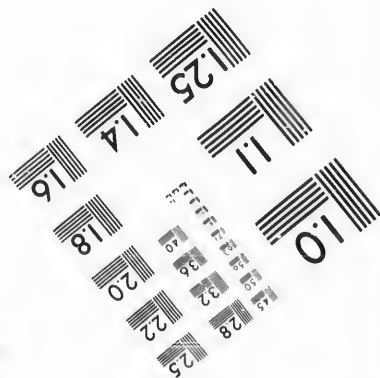
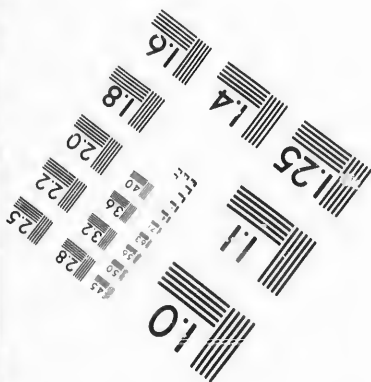
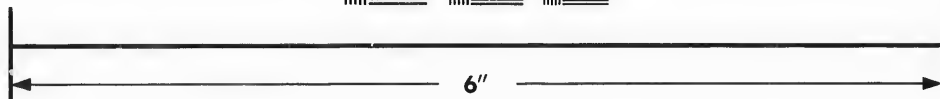
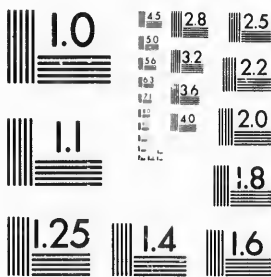


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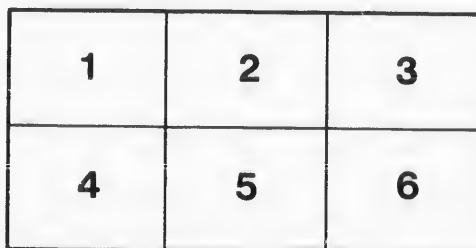
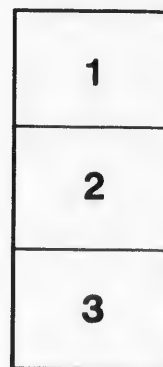
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THROUGH THE

1000 ISLANDS

AND

ST. LAWRENCE

RAPIDS OF THE



and the far-famed

Saguenay River

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Food [unclear] 450

RAND AVERY SUPPLY CO., BOSTON.

1257

MOST IMPORTANT IMPROVEMENT

BETWEEN

MONTREAL AND TORONTO!

MEALS SERVED

IN BEST STYLE

ON TABLE D' HOTE PLAN.

☞ Meals included in the Passage Money. ☜

In order to give increased accommodation at table on board the steamers of the Western Line. This Company has this season constructed a comfortable Dining Room in the aft part of each steamer, which, in addition to the one already in existence, will afford ample room for all, and avoid the necessity of crowding.

TIME - TABLE

On and after FRIDAY, JUNE 3, and until a Steamer of this Company will leave Toronto (excepted), at 2.00 P.M., for Montreal, calling at ports, including Clayton, Round Island, Thousand and Alexandria Bay; and commencing Wednesday will leave Montreal for Toronto at 9.00 A.M. (excepted), calling at intermediate ports as follows.

There being no boat leaving Kingston direct Monday morning, the steamer "PRINCE ARTHUR" will leave Kingston Mondays, at 5.00 A.M., commencing at all regular ports. The fine Steamer "EMERALD" will run regularly between Toronto and Port Hope the season, commencing May 14th.

ROYAL MAIL LINE STEAMERS

Miles.	DOWNWARDS.	UPWARDS.
	Lv Toronto, Daily (Sundays excepted).....	Lv Quebec daily (Sundays excepted).....
44	" Darlington (Bowmanville).....	Arrive at Montreal.....
64	" Port Hope.....	ing.....
70	" Cobourg.....	Lv Montreal, (Cobourg every month excepted).....
178	" Kingston.....	" Lachine (commencing with train 1).....
202	" Clayton.....	" Valleyfield.....
205	" Round Island.....	" Coteau Landing (with train 1).....
508	" Thousand Island Park.....	" Cornwall.....
218	" Alexandria Bay.....	" Prescott.....
241	" Brockville.....	" Brockville.....
261	" Prescott.....	" Alexandria Bay.....
299	" Cornwall.....	" Thousand Island Park.....
329	" Coteau Landing.....	" Round Island.....
378	Arrive at Montreal (go alongside Steamers for Quebec to transfer Passengers and Baggage).....	" Clayton.....
	Lv Montreal.....	558 Arive at Quebec next morning, connecting there with Steamers for the Saguenay River, and at Point Levi (opposite Quebec) with the Intercolonial Railway for all places in the Maritime Provinces.
	2.00 p.m.	7.00 " Ar Kingstor.....
	5.20 "	Lv Kingstor.....
	6.50 "	" Cobourg.....
	7.20 "	" Port Hope.....
	5.00 a.m.	" Darlington (Bowmanville).....
	6.30 "	Ar Toronto.....
	7.00 a.m.	
	8.30 "	
	1.00 p.m.	
	3.15 "	
	3.30 "	
	9.00 "	
	10.00 "	
	7.00 "	
	6.30 a.m.	

RAILWAY CONNECTIONS

GRAND TRUNK, ROME, WATERTOWN, BURG, AND CANADIAN PACIFIC

Commencing about June 3, the Steamer "EMERALD" will run between Clayton and Alexandria Bay, Thousand and Alexandria Bay, making frequent trips to Alexandria Bay for Westminster Park, leaving on arrival of trains from New York and Niagara.

TIME-TABLE

FRIDAY, JUNE 3, and until September 30, a company will leave Toronto daily (Sundays excepted), for Montreal, calling at all intermediate ports, Round Island, Thousand Island Park, Clayton, and commencing WEDNESDAY, JUNE 1, for Toronto at 9.00 A.M. daily (Sundays excepted) at intermediate ports as per Time-Table. That leaving Kingston direct for Montreal on the steamer "PRINCE ARTHUR" will leave at 5.00 A.M., commencing July 6, calling at Clayton. The fine Steamer "EMPRESS OF INDIA" will leave between Toronto and Port Dalhousie during the month of May 14th.

MAIL LINE STEAMERS.

DOWNWARDS.	UPWARDS.
2.00 p.m.	Lv Quebec daily, (Sundays excepted) 5.00 p.m.
5.20 "	Arrive at Montreal next morning 6.30 a.m.
6.50 "	Lv Montreal, (Canal Basin) every morning (Sundays excepted) 9.00 "
7.20 "	" Lachine (connect with noon train) 12.30 p.m.
5.00 a.m.	" Valleyfield 6.30 "
6.30 "	" Coteau Landing (connects with train leaving Montreal at 5 p.m.) 6.40 "
6.40 "	" Cornwall 9.30 "
7.00 "	" Dickenson's Landing 2.30 a.m.
7.30 "	" Prescott 9.00 "
9.00 "	" Brockville 10.00 "
10.00 "	" Alexandria Bay 11.30 a.m.
1.00 p.m.	" Thousand Island 12.00 noon
3.15 "	" Round Island Park 12.15 p.m.
3.30 "	" Clayton 12.30 "
7.00 "	Ar Kingston 2.30 "
6.30 a.m.	Lv Kingston 5.00 "
	" Cobourg 1.30 a.m.
	" Port Hope 2.10 "
	" Darlington (Bowmarville) 3.30 "
	Ar Toronto 8.00 "

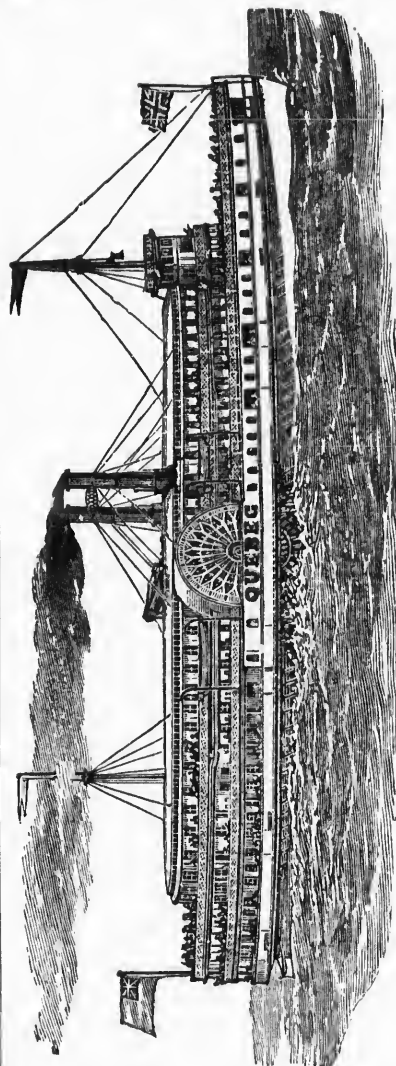
RAILWAY CONNECTIONS.

ROME, WATERTOWN & OGDENS-AND CANADIAN PACIFIC.

On June 3, the Steamer St Lawrence will leave Toronto and Alexandria Bay, calling at Round Island Park, making ferry connection at Westminister Park, leaving Clayton on arrival at New York and Niagara Falls.

Richelieu and Ontario NAVIGATION COMPANY.

Palatial Steamers "Quebec" and "Montreal."



Lighted throughout with Electric Light.

NEWLY RENOVATED AND RICHLY UPHOLSTERED, FURNISHED WITH ALL THE LATEST MODERN IMPROVEMENTS, Unsurpassed for **SPEED, COMFORT AND SAFETY**, and replete with every luxury. The only direct daily water route between **MONTREAL and QUEBEC.**

INFORMATION FOR TOURISTS.

TRAVELLERS from Niagara Falls via Toronto for the Thousand Islands and Rapids of the St. Lawrence, leave by New York Central Railroad for LEWISTON, or Niagara, thence by steamer direct for Toronto, or from the Clifton House by rail to Toronto; they can also go from Suspension Bridge by rail via Hamilton.

The steamers and railways reach Toronto in ample time to connect with the splendid steamers of the Richelieu & Ontario Navigation Co., leaving daily (Sundays excepted) at 2 o'clock P. M., for the different ports on Lake Ontario to Kingston, and through the Thousand Islands and Rapids of the St. Lawrence, running under the Great Victoria Bridge, arriving at Montreal at 5.30 P.M., connecting with this Company's MAGNIFICENT STEAMERS for Quebec.

A brief sketch of the cities and towns at which these steamers call may not be uninteresting to the tourist, especially as they are made during daylight.

LEWISTON.—This village is a place of considerable importance, being situated at the head of navigation on the lower Niagara.

