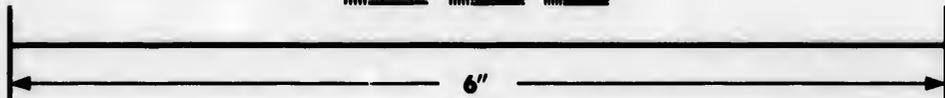
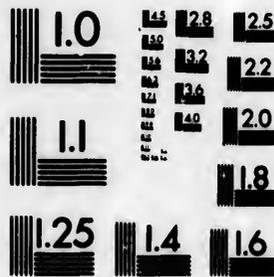


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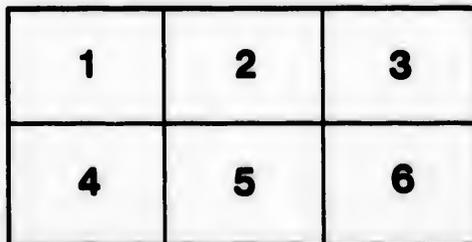
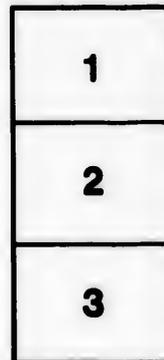
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## PREFACE.

OWING to the fact that a large number of tourists visit the City of Montreal annually, the majority of whom make a trip down the St. Lawrence, the value and usefulness of a publication of this nature cannot be questioned. In the summer months the leading Hotels are filled with such visitors, who find much in our city and its environs to interest them. It is chiefly for the benefit of such tourists that "THE HOTEL GUIDE" has been published. In it will be found a complete and reliable directory of all places of interest in and around the City; and also a description of public buildings, churches, etc., together with a variety of other useful information.

The business houses whose advertisements appear in the "GUIDE" are first in their respective lines of business, and as such we can cordially recommend them to our readers, as establishments where they will be fairly dealt with, both as to quality of goods and prices.

MONTREAL, June, 1890.

# PLACES OF INTEREST

## IN AND AROUND MONTREAL.

St. Peter's Cathedral.

Christ Church Cathedral.

Church of the Gesu.

Mount Royal Cemetery, and Park.

St. Helen's Island.

Wharves and Lachine Canal.

Post Office.

City Hall.

Church of Notre Dame.

Nelson's Monument.

Bank of Montreal.

Court House.

Bonsecours Market.

Church of Notre Dame de Lourdes.

Bonsecours Church.

McGill University.

David Morrice Hall.

Redpath Museum of Natural History.

Victoria Bridge.

Hotel-Dieu Hospital.

Grey Nunnery and Foundling Asylum.

Art Association, Gallery of Painting, Phillips Square.

Natural History Museum.

Fraser Institute and Free Library.

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THE HISTORY OF MONTREAL  
AND AROUND MONTREAL

CONTENTS.

|                                    |     |
|------------------------------------|-----|
| Canadian Pacific Railway.....      | 98  |
| Charitable Institutions.....       | 40  |
| Churches.....                      | 30  |
| Drives.....                        | 66  |
| Excursions.....                    | 62  |
| Foreign Consuls.....               | 40  |
| Intercolonial Railway.....         | 106 |
| Manufactures, &c.....              | 58  |
| Montreal to Ottawa.....            | 110 |
| Niagara Falls to the Saguenay..... | 72  |
| Places of Amusement.....           | 58  |
| Saguenay River.....                | 96  |
| The Port.....                      | 18  |
| To Quebec.....                     | 86  |
| Victoria Bridge.....               | 26  |
| Windsor Hotel.....                 | 50  |

Park.  
Island.

History.

Asylum.

Library.

