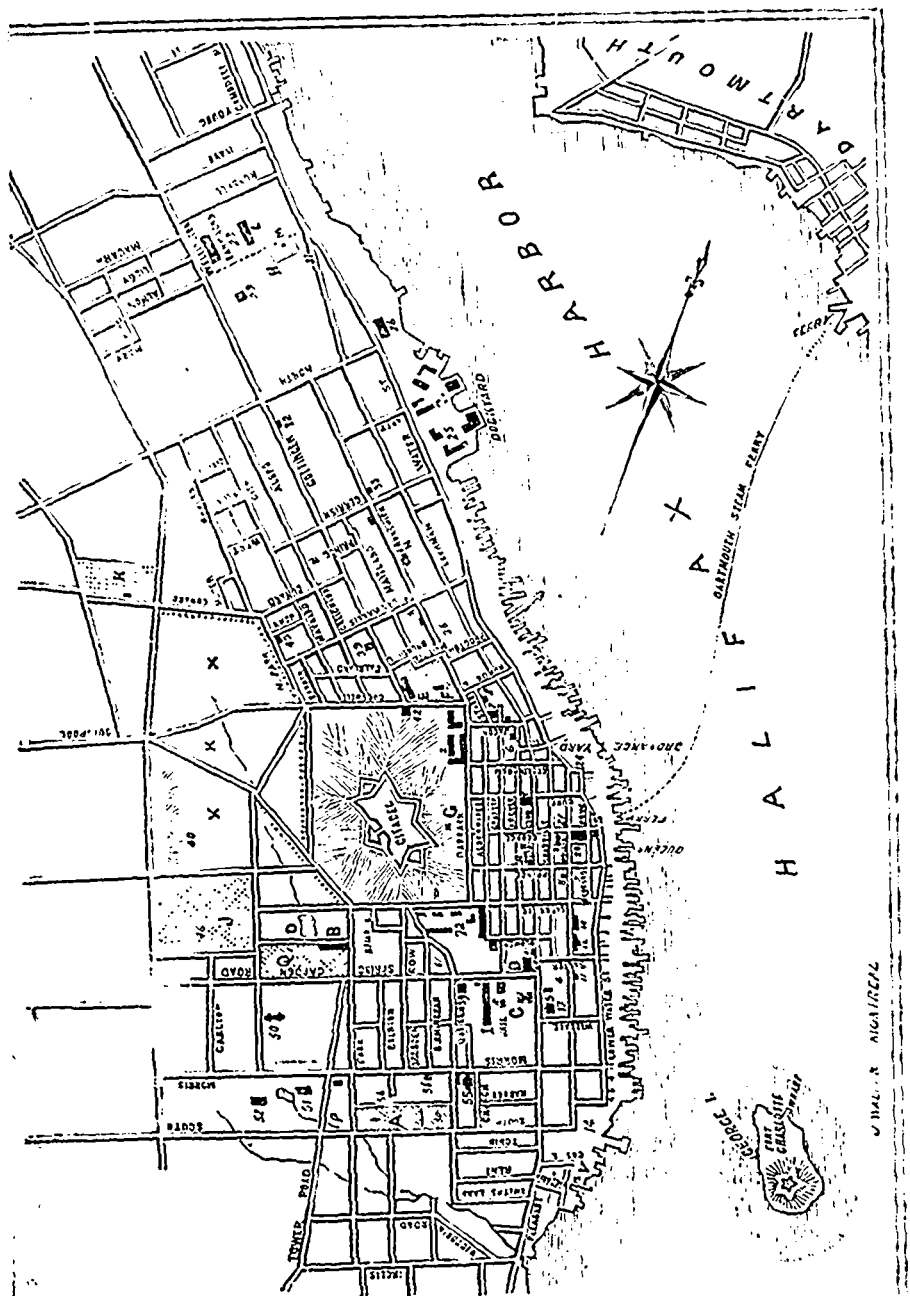
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 D. Roman Catholic Cathedral.
 B. Military Hospital.
 I. Drill Room.
 J. Protestant Cemetery.
 O. Public Gardens.
 P. Blind Asylum.</p> | <p>Q. Horticultural So'ys Gardens.
 2. Dalhousie College.
 3. Court House and Jail.
 4. Parliament Buildings.
 8. Halifax Club.
 10. International Hotel.
 11. Compains' Hotel.
 12. Halifax Hotel.</p> | <p>13. Government House.
 29. New Provincial Buildings,
 Post Office, Custom House, &c.
 29. Admiralty House.
 32. Deaf and Dumb Asylum.
 43. Orphans Home.
 51. City Hospital.
 52. Poor Asylum.</p> |
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ocean,—will make it a foremost place of resort for the tourist. It has one of the finest harbours in the world, and with Bedford Basin at its head, affords opportunity for sea-bathing, yatching and other water amusements seldom offered elsewhere.

There is a handsome Park in course of construction at Point Pleasant which is even now worthy of a visit, and a drive through the part already finished is very enjoyable, giving fine views of the harbour and ocean.

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

The American system of Fire Alarm has just been introduced in the City, and works admirably. The water supply of Halifax is second to none on this continent. It is brought in some twelve miles from lakes many feet above the level of the highest points in the City, and with its own power will throw a stream over the highest buildings: added to this, each engine house has a steam fire-engine, making the City thoroughly safe from a conflagration of any serious consequence.

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

Steamers leave Halifax for Portland, Boston, New York, and Baltimore; also for ports along the Western and Eastern shores of the Province, Prince Edward Island, Newfoundland, Bermuda, and the West Indies. The English Mail Steamers (Allan Line) call here going and returning between England and the United States.

FISHWICK'S EXPRESS LINE.

The trip to Yarmouth by the "M. A. Starr,"—a steamer owned by Mr Fishwick, one of the foremost men in Halifax for enterprise—affords pleasures of a different nature from those we have been describing, yet such as to challenge our attention, and give a rich return for the time they cost. Here, we cannot point to places of historic interest, or many of those remarkable freaks of nature for which travellers have discovered such an evident partiality. There are to be found no towns, for the recovery of which heroes have bled; no localities where hobgoblins have been frequently seen by "living eye-witnesses;" we cannot offer even the living verdure of the softer portions of our country, the "lowing kine" and the waving grain; but we will answer for it, that this jaunt will afford pleasures of an invigorating and healthful nature, and so satisfactory to one whose pursuits confine him much

to a city life, that its recollections will not yield the palm to those of the pleasures of an inland life, nor of those scenes where excitement dwell and novelty predominates. This trip may be compared to Herculeaneum, which affords to the intelligent digger a rich reward. The first port of call is

LUNENBURG.

This was originally a settlement of Germans who emigrated from the old country toward the latter part of last century, and bringing with them their clergymen, doctor, artificers, yes and even their lawyer, took up their abode in the new country, a complete community within themselves. Their descendants still retain the frank and hospitable manners of that people, proverbial for frankness and hospitality, and as a stranger has little or no difficulty in making acquaintances, he can soon be made aware what an admirable citizen is formed by the honesty and constancy of the Englishman, mingling with the good nature and hospitality of the German.

On leaving Lunenburg we have an opportunity of viewing the iron-bound coast which forms the frontage of this rock-encircled Province, described by Edmund Burke as "that hard-visaged, ill-favored brat." Near Lunenburg is a Lighthouse to which has very appropriately, been applied the name of Iron-bound; and truly we are not at loss for the origin of the name, when we see the coast. The shore rises with a convex curve from the sea, and extends inland for many hundred yards, a solid and unbroken mass of ironish rock, without so much as a crevice, or sufficient earth to cover the head of a pin. The appearance is black and forbidding, but there is something indescribably inspiring in the wild and eternal roar of the waves rolling on in mountains from the Atlantic, without a check, until they break with an infernal din on this continent of Nova Scotian rock. There is a place near Iron-bound called the "Ovens," where the sea has excavated a number of dark mysterious looking caves from the side of the rock, and where it roars with unwonted vigour by reason of the reverberation in those gigantic caverns. There is something so novel in the sensation which these sights and sounds produce, that one feels a gainer in exchanging, for a while, his former experience of the beautiful for this touch of the sublime.

Near this place, a few years ago, there were the extensive and prosperous "Ovens" gold fields, sufficiently promising, while the fever lasted, to entice great numbers of gold seekers to the locality. Partly, however, from difficulties in amalgamation of the gold there, as it was asserted, but chiefly perhaps from exhaustion in the supply of the metal itself, these fields are now entirely deserted.

LIVERPOOL

is the next port of call, and here we cannot say that there is anything particularly calculated to gratify the curiosity or the imagination. The people, however, are emulous in their attentions to strangers, and within a short dis-

tance of the town are some famous hunting grounds for moose, so that, if visited at the proper season, some royal sport may be expected. The merchants have established two good banks, and a fair hotel accommodation may be obtained at reasonable charges. After leaving Liverpool, a few hours steaming along the coast brings us to

SHELBURNE.

This is an unspeakably quiet little country town, nestling almost unseen at the head of one of the grandest harbors up which a vessel ever sailed. The chief industry of Shelburne is shipbuilding, and it can scarcely be visited at any time when there are not six or eight fine vessels on the stocks. The town itself is prettily situated, tastefully laid out, and scrupulously clean. One broad street runs the whole length, and many handsome private residences facing on it tell us that most of the people are well provided for, and have a taste for the æsthetic arts. After leaving Shelburne harbour, and rounding Cape Sable, we would advise all who can to keep on deck, in order to enjoy the scenery as we near the Tusket Islands. These islands, in situation, are at the mouth of the Tusket river; in number, of course, three hundred and sixty-five. The steamer passes sufficiently close for the passengers to enjoy the beauty of these islands. They are of all conceivable sizes and shapes, clad with foliage to the water's edge, and so situated as to afford a scene of wonderful panoramic effect. As we pass, the scene changes at every moment. For one instant may be seen a long avenue of blue water stretching inland between two rows of islands; at another, that is closed, and a serpentine strait instantly takes its place, and thus from one minute to another the scene changes with all the variety of the kaleidoscope.

YARMOUTH,

ten miles from Tusket, brings us to the "western metropolis" of the Province. Here we have all the bustle and business activity of the city, with the kindness and hospitality of the country. We will answer for it that time will not lag during the stay at Yarmouth. Two sound Banks are doing business here, and Hotel accommodation is over the average. We are now upon the shore of the Bay of Fundy, from which, during the most sultry weather, comes a cool and invigorating breeze, freshening up the spirits, and driving away the feeling of exhaustion so frequently the consequence of heat. From Yarmouth the steamers of the Boston and Yarmouth Steamship Company run to Portland, Boston and St. John, N. B., affording an expeditious means of return to the States. We shall, however, return by the "M. A. Starr" to Halifax. but before taking leave of her, must pay our tribute of thanks, in acknowledgment of the kindness of the gentlemanly captain and officers.

The Eastern Steamship Company have just come into existence, and have placed a *first-class* boat—the "Virgo"—on the route between Halifax, Cow

Bay and Sydney, C. B., St. Pierre and St. John's, Newfoundland. We have not had the pleasure of a trip over this new line, but feel assured from the *personnel* of the company that everything will be done to make it A. 1.

INTERCOLONIAL RAILWAY.

Leaving Halifax by the Intercolonial Railway, we, in three hours, reach Truro, where we have time for breakfast. From here we go over the Central Division of the Intercolonial, or the new part which has so long been required to complete the "missing link" connecting Halifax with the American Continent by rail. The road seems to be well built, and is laid with steel rails. The bridges are all wood, cased in iron, making what is considered the strongest and most durable structure.

After leaving Truro, we pass through a fine open country, following the valley of the river for some miles, when we arrive at the Folly Bridge, a fine structure spanning the Folly River, which runs over 200 feet below us, suggesting the idea that a fall would be an "end to all things." Londonderry Station, a few miles further on, is where the branch road connects for the Londonderry Iron Mines, where a large business is now being done. Between Londonderry and the Folly Station, on the shore of a lake by the same name, is where all the difficulty was experienced the first winter by the immense quantities of snow drifting down from the mountains and lodging in the long cuttings here so bountifully supplied by the nature of the route adopted. Snow sheds have now been constructed in the most exposed places, and in all are about two and a half miles in length, and the past winter no trouble was experienced. From Folly we follow the Cobiquid range of mountains, and have the Wallace Valley hundreds of feet below us on the right, with its neat, comfortable farm-houses, surrounded with farms of the best description; and the river beautifully winding through the fields.

AT AMHERST,

exactly half-way by rail between Halifax and St. John, we get dinner, and must give the landlord of the Station Restaurant credit for serving it up in the best style and well cooked. The dining-hall is large and well arranged, the attendance is excellent, and much better than is usually found in travelling. There is a population in the town of about 3,000, and now that there is railway communication with the capital cities of each Province, it is expected that the place will grow fast. After leaving Amherst, we travel over the celebrated Tantramar Marsh, and can picture to ourselves the sufferings of passengers blockaded here in a heavy drifting snow-storm, with nothing to eat and no chance of getting anything.

SACKVILLE,

ten miles from Amherst, is the seat of a College and Young Ladies' Semi-

nary, under the management of the Methodist Church of the Provinces. The population is about the same as Amherst.

DORCHESTER,

some distance back from the railroad, is the County seat of Westmorland County, situated on the left bank of Petitecodiac River, near its entrance into Shepody Bay. The river is navigable for ships of any size, and Dorchester is fast becoming a place of importance. A valuable mineral, by some called "jet coal," and by others pure asphaltum, has been discovered in the vicinity, and is now worked to a considerable extent. It is a brilliant black, highly inflammable, and yields a large quantity of gas of great illuminating power. At Painssee Junction, ninety-six miles from St. John, trains connect for Shediac, on the Gulf of St. Lawrence, where boats connect with the trains for Prince Edward Island and all ports up the Gulf, Quebec and Montreal.

MONCTON,

the headquarters of the Intercolonial Railway, is situated at the head of the Petitecodiac Bay, and is fast becoming a place of considerable importance. The General Offices, Railway Station Buildings, Engine and Machine Shops, are all handsome, well-built structures of brick and stone, and look fully capable of affording every accommodation for the requirements of the road at this point.

The Intercolonial main line will branch off here for the North Shore of New Brunswick, Riviere du Loup and Quebec. From Moncton to St. John the road is the old European and North American, which has, with the old Nova Scotia Railway, become part of the Intercolonial, and the old names have become things of the past (Description of this part of the road will be found in route No. 2.) We shall now return to Halifax, and take our readers out, by the Intercolonial Railway (Windsor Branch), operated by the Windsor and Annapolis Railway Company, to

WINDSOR,

forty-five miles distant from Halifax. Just before entering the town we see King's College, with its Chapel and the residences of the Professors on our left. It is the oldest University in the Province, and is under the control of the Church of England. It is built upon a large hill and commands an extended view of the surrounding country. This is the eastern terminus of the Windsor and Annapolis Railway, and is famous for its Plaster Quarries, Lime Stone, and other valuable minerals. The Company have now leased the Windsor Branch to the Junction from the Government, and have running powers from there to the city, so that their trains run through without change from Halifax to Annapolis. There is a good Bank established in the town, and also a weekly paper called the *Windsor Mail*, and the Hotel the

"Cliftou House" is one of the best in the Province outside of Halifax, and is managed by a gentlemanly and obliging proprietor.

WINDSOR AND ANNAPOLIS RAILWAY.

carries us through the finest counties of Nova Scotia. From Halifax to Windsor the road runs through a barren, rocky country, but from there onward the change is wonderful. The iron railway bridge over the Avon (a view of which we give on the front cover), is worthy of inspection.

Crossing the Bridge we open a fine clear country bounded on the right by the river. The tide rises here at times nearly forty feet, and during the "Saxby" storm of 1870, the whole country was flooded, and great damage was done the railway. The road follows the course of the river for some distance, and opens up many fine views, particularly one of Cape Blomidon, a few miles away on the shores of the Bay of Fundy. The land hereabouts is very rich, mostly reclaimed by dykes from the Bay. This is the scene of Longfellow's "Evangeline," and as we near the little station of Grand Prè we find his description in our minds:

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

One feels as if it were almost impossible that the Poet has never visited those scenes that he has so vividly pictured. For again, as we continue our journey, we think how true are his words:

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

At Wolfville, eighteen miles from Windsor, Acadia College is located, one of the foremost seats of learning in the Province; where is also a Seminary for young ladies.