Once on board, the steamer passes along Niagara River for about seven miles, the current still running very rapidly, until it finds its way into Lake Ontario. Situated nearly opposite Lewiston is

QUEENSTON.—This village is associated in history with the gallant defence made by the British on the adjacent heights in the war of 1812. Brock's Monument stands on these heights, and is 185 feet high. The next stopping place is

NIAGARA, one of the oldest towns in Ontario, and was formerly the capital of the Province. The trade of this place has been largely directed to St. Catherine's since the completion of the Welland Canal.

Almost immediately after leaving Niagara we pass between the two forts, Niagara and Massasauga. From this point we pass into the lake, and once in the centre, almost lose sight of the land behind; and the City of Toronto immediately in front, on approaching which the sight from the steamer is very fine. Its public buildings and wharves show it to be a city of importance and prosperity.

TORONTO is the Capital of the Province of the most flourishing cities in the Dominion. Its beautiful bay, separated from the lake by a point called Gibraltar Point, which serves to form a safe harbor. Its streets are broad and well laid out, and generally is built of a light-colored brick, of a soft texture. Its buildings are very substantial and many of them are over fifty churches and about fifteen banks, and its edifices are strikingly grand. Its fine harbor is well adapted for extensive traffic, and various lines of lake steamers run daily to all ports East and West. Five lines connect the city with all places of importance.

Having viewed Toronto, we arrange for the steamer to go eastward, which may be done either by the steamer or by the railway. We choose the former, we avail ourselves of the superior transportation afforded by the boats of the Richelieu & Ontario Navigation Co. (Royal Mail Line), which leave their wharves for Montreal at 2 o'clock, P.M. Next stopping place is

DARLINGTON, which has a large quantity of lumber and other products from the interior; it is the next town of Bowmanville, which is two and one-half miles from the next calling place is

PORT HOPE, situated sixty-three miles from Toronto, its harbor is one of the best on the lake; it is a pretty town with a population of over 6,000 inhabitants. The Midland Railway, Peterboro', and other towns in the interior make calls here. Six miles further the steamers call at

COBOURG, a town of 5,000 inhabitants; situated on the banks of an exceedingly fertile section of the country, it has a commodious harbor; an extensive trade in grain, and other products is carried on here. After leaving this town the next stopping place is the city of

KINGSTON, which after Quebec and Halifax, is the second largest city in the Dominion. A settlement was begun here in 1674, under Governor De Courcelles in 1672, and was called Cataraqui. Subsequently a massive stone fort was built here, called de Frontenac, and received his name. This fort was in the possession of the French and the Indians, until it was taken by the expedition under Col. Bradstreet in 1758. It fell into the hands of the English, from whom it received its present name. A large trade is done here in the transportation of goods from lake vessels into barges. Amongst other public buildings are the Provincial Penitentiary, the Military School, and the

On leaving Kingston (5.00 A.M.) the steamer goes to the wonderful and beautiful collection of isles known as the

Capital of the Province of Ontario, and one of the largest cities in the Dominion. It is situated on a peninsula known as the "Point St. Charles" which serves to form a safe and well-sheltered harbor. The streets are broad and well laid out, and the city is built of light-colored brick, of a soft, pleasing tint. Its architecture is substantial and many of them beautiful. There are about fifteen banks, and many of these are grand. Its fine harbor affords great facilities for trade, and various lines of lake and river steamers ply East and West. Five lines of railways also connect this place of importance.

In Toronto, we arrange for the continuation of our route, which may be done either by boat or rail. If we prefer to avail ourselves of the superior accommodations of the Richelieu and Ontario Navigation Company, we can leave their office (St. Lawrence Street) at 10 o'clock, P.M. Next morning our call is at Kingston.

Kingston, which has an extensive trade, is the port of call of the Richelieu and Ontario Navigation Company, which is two and one-half miles inland. The distance from Toronto is

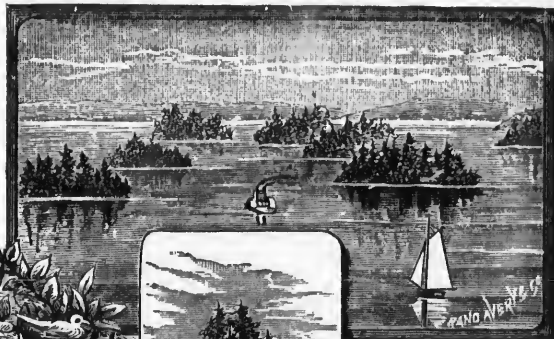
sixty-three miles from Toronto. The city of Kingston is situated on the east end of the lake; it is a pretty town and contains many fine buildings. The Midland Railway from Lindsay, Ontario, terminates here. The steamers call at

Kingston, which has a population of 5,000 inhabitants; situated in the centre of the province, it has a safe and extensive trade in grain, iron-ore, and other commodities. After leaving this town the next stop is

at Brockville, which, after Quebec and Halifax, has the strongest fortification in the Dominion. A settlement was begun here by the French in 1672, and was known as Fort Frontenac. In 1758 a massive stone fort was erected by Count de Frontenac, which received his name. This fort was alternately in the hands of the French and the Indians, until it was destroyed by the British in 1758. Finally the place was taken by the English, from whom it received its present name. The principal trade is done here in the transshipment of grain and other commodities. Amongst other public buildings are the Court House, the Military School, &c.

At 5.00 A.M. the steamer soon enters the beautiful collection of isles known as

THE THOUSAND ISLANDS.



These islands commence near Kingston, and extend downward to Brockville, a distance

of over fifty miles. They form the most numerous collection of river islands in the world, are of every imaginable shape, size and appearance, some being mere dots of rock a few yards in extent, others

covering acres, thickly wooded, and presenting the most charming appearance of rich foliage conceivable. At times the steamer passes so close to these islands that a pebble might be cast on their shore; while, looking ahead, it appears as though further progress was effectually barred, when rounding the points amid widening passages and bays the way is gradually opened before us. Again the river seems to come to an abrupt termination. Approaching the threatening shores, a channel suddenly appears, and you are whirled into a magnificent amphitheatre of lake, that is, to all appearance, bounded by an immense green bank. At your approach the mass is moved as if by magic, and a hundred little isles appear in its place. Such is the charming scenery presented on this beautiful route. It is a famous spot for sporting; myriads of wild fowl of all descriptions may here be found. Angling is considered very good, and one of the best places on the St. Lawrence, from the great quantity and size of the fish. These islands are becoming famous as a summer resort by the great monied men of the United States, numerous handsome villas having been erected thereon, and other improvements going on increasing every year. By this line tourists have the option of going through these beautiful islands either by the British or American channel.

INFORMATION FOR TOURISTS

— VISITING THE —

RIVER SAGUENAY.

HERE are many objects of interest to note in making this excursion. In leaving Québec, there is a fine view of the city and harbor from the promenade deck of the steamer. Cape Diamond, with its citadel and battlements, the city surrounding same on all sides, with its domes and spires, the ramparts and batteries crowning this thriving town, the fertile plains of Beauport in the foreground, lend an enchantment to the sight not to be surpassed. The harbor improvements. The Louise Tidal Basin, the largest on this continent. Looking across on the south side, opposite Québec, there stands the growing town of Lévis of about 30,000 inhabitants, being the terminus of the Grand Trunk Railway, the Québec Central and Intercolonial Railways. The terminus also of the Royal Mail Ocean Steamers. A little back of the town stands the celebrated fortifications built by the imperial government. There is also a graving dock, the most extensive in size in America. The "Montmorency Falls" charms the beholder as the steamer swiftly glides by. Then turning from the city, we see the Island of Orleans, which Jacques Cartier in 1535 christened the "Isle of Bacchus," so called from the luxuriant growth of its wild grape-vines. It is situated nine miles below Québec; it is twenty miles in length, and six in its greatest width. There are several villages scattered over its surface; its soil is very fertile; it rises to a considerable elevation at its western extremity, the high land being fully 350 feet above the water level. There are numerous Catholic churches and one Protestant. The total population of the island is between 6,000 and 7,000. A ferry steamer plies regularly between the city and the island.

CAPE TOURMENT

As soon as the Isle of Orleans is passed and seen; it rises to an altitude of about 2,000 feet. In 1816, at this elevation a cross was erected in 1816, which is a small chapel erected in 1870.

GROSSE ISLE

is now seen in full view; it is noticed as a quarantine station for Québec. Many of the islands are renowned for the quantity of game which flock to them in season. At this point the steamer considerably, and ere long has reached the shore. render its shores almost invisible from the steamer. Passing onward, we view Bai-aux-Coudres, which is remarkable for its scenery. All along the route the river presents a fine panorama of the wildest scenery, only seen on the Saguenay River.

MURRAY BAY

is now reached, a favorite watering-place. Lawrence. The village is picturesquely situated on the rising hills and wild scenery. This is a favorite resort for the fashionable world and also for families of high social position being unsurpassed. Comfortable hotels and well-arranged boarding-houses, also available, which are rented to visitors. Here also a hot spring, whose waters are highly recommended for medicinal purposes also good sea bathing and fine scenery. It is renowned as a sporting-place, both for anglers and hunters. It is surrounded by numerous lakes, all well stocked with reputed trout usually supplied on board the Saguenay steamers. Some miles below Murray Bay.

THE PILGRIMS

are seen. They consist of a remarkable number of islands which from their height are visible at a distance. The "mirage" seeming constantly to dwell on the water. refraction of the sun's rays, owing to the peculiar position of the islands covered with vegetation. Steaming across the Saguenay River.

RIVIERE DU LOU

is reached, situated on the south shore. It is connected with the Intercolonial Railway. Tourists from the Atlantic States or Provinces, via Halifax, will leave of us here. Those desirous of visiting the Saguenay watering-place of

CAPE TOURMENT.

Isle of Orleans is passed, this cape is well known for its altitude of about 2,000 feet. On the highest point a lighthouse was erected in 1816, which was replaced by a new one in 1870.