## INDEX TO ADVERTISEMENTS.

|                                                             | PAGE      |
|-------------------------------------------------------------|-----------|
| Albemarle Hotel, New York.....                              | 79        |
| Arlington House, Washington.....                            | 35        |
| Birks Henry, & Co., Jewellers.....                          | 89        |
| Boyd T. W., & Son, Fishing Tackle, Sporting Goods, &c ..... | 39        |
| Bremner Alex., Drain Pipes .....                            | 45        |
| Brown Bros., Butchers .....                                 | 55        |
| Brown W. Godbee, & Co., Rubber Goods, Gloves.....           | 87        |
| Byrne Miss, Millinery.....                                  | 103       |
| Canada Atlantic Railway.....                                | 21        |
| Canada Shipping Co'y.....                                   | 65        |
| Central Vermont Railway.....                                | 124       |
| Chouillou C. Alfred, General French Agency.....             | 83 and 97 |
| Clarke G. W., Stationery and Fancy Goods.....               | 53        |
| Cochenthaler M., Jeweller.....                              | 43        |
| Dawes & Co., Brewers.....                                   | 123       |
| Delaware & Hudson R. R.....                                 | 101       |
| Drake Miss Helen, Dressmaker.....                           | 105       |
| Drysdale W., & Co., Stationery, Views, &c.....              | 29        |
| Dufresne & Mongenais, Fine Groceries... ..                  | 91        |
| Empire Clothiers.....                                       | 93        |
| Eveleigh J., & Co., Trunks.....                             | 71        |
| Florence Hotel, Quebec.....                                 | 33        |
| Fort William Henry Hotel, Lake George.....                  | 99        |
| Garth & Co., Metal Works .....                              | 113       |
| Gibb & Co., Merchant Tailors.....                           | 19        |
| Grand Trunk Railway.....                                    | 3         |
| Gurd Charles, & Co., Aerated Waters.....                    | 115       |
| Halifax Hotel, Halifax, N.S.....                            | 67        |
| Henderson John, & Co., Hatters and Furriers.....            | 47        |
| Hotel Brunswick, New York.....                              | 122       |
| Hutchins J. B., & Co., White Wear.....                      | 127       |
| Inglis R. J., Merchant Tailor.....                          | 25        |
| Intercolonial Railway.....                                  | 2         |
| Iroquois House, Belcil Mountain.....                       | 73        |

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| PAGE      |                                                            | PAGE      |
|-----------|------------------------------------------------------------|-----------|
|           | Laliberté J. B., Quebec, Furs, &c.....                     | 111       |
|           | Lanthier & Co., Hatters and Furriers.....                  | 6         |
|           | London & North Western Railway.....                        | 117       |
|           | Lovell John, & Son, Lovell's Series of Choice Fiction..... | 125       |
|           | McLaren J. C., Leather Belting, Mill Supplies, &c.....     | 107       |
|           | Michaels M., Tobacconist, &c.....                          | 81        |
|           | Milloy J. J., Fashionable Tailor.....                      | 121       |
| 79        | Mitchell Robert, & Co., Engineers, Plumbers, &c.....       | 39        |
| 35        | Montreal Black Goods Store, Dry Goods.....                 | 85        |
| 89        | Montreal Steam Laundry Co'y., Limited.....                 | 45        |
| 39        | Morris Geo., Millinery Rooms.....                          | 51        |
| 45        | New York Central and Hudson River R.R.....                 | 61        |
| 55        | Osborn John, Son & Co., Champagnes, &c.....                | 12 and 41 |
| 87        | Parsons S. R., Furniture.....                              | 122       |
| 103       | Profile House, White Mountains.....                        | 23        |
| 21        | Prospect House, Niagara Falls.....                         | 75        |
| 65        | Queen's Hotel, Toronto.....                                | 63        |
| 124       | Richelieu & Ontario Navigation Co'y.....                   | 4         |
| 83 and 97 | Rossin House, Toronto.....                                 | 49        |
| 53        | Sheppard G. J., Pianos, Music, &c.....                     | 15        |
| 43        | Smardon W. F., Boots and Shoes.....                        | 126       |
| 123       | St. Louis Hotel, Quebec.....                               | 109       |
| 101       | Sutton T., Gents' Furnishings.....                         | 126       |
| 105       | Thousand Islands House.....                                | 37        |
| 29        | United States Hotel, Saratoga.....                         | 17        |
| 91        | Vendome Hotel, Boston.....                                 | 59        |
| 93        | Wiley A. T., & Co., China Hall.....                        | 27        |
| 71        | Willard's Hotel, Washington.....                           | 77        |
| 33        | Windsor Hotel Ticket Agency.....                           | 119       |
| 99        | Windsor House, Ottawa.....                                 | 71        |
| 113       | Wright M., Millinery.....                                  | 95        |
| 19        |                                                            |           |
| 3         |                                                            |           |
| 115       |                                                            |           |
| 67        |                                                            |           |
| 47        |                                                            |           |
| 122       |                                                            |           |
| 127       |                                                            |           |
| 25        |                                                            |           |
| 2         |                                                            |           |
| 73        |                                                            |           |