KENTVILLE,

The head-quarters of the road, is seventy miles from Halifax. Refreshment rooms are here provided, and everything is in good order. Express trains stop at this station long enough to allow passengers to have a comfortable meal: the restaurant is situated in the Station House, and the internal arrangements are all that could be wished for, both in cleanliness and management. Should the traveller wish to stop here, he will find comfortable Hotel accommodation, and his time fully taken up. It is only a short drive to Cornwallis, the far-famed garden of Nova Scotia; and a trip through this

fine district will give the stranger a good idea of the country, and its fruit-growing capabilities. Forty-five miles further we arrive at Bridgetown, at the head of navigation on the Annapolis river. Several large cheese factories are situated here, and a large business is done in this line. From here to Annapolis the road follows the river, running through a valley of the richest soil, bounded on either side by mountains thickly covered with a dense forest, here and there cleared by the hands of the farmer. At

ANNAPOLIS,

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

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

Annapolis for thirty-six years was the seat of Government, until in 1749 it yielded that honor to Halifax. The western terminus of the Windsor and Annapolis railway is here, and a branch of the Union Bank of Halifax has been established.

Granville is situated on the opposite side of the river, and is a little town of much enterprise and wealth,—shipbuilding being the principal occupation of the inhabitants.

A comfortable stage line, connecting with the Windsor and Annapolis Railway, runs from Annapolis to Liverpool on the Atlantic coast every Tuesday, Thursday, and Saturday; returning following days.

We must here take steamer for St. John. The trip down the river is as usual, very enjoyable, with the increased pleasure caused by the old historical recollections of the place. On our way we pass Goat Island where it is said the first British fort was erected in the peninsula of Acadia. It was built by the Scotch sent out by Sir William Alexander, under his Charter from James the first of England, in 1640. Some remains of the fortifications may still be seen: an interesting testimony to the stormy settlement of this country.

Directly in front of us, and eighteen miles from Annapolis, is the pretty little town of

DIGBY,

called by the Loyalists, Conway. Its inhabitants are principally engaged in fishing, lumbering and shipbuilding, and the town is beautifully situated on the side of a large hill overlooking the harbour, and from the water has a fine appearance. The walks and drives about Digby are all that can be wished for, and the sea-bathing facilities excellent. All that is required is a large Hotel, and it would be filled continually with those who like a retired spot by the seaside during the hot weather. From Digby there is "Staling's" daily stage-coach line to Weymouth and Yarmouth, and a stage line up the shore of the river to Annapolis.

After a short stay we proceed on our way. Steaming from the wharf, we have a fine view of the noble harbour, or basin, of which the little town can be justly proud. Strangers who have visited it, say that they have been struck with its marked resemblance to the beautiful Bay of Naples, particularly as the sun is setting behind the hills in rear of the picturesque little village, and casting its golden rays over the blue waters. It is the mouth of the Annapolis River (called by the French the Dauphin), and is about three miles wide, emptying into the Bay of Fundy through Digby Gut. This is a narrow passage between two high headlands, and in clear weather can be plainly seen from St. John, forty miles distant.

The voyage across the Bay has always been represented as a "fearful bugbear;" and if one desire to cross it in the most inclement season of the year, it will undoubtedly prove so. But at the time that pleasure-seekers generally choose, there is nothing in the passage to be feared. Passing Partridge Island—which lies across the entrance to the harbour—we get a fine view of the city of

ST. JOHN.—HISTORICAL.

Although settlements had been made in Acadia for many years, no mention is made of St. John until 1604, when the French explorer, Champlain, pilot of an expedition commanded by M. de Monts, after coasting along the shores of Nova Scotia, crossed the Bay of Fundy, and discovered the magnificent river which he named St. John. At that time it was called by the Aborigines, Ouangondy. This river runs five hundred miles through the finest lumber districts of the Province; its head waters being within nineteen miles of the river St. Lawrence. No settlement was made until 1635, when a French nobleman named Charles St. Estienne, Lord of Latour, commenced the erection of a pallisade fort opposite Navy Island, in the harbour of St. John. Latour, having been appointed Lieutenant General, lived here for a long time with a large number of retainers and soldiers, and traded in furs with the Indians. But, having fallen into disfavor with the French King,

was ordered to surrender his fort and commission; this he refused to do, an expedition under the command of one D'Aunlay Charnisay, was sent in 1643 to eject him. D'Aunlay blockaded the fort, but Latour, having assistance of men and ships from Governor Winthrop, of Boston, drove the fleet back to Port Royal (now Annapolis, N. S.), where a number of vessels were driven ashore and destroyed. Again, in 1645, D'Aunlay attacked the fort, and Latour being absent with a number of his men, his fleet was compelled to withdraw. Having received reinforcements, D'Aunlay shortly afterwards returned, and again attacked the fort by land. After three days spent in several unsuccessful attacks, a Swiss sentry, who had been bribed, betrayed the garrison, and allowed the enemy to scale the wall. Madam Latour personally headed her little band of fifty men, and heroically attacked the invaders; but seeing how hopeless was success, she consented to terms of peace, offered by D'Aunlay, if she would surrender the fort. Immediately upon getting possession, disregarded all the conditions agreed to, hung the garrison, compelled this noble woman, with a rope around her neck, to witness the execution; she, a few days afterward, died of a broken heart. In 1650, Latour returned to St. John, and received from the widow of D'Aunlay, who had died in the meantime, the possession of his old fort. In 1653 they were married, and he once more held peaceable control of his former lands as well as those of his deceased rival. In 1654, an expedition was sent by Oliver Cromwell from England, which captured Acadia from the French, and Latour was once more deprived of his property and possession. In 1667, Acadia was ceded to France by the treaty of Breda; but no settlement of importance was made until the year 1749, when a fort was built at the mouth of the Nerepis river, about ten miles from the City of St. John. In 1745, the French were again driven out by the English; and in 1758, a garrison was established at St. John, under the command of Colonel Moncton. In 1764, the first English settlers came to New Brunswick, but no permanent settlement was made until 1783, when the Loyalists arrived and founded the present city of St. John.

THE CITY,

situated upon a high rocky peninsula, presents a striking appearance upon entering the harbour. It includes both sides—St. John on the eastern, and Carleton on the western shore.

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

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

The leading hotels at present are the "Victoria;" the "Waverley House," on King street; the "International," near the American steamboat wharf; "Royal," Prince William street; "Park" and "Grand Central," on King Square; "Gordon" and "American House," on King street.

The Victoria Hotel, a large brick building on the corner of Duke and Germain streets, lately finished, and under the management that the Company have secured, ranks "first-class" in every respect. It is a thoroughly modern hotel, being fully equal in all its appointments to any house in the largest American cities: supplied with bath-rooms, an elevator, and all the latest improvements; is heated by steam, and capable of accommodating, with entire comfort, 300 guests. The locality is very fine, the upper stories commanding an extended view of the harbour, bay, and surrounding country. Situated in close proximity to the Post Office, Banks, Custom House, Steamboat Landings, &c.

There are four daily, one semi-weekly, and several weekly and other papers published in St. John. "Quip," a new comic paper, has just been started, and will no doubt be quite a success under its energetic management.

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

The Banks are of the most undoubted character and stability. The Bank of New Brunswick, Bank of British North America, the Bank of Montreal, and Maritime Bank are doing a large business.

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

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

The new Music Hall on Germain street is one of the most perfect little buildings of the kind on this Continent. Situated almost opposite the "Victoria Hotel," it will add much to the enjoyment of visitors.

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

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

The Rink is by far the favorite spot in St. John, and the citizens are justly proud of it. Built in 1865, by a Joint Stock Company, it has ever since, during the skating season, been the great rendezvous of the "youth and

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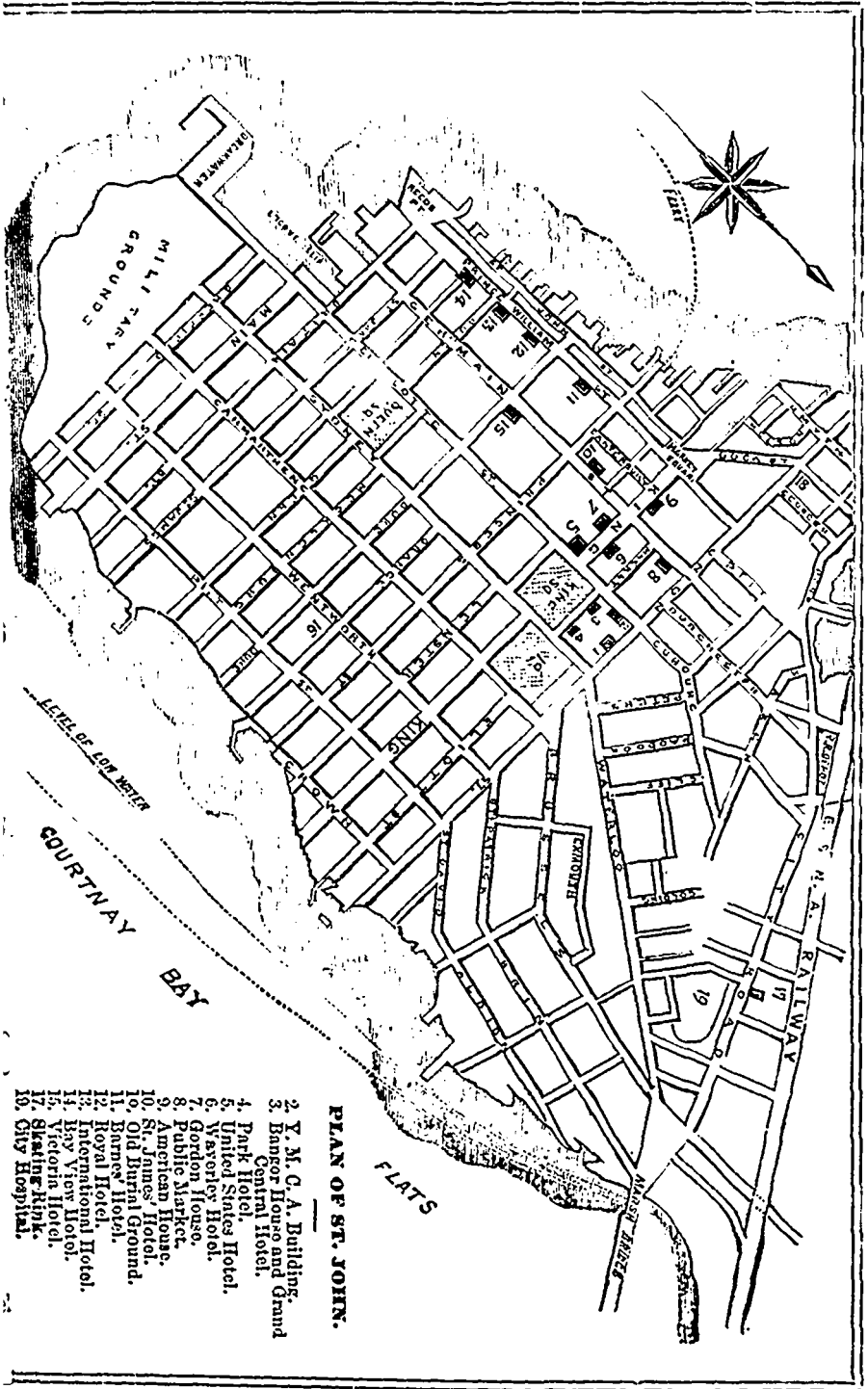
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PLAN OF ST. JOHN'S.

1. Park Hotel.
2. T. M. G. A. Building.
3. Bannock House and Grand Central Hotel.
4. United States Hotel.
5. Waverley Hotel.
6. Gordon House.
7. Public Market.
8. American House.
9. St. James' Hotel.
10. Old Burial Ground.
11. Barney Hotel.
12. Royal Hotel.
13. International Hotel.
14. Bay View Hotel.
15. Victoria Hotel.
16. St. Anne's Hotel.
17. St. Anne's Hotel.
18. St. Anne's Hotel.
19. St. Anne's Hotel.
20. City Hospital.

beauty" of the city. It is circular in shape; 160 feet in diameter, and cost \$14,000. Although not built on so grand and massive a scale as some, it is, without doubt, one of the best on the Continent.

The Suspension Bridge above all things should be visited. The Bridge is suspended 78 feet above high and 100 feet above low water, by wire cables which pass over massive granite towers. It is 640 feet long, and was built in 1852 by W. K. Reynolds, Esq. From the Bridge, a grand view of the St. John Falls may be had. At low water the river rushes through a narrow gorge, 450 feet wide, with tremendous velocity; and at high water, the tide which rises above the level of the river in the harbor below, forces the water back, and causes the same rush in the opposite direction. For some time, every tide, vessels may pass up and down with perfect safety.

St. John, though not the political, is the commercial capital of New Brunswick; and when we take into consideration that 90 years ago not a tree was cut where the city now stands, we are surprised at its rapid growth. Some of the stores and places of business are very fine, and much taste has been displayed in an architectural point of view. The Western terminus of the Intercolonial Railway is here, and connects St. John with Halifax and the Gulf of St. Lawrence. At Carleton, the terminus of the Consolidated European and North American Railway for the United States is situated.

ST. JOHN RIVER.

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

possession of the French, was captured by pirates in 1676. Six miles further is Upper Gagetown—the oldest settlement of the English in the Province. Mangerville, on the eastern side, was settled by emigrants from Boston in 1766. Sheffield, the next stopping place, is noted for its Academy for boys. A few miles above is Oromocto, at the mouth of a river of the same name, which is navigable for small crafts for over twenty miles. We now commence to near Fredericton, it being only eleven miles from Oromocto. There can be but one opinion about our sail, that for variety and beauty of scenery it cannot be surpassed. The Hudson can boast of fine scenery and elegant mansions, of its wonderful “pallisades,” hundreds of feet high and thirty-six miles long, and of its magnificent towns and cities; but many will much more admire the simple romantic beauty of the St. John River and its noble tributaries.

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

FREDERICTON,

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

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

Government House, at the upper extremity of the town, is a large stone mansion, facing the river, surrounded by tastefully laid off grounds and shrubberies.

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

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

The Cathedral of the Church of England for New Brunswick is here, and is situated at the lower end of the town. The other religious bodies are Roman Catholics, Presbyterians, Wesleyan Methodists, Baptists, Free Baptists, and Free Kirk (Presbyterian). There is a branch railway from here, which joins the European and North American at Fredericton Junction.

QUEEN'S HOTEL,

QUEEN STREET,

FREDERICTON, N. B.

First-Class Coaches in attendance upon the arrival of all Trains and Steamboats.

This LARGE and NEW HOTEL is situated on

QUEEN STREET,

AT THE

Head of the Steamboat Landing,

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

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

J. P. BURNHAM,

Proprietor.

**A FIRST-CLASS LIVERY STABLE
IN CONNECTION.**

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

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

WOODSTOCK.

It is the Shire Town of Carleton County, and has a population of about 4000. Prettily situated upon the right bank of the river, it is fast becoming a favorite place of travel, and the scenery up the river is much of the same description and variety as from St. John to Fredericton. Factories are fast being built, and business prospects are very promising. The lumber business and milling is carried on here to a large extent. At this town is the terminus of the New Brunswick and Canada Railway, for St. Andrews. We can go still further, if the water permits, to

GRAND FALLS,

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

But we must get back again to St. John, and if the tourist has time he should also take a trip up Grand Lake before leaving New Brunswick. This lake is thirty miles long and six wide; and the scenery will repay him for the time spent. Steamers go up the lake during the season twice each week, returning to St. John the following day.

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

CONSOLIDATED E. & N. A. RAILWAY.