GROSSE ISLE

A full view; it is noticeable as being the first one for Quebec. Many islands are now visible for their scenic beauty, and very fertile, and the quantity of game of all sorts which they afford in season. At this point the river widens and here long has reached such a width as to be almost invisible from the deck of the steamer. Onward, we view Baie St. Paul and Isle d'Antoine which is remarkable for its rich iron mines. At this point the river presents one continuous panoramic scenery, only second to the noble

MURRAY BAY

Murray Bay is a favorite watering-place of the Lower St. Lawrence. The village is picturesquely situated amid beautiful scenery. This is a favorite summer resort for the world and also for families, the accommodations are surpassed. Comfortable hotels, well furnished and boarding-houses, also numerous cottages are available for visitors. Here also is a valuable mineral water which is highly recommended to invalids; it is good for sea bathing and fine bracing air. It is a sporting-place, both for anglers and field sports, and numerous lakes, all well stocked with fish, are usually supplied on board the company's Saguenay, some miles below Murray Bay,

THE PILGRIMS

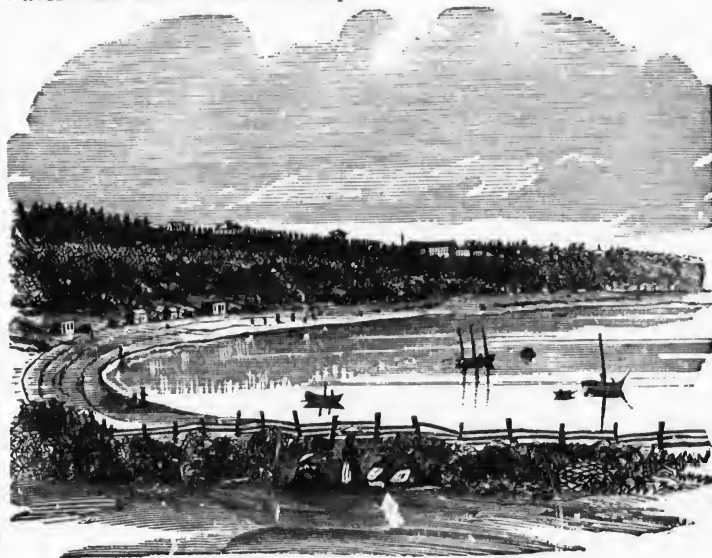
They consist of a remarkable group of rocks, whose height are visible at a great distance, the steamer stopping constantly to dwell about them, due to the sun's rays, owing to the rocks being sparsely covered with vegetation. Steaming across the river,

RIVIERE DU LOUP

located on the south shore. Connection is made with the Canadian Colonial Railway. Tourists to or from the Maritime Provinces, via Halifax or St. John, take the steamer. Those desirous of visiting the far-famed

"CACOUNA,"

can, after an exceedingly pleasant drive of about six miles, bordering the sea shore, find themselves in a fashionable resort containing a splendid hotel, the St. Lawrence Hall, and numerous private sea-side cottages. The bathing is very good. The lover of Nature will enjoy the beautiful effect of a June or July sunset as seen from here. There are two very fine water-falls at Riviere du Loup.



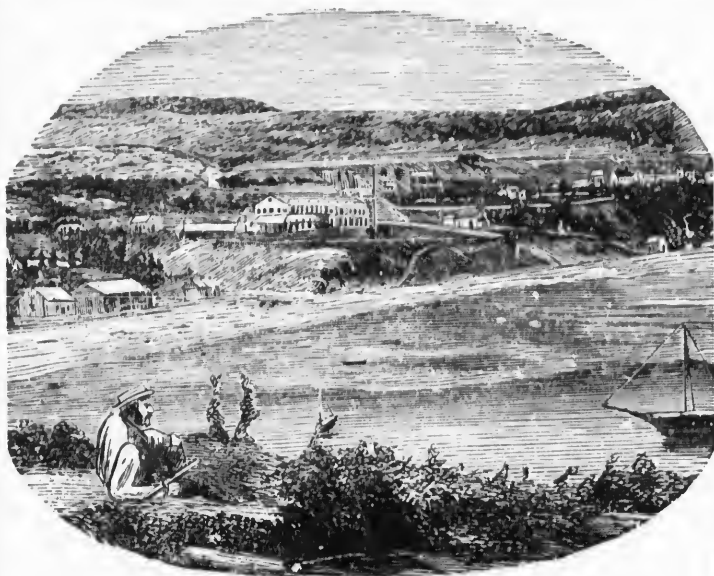
CACOUNA BAY.

Leaving the wharf, the boat points her course again to the opposite shore, and in less than two hours we find ourselves at

"TADOUSAC,"

which is at the mouth of the far-famed Saguenay. This is a very pleasant spot. There is a fine hotel here, and in connection with it all kinds of sports for the amusement of visitors. The bathing at this place is very superior. A large number of villas have been erected, including one built by his excellency Earl Dufferin, now owned by Sir R. Cameron of New York.

Tadoussac is interesting from its having been from an early period the capital of the French settlements, and one of their chief trading posts. The great white Hotel throws its shadow over the little two-hundred-year-old chapel of the Jesuits, which stands at the foot of its lawn still preserved in all the simplicity of its time. Here are the ruins of a Jesuit establishment, and on this spot once stood the first stone and mortar building ever erected in America, the home of Father Marquette,



TADOUSAC.

the explorer of the River Mississippi. A cluster of pine trees over 200 years old has grown from the centre of these historical ruins. Getting aboard again, we now really enter the justly renowned Saguenay. At every turn of the boat some new attraction is discovered; our eyes are strained that we may catch a glimpse of all the magnificent grandeur that now bursts upon us.

THE SAGUENAY RIVER

is unquestionably one of the most remarkable rivers of the continent. Its waters are very clear, and abound in a great variety of fine fish. The scenery is wild and romantic in the highest degree. The first half of its course averages half a mile in width, and runs through an almost untrodden wilderness. This wonderful river seems one huge mountain, rent asunder at remote ages by some great convulsion of Nature. The shores are composed principally of granite, and every bend presents to view an imposing bluff. Many of these tower perpendicularly into the air, and seem ready to totter and fall at any moment.

CAPES ETERNITY AND TRINITY

are worthy of note. The first rises to a height of 1,900 feet, and the other only a little less. If the only recompense for the visit to the Saguenay was a sight of these stupendous promontories, we are quite sure no visitor would regret it. The steamers shut off steam when approaching these capes, and the captain shapes his course to give the passengers



CAPE ETERNITY.

the best view. The echo produced by the whistle is very fine. The water is said to be deep at the base of the rocks. Cape Eternity is the most imposing. Nothing can surpass the scenery. The fishing of the Marguerite and other steamers glides up the River Saguenay,



TRINITY ROCK.



CAPE ETERNITY.

the echo produced by blowing the steam-
e. The water is said to be over 1,000 feet
of the rocks. Cape Eternity is by far the
othing can surpass the magnificent salmon
rguerite and other streams. As the boat
r Saguenay,



TRINITY ROCK.

HA! HA! BAY

is reached, which is sixty miles from its mouth. It is a magnificent bay. The name arises from the circumstance of early navigators, who, not finding landing and anchorage until reaching this bay, at last broke out laughing, Ha! Ha! when touching bottom with their anchors. Good fishing and first-class hotel accommodation can be had here. The one kept by Mr. Peter McLean gives full satisfaction to its numerous guests. Fine views of the magnificent bay can be had from the hotel, and the surrounding scenery is truly grand.

CHICOUTIMI,

abounding in water-falls, lumber-mills, trout and salmon-fishing. From this place the return journey commences, and passes over again all the glorious scenes which we had before enjoyed. Long descriptions can convey but a faint idea to the reader. The trip must be taken before the grandeur of the Saguenay is understood and appreciated.

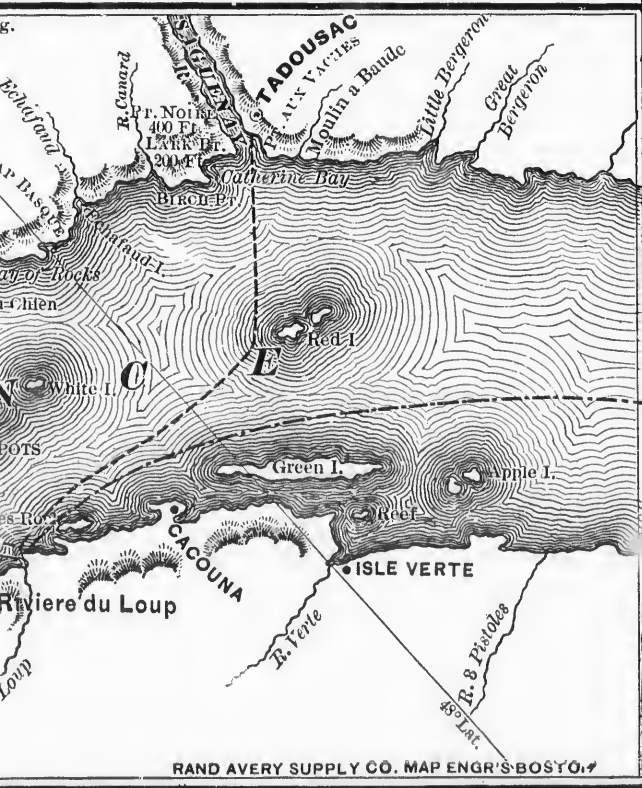
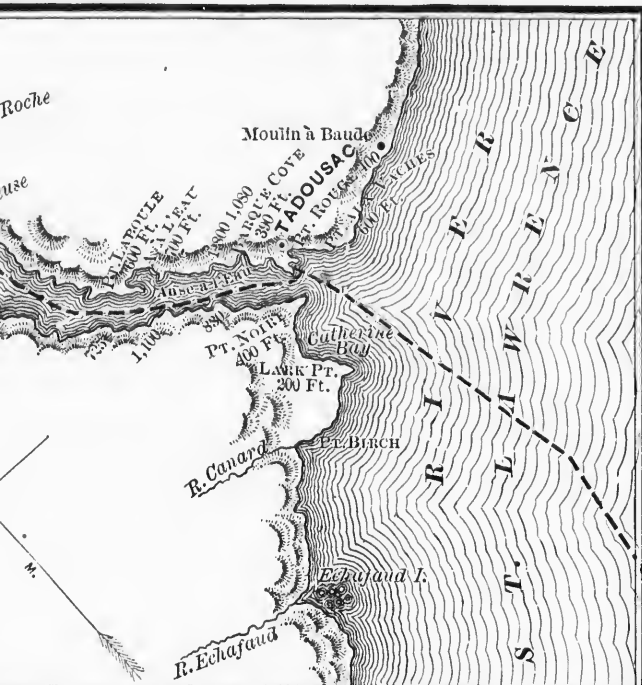
This beautiful trip is easy of accomplishment, as two magnificent steamers run regularly to Ha! Ha! Bay, and the Steamer "MAGNET" from June 1 to November 1, will leave three times a week for Murray Bay at 10 o'clock A.M. on Tuesdays and Thursdays, and at 1.00 P.M. on Saturdays, offering to the travelling public great inducements to enjoy a sea-water trip and return Sunday or Monday morning by the Steamer "ST. LAWRENCE" or "UNION," on board of which the pleasure-seeker will experience all that comfort and accommodation necessary to the full enjoyment of such a trip. After leaving this port and steaming up the river, we arrive at

QUEBEC.