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# THE HOTEL GUIDE,

MONTREAL.



HE commercial metropolis of the Dominion, and the most populous of Canadian cities, is situated at the head of navigation for ocean vessels, 540 miles from the Gulf of St. Lawrence, on the Island of Montreal, which lies between the two great rivers of the north,—the St. Lawrence and the Ottawa. The Island is about 30 miles in length, and at its widest some 10 in breadth. With the exception of the mountain, which rises to the height of about 550 feet, it is nearly level, and forms one of the most fertile districts of the Dominion, the climate being particularly favorable to the growth of nearly every kind of grain, vegetable and fruit. The settlement of the town was originally determined by the first explorer, Jacques Cartier, in 1535, at which time an Indian village (Hochelaga) occupied the spot. On beholding the beautiful scenery from the top of the mountain, Jacques Cartier gave it the name of Mount Royal, which, slightly modified, it still retains. It was under French rule until 1760, when it passed into the hands of the British. In 1775, Montreal was taken possession of by General Montgomery, the Commander of the American forces, who used the square in front of the old French Church as a parade ground, giving it the name of Place d'Armes, which it still retains. The advantage was short lived, as he soon after met his death while gallantly leading his men under the walls of Quebec. Montreal was at this time divided into upper and lower town. The upper town, being on a level with the present Court House, contained the chief buildings, such as the Palace of the Governor, the Convent, Seminary, Parish Church, etc. In the lower town the merchants and men of business resided. At the beginning of the present century, vessels of more than 300 tons could not come up to Montreal, and foreign trade

was carried on by brigs and barges. The Hon. John Molson fitted out, in the year 1809, the first steamboat that ever ploughed the waters of the St. Lawrence. On the 3rd of November the little craft got up steam and made a voyage to Quebec, where the whole population crowded to the wharf to have a look at the marvel. Its arrival there was chronicled as follows by the *Quebec Mercury*: "On Saturday morning at eight o'clock, arrived here from Montreal, being her first trip, the Steamboat 'Accommodation,' with ten passengers. This is the first vessel of the kind that has ever appeared in this harbor. She is continually crowded. She left Montreal on Wednesday at two o'clock, so that her passage was sixty-six hours; thirty of which she was at anchor. She arrived at Three Rivers in twenty-four hours. She has at present berths for twenty passengers, which next year will be considerably augmented. No wind or tide can stop her; she is 75 feet keel and 85 feet on deck. The price for a passage up is nine dollars and eight down, the vessel supplying the provisions. The great advantage attending the vessel so constructed is that a passage may be calculated on to a degree of certainty, in point of time, which cannot be the case with any vessel propelled by sail only. The Steamboat receives her impulse from an open, double-spoked, perpendicular wheel, on each side, without any circular band or rim. To the end of each double-spoke is fixed a square board, which enters the water, and by the rotary motion of the wheel acts like a paddle. The wheels are kept in motion by steam operating within the vessel. A mast is to be fixed in her for the purpose of using a sail when the wind is favorable, which will occasionally accelerate her headway."