Passengers can take the European and North American Railway at Carleton for Bangor and Portland, and will find the equipment and road all they would desire. Pullman's celebrated Drawing Room and Parlor Day and Sleeping Cars are run regularly on all Express trains on this line, and only

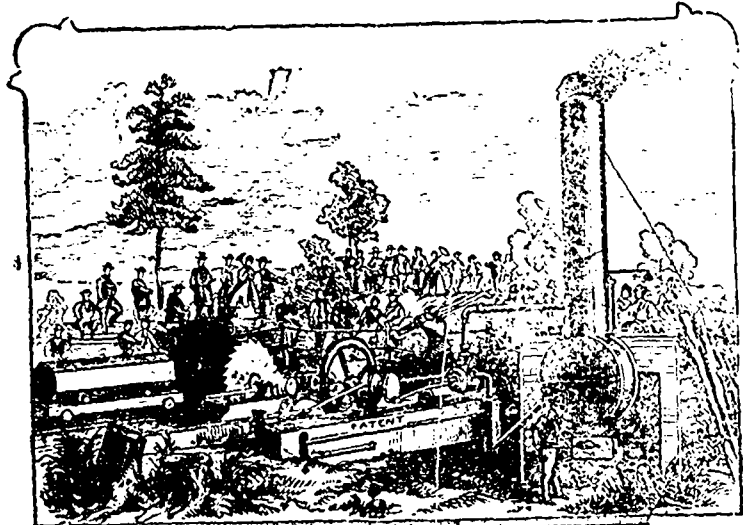
one change need be made (at Bangor), where we come upon the narrow gauge of the American Railway. The scenery along the road is varied, the Hotels comfortable, and the tourist will fully enjoy the trip. Settlements are springing up at every convenient spot with miraculous rapidity, at several immense tanneries are already established, employing hundreds of men, where, before President Grant's visit in October 1871, when the through road was opened, only a forest was visible. *En route* from St. John we follow the banks of the river, affording some glorious glimpses of the fine scenery, combining mountain and valley, river and meadow, in the most pleasing variety. At Fredericton Junction, 46 miles from St. John, we connect with trains on the Fredericton Branch Railway. Seventy-seven miles from St. John we skirt the shores of Lake Magaguadavic for some distance, and have a fine view on our right of this inland sea. Large mill-dots dot the banks, and the lumber business is carried on with unbounded success. At McAdam Junction, nine miles further, we connect with trains on the New Brunswick and Canada Railway for Woodstock, Houlton, Me., St. Andrew, St. Stephen and Calais: six miles more we reach the St. Croix, the boundary line, where we have the pleasure of having our *trunks* examined by the searching officer of the United States Customs.

Vanceboro (now Shawville) is where the grand dinner was given by the managers to President Grant, Lord Lisgar, and the other celebrities who attended the opening of the road. Dinner is served here for the passenger by day Express trains, and ample time is given to enjoy it *if possible* at Mattawamkeag, situated on a river of the same name, 148 miles from St. John, is where the old stage coach journey ended, and is known to all our travellers as the spot where, before the large wood fire, they warmed themselves after the long, cold trip; in those monuments of former travel. From here to Bangor the road presents one continual panoramic picture full of interest to the observer, representing the immense lumbering interests of the district, the rivers, lakes and romantic mountain scenery. Old Town is passed, with its interesting associations, so sweetly described by Mrs. Beecher Stowe in her "Old Town Folks;" and twelve miles farther we near

BANGOR,

on the Penobscot River. The road follows the bank of the river at the lower part of the city, and shows to advantage the large shipping interests of the place. A stop is made at Exchange street, and then the *through* train goes on to the Maine Central Depot, at the other end of the city, where passengers going farther must change cars. A comfortable meal can be had at the station house, and plenty of time is allowed to enjoy it while the baggage, etc., etc., is being changed. The city resembles most American towns, long wide streets, lined with trees and bordered by handsome white houses, with tastefully arranged flower gardens in front. The Hotels are good and comfortable, the Bangor House ranking the best.

Established **BRANTFORD ENGINE WORKS** 1844.
 OF ALL SIZES UPRIGHT AND PORTABLE STEAM SAW MILLS & GRIST MILLS &c. &c.
 C.H. WATEROUS & Co. BRANTFORD. ONT.



FIRST PRIZE AND DIPLOMA AWARDED FOR STEAM SAWMILL IN OPERATION
 PROVINCIAL EXHIBITION, HAMILTON, SEPTEMBER 28. 1864.

Portable Saw Mills our Specialty.

BROOKVILLE, HALL'S BAY, NEWFOUNDLAND, October 18, 1874.

Messrs. C. H. WATEROUS & Co., Brantford, Ont.

Gents,—Your millwright, Mr. Lewis Blows, has finished my Mill and put in operation, according to terms of contract, and everything works very satisfactory.

With very indifferent logs we have sawed Twelve Hundred Feet Inch Board in an hour, and in three hours have, with ease, sawed Thirty Logs.

Yours truly,

R. T. SQUAREY.

The above is one of our PATENT PORTABLE DIRECT SAW MILLS, using a five-inch Solid Saw; cost, \$2,000, delivered F. O. B. Cars at Brantford, with millwright to erect and leave in good running order.

Shogomoc, N. B., (18 miles from St. Andrews, on Woodstock R. R.) |
 September 22, 1873.

Messrs. C. H. WATEROUS & Co., Brantford, Ont.

Gents,—Your millwright, Mr. John Lyle, has finished our 25 h. power Mill and put it in operation, according to terms of contract, and everything works satisfactorily. We have sawed One Thousand Feet three inch deals in *fourteen minutes*, and have sawn One Thousand and Ten Feet (1010) of one inch boards in *twenty-three (23) minutes*.

Yours truly,

JOHN MARKS.

The above is one of our 25-Horse Power Patent Portable Direct Action Saw Mills, running a 60-inch inserted Tooth Saw. It is the most efficient, economical and durable Mill built, and will cut lumber cheaper per thousand than heavy gang or belted mills. We are turning out one a week of these Portable Mills. Send for Illustrated Circular of over 150 pages, containing full instructions for running and hanging Saws.

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

BRANTFORD ENGINE WORKS
 OF ALL SIZES, UPRIGHT, HORIZONTAL AND PORTABLE. STEAM SAW MILLS, GRIST MILLS &c. &c.
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W. H. OLIVE, Agent, St. John, N. B.

At Bangor we trust ourselves to the "tender mercies" of the managers of the Maine Central Railway, and can take a drawing-room car without changing to Boston, conveying us over the Maine Central, Portland, Saco and Portsmouth and Eastern Railways. The ride from Bangor is a continuation of the varied scenery enjoyed from Mattawamkeag. The river is still by our side, and we are rushing through a beautiful country, with thriving settlements and towns everywhere. At Kendall's Mills we make connection with trains on the Skowhegan Branch, also with those on the Lewiston division for Portland *via* Lewiston. This division makes connection at Danville Junction with trains on the Grand Trunk Railway for all parts of Canada. The road from here goes to Portland by two routes—viz., *via* Augusta and *via* Lewiston. We would advise those in quest of the beautiful to come with us *via* Augusta, if possible. The Kennebec river reflects the shadow of our cars on one side, and fields rich with grain stretch indefinitely on the other while the opposite bank of the river is dotted here and there with large houses stored with the winter covering of these favorite waters.

AUGUSTA,

The Capital of the State of Maine, quietly rests on the left bank of the Kennebec, and, from our experience, is fully worth all the time we can spend there. The Hotels are first-class, and every attention is paid to their guests by the polite and gentlemanly proprietors. The walk up to the State House is charming, and from the cupola of that building the view is really exquisite. The town and river at our feet, the United States Arsenal and Lunatic Asylum on the other side, and the grand stretch of surrounding country makes a pleasing picture. Portland is sixty-three miles from Augusta, a full description of which place will be found after we bring our friends from St. John by water in the splendid boats of the

INTERNATIONAL STEAMSHIP CO.

This Company, in our opinion, can lose nothing by the increased Railway accommodation between Portland and St. John, for there are many who prefer, in summer, the trip by sea to a land journey; and besides, travellers may like a change by going one way and returning the other.

We have already so fully described the coast scenery of the Lower Provinces that it requires nothing here.

Having left St. John in one of the steamers of the above line, in about four hours we come to the wharf at

EASTPORT.

It is prettily situated, facing the harbor; and in summer, a favorite amusement of the inhabitants is in having "Water Parties" to Campobell on the English side. Fort Sullivan, garrisoned by American troops, commands the bay, and from its summit floats the flag of the United States, which now becomes our protection, having left behind that of Old England.

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

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

ST. ANDREWS,

the Capital and Shire Town of Charlotte County, N. B. It is built upon a peninsula which juts out into the Bay, and has a population of about 3,000. This place is the terminus of the New Brunswick and Canada Railroad. The trade is chiefly lumbering and fishing, and at one time a large business was done, but of late years it has fallen off considerably. A few days could be very pleasantly spent here enjoying the sea-bathing, the magnificent trout and deep sea fishing, and the other water amusements of the place. A good Hotel is being built, which will add materially to the advantages of the town. Taking another start we continue our trip up the river, which in some places is very narrow, with the American coast on one side and New Brunswick on the other, so close that you can throw a stone on shore. Twenty-three miles from St. Andrews, we arrive at

ST. STEPHEN.

This thriving little town, situated upon the left bank of the river, is fast rising to importance, with a population numbering about 5,000. On the other side of the river, and connected by a bridge, is Calais, Maine; during the war of 1812, the inhabitants of these two towns agreed to live peaceably with each other, and the friendship then formed has increased with years, and now the inhabitants of either would submit with grace to the will of the other. Lumbering is the principal business done, and there is a "push" about the people which is seldom seen in a town of its size. A railroad runs from here connecting with the European and North American Railway at McAdam Junction; the traveller can go by this road to Woodstock, and from thence, in the Spring and Fall, when the water is high, take the steamer to Fredericton and St. John.

But we must return, and again join our steamer at Eastport, and after a short stay find her steaming down the harbour, coasting the Island of Campobello, and if the tide is high, we can pass out between this island and the "Maine" land, instead of going around, which takes an hour longer. From Eastport to Portland in good weather is about twelve hours; but should a storm come up, there is no coast so well supplied with safe harbours as that of New England, and there is not the slightest difficulty in making a good and secure anchorage in a very short time.

The wind in summer is generally from the west and "off shore," making for a the sea usually very smooth, so that bad sailors need not fear the voyage. The captains of the line are acknowledged by all to be most gentlemanly and the careful men, and are well supported in their kind attentions to the passengers by the other officers; and our experience is, that we would sooner take the chances of a sea voyage for the pleasure of their society, and the comfort afforded by the boats under their command.

Mount Desert, one hundred and ten miles from Portland, is passed on a short way. It is a fashionable resort for American pleasure seekers, and is supplied with a number of hotels, which are well filled during the summer season.

PORTLAND

is one of the most pleasant and attractive cities in the Eastern State. Its fine wide streets, lined with elegant residences and bordered with carefully attended trees, gives the city a delightfully cool appearance, even on the hottest day of summer. The hotels are very good, the "Falmouth House," the "American House," the "St. Julian," on the European plan, the "Preble House," and the "United States' Hotel," are all furnished with every accommodation and convenience for the comfort of their guests. A drive to Cape Elizabeth, a few miles out of the city, a visit to the City Hall—the large Hall of which has gained a place in history as being the reception place in America of the remains of the late George Peabody; and a view from the Cupola, will be pleasing to the stranger. A trip down the harbour, and a sail among the islands, will also leave a green spot in the recollections of this pleasant and agreeable city. Portland is famous for its immense sugar refineries and oil works. The Atlantic terminus of the Grand Trunk Railway of Canada is here; and the "Allan" steamers make this their winter harbour. Steamers also leave here during the season for Mount Desert and the principal cities along the New England coast. Communication is had with Boston and New York by first-class steamers daily; and a large proportion of the Canadian travel to the Lower Provinces comes here to meet the "International Steamship Company's" boats for St. John, and the steamers of the New England and Nova Scotia S. S. Co., for Halifax, N. S., which run twice a week, connecting with the trains of the Grand Trunk. But we must resume our journey and leave by train for Montreal. The "International Steamship Company's" boats go to Boston, so we must bid them adieu for the present, but we hope to join them again in our next trip from Boston to the Provinces and back.

THE GRAND TRUNK RAILWAY,

from Portland to Montreal, at present is in first-class order, and the trains are run through with regularity. The road has been the subject of about

for a long time, but we fail to see its *fearful* condition. It is a great undertaking, a road hundreds of miles long, and if an accident occurs anywhere on the line, it is said "another accident on the Grand Trunk," without taking into consideration the difficulties to contend with, and the great length of line for it to happen on. The scenery from Portland to Montreal is grand in the extreme, particularly going through the White Mountains of Vermont, and trains run through, two hundred and ninety-seven miles, in thirteen hours.

Before arriving at Montreal, we pass over the celebrated Victoria Bridge, one of the greatest engineering works in the world, and nearly two miles long.

The following connections are made by the Grand Trunk at Portland—with the steamers of the International Steamship Company, for Eastport and St. John, N. B.; and New England and Nova Scotia Steamship Company's boats for Halifax, N. S., direct; at Dauville Junction with the Maine Central Railway to Bangor; there with the Maine Division of the European and North American Railway for St. Croix, and there with the New Brunswick Division of the European and North American Railway for St. John; at Sherbrooke with Massawippi Valley Railway for Lake Memphremagog, Boston and New York.

We have now brought our friends from Montreal to Montreal, *via* the Maritime Provinces, and hope they have enjoyed the trip as much as we have the pleasure of leading them.

AMERICAN HOUSE,

CORNER OF MIDDLE AND INDIA STREETS,

PORTLAND, ME.

ENOS GRAY, *Proprietor.*

Within one minute's walk of the Grand Trunk Depot, Boston, New York, Halifax and Yarmouth Steamers.

ROUTE II.

BOSTON TO MARITIME PROVINCES AND BACK.

BOSTON TO BOSTON.

Via International S. S. Co., Portland, Bangor, St. John, European and North American Railway, Shediac, P. E. I. Steam Navigation Company, Prince Edward Island, Summerside, Charlottetown, Pictou, Truro, Halifax, Cape Breton and Bras d'Or Lake, Windsor, Kentville, Annapolis Digby, St. John, Eastport and Portland; Provinces of Nova Scotia and New Brunswick.

THE VERMONT CENTRAL RAILWAY

offers to Canadians coming to the Lower Provinces *via* Boston many inducements and attractions. The train runs out of Montreal, from Bonaventure Station, over the Victoria Bridge, and passing within sight of Lake Champlain, runs through to White River Junction, connecting there with the line for New York.

"At Waterbury, 117 miles from Montreal, the tourist leaves the cars for Mount Mansfield, the highest peak of the Green Mountains, which is about 5,000 feet high. This mountain, being so easy of access, has become a noted resort for the tourist. It is situated about fifteen miles from Waterbury Station; ten miles of the route is over a plank road to the pleasant and romantic village of Stowe, where may be found every facility for making one's stay agreeable: and horses, carriages, and other necessaries to make the ascent with ease. The scenery from the summit of the mountain *cannot be excelled in the Union*. Montreal, seventy miles, and the White Mountains one hundred miles distant, can be seen with the naked eye. Fifty villages and every county in the State, can be seen from the summit."

BOSTON

was settled by Governor Winthrop and his associates in 1630, and received its name in honor of the Rev. John Cotton, who emigrated from Boston, Lincolnshire, England. Its original Indian name was Shawmut. As there are many things and places to be visited in and around Boston, and doubtless very many of our readers are well acquainted with the city and its surroundings, it is needless to mention all the different objects of interest which are so well and perfectly described in the many GUIDES which can be procured at all the hotels: particularly Pulsifier's, which is by far the best. But we shall endeavour to take the reader to those most worthy of note.

Mount Auburn should first receive a visit; it is about four miles from the city, and the Horse Cars run out every few minutes. Here, in the "city of the dead," is enough to interest the stranger for hours. The beautiful quiet resting place of those dear ones departed, dressed with flowers by the hand

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

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

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

From Boston our journey can be commenced either by the fine boats of the

INTERNATIONAL S. S. CO.

or *via* the "Boston and Maine" and "Eastern" Railroads to Portland. [Time Tables further on.] The steamers leave the end of Commercial wharf, Boston, at 8 o'clock, a. m., [see advertisement,] and arrive in Portland about 4 p. m. Passengers by the noon trains will be in time to meet the boat leaving Portland at six o'clock same evening. In summer we would strongly advise the tourist to go by water. The sail down Boston harbour, with its numerous islands, Fort Warren, Fort Independence, Fort Winthrop, and the bold Atlantic Coast, with its many bays, islands, and majestic ocean scenery, and the trip up Portland harbour, one of the best in the United States, will well repay him for the extra time spent on the voyage.