The traveller on his return, if time permits, ought to take a rest at Quebec, visiting churches, picture-galleries, the University, the Citadel, the timber coves, the Plains of Abraham, the Terrace, Spencer Wood, and Cap Rouge, also the extensive harbor improvements, and the graving dock at Levis. These are all favorite resorts, and the drives to them can hardly be surpassed in beauty, while they are replete with interest to the student and tourist.

HOTELS.

St. Louis and Russell's houses, both kept by Messrs. Russell, are the principal ones. The Albion, Henchey's, Mountain Hill and Blanchard Houses, are likewise good and popular houses.



RAND AVERY SUPPLY CO. MAP ENGR'S BOSTON.



SAGUENAY RIVER LINE.

OFFICIAL TIME-TABLE

From the 17th of June to the 15th of September, 1887.

LOCAL STEAMER TO MURRAY BAY.

From June 1st to November 1st Steamer "MAGNET" will leave Quebec three times a week, on Tuesday and Thursday at 10.00 A.M., and Saturday at 1.00 P.M., calling at Bay St. Paul, Eboulments.

RETURNING: Monday, Wednesday and Friday, leaving Murray Bay at 7.00 A.M., calling at the above ports.

Distance	PORTS.	Steamer	Steamer	Steamer	Steamer	Steamer
		ST. LAWRENCE	UNION,	UNION,	ST. LAWRENCE	UNION.
		Leaves Tuesday.	Lvs. Wednesday	Leaves Friday.	Lvs. Saturday.	
55	Quebec.....	7.30 a.m.	7.30 a.m.	7.30 a.m.	7.30 a.m.	7.30 a.m.
55	Arr. Bay St. Paul.....	11.30 a.m.	11.30 a.m.	11.30 a.m.	11.30 a.m.	11.30 a.m.
66	" Eboulments.....	12.30 p.m.	12.30 p.m.	12.30 p.m.	12.30 p.m.	12.30 p.m.
82	" Murray Bay.....	2.00 p.m.	2.00 p.m.	2.00 p.m.	2.00 p.m.	2.00 p.m.
112	" Riviere du Loup.....	5.00 p.m.	5.00 p.m.	5.00 p.m.	5.00 p.m.	5.00 p.m.
134	" Tadousac.....	7.30 p.m.	7.30 p.m.	7.30 p.m.	7.30 p.m.	7.30 p.m.
166	" L'Anse St. Jean.....	9.00 p.m.	9.00 p.m.	9.00 p.m.	9.00 p.m.	9.00 p.m.
207	" Ha! Ha! Bay.....	*Wednes. a.m.	*Thurs. a.m.	*Saturday a.m.	*Sunday a.m.	*Sunday a.m.
235	" Chicoutimi.....	*R.	*R.	*R.	*R.	*R.
Rtn	Lvs. Chicoutimi.....	*RET.	*RET.	*RET.	*RET.	*RET.
69	Arr. L'Anse St. Jean.....	a.m.	a.m.	a.m.	a.m.	a.m.
101	" Tadousac.....	Wed 12.30 p.m.	Thurs. 2.30 p.m.	Sat'y 2.30 p.m.	" 2.30 p.m.	" 2.30 p.m.
123	" Riviere du Loup.....	" 5.00 p.m.	" 5.00 p.m.	" 5.00 p.m.	" 5.00 p.m.	" 5.00 p.m.
153	" Murray Bay.....	" 10.00 p.m.	" 10.00 p.m.	" 10.00 p.m.	" 10.00 p.m.	" 10.00 p.m.
189	" Eboulments.....	" 11.30 p.m.	" 11.30 p.m.	" 11.30 p.m.	" 11.30 p.m.	" 11.30 p.m.
184	" Bay St. Paul.....	Friday a.m.	Monday a.m.	Monday a.m.	Monday a.m.	Monday a.m.
225	" Quebec.....	Thu. 7.00 a.m.	Fri. 7.00 a.m.	Sun. 7.00 a.m.	" 7.00 a.m.	" 7.00 a.m.

* Indicates that the steamer arrives and leaves according to the tides.

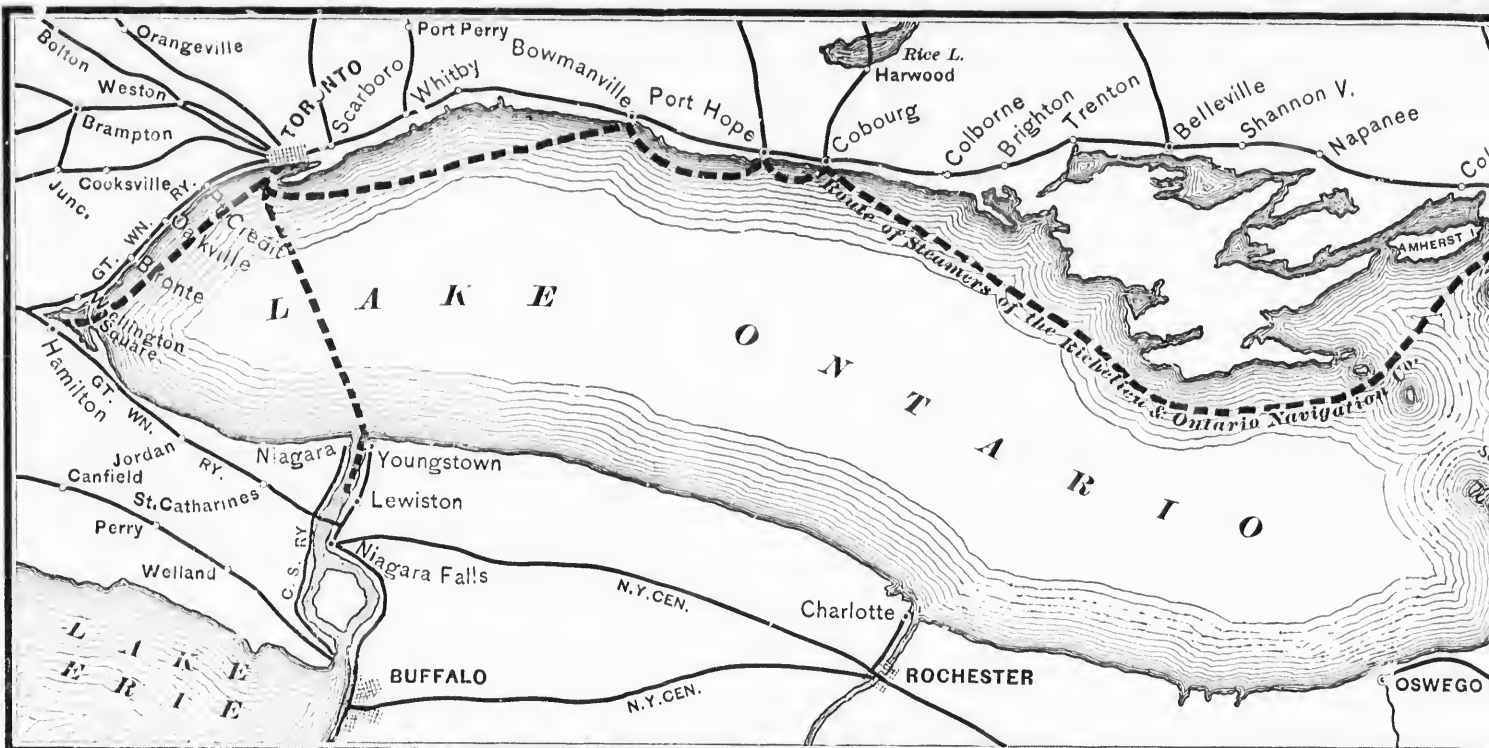
Ha! Ha! Bay: Occasionally, when the tide suits, the steamer proceeds to Chicoutimi before calling at Ha! Ha! Bay.

P. S. — From the first of May to the 15th of November, a steamer will leave Quebec every week, on Tuesday and Friday at 7.30 a.m., touching at all the ports, except from June 20 to September 15, Wednesday and Saturday.

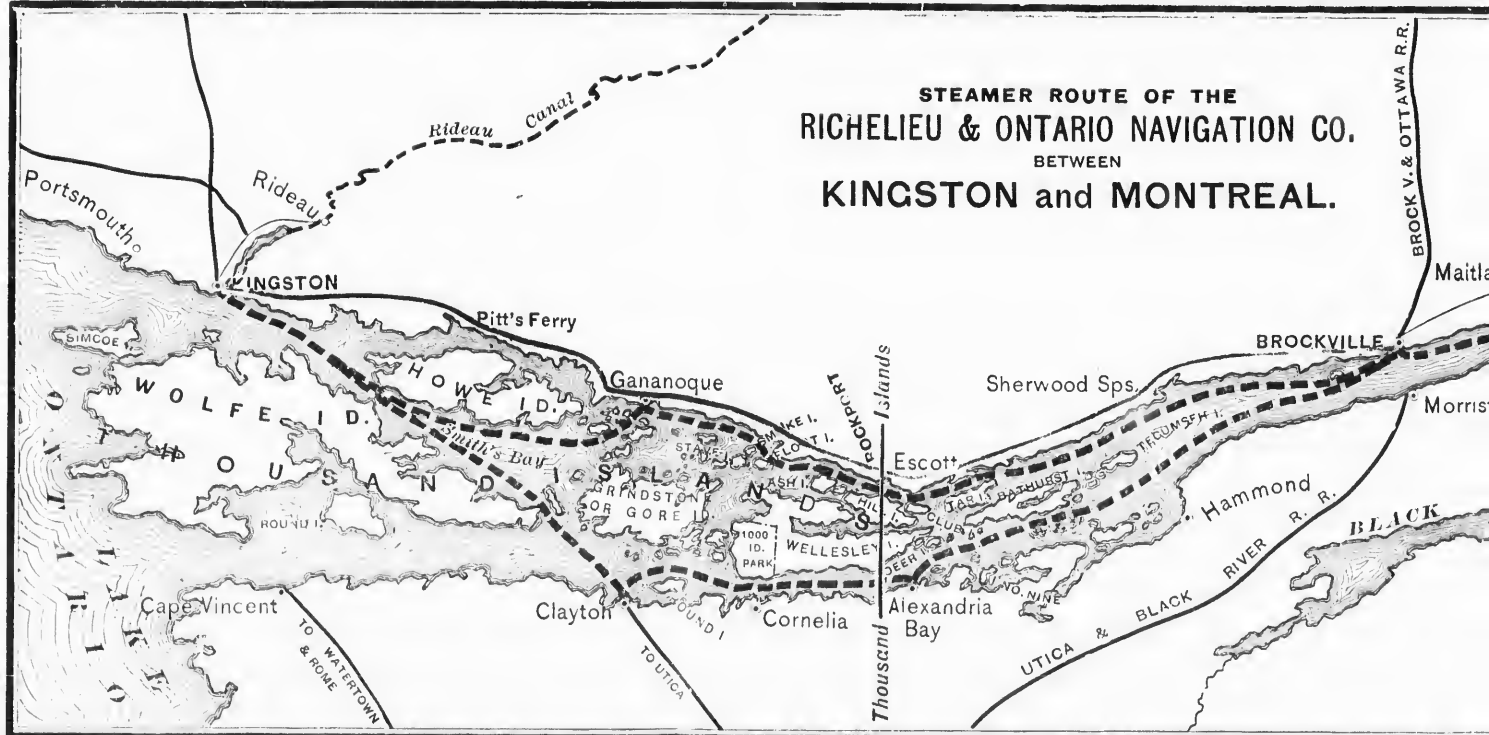
Tickets can be secured from all the Company's Agents in the United States and Canada, also at the Offices St. Andrew's Wharf, Napoleon Wharf and opposite St. Louis Hotel, Quebec.