In 1832, the cholera raged in Montreal with great violence, carrying off 1843 inhabitants in a population of little more than 30,000. In April, 1848, a political mob burned the Parliament buildings, and the seat of Government was, in consequence, transferred to Quebec, subsequently to Toronto, and finally to Ottawa. A destructive fire in July, 1852, laid waste a large portion of the city, burning 110 houses, and destroying property to the value of \$1,363,264. Notwithstanding these reverses, the city has rapidly recovered, and increased in wealth and importance. Years of industry, intelligence and enterprise have produced a mighty contrast to the city of a generation ago. Now ocean vessels of 6,000 tons, the floating palaces of the Richelieu and Ontario



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**2274 & 2276 ST. CATHERINE STREET.**

**SOLE AGENT FOR THE PROVINCE OF QUEBEC.**

Navigation Co., and ships of from 700 to 2,000 tons from all parts of the world, occupy the wharves of the harbor, which are not equalled on this continent in point of substantial construction, convenience and cleanliness. The older parts of the city near the river have narrow, inconvenient streets, but the new growth of the city towards the mountain has been liberally laid out with wide and cheerful thoroughfares. The buildings are very fine, the material chiefly used is a zinc-colored limestone, of the Trenton formation, extensively quarried in the immediate neighborhood of the city. The great wealth of the Roman Catholic Church has enabled it to erect many magnificent churches, hospitals, and convents, always in a very massive and enduring style. Other denominations seem to have been excited by emulation, and vie with each other in the beauty and elegance of their places of worship. Among the evidences of the French origin of the city are to be noted a few curious old buildings, to be found lingering here and there about Jacques Cartier Square, or occupying sites on the river front; these old houses were built somewhat like fortifications, and have heavily vaulted cellars, wherein treasures might be stored or defence made against foes, in the days when Indians and whites, French and British were fighting and plundering each other. The French Canadians form two-thirds of the city's population; and although their language here has not been unaffected by constant intercourse with the English speaking people, it is not, as commonly supposed, a *patois*, but such French as was spoken by the polite and educated in France at the period when the emigrants, who first settled in Canada, left the shores of their native land. The naming of many of the streets of Montreal after saints reminds one that its founders were not exiles nor adventurers, but enthusiastic missionaries.

Montreal possesses advantages which no other Canadian city can boast of; in its situation at the confluence of the two great rivers,—the St. Lawrence and Ottawa; opposite the great natural highway of the Hudson Valley; at the point where the St. Lawrence ceases to be navigable for ocean ships, and where that great river, for the last time in its course to the sea, affords a gigantic water-power; at the meeting-point of the two races that divide Canada, and in the centre of a fertile plain nearly as large as all England; in these we recognize a guarantee for the future greatness of Montreal, not based on the frail tenure of human



**COURT VIEW.**

Saratoga Springs, NEW YORK.

**United • States • Hotel,**

**TOMPKINS, GAGE & PERRY, PROPRIETORS.**

H. TOMPKINS.

W. B. GAGE.

J. L. PERRY.

*This Hotel is First-Class in every respect,*

— AND IS —

THE SUMMER RESIDENCE OF THE MOST REFINED CIRCLES OF  
AMERICAN FASHION AND SOCIETY.

**ORCHESTRA, HOPS, GERMANS, BALLS, CONCERTS, ENTERTAINMENTS, &c.**

B

legislation, but in the unchanging decrees of the Omnipotent as stamped on the world He has created. We know from the study of these indications that, were Canada to be again a wilderness, and were a second Cartier to explore it, he might wander all over the great regions of Canada and the West, and, returning to our mountain ridge, call it again Mount Royal, and say that to this point the wealth and trade of Canada must turn.

The population of Montreal in 240,000, of whom nearly three-fourths are Roman Catholics. The city is about four miles in length along the river front, two miles in breadth, and is built on a series of terraces which were former portions of the river bed. Mount Royal, from which the city derives its name, rises 700 feet above the level of the river, and with its beautiful park forms a fitting crown to the city.