If the traveller is desirous of going direct to Halifax, he can leave Portland by the splendid new steamship "Falmouth," owned by the New England and Nova Scotia Steamship Company. The "F." is a good, substantial new boat, built purposely for this route, and is *first class* in every respect. It is seldom we have the pleasure of introducing our fellow-travellers to a finer or better furnished "outside" boat. The state-rooms are large and airy, and the saloon comfortably and handsomely furnished. The captain is a long tried and most efficient officer, and is most ably supported by his staff. This route, since the introduction of such a boat, has naturally very much

increased in popularity, and we would strongly advise our friends to take passage by her, either going or coming. The fares to Halifax are much lower than by any of the other routes, and the "F." is very fast and seldom over thirty hours on the voyage, and has done it in less time than that. A full information will be gladly given by the gentlemanly agent at Portland, J. H. Coyle, Jr., Esq.

The traveller can continue his journey by the good boat that has brought him from Boston, which, after a short stay, proceeds down the harbour on her way to Eastport and St. John. Leaving the wharf on a fine clear evening, we have a most magnificent view of the harbour. The bay contains *three hundred and sixty-five* islands, on some of which first-class hotels are built, where thousands spend the hot sultry days in summer, and pleasure steamers and the white sails of yachts and ships are everywhere dotted over the ocean.

This enjoyable trip has also been described before in Route No. 1. By the Railway we have through trains direct for St. John, as before mentioned. [Time tables further on.] Leaving Portland from the Maine Central, Old Portland and Kennebec depôt, we arrive in Bangor in about six hours and St. John in about eighteen hours, over the Maine Central and European and North American Railways, as already described.

From St. John (which has been described in Route No. 1), we would leave by the

INTERCOLONIAL [Western Division] RAILWAY

for Shediac. The road runs through some of the finest farming districts in the country, and offers much varied and interesting scenery. The Sussex Valley is too well known to need description here: suffice it to say, that at no one moment of *ennui* will be experienced going through that charming portion of this well-favored Province.

SHEDIAC

is the winter terminus of the railway: but in summer, trains go down to the Point, three miles more, to connect with steamers at the wharf.

P. E. I. STEAM NAVIGATION CO.

own two good boats on this route, the "St. Lawrence" and the "Princess of Wales," commanded by most experienced, careful and gentlemanly officers. The Company run their boats from Charlottetown to Summerside and Shediac, making close connection with the trains on the Intercolonial Railway and from Charlottetown to Pictou, also making good connection with the Eastern Division Intercolonial Railway to Halifax. The steamers also make weekly trips to Georgetown, Port Hood and Hawkesbury, calling at Pictou going and returning, bringing them to the latter port every day.

PRINCE EDWARD ISLAND.

This Island was discovered in 1497, by Sebastian Cabot, and was named St. John. But in 1798, by an Act of the Colonial Parliament, it was changed to its present name, in honor of His Royal Highness, Prince Edward, Duke of Kent, who was then in command of the forces in Nova Scotia, Cape Breton and Newfoundland. July 1st of last year, (1873), the tight little Island bowed to the inevitable and came into union with the other Provinces which now compose the Dominion of Canada. Its agricultural capabilities cannot be surpassed. The climate is delightful, and fogs are almost altogether unknown. As a resort for Summer travel the Island offers every inducement. The scenery is very fine, and at many places the most charming surf bathing may be had, and there is an abundance of fishing and sporting. In winter, communication is had with the main land by Ice-boats, drawn by hand over the ice, between Capes Tormentine and Traverse. There is also a Submarine Telegraph Cable between those two points. A contract has now been entered into with a gentleman in Halifax by the Dominion Government, for the winter mail service, and he is to put on a good, strong boat, and reach the Island as often as the ice will permit, landing his mails at whatever point he can reach. Until 1758 the Island belonged to the French, but was ceded to Great Britain in that year. It was annexed to Nova Scotia (or Acadia) in 1763, and in 1771 became a separate Government, and in 1851 was granted Responsible Government.

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

Taking our steamer at Point DuChene, after the arrival of the express train from St. John, we are soon "under weigh" and moving down the harbor, when we hear the welcome announcement of dinner. The Company do not pretend to equal larger lines in their culinary department, nor in their attendance upon the table, but we can guarantee a *first-class*, plain meal, well cooked and *thoroughly* clean. In about three or four hours we reach

SUMMERSIDE,

the second town of importance in the Island, is a seaport town, and has a good harbour. Shipbuilding is carried on to a great extent, and the place is famous for its oysters—which we would advise the stranger to try, if he has

time, during the stay of the boat. The New York, Newfoundland and London Telegraph Company have an office here, and there are two weekly papers published in the place. The steamers regularly call here both going to and coming from Shediac.

It is only about five hours run from Summerside to Charlottetown, and on a fine afternoon is delightful.

CHARLOTTETOWN,

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

The number of beautiful drives are a great source of enjoyment. All the public roads are at least sixty feet wide; they intersect the Island in all directions, and are shaded with spruce, fir and maple, and at times thorn hedges or rose bushes. The roads are easily maintained, and from the nature of the soil they are never bad, except in wet weather, when the return of sunshine dries them rapidly. A fine view of Charlottetown is obtained from the dome of the Colonial Building, which should not be missed. A trip up the river to Mount Stewart, 18 miles, by the little steamer "Heather Belle," is also a charming way of spending the afternoon, leaving about 3 and returning about 8 or 9 o'clock in the evening. There is good fishing to be had in the rivers and streams near the town, and plenty of kind-hearted.

A. INGLIS HARRINGTON,
Notary Public.

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hospitable citizens, whom the stranger will find only too happy to accompany him on an expedition against the "fishy" inhabitants of said rivers and streams. Besides the boats of the P. E. I. S. N. Co., there is a weekly line of steamers to Boston, calling at Halifax. The steamships of the Quebec and Gulf Port Steamship Company (Montreal line) also call here. From Charlottetown we go to Pictou: it is only about three hours run, and is usually quite smooth. We take train at Pictou for Halifax, and in about five hours arrive at that city. We have given full descriptions of this route before, to which we would refer the reader. At Halifax we can take steamer direct for Portland or Boston, or leave by train for Annapolis and St. John, and from thence return to Boston by routes as already given. We would advise the tourist, before leaving Nova Scotia, to make his stay a little longer among the Bluenoses, and take a trip to the Bras d'Or Lakes and Cape Breton, and he will have a trip not soon forgotten.

CAPE BRETON AND BRAS D'OR LAKE.

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

bouring extremity of Boulardarie Island, called by the Cape Bretoners, Red Head, from the color of the clay that caps it. Swiftly between Boulardarie and the adjacent Coast of Cape Breton County, we are hurried by the gallant little boat, and soon enter the Little Bras d'Or.

From the Boulardarie side comes the sound of mirth and the echoing chorus of the farmers, as they gather in the rich harvest, while not far distant, youth disports itself on the "laughing burn," that flits so gently to the coy waters. Turning from this joyful scene, we cast our eyes upon the other (or Sydney) side, and with wonder note the change. Here the sternness of the scenery seems to chide the thoughtless rioting of the scene beyond, and frown, old-age like, on its coquettish wilderness. But even while we speak we find ourselves at the settlement of Little Bras d'Or, and consulting our watches find we have been two and one-half hours steaming from Baddeck. The fifteen minutes the boat remains here gives us an opportunity of examining Little Bras d'Or, and find that it consists of a wharf, and a rather snugly settled, though small village. Embarking again, we bid adieu to the

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Bras d'Or, not inaptly styled the Mediterranean of Nova Scotia, and find ourselves on the verge of the storm-tossed Atlantic, and coasting down about fifteen miles we arrive at Sydney Bar, passing in our route the celebrated Sydney Coal Mines. Here the coals are shipped, shipbuilding engaged in, and a considerable business carried on. The Bar is a rapidly growing place, and at present boasts of several very good Hotels, a large Shoe Factory, an Iron Foundry, several prosperous stores, and an A 1 Marine Slip.

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

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

We would strongly advise the tourist to take this trip, and feel confident that the pleasure of the journey will be fully acknowledged. Lindsay & Co.'s Stage Coach Line, which runs here daily from New Glasgow, offers a change in returning, and the scenery along the entire line cannot be excelled. The equipments of the Company are first-class in every respect, and the coaches and horses are second to none on this Continent. By taking this route the traveller passes on the way the famous Marble Mountain of Cape Breton, the Oil District, and some of the prettiest and most picturesque villages in the Province. The stage crosses the Strait of Canso, and from there goes on to the charming little village of Antigonish, the Shiretown of Antigonish County. Here the passengers remain over night, and find first rate hotel accommodation. The town is situated in a valley, and as we come in over the hills, presents a fine appearance. The R. C. Bishop of Arichat has his residence here, and also St. Francis Xavier College, with other institutions of learning, belonging to the same denomination, give standing to the place. A handsome Cathedral is being built by the same Church, which promises to be a very fine stone edifice, equaling anything of the kind in the Province for architectural beauty.

Early in the morning the stage leaves for New Glasgow, arriving there in time to have a good comfortable dinner at the "American House," before the express train for Halifax—from Pictou comes along, by which we return to the latter city. We cannot give too much credit to Messrs. Lindsay & Co., for having such a superior stage line on this route, for it is worthy in every particular, all we can say in its praise.

PROVINCE OF NOVA SCOTIA.

England, though claiming Acadia from its discovery by Cabot, in 1479, had maintained no permanent hold; and for upwards of a century there was a constant change of ownership between England and France. And the inhabitants, or Acadians, had no sooner acknowledged themselves the subjects of one crown, when, without the slightest regard to their feelings, interests, or wishes, they were transferred to the other. Discovered in 1497 by English navigators. In 1604 in possession of the French. In 1613, the English under Argal drove the French away, and Sir William Alexander appointed Governor by James I. In 1632 it is again restored to France by the treaty of St. Germain; and in 1654 it is captured by the English, and Cromwell appoints Sir Thomas Temple gouverneur. By the Treaty of Breda, it once more comes under the crown of France in 1666. In 1680 we find the English again in possession, having captured Port Royal and all the principal settlements. In 1682 the French are once more its masters; and finally the English, in 1710, besiege Port Royal, compel the French to surrender, and name it Annapolis Royal, in honor of Queen Ann, then on the throne of England.

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

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

In many parts of the Province we meet the Micmac Indians; they are famous hunters, and are employed in that capacity by sportsmen in their Moose Hunting expeditions. The following lines, taken from "Murdoch's History of Nova Scotia," will give the stranger an opportunity of becoming acquainted with some of the Indian names still retained in the Province:

THE INDIAN NAMES OF ACADIA.

The memory of the Red Man,
 How can it pass away,
 While their names of music linger
 On each mount, and stream, and bay?
 While Musquodobit's waters
 Roll sparkling to the main;
 While falls the laughing sunbeam
 On Checogin's fields of grain.

While floats our country's banner
 O'er Chebucto's glorious wave;
 And the frowning cliffs of Scaterie
 The trembling surges brave;
 While breezy Asporogon
 Lifts high its summit blue,
 And sparkles on its winding way
 The gentle Sissibou.

While Escason's fountains
 Pour down their crystal tide;
 While Inganis's mountains
 Lift high their forms of pride;

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

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

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

PROVINCE OF NEW BRUNSWICK

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

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

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

MEMORANDUM.

MEMORANDUM.

MEMORANDUM.

VERMONT CENTRAL RAILROAD LINE.

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 J. M. FOSS, Supt. Motive Power & Machinery.
 M. G. ELLIOT, General Ticket Agent.

General Eastern Agency, 65 Washington Street, Boston.

May 18th, 1874.

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

RUNNING NORTH AND WEST.				RUNNING SOUTH AND EAST.			
Mis	STATIONS.	Express.	Express.	Mis	STATIONS.	Express.	Express.
0	BOSTON.....Leave	8.30 A.M.	6.00 P.M.		SAN FRANCISCO..Lv	8.00 A.M.	
26	Lowell.....	8.50 "	6.35 "		OMAHA.....	4.10 P.M.	5.20 A.M.
49	Nashua.....	9.18 "	7.25 "		ST. LOUIS.....	7.45 A.M.	7.30 P.M.
57	Manchester.....	9.55 "	8.05 "		ST. PAUL.....	7.00 P.M.	8.00 A.M.
75	Concord.....	10.35 "	9.05 "	0	CHICAGO.....Lve	9.00 A.M.	9.00 P.M.
94	Franklin.....	11.16 "	9.55 "	231	DETROIT.....	6.10 P.M.	6.50 A.M.
113	Danbury.....	12.03 "	10.55 "	424	Stratford.....	1.25 A.M.	1.50 P.M.
133	Enfield.....	12.46 "	11.51 "	509	TORONTO.....	6.40 A.M.	7.30 P.M.
144	WHITE RIVER JNC. Arr	1.20 P.M.	12.56 "	579	Coburg.....	9.15 "	10.30 "
	" Lve	1.30 "	1.02 A.M.	622	Belleville.....	11.10 "	12.25 A.M.
163	South Royalton.....	2.10 "	1.47 "	670	Kingston.....	1.35 P.M.	2.40 P.M.
177	Randolph.....	2.41 "	2.30 "	677	Brookville.....	3.40 "	4.55 "
198	Northfield.....	3.36 "	3.20 "	728	Prescott Junc.....	4.10 "	5.30 "
209	Montpelier Junc.....	3.48 "	3.42 "	730	Prescott.....Lve	4.20 P.M.	5.40 P.M.
218	Waterbury.....	4.20 "	4.15 "	0	OTTAWA.....Lve	10.00 P.M.	7.00 A.M.
231	Richmond.....	4.50 "	4.44 "	733	OGDENSBURG...Lve	6.00 A.M.	12.35 P.M.
249	Essex Junc.....	5.25 "	5.10 "	758	Potsdam Junc.....	7.10 "	1.35 "
248	Burlington.....Arr	5.59 "	5.25 "	794	Malone.....	8.35 "	3.10 "
254	ST. ALBANS.....Arr	6.15 "	6.10 "	851	Rouses Point.....	10.53 "	5.55 "
	" Lve	6.30 "	6.25 "	875	ST. ALBANS.....Arr	11.55 "	7.05 P.M.
335	MONTREAL.....Arr	10.15 "	10.10 "	0	QUEBEC.....Lve		
	" Lve	10.30 "		172	MONTREAL.....Arr		A.M.
507	QUEBEC.....Arr	8.15 A.M.			" Lve	3.20 "	2.45 "
264	ST. ALBANS.....Lve	6.35 P.M.	6.30 A.M.	875	ST. ALBANS.....Arr	12.01 "	7.00 "
288	Rouses Point.....	7.40 "	7.40 "		" Lve	12.15 P.M.	7.25 "
347	Malone.....	10.05 "	10.25 "	0	Burlington.....Lve	12.40 P.M.	7.55 "
584	Potsdam Junc.....	11.31 "	11.50 "	900	Essex Junc.....	1.15 "	8.35 A.M.
495	OGDENSBURG.....	12.30 A.M.	12.40 P.M.	909	Richmond.....	1.30 "	9.01 "
483	OTTAWA.....Arr	6.15 "	3.40 "	922	Waterbury.....	2.13 "	9.45 "
499	Prescott.....Lve	2.00 "	1.00 "	933	Montpelier Junc.....	2.36 "	10.10 "
411	Prescott Junc.....Lve	1.35 "	1.15 "	942	Northfield.....	2.56 "	10.35 "
482	Brookville.....	2.10 "	1.50 "	953	Randolph.....	3.41 "	11.38 "
499	Kingston.....	4.15 "	4.05 "	977	South Royalton.....	4.12 "	12.21 a.m
517	Belleville.....	6.20 "	6.15 "	986	WHITE RIV JNC. Arr	4.55 "	1.20 "
529	Coburg.....	8.25 "	8.25 "		" Lve	5.00 "	1.20 "
579	TORONTO.....	11.30 "	11.30 "	1007	Enfield.....	6.02 "	2.20 "
715	Stratford.....	3.45 P.M.	12.00 "	1027	Danbury.....	6.44 "	3.20 "
858	DETROIT.....	9.20 "	9.30 A.M.	1046	Franklin.....	7.50 "	4.28 "
1142	CHICAGO.....Arr	7.30 A.M.	8.00 P.M.	1085	Concord.....	8.15 "	5.30 "
1463	ST. PAUL.....Arr	8.55 "	6.55 "	1083	Manchester.....	8.55 "	6.12 "
162	ST. LOUIS.....Arr	10.50 P.M.	8.30 A.M.	1109	Nashua.....	9.20 "	7.55 "
183	OMAHA.....Arr	9.00 A.M.	11.00 P.M.	1114	Lowell.....	9.57 "	7.40 "
537	SAN FRANCISCO. Arr	5.45 P.M.		1139	BOSTON.....Arr	10.50 "	8.35 "