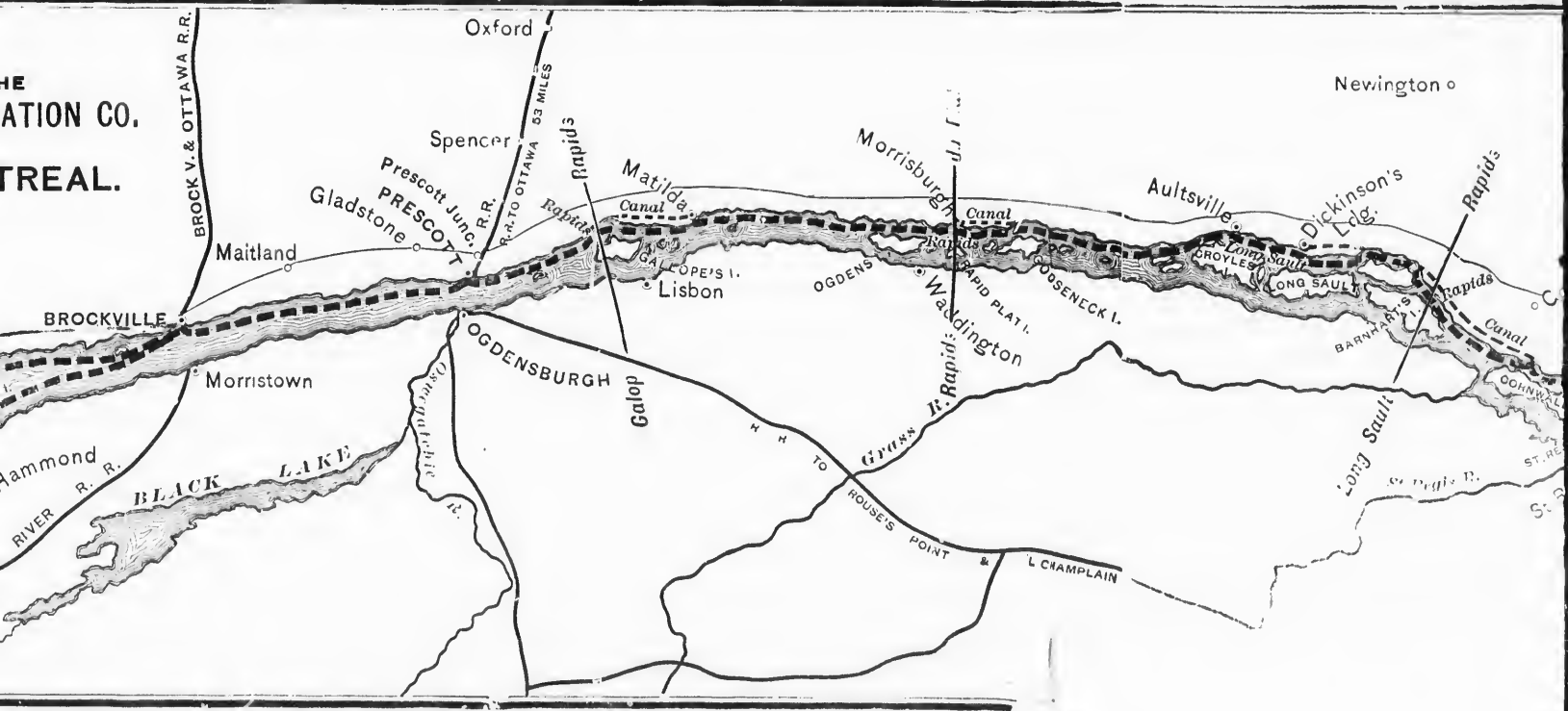
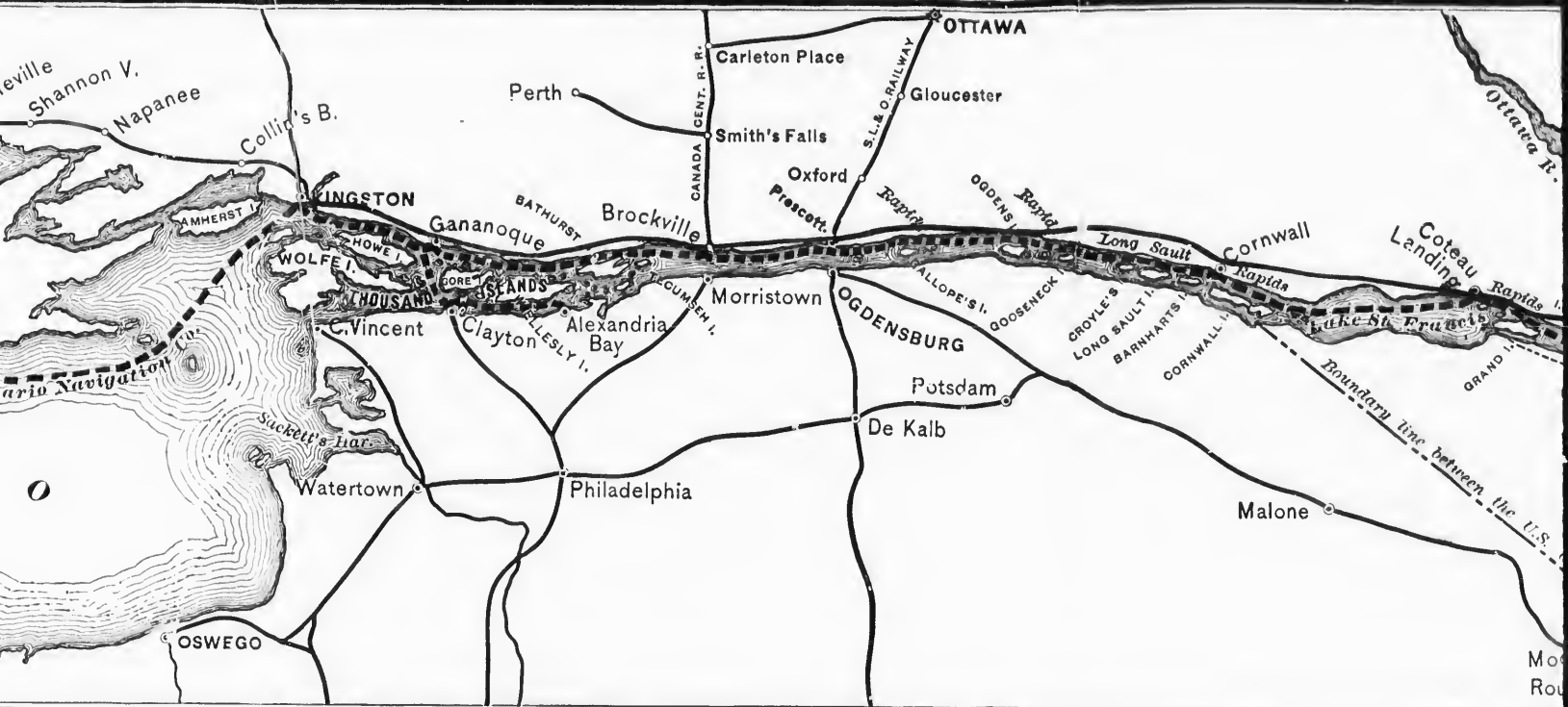
Steamer "UNION" will commence on or about May 4, will run until about November 15. Steamer "ST. LAWRENCE" will commence about June 17, until about September 15. Returning, the departure from Murray Bay will be at 10.00 P.M., stopping at the way ports.