#### THE PORT.

*The Ship Channel.*—As already remarked, Montreal is a point at which ocean navigation terminates and inland navigation commences. Prior to 1851, only vessels of light draught could pass through Lake St. Peter and come up to the wharves; but a lapse of thirty-five years shows a great change, for vessels drawing 27½ feet of water now pass down from Montreal to the sea.

The work of improving the navigation from Montreal to Quebec, by dredging a channel through Lake St. Peter, was commenced in June, 1851; and on the 3rd of November, the same year, the ship "City of Manchester" passed down, drawing fourteen feet of water, when the depth on the flats was twelve feet, showing an increase of two feet, the dredged channel being then only seventy-five feet wide.

On the 16th of October, 1859, the ship "Pride of Canada," loaded down to eighteen feet eight inches, was taken through while there was a depth of eleven feet eight inches on the flats,—showing an increase of seven feet, the width of the channel having been increased to three hundred feet.

On the 16th of November, 1865, the ship "Ocean" was taken from Sorel to Quebec, drawing nineteen feet eight inches, there being at that time ten feet six inches on the flats; and on the 1st December following, a test trip was made from Montreal to Sorel (in the absence

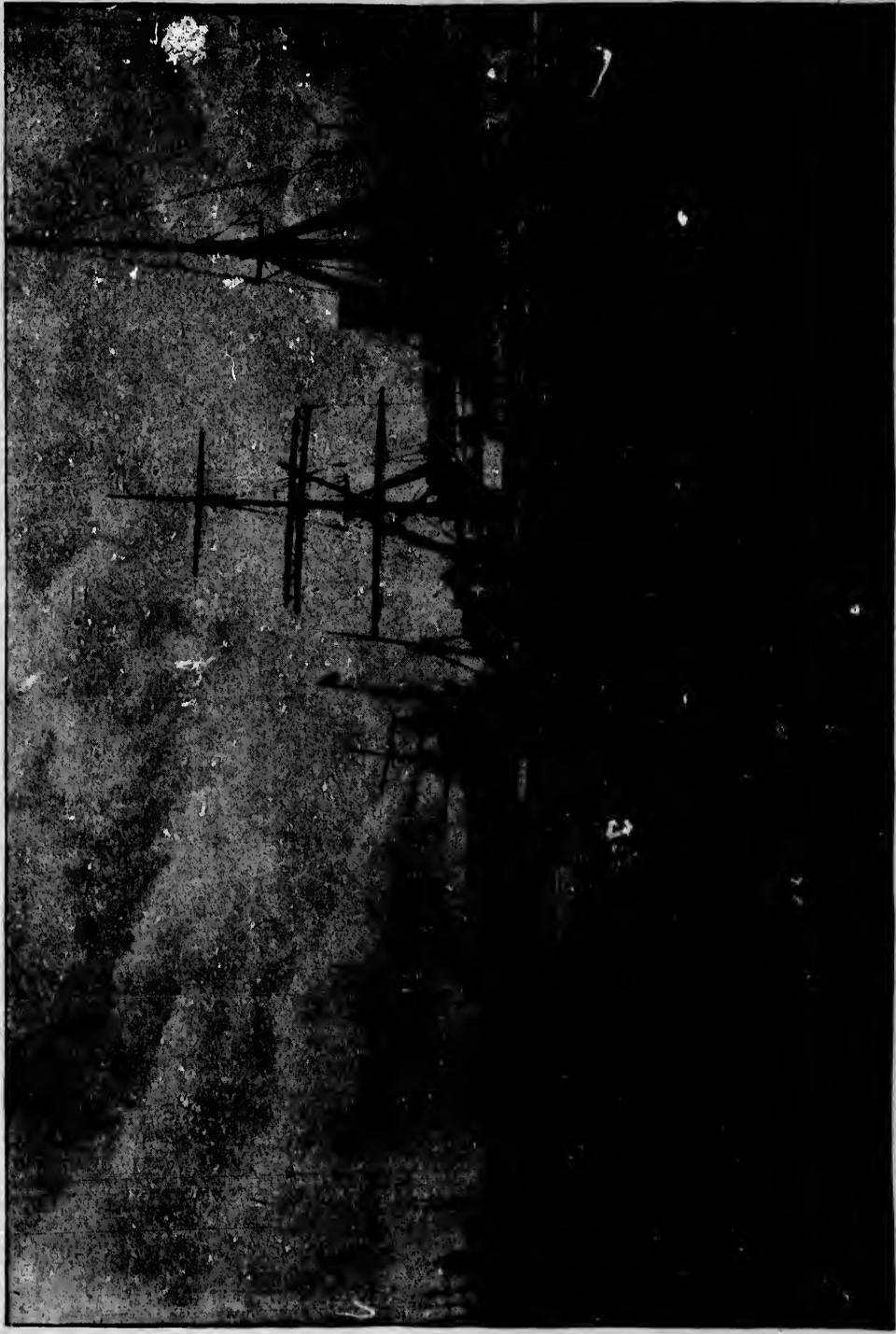
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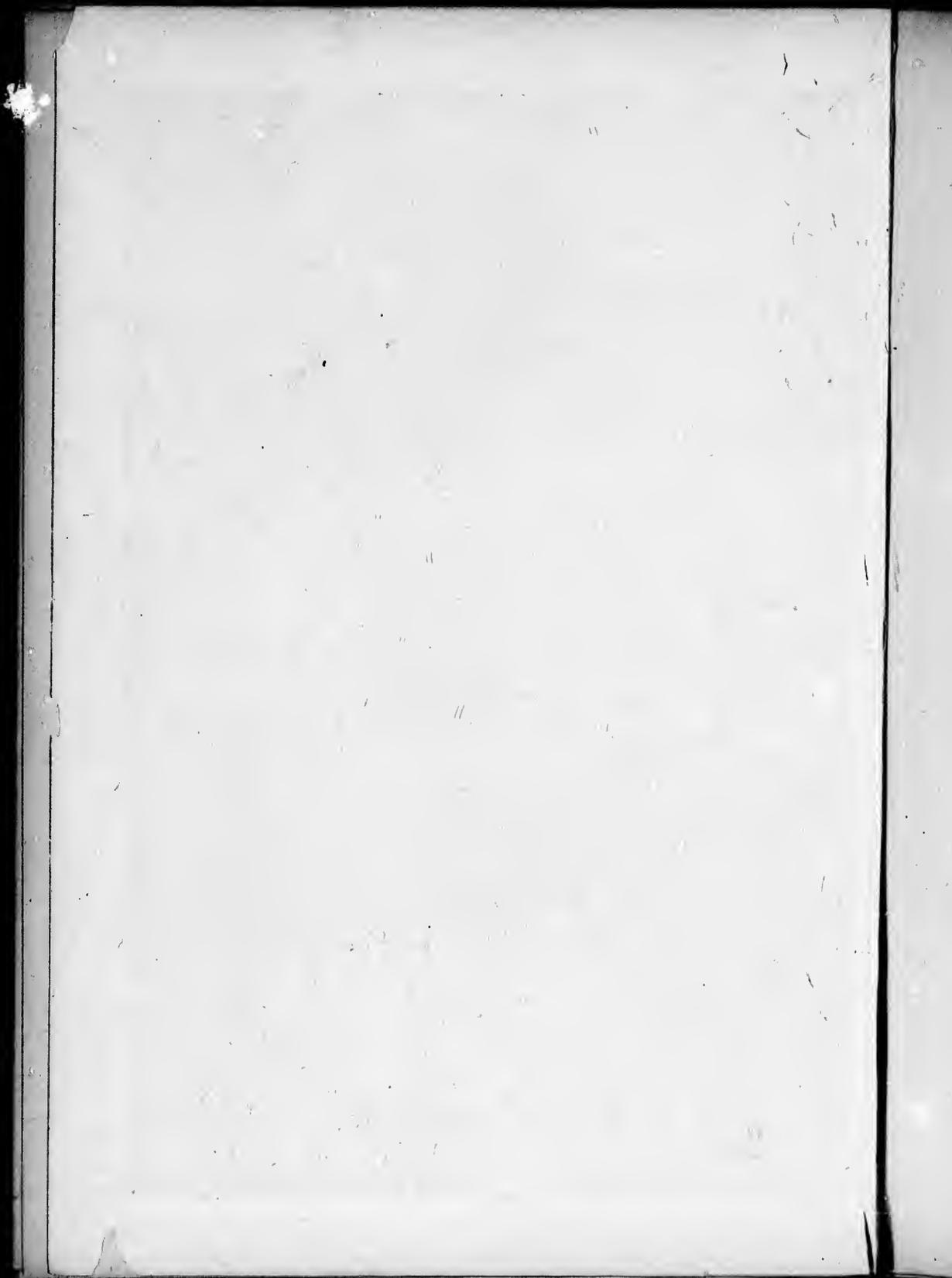
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MONTREAL HARBOUR—FROM R. & O. WHARF.