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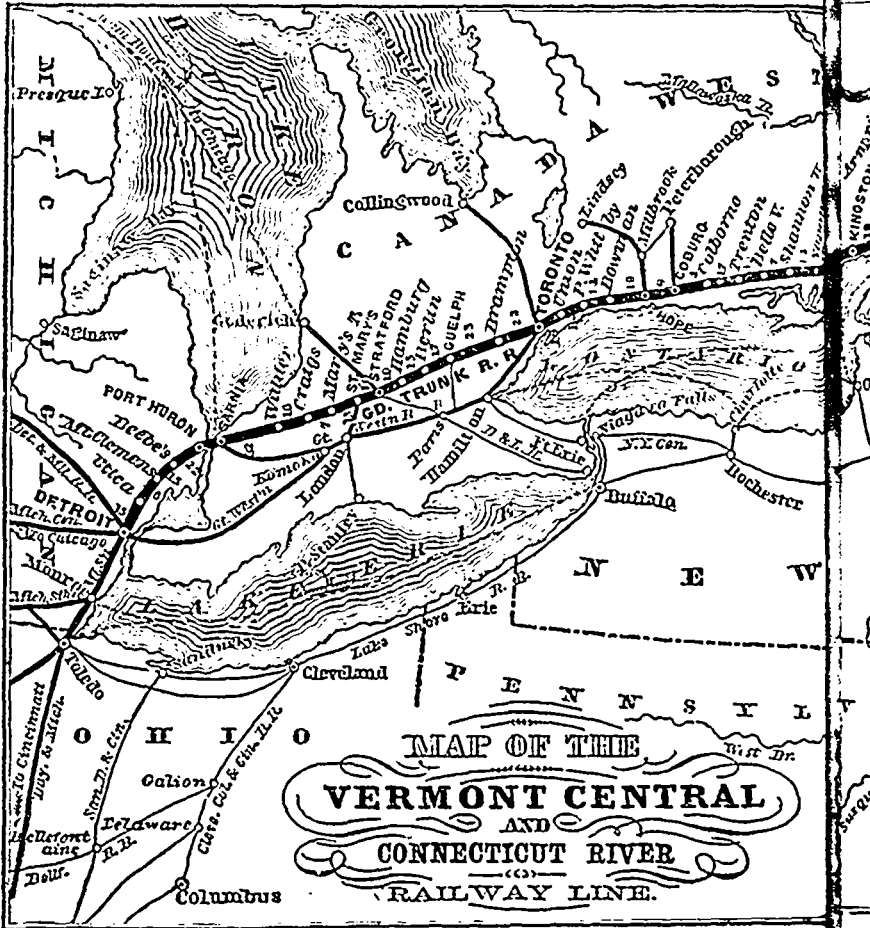
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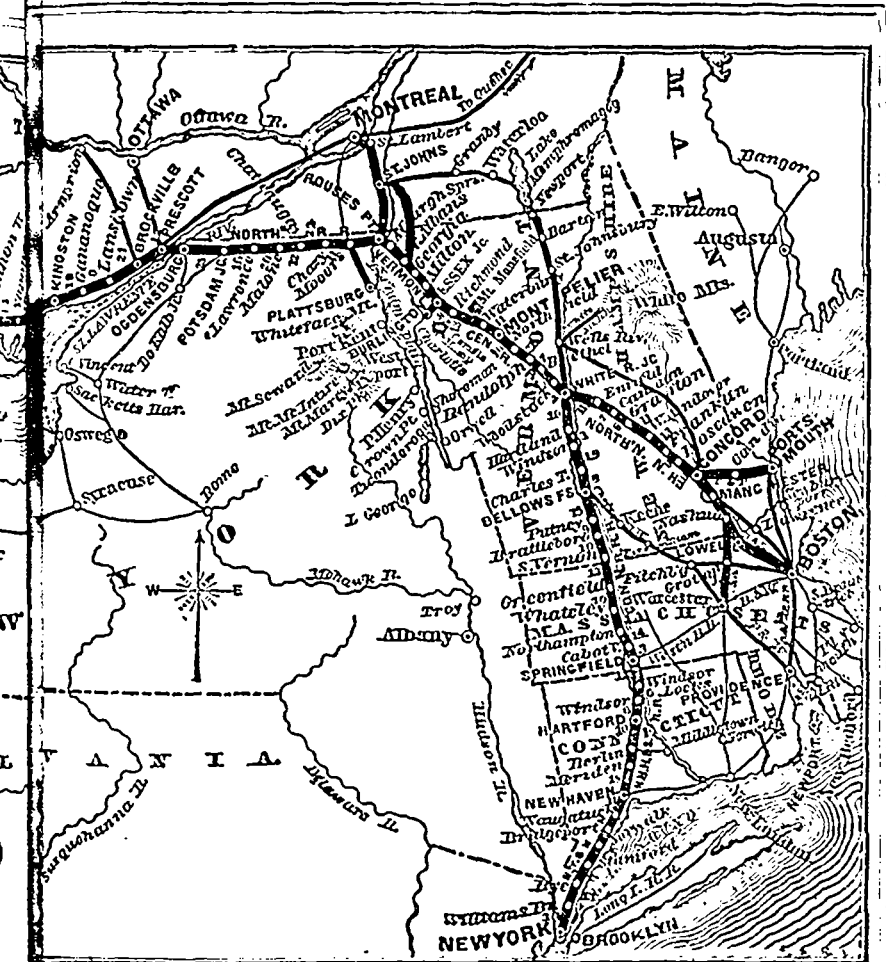
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July, 1874.

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Dec. 8, 1873.

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PORTLAND TO BOSTON.

BOSTON TO PORTLAND.

PORTLAND TO BOSTON.						BOSTON TO PORTLAND.					
MIS.	STATIONS.		Pas.			MIS.	STATIONS.		Pas.		
	Leave	Arrive	Pas.	Exp.	Exp.		Leave	Arrive	Pas.	Exp.	Exp.
0	Portland	Leave	a.m.	a.m.	p.m.	0	Boston	Leave	a.m.	a.m.	p.m.
1	Lygonia		6.15	9.15	3.10	1	Somerville		7.30	8.30	12.30
2	Scarboro'		6.20			2	Medford Junc		7.38		3.30
3	Blue Point		6.30			3	Malden		7.40		3.38
4	Old Orchard		6.35			4	Melrose		7.42		3.45
5	Saco		6.41	9.40		5	Wakefield Junc		7.46		3.50
6	Biddeford		6.48	9.48	3.48	6	Reading		7.51		3.55
7	Kennebunk		6.52			7	Wilmington Junc		7.52		3.56
8	Wells		7.10	10.09	4.08	8	Ballardvale		8.05		4.11
9	North Berwick		7.20	10.19	4.18	9	Andover		8.14		4.16
10	So. BER. JUNC.		7.31			10	South Lawrence		8.23	9.18	1.18
11	Salmon Falls		7.41	10.45	4.48	11	North Lawrence		8.25		1.23
12	Rollinsford		7.48	10.51	4.50	12	North Andover		8.30		1.33
13	Dover		7.55	10.58	4.57	13	Bradford		8.40		1.38
14	Madbury		8.01	11.04	5.02	14	HAVERRHILL		8.45	9.34	1.46
15	Durham		8.07	11.10	5.07	15	Atkinson		8.53		1.49
16	Bennett Road		8.12	11.15	5.11	16	Plaistow B. Y.		8.58		1.57
17	Newmarket		8.18	11.21	5.16	17	Newton		9.05		2.05
18	So. New M'kt Jnc		8.21	11.26	5.19	18	E. K. Woodhouse		9.10		2.07
19	So. Newmarket		8.27	11.30	5.21	19	E. K. Depot		9.12		2.07
20	EXETER		8.41	11.38	5.37	20	So. Newmarket		9.30	10.12	2.20
21	E. K. Depot		8.54	11.58	5.45	21	So. New M'kt Jnc		9.33		2.40
22	E. K. Woodhouse		8.57	12.00	5.47	22	Newmarket		9.47		2.45
23	Newton		9.05	12.08	5.52	23	Bennett Road		9.53		2.56
24	Plaistow B. Y.		9.12	12.14	5.57	24	Durham		9.58		3.01
25	Atkinson		9.16	12.18	5.59	25	Madbury		10.03		3.06
26	HAVERRHILL		9.23	12.26	6.05	26	Dover		10.10	10.45	3.17
27	Bradford		9.28	12.29	6.06	27	Rollinsford		10.17	10.51	3.22
28	North Andover		9.31	12.39	6.15	28	Salmon Falls				3.22
29	North Lawrence		9.35			29	So. BER. JUNC.				
30	South Lawrence		9.48	12.46	6.29	30	North Berwick				6.44
31	Andover		9.59	12.52	6.35	31	Wells				7.05
32	Ballardvale		9.54		6.29	32	Kennebunk				7.15
33	Wilmington Junc		9.59		6.34	33	Biddeford				7.35
34	Reading		10.09	1.12	6.44	34	Melrose				7.45
35	Wakefield		10.13		6.48	35	Old Orchard				7.55
36	Wakefield Junc		10.14		6.49	36	Blue Point				7.50
37	Melrose		10.19		6.54	37	Scarboro'				7.53
38	Malden		10.23		6.58	38	Lygonia				8.05
39	Medford Junc		10.25		7.00	39	Portland				8.10
40	Somerville		10.27		7.02	40					8.15
41	Boston		10.35	1.40	7.10	41					8.15

At Portland—Connects with Maine Central Railway for Bangor, there with European and North American Railway for St. John, N. B.; also with the New England and Nova Scotia Steamship Co. for Halifax, N. S., and International Steamers for Eastport and St. John, N. B.

† The 12.30 train connects with the steamers of the International Steamship Co. at Portland for Eastport and St. John, N. B.

‡ Trains do not stop at Stations where the time is not given unless upon signal or to let Passengers off.

NOTE.—A Train leaves Boston at 5.00 p. m. for Great Falls, arriving there at 8.00 p. m. Returning, leaves Great Falls at 6.40 a. m., arriving at Boston at 8.40 a. m.

NOTICE.

THE subscriber, after 45 years practice, desirous of being relieved from the more active duties of the profession, would intimate to his old friends, that his sons will in future carry on the business, and requests for them their kind patronage, as they will always have the benefit of his long experience and advice.

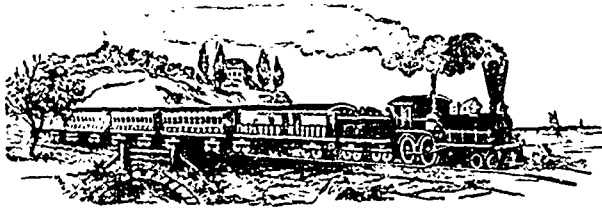
E. H. HARRINGTON, Solicitor.

All Legal, Notarial and Estate Business attended to with promptness and care. Debts collected and returns made with despatch.

A. INGLIS HARRINGTON, Notary Public. C. SIDNEY HARRINGTON, Barrister, &c

22 PRINCE STREET, HALIFAX, N. S.

Connecticut and Passumpsic Rivers
1874.



AND
MASSAWIPPI VALLEY RAILWAYS.

This is the established MAIL ROUTE between NEW YORK, BOSTON and QUEBEC, and is shorter and quicker than any other!

NEW SHORT ROUTE TO MONTREAL.

THE completion of the South Eastern Railway, from NEWPORT to WEST FARNHAM, opens a new short route from

NEW YORK, BOSTON,

AND

All Points East and South to Montreal,

which offers special advantages to all classes of travellers; and whether one desires to see the most CHARMING SCENERY which can be found upon any Railroad route in Lower Canada and New England, or whether he seeks to combine ECONOMY of TIME, with PERSONAL COMFORT, this new route will be found to answer just those needs. It is the only direct route between the WHITE MOUNTAINS, LAKE MEMPHREMAGOG and MONTREAL.

☛ Pullman Sleeping Car runs through in Night Express from Boston (Lowell Depot) to Montreal.

☛ Pullman Parlor Car runs through on Mail Train from Springfield to Newport.

Fine Scenery! Fast Trains!! Elegant Cars!!!

N. P. LOVERING, Jr.,
Gen. Ticket Agent.

W. H. PARKER, Sup't,
LYNDONVILLE, VT.

Connecticut & Passumpsic Rivers and Massawippi Valley Railways.

GENERAL OFFICE—LYDONVILLE, Vt.

[6th July, 1874

E. RAYMOND, President.....Boston
 N. P. LOVERING, Treasurer.....
 W. M. PARKER, Superintendent.....Lyndonville, Vt
 N. P. LOVERING, JR., General Ticket Agent.....

H. P. ALDEN, General Freight Agent..... Lyndonville
 W. M. CLARK, Agent.....87 Washington Street, Boston
 GUY-TRAVELLE, Agent.....Opposite St. Louis Hotel, Quebec.
 E. P. BEACH, Agent.....115 Broadway, New York

Going South.					Going North.				
Mls	STATIONS.	Mall	Day	N't	Mls	STATIONS.	Mall	Day	N't
	Leave	Exp	Exp	Exp		Leave	Exp	Exp	Exp
	p.m.	a.m.	p.m.	p.m.		p.m.	p.m.	p.m.	p.m.
	MONTREAL, via S. E. R'y.					NEW YORK.....	8 00		3 00
	MONTREAL, via G. T. R.	10 09				BOSTON.....	a.m.		p.m.
	QUEBEC.....	8 15			0	WHITE RIVER JO.....	1 55	8 15	
0	Sherbrooke.....	4 50		8 00	4	Norwich.....	2 06	8 25	
3	Lennoxville.....	5 09		8 07	10	Pompuenoosuc.....	2 18	8 38	
8	Capleton.....				14	Thetford.....	2 32	8 50	
12	North Hatley.....	5 23		8 24	16	North Thetford.....	2 40	8 57	
19	Massawippi.....	5 43		8 38	18	Ely.....	2 46	9 02	
21	Ayer's Flats.....	5 50		8 43	21	Fairlee.....	2 53	9 10	
30	Smith's Mills.....	6 13		9 05	28	Bradford.....	3 17	9 28	
34	Stanstead Junc.....	6 21		9 12	32	South Newbury.....	3 25	9 38	
35	NORTH DERBY.....				35	Newbury.....	3 38	9 47	
40	Newport.....	7 05	1 27	9 25	49	WELLS RIVER.....	3 55	10 06	1 00
45	Coventry.....	7 17			44	Ryegate.....			
49	Barton Landing.....	7 28	1 45	9 44	48	McIndoes.....	4 16	10 28	1 24
55	Barton.....	7 42	1 52	9 58	51	Barnet.....	4 23	10 35	1 31
59	South Barton.....	7 55		9 42	53	Norrisville.....	4 30	10 42	1 37
62	Summit.....				58	Passumpsic.....	4 42	10 56	1 49
68	West Burke.....	8 18	2 30	10 39	60	ST. JOHNSBURY.....	4 53	11 07	1 58
76	LYNDONVILLE.....	8 42	2 50	10 48	63	St. Johnsbury Ct.....	5 00	11 14	2 05
77	Lyndon.....	8 45		10 50	68	Lyndon.....	5 14	11 31	2 18
82	St. Johnsbury, Ct.....	8 57			69	LYNDONVILLE.....	5 22	11 35	2 23
85	ST. JOHNSBURY.....	9 05	3 05	1 09	77	West Burke.....	5 40	12 00	2 42
87	Passumpsic.....	9 11	3 15		83	Summit.....			
92	Norrisville.....	9 22			86	South Barton.....	6 08	12 25	
94	Barnet.....	9 30	3 30	11 28	90	Barton.....	6 21	12 46	3 20
97	McIndoes.....	9 37	3 36		99	Barton Landing.....	6 38	12 56	3 38
101	Ryegate.....				100	Coventry.....	6 50	1 08	3 47
105	WELLS RIVER.....	10 06	3 53	11 54	106	Newport.....	7 30	1 45	3 58
110	Newbury.....	10 18		12 05	110	NORTH DERBY.....			
113	South Newbury.....	10 25			111	Stanstead Junc.....	7 35	2 04	
117	Bradford.....	10 38		12 20	115	Smith's Mills.....	8 05	2 15	
124	Fairlee.....	10 55		12 36	124	Ayer's Flats.....	8 44	2 43	
127	Ely.....	11 05		12 44	126	Massawippi.....	8 49	2 50	
129	North Thetford.....	11 11		12 49	133	North Hatley.....	9 08	3 12	
131	Thetford.....	11 19		12 53	137	Capleton.....			
133	Pompuenoosuc.....	11 30		1 04	142	LENNOXVILLE.....	9 30	3 40	
141	Norwich.....	11 46		1 15	145	SHERBROOKE.....	9 36	3 50	
145	WHITE RIVER JNC.....	12 00		1 25	216	MONTREAL, Arrive p.m.			a.m.
289	BOSTON Arrive a.m.	6 20	10 50	8 35	216	MONTREAL, S. E. R'y. Arrive a.m.		7 00	
407	NEW YORK Arrive p.m.	11 20		12 50	256	QUEBEC, Arrive a.m.	8 00	9 20	p.m.