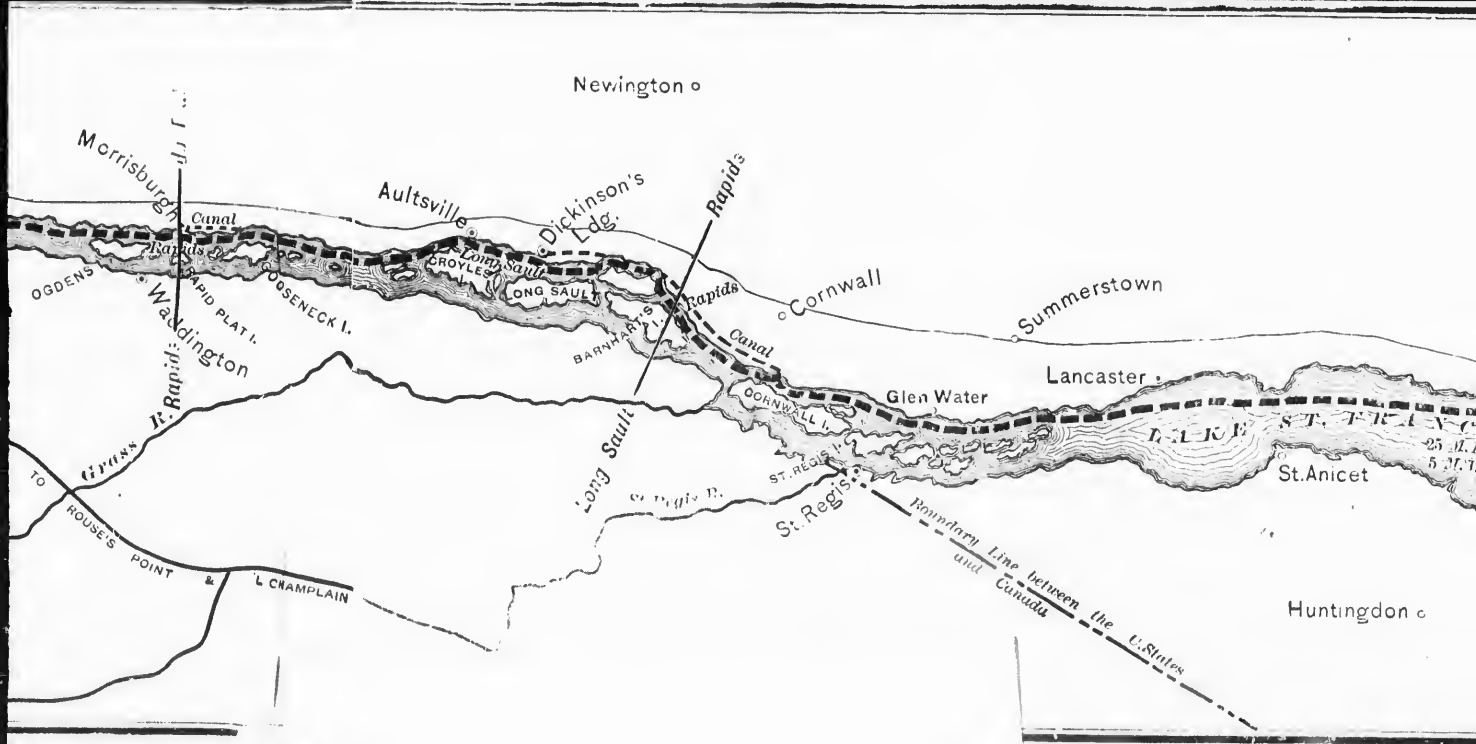
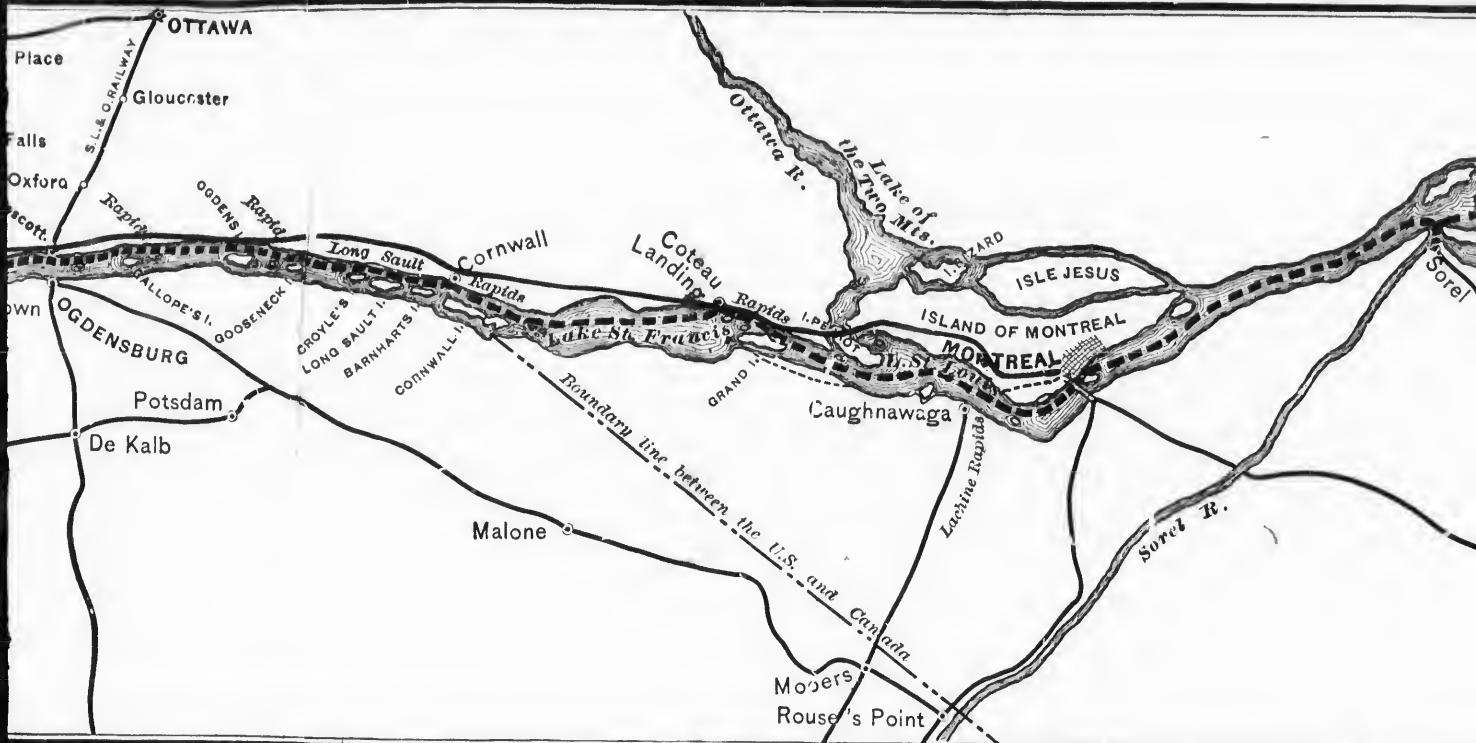
TORONTO AND QUEBEC.



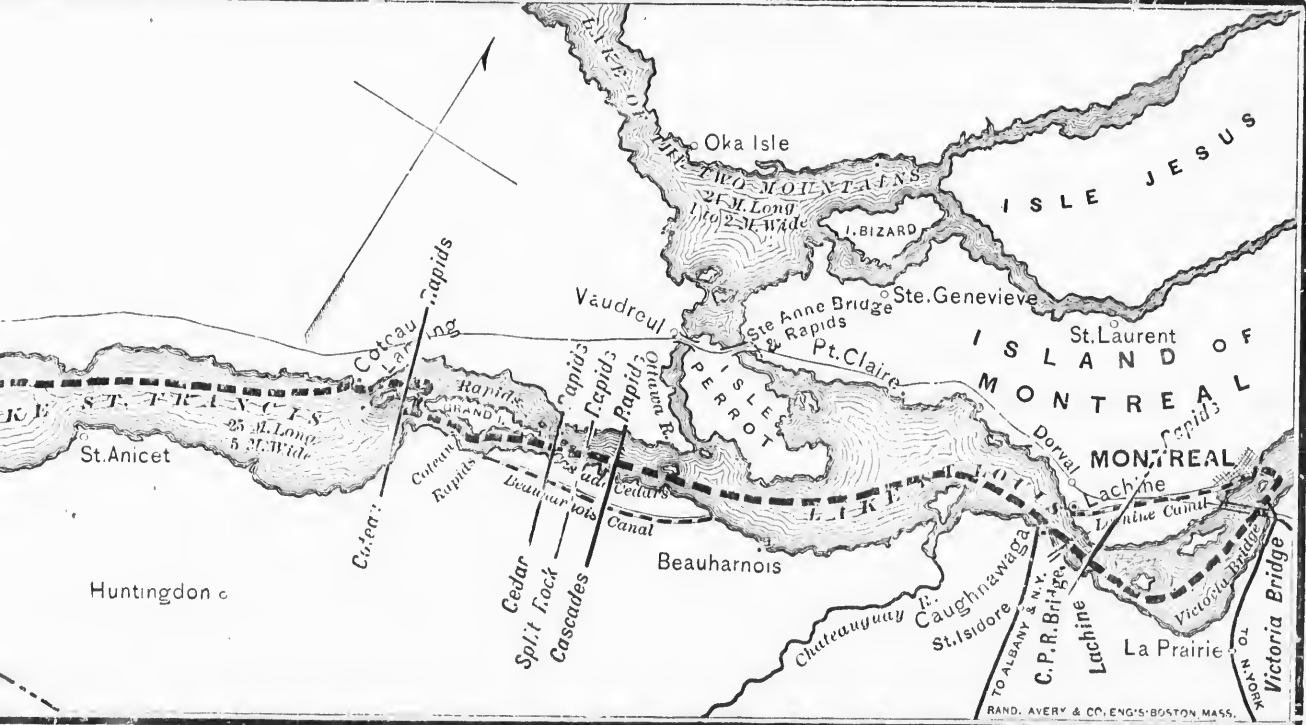
KINGSTON AND MONTREAL.

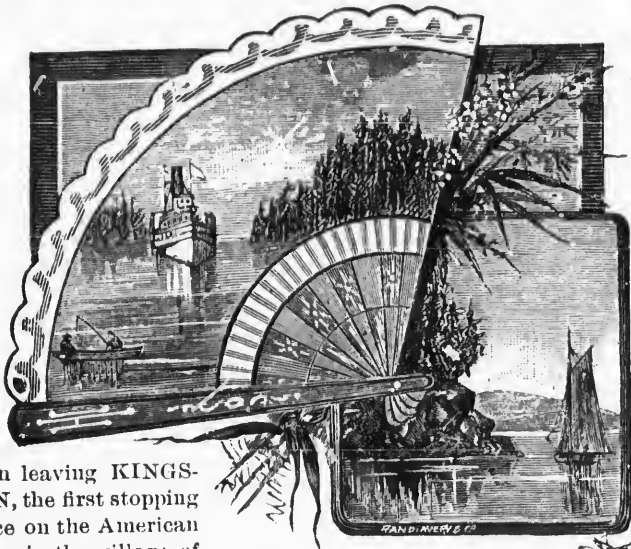






**STEAMER ROUTE BETWEEN
STEAMER ROUTE BETWEEN**





On leaving **KINGSTON**, the first stopping place on the American shore is the village of

CLAYTON, a place of considerable importance as a lumbering port. Of late years it has become a great resort for pleasure-seekers. The fishing and shooting are amongst the best on the St. Lawrence. The next two stopping places are **ROUND ISLAND** and the **GREAT THOUSAND ISLAND PARK**. The Boat then proceeds to

ALEXANDRIA BAY.—This town is built upon a massive pile of rocks; its situation is romantic and highly picturesque. It is a place of resort for sportsmen, and is celebrated for its shooting and fishing. The beauty of the islands in this vicinity for several miles up and down the river can hardly be imagined without a personal visit. It has attained great prominence as one of the leading watering-places. We have now passed through the "*Lake of the Thousand Islands*," and speedily find ourselves at the thriving town of

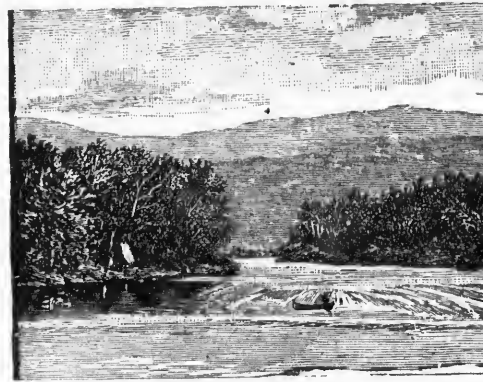
BROCKVILLE, situated on the Canadian side of the St. Lawrence, and thirty miles below Gananoque. It was named in honor of General Brock, who fell on Queenston Heights in the War of 1812. It is growing very rapidly, and is one of the most pleasant, healthy and thriving towns on this side of the river. Next comes

PRESCOTT, situated on the Canada side of the St. Lawrence, opposite Ogdensburg; it contains about 3,000 inhabitants. A mile below this town is "*Windmill Point*;" it contains the ruins of an old stone windmill in which, in 1837, the "*Patriots*" under Von Shultz, a Polish exile, established themselves, but from which

they were driven with great loss. About five miles is **Chimney Island**, on which the remains of an old fortification are to be seen. The first rapid of the St. Lawrence is **Island**, called the

GALOP RAPID. It is not so extensive as the last, nor half so exciting, but it prepares the traveller for the turbulent waters to pass the increasing swiftness of the current. The next is

THE LONG SAULT, a continuous rapid of nearly a mile in length, the centre by an island. The usual passage for the boats is on the south side; the channel on the north side is considered unsafe and dangerous, but examination has shown that it is now descended with safety. The steamboat passing this rapid, rushes along at the rate of some ten miles an hour, the steam is shut off and she is carried by the force of the current alone. The surging waters give the appearance of the ocean in a storm, but unlike the ocean, the boat is not tossed at sea, this going down hill by water is a novel sensation. The next town is



CORNWALL, pleasantly situated at the foot of the St. Lawrence on the Canada side. The boundary line between the United States and Canada passes near this village, and the town of Cornwall, Ontario, is hereafter within Her Majesty's Dominion.