CONNECTING—

- At Sherbrooke with Grand Trunk Railway for Portland, Quebec, Montreal and the West.
- At Newport, (Lake Memphromagog) with South Eastern Railway for Richford, West Farnham, St. Johns and Montreal.
- At St. Johnsbury for West Concord, Danville, Hyde Park.
- At Wells River with White Mountains Railway for Littleton, Lancaster and White Mountains—and Montpelier and Wells River Railway, and Boston, Concord and Montreal R'y.
- At White River Junction with Northern (N. H.) Railway, for Concord, Manchester, Portsmouth, Nashua, Worcester, Providence, Lowell, Lawrence and Boston. With Vermont Central Railway for Waterbury, Mt. Mansfield, Montpelier, Burlington, Ogdensburg, Montreal and Saratoga Springs. With Vermont Central and Connecticut River Line for Windsor, Bellows Falls, Rutland, Saratoga Springs, Keene, Fitchburg, Worcester, Providence, Brattleboro', Northampton, Springfield, Hartford, New Haven, New York and Southern Cities.

THE
BOSTON, CONCORD, MONTREAL
 AND
WHITE MOUNTAINS, N. H., RAILWAY

Is now open to NORTHUMBERLAND, N. H., there connecting with the Grand Trunk Railway, forming the

SHORTEST, QUICKEST AND MOST PLEASANT LINE

BETWEEN

Montreal, Quebec, and the White & Franconia Mountains of New Hampshire,

ALSO THE

Best Line between Montreal, Quebec and Concord, Manchester and
 Nashua, N. H., Lowell, Lawrence, Boston and Worcester,
 Mass., Providence, R. I., and New York.

THROUGH TICKETS can be had at the the Office of the Grand Trunk Railway at Montreal and Quebec, and at the General Office, No. 5 State Street, Boston, for all points in the Mountains.

Ask for Tickets via Boston, Concord, Montreal and White Mountains Railway.

EXPRESS TRAINS RUNS AS FOLLOWS :

Boston,.....	Leave 8.00 a. m.,	12.00 m.	Montreal,.....	Lve. 10.00 p. m.
Concord,.....	" 10.45 "	3.30 p. m.	Quebec,.....	" 8.00 "
Plymouth,...	{ Arr. 12.55 p. m.	5.50 p. m.	Northumberl'd...	" 3.00 "
	{ Lve. 1.20 p. m.	7.35 a. m.	Lancaster.....	Lve. 3.22 " 7.45 a. m.
Wells River, {	Arr. 3.32 "	9.50 a. m.	Wells River,...	{ Arr. 10.00 "
	{ Lve. 3.40 "	10.00 "		{ Lve. 10.12 p. m.
Lancaster,.....	" 6.00 "	12.12 p. m.	Plymouth,.....	{ Arr. 7.45 p. m. 12.22 "
Northumberl'd	Arr. 6.30 "	12.45 "		{ Lve. 7.03 a. m. 1.03 p. m.
Quebec,.....	" 8.00 "		Concord,.....	Arr. 10.05 " 3.27 "
Montreal,....	" 6.00 a. m.		Boston,.....	Arr. 1.15 p. m. 6.20 "

GENERAL OFFICES--PLYMOUTH, N. H.,

W. W. BERG, Gen. Pass. Agent.,

J. A. DODGE, Sup't.

5 State Street,

Plymouth.

BOSTON.

The MIDLAND RAILWAY of CANADA.

The Shortest and Cheapest Route for Passengers

FROM EAST OF PORT HOPE TO
ORILLIA, COLDWATER,

THE

Free Grant Lands of Muskoka District and Parry Sound,

Connecting at ORILLIA with the Northern Railway for

BARRIE and COLLINGWOOD.

Also, by STAGE during Winter and STEAMERS in Summer, to

WASHAGO, GRANENHURST, BRACEBRIDGE, PORT CARLING,
ROSSEAU AND PORT SANDFIELD.

Passengers leave PORT HOPE morning and afternoon for ORILLIA,
and leave ORILLIA morning and afternoon for PORT HOPE,

Connecting closely at WOODVILLE both ways with the Toronto & Nipissing Railway,
thus affording Passengers between ORILLIA and TORONTO
equal facilities with the Northern Railway;

FARES from PORT HOPE to ORILLIA and from } \$2.50.
TORONTO to ORILLIA

This is the Most Direct Route from the East

TO ALL PLACES NAMED ABOVE.

A Good Road and Comfortable Cars.

Passengers leaving Orillia in the afternoon for Toronto, Peterboro' or Port Hope, arrive at their destination the same evening, and for Montreal, the next morning, taking the Grand Trunk Railway at Port Hope.

Two Trains each way daily between Port Hope and Peterboro', Lindsay, Beaverton and intermediate Stations.

ADOLPH HUGEL,

PORT HOPE, 1st January, 1874.

President.

The St. Lawrence and Ottawa Railway,

4 FT. 8½ GAUGE.

THE OLD RELIABLE, AND ONLY LINE
RUNNING

PULLMAN PALACE CARS, THROUGH WITHOUT CHANGE,
BETWEEN

Ottawa & Toronto & Montreal.

FOUR TRAINS EACH WAY DAILY,

Making Certain Connection with Grand Trunk Trains.

TRAINS GOING SOUTH.

May 25th, 1874.

Total	STATIONS.	No. 2	No. 4	No. 6	No. 8.
Distance		Express.	Mail.	Express.	Mix. with Pull'n or Sofa Cars
52	Ottawa, leave.....	7.00 A.M.	2.00 P.M.	9.45 A.M.	9.30 P.M.
54	Prescott Junction, arrive.....	8.20 P.M.	4.20 "	1.00 P.M.	1.30 A.M.
	Prescott Wharf, do.	9.30 "	4.30 "	1.10 "	1.45 "
	G. T. R. { Toronto, arrive.....			11.00 A.M.	11.00 A.M.
	Montreal, do		9.30 P.M.		9.00 "

TRAINS GOING NORTH.

Total	STATIONS.	No. 1	No. 3	No. 5	No. 7.
Distance.		Express.	Mail.	Express.	Mix. with Pull'n or Sofa Cars
	G. T. R. { Toronto, depart.....		7.30 P.M.	7.00 A.M.	9.30 P.M.
	Montreal, do.	9.00 A.M.			
2	Prescott Wharf, leave.....	1.05 P.M.	4.45 A.M.	4.25 P.M.	2.00 A.M.
54	Prescott Junction, leave	1.30 "	5.10 "	4.45 "	2.20 "
	Ottawa, arrive.....	3.30 "	7.45 "	7.00 "	6.30 "

Passengers leaving Montreal or Toronto by Saturday Night Trains reach Ottawa Sunday Morning.

TIME ALLOWED AT PRESCOTT JUNCTION FOR MEARS.

ASK FOR TICKETS VIA PRESCOTT JUNCTION,

To be had at the principal Agencies and Stations of the Grand Trunk Railway.

BAGGAGE CHECKED THROUGH.

J. M. TAYLOR, A. G. PEDEN, THOS. REYNOLDS,
Gen. Freight Agent. Gen. Pass'r Agent. Managing Director.
PRESCOTT. OTTAWA. OTTAWA.

NORTHERN RAILWAY OF CANADA.

The only direct route to the Free Grant Lands of
Muskoka District and Parry Sound,
AND THE WATERS OF

*Lakes Simcoe, Couchiching, Rosseau and Joseph,
Parry Sound, and Maganetawan River.*

Affording a **PLEASURE TOUR** unequalled on this Continent.

The trip to these Waters is most enjoyable during the Summer months; the air is pure and bracing; every facility is afforded to the Tourist for pleasure, comfortable Hotel accommodation may always be obtained; Guides, Fishing Tackle, Boats, &c., can be secured at a low cost.

The Waters abound with Fish of all kinds, and Game in abundance may be found.

The scenery presents a most picturesque appearance, in many cases rivaling the bold and rugged outlines on Lake Superior. The trip is a very interesting one, is short and cheap, and may be made to combine all the advantages of longer and more costly routes.

Passengers leaving **TORONTO** by the Morning Train arrive at **WASHAGO** and proceed by First Class Stage to **GRAVENHURST**, and thence per Steamers "Nipissing," "Wenonah" and "Wabamik" to points on **LAKE MUSKOKA**, **ROSSEAU**, and **JOSEPH**.

FARES FROM TORONTO AS FOLLOWS:

WASHAGO	- -	\$3.00		BRACEBRIDGE	- -	\$3.50
ROSSEAU	- -	4.00		JOSEPH	- -	4.25

Excursion Tickets, Good for ten Days, issued to Bracebridge and beyond, during the Months of **JUNE, JULY, AUGUST, and SEPTEMBER,**
AT GREATLY REDUCED RATES.

**THIS IS THE ONLY ROUTE TO THE
FREE GRANT DISTRICTS OF MUSKOKA.**

FREE GRANTS OF LAND TO ACTUAL SETTLERS.

Land given away to all comers over eighteen years of age. A family of several persons can secure a Large Block of Land *gratis*.

The Government of Ontario offers, as a Free Grant to any actual settler, over eighteen years of age, One Hundred Acres of Land in the Free Grant Districts.

Heads of Families get Two Hundred Acres as a Free Grant.

Locatees, in addition to obtaining the Free Grant of One Hundred Acres, will be allowed to purchase an additional One Hundred Acres at *Fifty Cents* an acre, *cash*.

F. W. CUMBERLAND, Managing Director.

THE OLD, RELIABLE, AND POPULAR ROUTE

BETWEEN

CANADA AND THE WEST,

IS BY THE

MICHIGAN CENTRAL RAILROAD.

DOUBLE TRACK. STEEL RAIL.

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

5 THROUGH EXPRESS TRAINS DAILY

BETWEEN

DETROIT AND CHICAGO.

Two Night Trains each way on Sunday.

The Passenger Coaches on the M. C. R. R. are all equipped with the MILLER PATENT SAFETY COUPLER and PLATFORM, and have the latest improvements in Heating, Lighting, and Ventilation. The Trucks have Six Wheels, which renders the running Safe and Smooth. All TRAINS are provided with the WESTINGHOUSE AIR-BRAKE.

No Change of Cars between Detroit & Chicago.

BAGGAGE CHECKED THROUGH TO ALL POINTS.

PULLMAN'S PALATIAL SLEEPING CARS ON NIGHT TRAINS.

PULLMAN'S ELEGANT PARLOR CARS ON DAY TRAINS.

☞ First-class EATING HOUSES (with ample time allowed for taking meals) at Detroit, Ann Arbor, Jackson, Marshall, Niles, &c., &c.

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

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

C. H. HURD,

Assist. Genl. Supt.,
DETROIT, Mich.

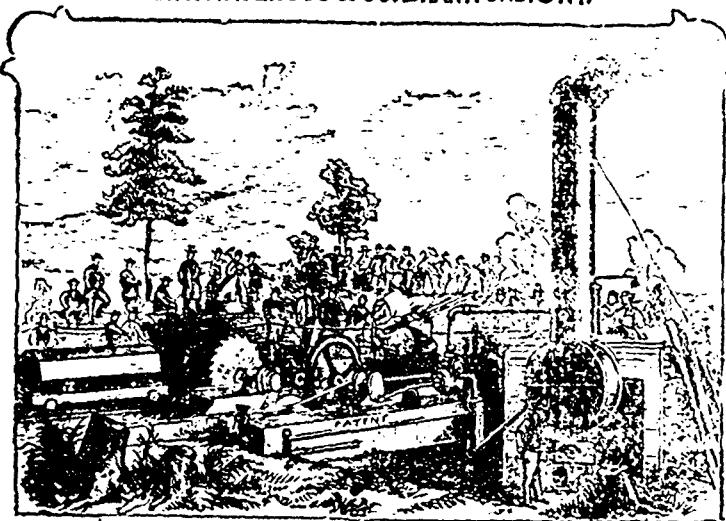
C. SHEEHY,

Pass. Agt. for Canada,
DETROIT, Mich.

H. E. SARGENT,

General Supt.,
CHICAGO, Ill.

Established **BRANTFORD ENGINE WORKS**
 OF ALL SIZES UPRIGHT, HORIZONTAL AND PORTABLE STEAM SAW MILLS &c. &c. 1844.
C. H. WATEROUS & Co. BRANTFORD, ONT.



FIRST PRIZE AND DIPLOMA AWARDED FOR STEAM SAWMILL OPERATED
 PROVINCIAL EXHIBITION, HAMILTON, SEPTEMBER 28, 1884.

Portable Saw Mills our Specialty.

Intending purchasers of Saw Mills, Engines, or Mill Furnishings, would do well to attend the Provincial Exhibition to be held at Toronto in September, where we intend exhibiting the following Machinery, viz. :-

One 20 Horse-power Patent Portable Saw Mill, with Patent Planer, both Saws in operation.

5 Horse-power Patent Portable Engine, with Patent Smoke Burning Boiler, only occupying three and a half by four feet in operation.

Malcolm's Patent Double Block Shingle Mill, greatly improved, in operation.

Rotary Fire Pump in operation.

Trimmer's Grain Scourer.

An assortment of Saws.

An assortment of Saw Gummars.

An assortment of Saw Mill Furnishings.

C. H. WATEROUS & CO.,

Brantford, Ont.

Or **W. H. OLIVE,**

Saint John, N. B.

EASTERN AND MAINE CENTRAL RAILROAD LINE.

The Shortest and Quickest Route to
PORTLAND, BANGOR and ST. JOHN, N. B., and all Points in the
MARITIME PROVINCES; also, to **NORTH CONWAY**
 and the **WHITE MOUNTAINS.**

GENERAL OFFICERS:

EASTERN.

MAINE CENTRAL.

JOHN WOOLDREDGE, BOSTON, Mass.....	President.....	Hon. A. P. MORRELL, READFIELD, Me.
		CHARLES F. HATCH, General Manager, BOSTON, Mass.
J. B. PARKER, BOSTON, Mass.....	Treasurer.....	J. S. CUSHING, AUGUSTA, Me.
J. PRESCOTT, BOSTON, Mass.....	Superinten't....	L. L. LINCOLN, " "
	Assistant do.A. BROWN, " "
W. F. BERRY, BOSTON, Mass.,	General Freight Ag't....	A. HERSEY, " "
GEO. RUSSELL, BOSTON, Mass.,	General Ticket Agent....	J. W. CLAPP, " "
GEORGE F. FIELD, General Passenger Agent, 134 Washington Street, BOSTON, Mass.		
GEORGE BACHELDER,.....General Agent.....PORTLAND, Me.		
C. W. PRATT,Purchasing Agent, Eastern Railroad.....BOSTON, Mass.		

NEW ROUTE TO THE MARITIME PROVINCES.

2 Through Trains Daily to SAINT JOHN.

The Shortest and Only all-rail route to Calais, St Stephen, Houlton, Woodstock, St Andrews, Shediac, &c.

BOSTON TO ROCKLAND, BANGOR, ST. JOHN & HALIFAX

Trains leave Boston, via Eastern Railroad, at 8.30 a. m. and 8.00 p. m. The 8.30 a. m. is a Day Express and runs through without change of cars, arriving at Bangor 7.49 p. m.

The 8.00 p. m. train is Night Express, composed of day cars and Pullman sleeping cars and without change, arriving at Bangor 7.00 in the morning. This train makes close connection with train for St. John and Halifax.

Through Tickets for sale at 134 Washington street, and at the Station on Causeway street. Seats and Berths in Pullman Cars extra charge.

Fare to St. John, \$9.00; to Halifax, all rail, \$14.80, Halifax, via boat, from St. John and Windsor and Annapolis Railway, \$13.50.

Trains leave Boston for Bath, Lewiston and Augusta 8.30 a. m. and 12.30 p. m., arriving at Bath 3.05 and 7.15, Lewiston 2.50 and 7.45, and Augusta 4.15 and 8.22 p. m. No change of cars between Boston and Augusta.

The Knox and Lincoln Railroad, from Bath to Rockland, is completed, and trains run through from Portland without change of cars, twice daily, viz: at 7.00 p. m., and 1.00 p. m. Through tickets for sale at 134 Washington street, and at the Eastern Railroad Station, Causeway street. Fare to Rockland \$4.50.

No change of cars between Boston and Bangor, via Eastern Railroad.

Only 23 hours between Boston and St. John; 19 hours from Portland to St. John. Baggage checked through from Boston to St. John.

First-class Refreshments Rooms at Portland, Brunswick, Danville Junction and Bangor.

EASTERN AND MAINE CENTRAL RAILROAD LINE.

EASTERN.

MAINE CENTRAL.

F. K. LOTHROP,..... Boston, Mass. | *Presidents.* | HON. A. P. MORRILL,..... Readfield, Me.
CHARLES F. HATCH, General Manager, Boston, Mass. 5th July, 1874.

HALIFAX TO BOSTON.

BOSTON TO HALIFAX.

Miles	STATIONS.		Express.		Express.	
	Lve	Ar	a.m.	p.m.	a.m.	p.m.
0	Halifax	I.C.R.R.	8.00			
	Pictou	"	7.45			
	Pt du Cheno.	"	3.15	p.m.		
	St. John	Ar	8.30			
0	Halifax	W.C.A. R.V.	8.30	a.m.		
129	Annapolis	Ar	3.00	p.m.		
270	ST. JOHN	Ar	8.30			
		Ar	9.30	a.m.		
	Fredericton	"	8.00	a.m.		
	St. Stephen	N.B.&C. R.V.	10.15	a.m.		
	St. Andrews	"	9.15	"		
	Woodstock	"	8.09	"		
	Houlton	"	8.15	"		
372	McAdam Jc.	E.C.N.A. R.V.	1.30	p.m.		
263	Vanceboro'	"	2.05	"		
437	Lincoln	"	4.50	"		
470	Oldtown	"	6.15	"		
482	Bangor	Ar	7.00	"		
STATIONS.		Pas.	Ex.	Ex.	Pas.	Ex.
		a.m.	a.m.	p.m.	p.m.	p.m.
482	BANGOR	Lve	8.00	6.45		
545	W. Waterville	"	10.55	12.30		
554	Bolgrade	"	11.15	1.10		
562	Readfield	"	11.33	1.40		
574	Monmouth	"	12.03	2.30		
577	Leeds Junc.	"	12.15	3.50		
587	Lewiston	"	12.50	3.50		
588	Auburn	"	12.55	4.05		
594	Danville Junc.	"	1.33	4.35		
599	N. Gloucester	"	1.48	5.00		
612	Cumberland	"	2.22	6.00		
623	Portland	Ar	2.57	7.12		
	Bangor	"	8.00	7.45		
	Heron Pond	"	8.17	8.11		
	DEXTER	Lve	7.45			
	Newport	"	9.02	8.55		
	Pittsfield	"	9.31	9.10		
	BELFAST	"	8.00			
	Burnham	"	9.48	9.25		
	Clinton	"	10.02	9.55		
	Waterville	Ar	10.35	10.07	a.m.	
	SKOWHEGAN	"	9.30	11.09		
539	Waterville	Lve	10.20	10.02	1.00	
557	Augusta	"	11.30	10.50	2.45	
560	Hallowell	"	11.38	11.09	2.57	
564	Gardiner	"	11.52	11.13	3.14	
573	Richmond	"	12.20	11.38	3.19	
591	Brunswick	"	1.20	12.30	5.35	
604	Yarmouth	"	2.00	1.00	6.10	
620	PORTLAND	Ar	2.50	1.50	7.05	
634	Saco	Lv	3.15	2.09	9.10	
643	Biddeford	"	3.48	2.35	9.40	
654	Kennebunk	"	3.55	2.41	9.45	
654	North Berwick	"	4.18	3.04	10.03	
658	S. Berwick Junc.	"	4.48		10.31	
661	Conway Junc.	"	4.54		10.43	
672	Ports-mouth	"	5.24		10.57	
679	North Hampton	"	5.39	4.10	11.50	
682	Hampton	"			11.46	
690	Salisbury	"			11.53	
692	Newburyport	"	6.20	4.49	12.17	
701	Ipswich	"	6.54		12.37	
708	North Boverley	"				
110	Boverley	"			12.50	
712	Salem	"	7.19	5.40	1.00	
717	Lynn	"	7.32	5.52	1.25	
728	BOSTON	"	8.00	6.20	2.00	
		Arrive	a.m.	p.m.	a.m.	p.m.

Miles	STATIONS.		Ex.		Pas.		Acc.		Ex.		Ex.	
	Leave	Ar	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	
	Boston		8.15						6.20			
	Lynn		8.46						6.50			
	Salem		9.00						7.00			
	Boverley		9.06						7.05			
	N. Boverley											
	Ipswich											
	Newburyport		9.45						7.40			
	Salisbury		9.50									
	Hampton										8.01	
	N. Hampton		10.25								8.06	
	Ports-mouth		10.51								8.23	
	Conway Junc.											
	S. Berwick Junc.											
	N. Berwick		11.07								9.00	
	Kennebunk		11.46								9.28	
	Biddeford		12.01								9.42	
	Saco		12.06								9.47	
	Portland	Ar	12.45								10.20	
		Lv	1.16								10.45	
	Yarmouth		2.00								11.30	
	Brunswick		2.45								12.35	
	Richmond		3.03								1.12	
	Gardner		3.52								1.40	
	Hallowell		4.05								1.59	
	Augusta		4.25								2.10	
	Waterville	Ar	5.30								3.05	
	SKOWHEGAN	Ar	6.2									
	Waterville	Lv	5.20								2.45	
	Clinton		5.08								3.24	
	Burnham	Ar	6.00								3.40	
	BELFAST	Ar	7.50									
	Pittsfield		6.15								3.56	
	Newport	Ar	6.20								4.12	
	DEXTER	Ar	7.35									
	Heron Pond		7.18								5.02	
	Bangor	Ar	7.35								5.30	
	Portland	Lve	1.05									
	Cumberland	"	1.42									
	N. Gloucester	"	2.17									
	Danville Junc.	"	2.37									
	Auburn	"	2.52									
	Lewiston	"	3.00									
	Leeds Junc.	"	3.28									
	Monmouth	"	3.38									
	Readfield	"	4.66									
	Belgrade	"	4.24									
	W. Waterville	"	4.43									
	BANGOR	Ar	7.45									
STATIONS.		Express.		Express.								
		Lve	Ar	a.m.	p.m.							
	Bangor	"	"	7.40	a.m.							
	Oldtown	"	"	8.38	"							
	Lincoln	"	"	10.03	"							
	Vanceboro'	"	"	1.15	p.m.							
	McAdam Jc.	Ar	Ar	1.30	"							
	Houlton	Ar	Ar									
	Woodstock	"	"									
	St. Andrews	"	"									
	St. Stephen	"	"									
	Fredericton	"	"									
	ST. JOHN	Ar	Ar	6.00	p.m.							
	Annapolis	Lve	Lve	8.00	"							
	Halifax	"	"	1.30	"							
		"	"	8.00	"							
	St. John	Lve	Lve	8.09	a.m.							
	Pt. du Cheno.	Ar	Ar	1.45	p.m.							
	Pictou	Ar	Ar	10.20	"							
	Halifax	Ar	Ar	8.40	"							

INTERCOLONIAL RAILWAY.

1st July, 1874.

LEWIS CARVELL,.....General Supt.	GEO. TAYLOR,.....Ass't. Gen. Supt.
ALEXANDER McNAB, . . . Chief Engineer.	J. J. WALLACE,.....Auditor
HENRY A. GRAY,..... Ass't. do.	WILLIAM SADLER,.....Storekeeper
THOMAS FOOT,..... Accountant.	GEORGE RYAN,.....Cashier
HENRY A. WHITNEY,.....Mechanical Supt.	H. W. McCANN,.....Paymaster
A. BUSBY,.....Supt. East. Div. Truro, N. S.	R. LUTTRELL, Supt. West. and Central Div.

PICTOU BRANCH.—EASTERN DIVISION.

TRAINS RUN ON HALIFAX TIME.

Trains—Halifax to Truro and Pictou

Trains—Pictou to Truro and Halifax

Miles.	STATIONS.	Pic. Exp. a.m.	Pic. Mix. a.m.	Pass. Acc. a.m.	Miles.	STATIONS	Pic. Acc. p.m.	Pic. Exp. p.m.	Pic. Mix. a.m.
0	HALIFAX	7 00			0	PICTOU—boat	6 00	2 00	
61	Truro	9 50			1	Pictou Land Train lvo	6 15	2 10	
66	Valley	10 39			9	New Glasgow	6 50	2 32	
79	Union	10 43			12	Stellarton	7 02	2 40	
74	Riversdale	10 55			17	Hopewell	7 25	2 54	
82	West River	11 15			24	Glenarry	7 51	3 13	
89	Hopewell	11 35			31	West River	8 25	3 33	
96	Stellarton	12 05			39	Riversdale	8 56	3 53	
104	New Glasgow	12 13			43	Union	9 13	4 05	
112	Pictou Landing	12 35			47	Valley	9 33	4 20	
113	Pictou	12 45			52	Truro	9 50	4 30	
113	HALIFAX				278	HALIFAX	2 40	9 00	
113	PICTOU—boat	12 45			278	SAINT JOHN	8 30		
	Arrive	p.m.	p.m.	p.m.		Arrive	p.m.	p.m.	

SPECIAL NOTICE.

Through Express Trains from HALIFAX to ST. JOHN, and from ST. JOHN to HALIFAX, will stop at all Booking Stations regularly; and at all Flag Stations (which are marked thus *) when signalled, or when there are passengers to set down.

The Through Accommodation will run to Moncton on Sunday morning. There will be no Freight and Passenger Accommodation Train from Truro to Moncton on Monday morning.

The Through Accommodation will run to Truro on Sunday morning. There will be no Freight and Passenger Accommodation Train from Moncton to Truro on Monday morning.

CONNECTIONS.

ST JOHN—With the E. & N. A. Ry for Fredericton, McAdam Junction, Woodstock, St. Stephen, St. Andrews, Calais, Moncton, and Bangor

WINDSOR JUNCTION—With Windsor and Annapolis Railway for Windsor, Kentville and Annapolis. Point DuChene—With Steamers of the "Prince Edward Island Navigation Company" to and from Summerside and Charlottetown. P. E. I. and to Canso, Port Hood, Pictou and other places in Nova Scotia. With the steamer "Lothian Castle" to and from Restigouche, Bay Chaleur, Chatham and Newcastle. Also with the Steamers of the Quebec and Gulf Ports Steamship Company

PICTOU—With Steamers to and from Shediac, N. B., Charlottetown and Summerside. P. E. I., Canso, Port Hood and Hantsbury, C. B., and with steamers of the Quebec and Gulf Ports Steamship Company.

STAGE CONNECTIONS

Shubenacadie.—With Stages for Matland, Guy's River and Musquodobit. Truro with Stages for Tatamagouche and the North Shore of Nova Scotia. New Glasgow with Stages for Antigonish, Strait of Canso, Arichat, Sydney Cove, Bay St. Peters, and all parts of Cape Breton, also for Guysboro and Sherbrooke. Debert with Stages for Great Village, Economy and Five Islands. Londonderry with Stage for Acadia Iron Mines. Wentworth with Stages for Wallace River. Thomson with Stages for Pugwash and Westchester daily. Athol with Stages for Parrsboro daily. Maccan with Stages for Joggins and Minadie. Anise with Stages for Bay Verte and Cape Tormentine. Shediac with Stages to and from Cocagne, Buctouche, Richibucto, Kouchibouguais, Kouchibouguac, Miramichi, Jattiturst, Dalhousie, and Restigouche. Moncton with Stages for Hillsboro, Hopewell and the Albert Mines. Pettitodiac with Stages to and from Butternut Ridge and Follet River.

Refreshment Rooms at Sussex, Amherst and Truro.

INTERCOLONIAL RAILWAY.

LEWIS CARVELL, General Superintendent.

GENERAL OFFICE, MONCTON, N. B., 27th JULY, 1874.

MAIN LINE.

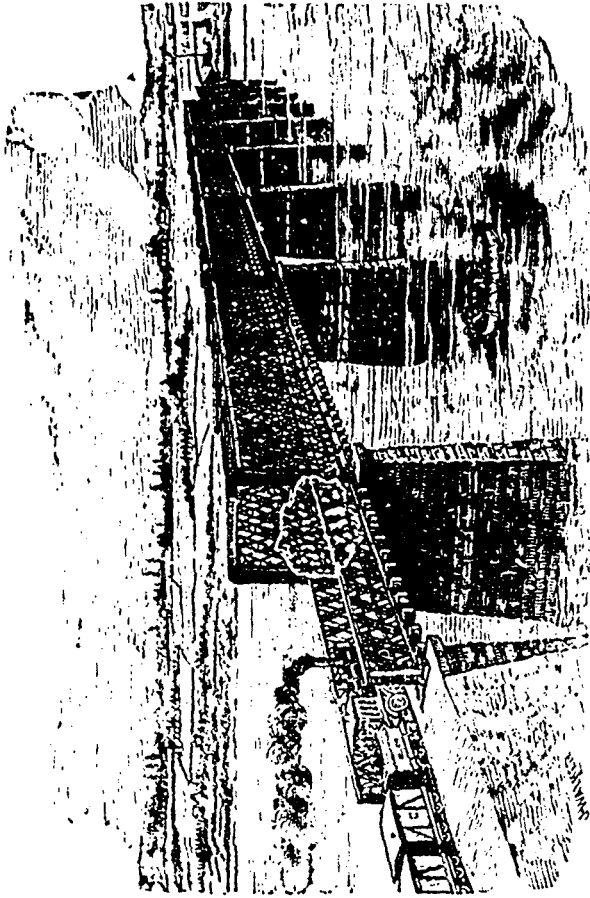
TRAINS - HALIFAX TO SAINT JOHN.

TRAINS - SAINT JOHN TO HALIFAX.