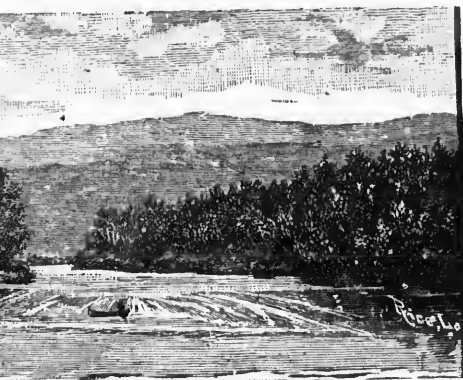
LAKE ST. FRANCIS.—This is the name of the large body of water on the St. Lawrence which begins near Cornwall and extends to Coteau du Lac, a distance of forty miles. After leaving Coteau du Lac we get into the

COTEAU RAPIDS, a very fine rapid about a mile in length. In some portions the current is very swift. Several miles below we enter the

great loss. About five miles below Prescott which the remains of an old French fortification the first rapid of the St. Lawrence is at this

It is not so extensive as the succeeding rapids but it prepares the traveller from its less turbulent the increasing swiftness of those following.

T. a continuous rapid of nine miles, divided in and. The usual passage for steamers was on channel on the north side was formerly dangerous, but examinations have been made, and with safety. The steamer after fully enters along at the rate of something like twenty an is shut off and she is carried along by the lone. The surging waters present all the ap- in a storm, but unlike the ordinary pitching is going down hill by water produces a highly next town is



pleasantly situated at the foot of the Long Sault, The boundary line between the United States near this village, and the course of the St. within Her Majesty's Dominions.

CAUCASUS.—This is the name of that expansion of which begins near Cornwall, and extends to distance of forty miles. After leaving this town

OS, a very fine rapid about two miles in length; current is very swift. Seven miles lower down

CEDAR RAPIDS.— At first sight this rapid has the appearance of the ordinary rapids, but once the steamer has entered it the turbulent waters and pitching about renders the passage very exciting. There is also a peculiar motion of the vessel, which seems like settling down, as she glides from one ledge to another. A short distance below this we enter the

SPLIT ROCK, so called from its enormous boulders at the entrance. A person unacquainted with the navigation of these rapids will almost involuntarily hold his breath until this ledge, which is distinctly seen from the deck of the steamer, is passed. At one time the vessel seems to be running directly upon it, and you almost feel certain that she will strike, but a skilful hand is at the helm, and in an instant more it is passed in safety. We now come to the last of this series of rapids, called the

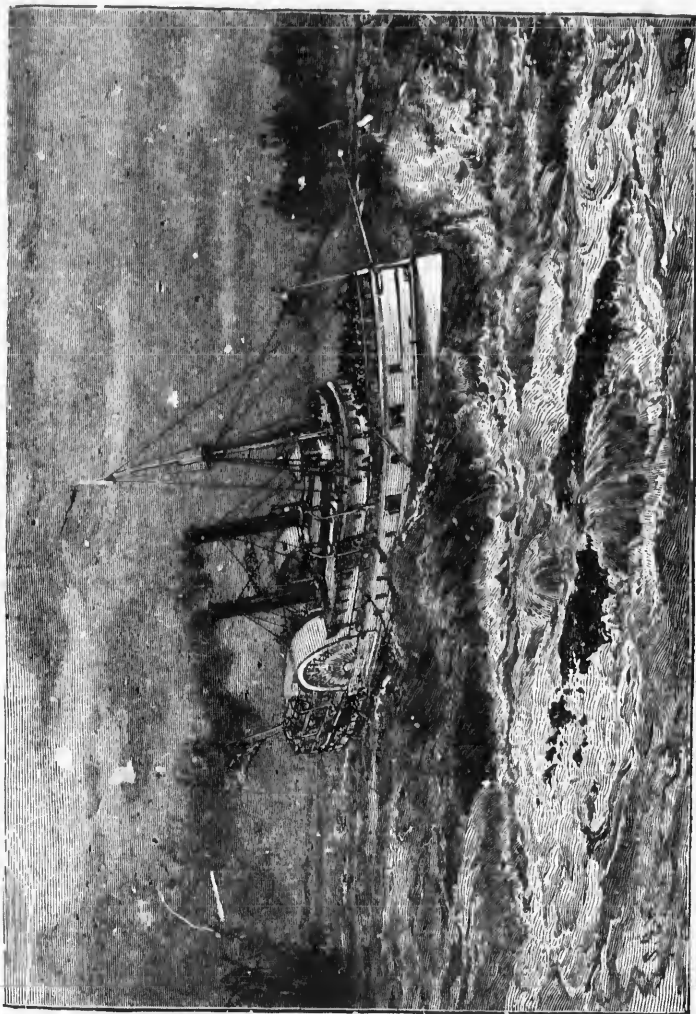
CASCADE RAPIDS.— This is a very fine rapid. It is remarkable on account of its numerous white crests foaming on top of the darkish waters, through which the vessel passes, and as the shortness of the waves has the effect of pitching the steamer as if at sea, the sensation is very enjoyable. After passing the Cascades, the river again widens into a lake called Lake St. Louis, where the dark waters of the Ottawa by one of its branches joins the St. Lawrence. This series of four rapids are eleven miles in extent, and have a descent of eighty-two and one-half feet. On this lake the tourist from the deck of the steamer has a magnificent view of the Montreal Mountain about thirty miles distant. After passing through this lake

LACHINE is reached. It is nine miles from Montreal, with which it is connected by railroad. It derives its name from the first settlers, who when they reached this point thought they had discovered the passage which would lead them to China. The Lachine Rapids begin just below the village. On the opposite side stands

CAUGHNAWAGA, an Indian village lying on the south bank of the river near the entrance of the Lachine Rapids, and derives its name from the converted Indians, who were called "Caughnawegas," or praying Indians. It is at this place the old Indian pilot shoots out in his bark canoe and boards the steamer for the purpose of piloting her down the Lachine Rapids. **BAPTISTE,** the Indian pilot, is as anxiously looked for by the passengers on board of this Company's Steamers as the rapid itself. He is now in the prime of life, and has made it his business for over forty years to pilot steamers down the rapids, and has not missed a day in twenty years. During the summer season he is employed exclusively by this Company. Shortly after leaving this Indian Village the tourist can contemplate the new, magnificent bridge recently constructed by the Canadian Pacific Railway, and spanning for the second time the mighty St. Lawrence. It is built on the most recent scientific principles and resembles the great International Railway Bridge at Niagara. The steamer now glides down the rapid stream with increasing swiftness, which clearly denotes that a formidable rapid is ahead. Stillness

reigns on board; away goes the steamer, driven by an irresistible current, which soon carries her to the first pitch of the

LACHINE RAPIDS,



the most formidable of them all, the most difficult of navigation, and the last of the rapids. The steamer after emerging from its first pitch rises firmly on the surging billows, flanked by rocks on each side, steers straight in the swift current, guided by the steady eye and sure piloting of the man at the helm. Conversation is

almost impossible, the grandeur and magnitude on all sides inspires silence, and no wonder that make the "Running of the Rapids" a worthy their travelling tour through the Dominion. comes in full view of one of the greatest wonders Victoria Bridge, spanning the noble St. Lawrence the longest, the largest, and most costly bridge scene whilst passing under, looking up from the is magnificent. After passing this beautiful skill the tourist has the splendid panorama of the treal right before him, the most prominent towers of the church of Notre Dame. The ste Quebec passengers by coming alongside the pal Company, which leave at 7 P. M. for Quebec; the Canal Basin, giving passengers an opportunity all along the harbor front. The

CITY OF MONTREAL is the largest and most British North America. It was founded by M 1642, on the site of an Indian village named dedicated to the Virgin Mary as its patroness and it a long time bore the name of Ville Marie. It is parallelogram, and contains some 300 streets, over 190,000. The traveler, in approaching the is struck with the peculiar beauty of the large which front the majestic river, resembling in and elegance the buildings of European cities useless to undertake an enumeration of all the and about Montreal, for we believe that there is the American continent where can be found so the traveller, whether in pursuit of health or pleasure.

After leaving Montreal, the first landing made steamers "QUEBEC" or "MONTREAL" is

SOREL, or William Henry, situated at the mouth of the River, the outlet of Lake Champlain into the St. Lawrence, occupies the site of a fort built by the Marquis de Montcalm, was for many years the summer residence of the Governor of Canada, and here at one time Queen Victoria resided. After passing Lake St. Peter the tourist reaches

THREE RIVERS, situated at the confluence of the Maurice and St. Lawrence, 90 miles below Montreal, at a distance above Quebec; it is one of the oldest cities in Canada, having been founded in 1618. It is well known and contains many good buildings. The next place is

BATISCAN. This is the last place the steamer reaches before reaching Quebec. The scenery now becomes more beautiful until the near approach to the

CITY OF QUEBEC, by its historic fame and its magnificent scenery no ordinary or common-place city.

Rich / P

the grandeur and magnitude of the scenes around
silence, and no wonder that tourists annually
of the Rapids" a worthy link in the chain of
r through the Dominion. The steamer now
one of the greatest wonders of the present age, the
ning the noble St. Lawrence, two miles long,
gest, and most costly bridge in the world. The
under, looking up from the deck of the steamer,
er passing this beautiful work of engineering
the splendid panorama of the fine City of Mon-
im, the most prominent object being the two
of Notre Dame. The steamer first lands the
y coming alongside the palatial Steamers of the
ve at 7 P. M. for Quebec; it then proceeds to
ving passengers an opportunity to view the city
front. The

REAL is the largest and most populous city in
ica. It was founded by M. de Maisonneuve in
an Indian village named Hochelaga, and dedi-
fary as its patroness and its protectress, and for
name of Ville Marie. It is laid in the form of a
contains some 300 streets, with a population of
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peculiar beauty of the large cut-stone buildings
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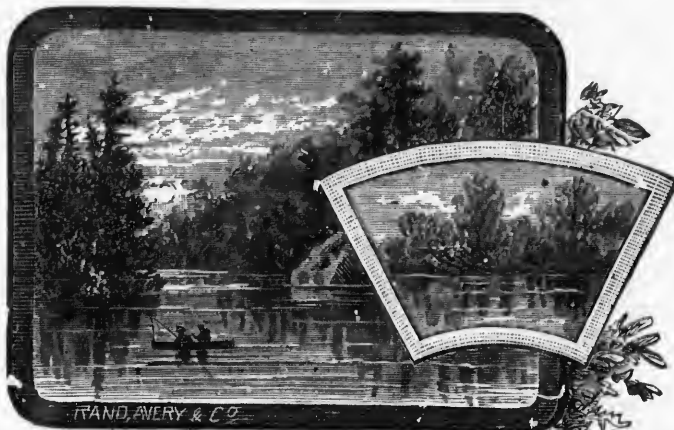
EC, by its historic fame and its unequalled
or common-place city. Viewed from any of

its approaches, it impresses the tourist with the conviction of
strength and permanency. Strangers are allowed to enter the
fortress by procuring tickets from the proper authorities. To the
pleasure-seeker or the man of science there can be nothing more
refreshing and delightful than a trip to that most wonderful of rivers,

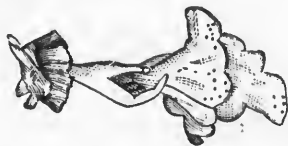
THE SAGUENAY. It is a river one should see if only to know
what dreadful aspects Nature can assume in wild moods. On either
side rise cliffs varying in perpendicular height from 1,000 to 1,600 feet.

This beautiful trip is easy and reasonable in expense. The places
of summer resort are Murray Bay, Cacouna and Tadousac. The
steamers of the Richelieu & Ontario Navigation Company do this
service four times a week to Chicoutimi and three times a week to
Murray, in addition to the other four trips, (see Time-Table), during
the travelling season, and Chicoutimi is the last port at the head of
the Saguenay River. This description completes the

GREAT PLEASURE ROUTE.



There is probably no route in the known
world presenting more attractions to the
tourist than that from Buffalo to Montreal,
Quebec and the Saguenay via Niagara Falls
and Toronto, and by steamer, downwards through
Lake Ontario, the Thousand Islands, and the
famous Rapids of the St. Lawrence, all combining
to make up more of the wild romantic and sublime
than can be found in the same number of miles in almost any
travelled route.



BON VOYAGE

Richelieu and Ontario NAVIGATION COMPANY.

TICKETS

And all information may be obtained at all principal Railway Ticket Offices in the United States and Canada,

AND THE FOLLOWING AGENTS:

E. P. BEACH, G. T. R. 271 Broadway, New York.
 THOMAS COOK & SON, Washington St., Boston, and 261 Broadway, N. Y.
 W. F. SMITH, Eastern Pass. Agt. C. & G. T. Ry. 271 Broadway, New York.
 WM. C. TALLMAN, G. T. R. 280 Washington Street, Boston.
 T. E. BOND, Central Vermont. 280 Washington Street, Boston.
 WM. RAYMOND. 296 Washington Street, Boston.
 T. D. SHERIDAN, G. T. R. 177 Washington Street, Buffalo.
 W. E. DAVIS, { Chicago & G. T. Ry. } 103 South Clark Street.
 E. H. HUGHES, { corner Washington St., Chicago.
 Mrs. L. BARBER. No. 1 International Block, Niagara Falls, New York.
 GEO. COLBURN. Clifton House, Niagara Falls, Canada.
 D. ISAACS. Prospect House, Niagara Falls, Canada.
 BRADTON BROS. Syracuse, New York.
 CORNWALL BROS. Alexandria Bay, " "
 J. PALEN, AGENT. Clayton, " "
 AGENT, ROME, WATERTOWN & OGDENSBURG R.R., Cape Vincent, " "
 J. H. PHILLIPS. 62½ Ford St., Ogdensburg, " "
 W. ROBINSON, G. T. R., Corner Jefferson & Woodward Ave., Detroit, Mich.
 J. H. WHITMAN, G. T. R. 107 Clark Street, Chicago.
 MICHIGAN CENTRAL RAILROAD. " "
 W. VAN HORN. 732 Chestnut Street, Philadelphia.
 G. E. McKEAND. Hamilton, Ont.
 DONALD MILLOY. Toronto, " "
 JOHN McCLELLAN. Bowmanville, " "
 THOMAS COCHRANE. Port Hope, " "
 F. C. TAYLOR. Lindsay, " "
 H. B. CRUSO. Cobourg, " "
 THOMAS MENZIES. Peterboro, " "
 C. H. HATCH. Kingston, " "
 AGENT. Brockville, " "
 L. H. DANIELS. Prescott, " "
 E. KING. Ottawa.
 D. McDONNELL. Cornwall.
 S. & J. CARPENTRE. Coteau Landing.
 R. McEWEN. Canal Basin, Montreal.
 JAMES DUNN, AGENT. 136½ St. James St., " "
 JOHN McCONNIFF, AGENT. Windsor Hotel, " "
 A. B. CHAFFEE, JR. 202 St. James St., " "
 LOUIS LACOUTURE. Sorel.
 A. J. GOUIN. Three Rivers.
 J. H. MARCHILDON. Batiscan.
 A. DESFORGES. Quebec.
 R. M. STOCKING. Opposite St. Louis Hotel, Quebec.

ALEX. MILLOY, Traffic Manager. J. B. LABELLE, Gen. Manager.

JULIEN CHABOT, Manager Saguenay Line,

St. Andrew's Wharf, Quebec.

L. A. SENEAL, President.

GENERAL OFFICES,

No. 228 ST. PAUL STREET, MONTREAL.

Richelieu and Ontario NAVIGATION COMPANY

ROYAL MAIL LINE

BETWEEN

TORONTO, KINGSTON, THE THOUSAND ISLANDS, MONTREAL, QUEBEC, THE RIVER SAGUENAY and INTERMEDIATE PORTS.



THIS MAGNIFICENT LINE,

Composed of the following First-class Composite Side-Wheel Steamers, viz.:

BETWEEN

TORONTO AND MONTREAL,

CORSICAN, Capt. SINCLAIR. | SPARTAN, Capt. IRVINE.
 CORINTHIAN, " ADA. | ALGERIAN, " TROWELL.

DAILY LINE BETWEEN TORONTO AND MONTREAL.

Commencing Wednesday, June 1, and until September 30, the steamers of this Company will run daily (Sundays excepted), leaving Montreal at 9 A.M. for Toronto, calling at intermediate ports. On and after Friday, June 3, will leave Toronto for Montreal daily (Sundays excepted), at 2.00 P.M.—SEE TIME-TABLE.

CONNECTING WITH THE VARIOUS RAILWAYS FROM THE

WEST AND NORTH.

Richelieu and Ontario
NAVIGATION COMPANY.

CALLING AT

Port Darlington (Bowmanville), Port Hope, Co-
bourg, Kingston, Clayton, Round Island,
Thousand Island Park, Alexan-
dria Bay, Brockville, Prescott, and Cornwall,

ARRIVING AT

Montreal at 6.30 P.M.

THERE GOING ALONGSIDE THE COMPANY'S MAGNIFICENT
IRON STEAMERS,

"QUEBEC," "MONTREAL,"

Capt. NELSON.

Capt. ROY.

TRANSFERRING PASSENGERS FOR QUEBEC,

Leaving at 7 P.M., and arriving at Quebec next morning at 6 o'clock.

Connecting there with the

MAGNIFICENT STEAMERS,

"UNION" AND "ST LAWRENCE,"

LEAVING FOR THE

FAR-FAMED RIVER SAGUENAY,

AND WITH

Steamer **"MAGNET,"** for Murray Bay.

On arrival of above steamers, thus forming one of the longest lines of

INLAND WATER COMMUNICATION

ON THE CONTINENT,

AND WHICH FOR

GRANDEUR AND VARIETY OF SCENERY

CANNOT BE SURPASSED,

IF EQUALLED, IN THE WORLD.

THE STEAMERS ALSO CONNECT WITH THE

INTERCOLONIAL RAILWAY

FOR THE

MARITIME PROVINCES.

Richelieu and Ontario
NAVIGATION COMPANY.

This Line Offers Facilities to the Travelling Public

NOT EQUALLED BY ANY OTHER CONVEYANCE.

The Steamers run direct from Toronto and intermediate
ports to Montreal **WITHOUT CHANGE.**

They pass through the romantic scenery of the Lake of The
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Steamers, under the guidance of old and experienced
pilots, including the famous Indian,

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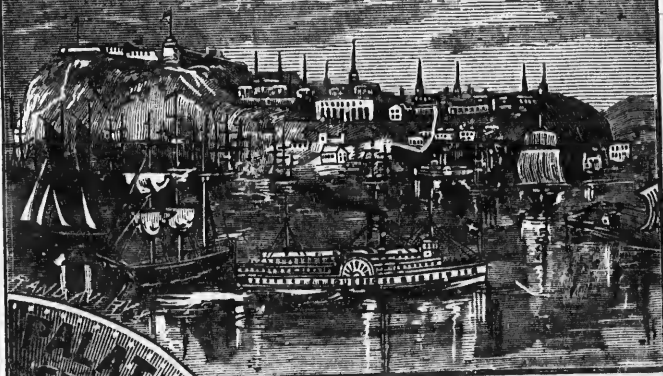
By an arrangement with the **GRAND TRUNK RAILWAY,**
Tourists and others can procure **"OPTIONAL TICKETS,"**
enabling the holder to travel by **STEAMER** or **RAIL** for the
whole or a portion of the route, thus obviating the necessity
of deciding as to the conveyance before starting.

Richelieu

AND

Ontario

NAVIGATION CO.



Between
Niagara Falls,
Toronto, Kingston,
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Murray Bay, Riviere du Loup,
Tadoussac and Ha! Ha! Bay.