TRAINS - HALIFAX TO SAINT JOHN.						TRAINS - SAINT JOHN TO HALIFAX.					
STATIONS.	Day Exp.	N'gt Exp.	Pic. Acc.	Pass. Acc.	Thro Frgt	STATIONS.	Day Exp.	N'gt Exp.	Pass. Acc.	Thro Frgt	
Halifax	7 00	5 45	11 45	7 00	2 00	St. John	7 00	8 30	10 15	5 00	
1 Mile House	7 10	5 55	11 53	7 10	2 25	3 Moosepath	7 05	8 35	10 20	5 08	
Bedford	7 23	6 08	12 15	7 23	2 43	5 Brookville	7 11	8 41	10 30	5 12	
Rocky Lake	7 31	6 16	12 27	7 31	2 56	6 Torryburn	7 16	8 46	10 39	5 18	
Windsor Junc.	7 37	6 23	12 45	7 37	3 20	7 Riverside	7 19	8 49	10 43	5 21	
Wellington	8 00	6 45	1 15	8 05	3 57	9 Rothesay	7 25	8 54	10 53	5 30	
Grand Lake	8 05	6 51	1 15	8 05	4 05	12 Quispamsis	7 33	9 02	11 03	5 54	
Enfield	8 11	7 05	1 43	8 11	4 30	17 Nauwagesauk	7 47	9 16	11 25	6 30	
Elmsdale	8 19	7 11	1 53	8 19	4 40	23 Hampton	8 00	9 30	11 50	6 30	
Millford	8 25	7 24	2 12	8 25	5 00	26 Passakeag	8 15	9 44	12 11	6 47	
Shubenacadie	8 50	7 36	2 50	8 50	5 53	27 Bloomfield	8 15	9 44	12 11	6 47	
Stowinacke	9 02	7 50	3 05	9 02	6 13	33 Norton	8 25	9 54	12 35	7 04	
Polly Bog	9 14	8 02	3 20	9 14	6 31	39 Apohaqui	8 46	10 16	1 09	7 25	
Brookfield	9 23	8 17	3 30	9 23	6 53	44 Sussex	9 10	10 35	1 20	7 45	
Johnson	9 40	8 28	3 40	9 40	7 10	47 Plumweseep	9 10	10 35	1 20	7 45	
Truro	9 50	8 40	4 00	9 50	7 30	51 Penobscot	9 27	10 53	2 16	8 00	
Ishgonish	10 20	9 09	4 50	10 20	7 45	60 Anagance	9 48	11 15	2 48	8 30	
Debert	10 28	9 19	5 00	10 28	8 25	66 Petitefleur	10 02	11 30	3 15	8 50	
Londonderry	10 40	9 32	5 10	10 40	8 45	71 Pollet River	10 13	11 45	3 35	9 00	
Folly Lake	11 00	9 52	5 20	11 00	9 45	76 Salisbury	10 25	11 54	4 15	9 30	
Wentworth	11 10	10 02	5 30	11 10	10 24	79 Boundary Cr'k	10 33	12 02	4 30	9 43	
Greenville	11 24	10 16	5 40	11 24	10 44	89 Moncton	10 53	12 25	5 19	10 20	
Thomson	11 58	10 51	6 00	11 58	11 14	91 Humphrey	11 00	12 39	5 23	10 20	
River Philip	12 06	11 01	6 10	12 06	11 50	97 Painsec Jc. Arr	11 20	12 50	5 55	10 20	
Salt Springs	12 24	11 18	6 20	12 24	12 55	102 Dorchester Rd.	11 30	13 00	6 19	10 20	
Spring Hill	12 35	11 30	6 30	12 35	1 12	106 Shediac	11 40	13 10	6 50	10 20	
Athol	12 45	11 40	6 40	12 45	1 50	108 Point du Chene	11 50	13 20	7 00	10 20	
Maccan	12 53	11 48	6 50	12 53	2 13	97 Painsec Jc. Lv	11 55	13 25	7 10	10 20	
Nappan	1 05	12 00	7 00	1 05	2 39	101 Meadow Brook	12 05	13 35	7 30	10 20	
Amherst	1 25	12 10	7 10	1 25	3 00	108 Memramcook	12 15	1 45	7 45	10 20	
Aulac	1 39	12 24	7 20	1 39	3 35	116 Dorchester	12 44	2 15	8 15	10 20	
Sackville	1 46	12 32	7 30	1 46	4 03	127 Sackville	12 51	2 22	8 30	10 20	
Dorchester	2 16	1 01	7 40	2 16	4 17	131 Aulac	1 05	2 35	8 45	10 20	
Memramcook	2 35	1 25	7 50	2 35	5 17	138 Amherst	1 25	2 45	9 00	10 20	
Meadow Brook	2 53	1 43	8 00	2 53	5 55	144 Nappan	1 38	2 57	9 15	10 20	
Painsec Jc. Arr	3 05	1 55	8 10	3 05	6 30	147 Maccan	1 45	3 05	9 30	10 20	
Point du Chene	3 30	2 20	8 20	3 30	6 55	151 Athol	1 55	3 15	9 45	10 20	
Shediac	3 35	2 25	8 30	3 35	7 05	157 Spring Hill	2 07	3 27	10 00	10 20	
Dorchester Rd.	3 40	2 30	8 40	3 40	7 35	156 Salt Springs	2 23	3 44	10 15	10 20	
Painsec Jc. Lv	3 50	2 40	8 50	3 50	7 50	161 River Philip	2 32	3 53	10 30	10 20	
Humphrey	3 58	2 48	9 00	3 58	8 00	167 Thomson	2 40	4 01	10 45	10 20	
Moncton	4 06	2 55	9 10	4 06	8 15	181 Greenville	3 06	4 27	11 00	10 20	
Boundary Cr'k	4 18	3 06	9 20	4 18	8 30	174 Wentworth	3 20	4 40	11 15	10 20	
Salisbury	4 30	3 18	9 30	4 30	8 45	191 Folly Lake	3 30	4 50	11 30	10 20	
Pollet River	4 43	3 33	9 40	4 43	8 50	199 Londonderry	3 50	5 10	11 45	10 20	
Petitefleur	5 04	3 54	10 00	5 04	9 15	204 Debert	4 01	5 20	12 00	10 20	
Anagance	5 20	4 02	10 10	5 20	9 30	208 Ishgonish	4 10	5 30	12 15	10 20	
Penobscot	5 44	4 25	10 20	5 44	9 45	216 Truro	4 30	5 50	12 30	10 20	
Plumweseep	5 54	4 35	10 30	5 54	10 00	Johnson	4 50	6 10	12 40	10 20	
Sussex	5 54	4 35	10 30	5 54	10 15	Brookfield	5 01	6 18	12 50	10 20	
Apohaqui	5 42	4 23	12 12	5 42	6 45	Polly Bog	5 13	6 33	10 55	10 20	
Norton	6 00	4 45	12 40	6 00	7 00	Stowinacke	5 26	6 46	11 17	10 20	
Bloomfield	6 15	5 00	1 05	6 15	7 17	Shubenacadie	5 33	7 00	11 34	10 20	
Passakeag	6 18	5 04	1 05	6 18	7 37	Millford	5 52	7 11	11 55	10 20	
Hampton	6 30	5 15	1 30	6 30	7 51	Elmsdale	6 04	7 23	12 13	10 20	
Nauwagesauk	6 43	5 29	1 50	6 43	8 00	Enfield	6 17	7 35	12 33	10 20	
Quispamsis	6 57	5 43	2 10	6 57	8 15	Grand Lake	6 23	7 40	12 41	10 20	
Rothesay	7 05	5 50	2 33	7 05	8 30	Wellington	6 37	7 55	1 00	10 20	
Riverside	7 11	5 56	2 33	7 11	8 40	Windsor Junc	6 45	8 03	1 12	10 20	
Torryburn	7 14	5 59	2 35	7 14	8 46	Rocky Lake	7 06	8 23	1 50	10 20	
Brookville	7 20	6 05	2 48	7 20	8 50	Bedford	7 12	8 30	1 58	10 20	
Moose Path	7 23	6 08	2 48	7 23	9 01	1 Mile House	7 19	8 37	2 10	10 20	
St. John	7 50	6 15	3 00	7 50	9 10	Halifax	7 30	8 50	2 25	10 20	

Trains on Eastern Division run on Halifax time. On Central and Western Division on St. John time.

Windsor and Annapolis Railway.



Connects St. John with Halifax by Steam.

Express Trains leave HALIFAX daily at 8.00 o'clock, A. M., arriving at ANNAPOLIS at 2.55 P. M., connecting there with Steamer for ST. JOHN, N. B., Tuesday, Thursday, Friday and Saturday.

RETURNING—The Steamer leaves ST. JOHN, N. B., Monday, Wednesday, Thursday, Friday and Saturday, at 8 o'clock, A. M., and connects at ANNAPOLIS with Express Train for HALIFAX, at 11.45 P. M.

THE CHEAPEST AND QUICKEST ROUTE BETWEEN

HALIFAX AND ST. JOHN.

Making close connection at the latter City with Trains on the European and North American Railway for CANADA and the UNITED STATES, also with the splendid Steamers of the International Steamship Company to PORTLAND, BOSTON and NEW YORK.

Travellers will find this the pleasantest route between Montreal, Portland, Boston, St. John and Halifax, and all parts of Nova Scotia.

The Road runs through the Valley of Acadia, and the magnificent scenery made celebrated in the story of *EVANGLINE*.

P. INNES, Manager.

JULY 1st, 1874.

WINDSOR AND ANNAPOLIS RAILWAY.

P. INNES, Manager, Kentville, N. S.

[June 1st, 1874.

A. PUTTERILL, Engineer | H. A. PRAT, Accountant.
K. SUTHERLAND, Traffic Superintendent.

GENERAL OFFICES—KENTVILLE

HALIFAX OFFICE—150 HOLLIS STREET.

ST. JOHN TO HALIFAX.

HALIFAX TO ST. JOHN.

Miles	STATIONS.	Pas.	Pas.	Ex.	Miles	STATIONS.	Ex.	Pas.	Pas.		
	ST JOHN, N. B. by Steam [Leave	a.m.	a.m.	a.m.		0 HALIFAX	a.m.	a.m.	p.m.		
0	Annapolis	7.40	2.00	p.m.	0	HALIFAX	8.15	9.20	3.15		
8	Roundhill	8.07	2.17		4	Mile House	8.35	9.35			
14	Bridgetown	8.33	2.35		8	Bedford	8.55	9.53	3.45		
19	Paradise	8.53	2.47		11	Rooky Lake		10.03			
22	Lawrencetown	9.08	2.55		13	Windsor Junc. Ar	8.53	10.10	4.05		
28	Middleton	9.33	3.12			Do.	Lv.	8.55	10.20	4.10	
31	Wilmot	9.46	3.20		16	Beaver Bank	Lv.	9.04	10.42	4.22	
35	Kingston	10.02	3.30		20	Mt. Uniacke	Lv.	9.33	11.20	5.00	
40	Morden Road	10.22			33	Stillwater		11.48	5.25		
42	Aylesford	10.40	3.50		39	Ellershouse	Lv.	10.02	12.00	5.37	
47	Berwick	11.00	4.03		39	Newport	Lv.	10.11	12.13	6.11	
50	Waterville	11.13	4.11		42	Three Mile Plains		12.29			
54	Coldbrook	11.31	4.22		45	Windsor	Lv.	10.32	1.10	6.40	
59	Kentville	11.50	4.35		47	Falmouth	Lv.	10.38	1.20	6.50	
	Do	6.20	12.30	4.45	50	Mount Denson		10.52	1.50	7.00	
64	Port Williams	6.48	12.52	5.00	52	Hantsport	Lv.	11.05	2.10	7.25	
66	Wolfville	6.54	1.01	5.06	57	Avonport		11.10	2.10	7.32	
69	Grand Pre	7.04	1.15	5.14	59	Horton Landing		11.13	2.24	7.36	
70	Horton Landing	7.08	1.20	5.17	60	Grand Pre		11.22	2.37	7.46	
72	Avonport	7.15	1.29	5.23	63	Wolfville		11.28	2.46	7.53	
77	Hantsport	7.33	1.52	5.35	65	Port Williams		11.42	3.05	8.10	
79	Mount Denson	7.40			70	Kentville	Arr	12.00	3.20		
82	Falmouth	7.50	2.13	5.47		Do	Lv.	12.00	3.20		
84	Windsor	8.10	2.55	6.54	75	Coldbrook		12.14	3.39		
87	Three Mile Plains	8.32	3.07		79	Waterville		12.24	4.11		
90	Newport	8.32	3.22	6.11	82	Berwick		12.33	4.26		
93	Ellershouse	8.43	3.35	6.20	87	Aylesford		12.45	4.47		
95	Stillwater	8.55	3.50		89	Morden Road			4.55		
103	Mt. Uniacke	9.35	5.00	6.50	94	Kingston		1.03	5.13		
113	Beaver Bank	10.08	5.34	7.18	98	Wilmot		1.13	5.20		
116	Windsor Junc. Ar	10.20	5.46	7.27	101	Middleton		1.21	5.41		
	Do	Lv.	10.30	6.25	7.30	107	Lawrencetown		1.37	6.04	
118	Rocky Lake		6.34		110	Paradise		1.45	6.16		
121	Bedford	10.48	6.44	7.46	115	Bridgetown		1.59	6.30		
125	Mile House		7.00		121	Roundhill		2.17	6.33		
129	HALIFAX	11.20	7.15	8.10	129	Annapolis		2.35	7.30		
	Arrive	a.m.	p.m.	p.m.	150	ST. JOHN by Steamer		8.00			

Connects at Annapolis on Tuesday, Thursday, Friday and Saturday, with Steamer for St. John, N. B., and on Monday, Wednesday, Friday and Saturday, with "Empress" from St. John, and at Windsor Junction with Intercolonial Railway for Truro and Pictou, N. S.

PORTLAND AND OGDENSBURG RAILROAD.

SAMUEL J. ANDERSON, President. | J. HAMILTON, Superintendent, Portland, Me.
CHARLES H. FOYE, General Ticket Agent.

TRAINS GOING WEST.

TRAINS GOING EAST.

[Nov. 7, 1873.

Miles	STATIONS.	Mix.	Pass.	Miles	STATIONS.	Pass	Mix.
	Leave	a.m.	p.m.		Leave	a.m.	p.m.
0	PORTLAND	7.15	3.15	0	NO. CONWAY	8.30	1.00
5	Westbrook	7.40	3.30	5	Conway Centre	8.40	1.15
11	South Windham	8.05	3.45	11	Fryeburg	8.55	1.40
13	White Rock	8.20	3.55	17	Brownfield	9.10	2.05
17	Sebago Lake	9.00	4.10	24	Hiram Bridge	9.27	2.30
20	Richvillet			27	West Baldwin	9.37	2.45
20	Steep Falls	9.30	4.30	30	Baldwin	9.50	3.05
34	Baldwin	9.54	4.45	36	Steep Falls	10.05	3.30
33	West Baldwin	10.10	5.00	40	Richvillet		
36	Hiram Bridge	10.25	5.10	43	Sebago Lake	10.30	4.10
43	Brownfield	10.55	5.25	47	White Rock	10.40	4.25
49	Fryeburg	11.25	5.40	49	South Windham	10.50	4.40
55	Conway Centre	11.45	5.55	55	Westbrook	11.05	5.05
60	NO. CONWAY	12.00	6.05	60	PORTLAND	11.20	5.30
	Arrive	noon	p.m.		Arrive	a.m.	p.m.

PORTLAND—Connects with all Railways diverging.
 STAGE CONNECTIONS.
 SOUTH WINDHAM—For North Andham, Hiram, Sebago, Naples and Bridgeton.
 EAST BALDWIN—For Sebago and Bridgeton.
 BALDWIN—Daily, for Cornish, Newar Falls and Porter.
 BROWNFIELD—Daily, for Denmark and Brighton.
 FRYEBURG—Daily, for Lovell.

† Flag Stations.

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The following sailings have been arranged for the season (unless prevented by unfore- circumstances):—

FROM GLASGOW.

Saturday, 6th June.
" 20th "
" 4th July.
" 18th "
" 1st August.
" 15th "
" 29th "
" 12th September.
" 26th "

FROM LIVERPOOL.

Tuesday, 9th June.
" 23rd "
" 7th July.
" 21st "
" 4th August.
Wednesday, 19th "
" 2nd September
" 16th "
" 30th "

FREIGHT.—Fine Goods 50 shillings and 10 per cent. primage, or upon as favorable as by any other Trans-Atlantic Steamship Line. Coarse goods and dead weight as agreement.

FARES.—CABIN, 13 guineas; INTERMEDIATE, 8 Guineas; STEERAGE, 3 Guineas. Parties desirous of bringing out their friends should make immediate application to the proprietors, who will grant Certificates of Passage from any place in England, Ireland, or Scotland, to St. John, N. B., which are good for 12 months.

Passages issued, payable on presentation, in sums from £1 upwards.
A Bill of Lading will be signed for a less sum than half a guinea.

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