THE DOMINION ILLUSTRATED,  
CANADA'S PICTORIAL WEEKLY.  
SUBSCRIPTION, \$4.00 PER ANNUM; 10 CTS. A COPY.

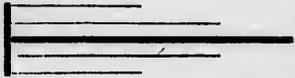
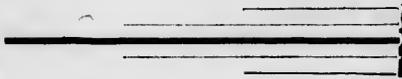
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GIBB & CO.,

(ESTABLISHED 1775.)

MERCHANT   
 TAILORS

: AND :

Gentlemen's Haberdashers.

148 ST. JAMES STREET,

MONTREAL.

of a suitable ship), by lashing spars alongside a steamer to the required depth of twenty feet, then passing through the lake when there was a depth of eleven feet on the flats. The experiment was deemed satisfactory—demonstrating that the result of all the labor since 1851 was an increased depth of nine feet, and that at low water there is a channel twenty feet deep from Montreal to the sea. A further deepening of the channel was completed in 1882 to twenty-five feet, so that now the largest-sized steamships come up to the harbor without ligherage.

#### THE HARBOR.

The maritime importance of Montreal will perhaps best be illustrated by an enumeration of the regular lines of ocean steamships which trade to the port; they are:—

Allan Mail Line, weekly to Liverpool.

Allan Line, weekly to Glasgow.

Dominion Line, weekly to Liverpool.

Beaver Line, weekly to Liverpool.

Donaldson Line, weekly to Glasgow.

Temperley Line, fortnightly to London.

Ross Line, fortnightly to London.

Great Western Line, fortnightly to Bristol.

Furness Line, fortnightly to London.

Thomson Line, fortnightly to Newcastle-on-Tyne, via London.

Elder Line, fortnightly to Glasgow.

White Cross Line, fortnightly to Antwerp.

Hansa Line, fortnightly to Antwerp and Hamburg.

Black Diamond Line, to Charlottetown, Pictou, and St. John's, Nfld.

Bossière Line, every twenty days to Hâvre.

Quebec Steamship Line, fortnightly for ports on the Gulf and Prince Edward Island.

Montreal and Acadian Line, fortnightly to St. John's, Newfoundland.

Besides these, there are numerous steamers trading to the port, which do not belong to any regular line. The fleet of river steamers plying to the different towns on the St. Lawrence and its tributaries adds to the busy appearance of the Harbor.

# CANADA ATLANTIC RAILWAY.

THE SHORT AND FAST PASSENGER ROUTE

BETWEEN

## MONTREAL & OTTAWA.

**4 SOLID LIMITED TRAINS DAILY. 4**  
**MAGNIFICENT PULLMAN BUFFET PALACE CARS**

 ON ALL TRAINS. 

DIRECT ROUTE BETWEEN

Ottawa and Rouse's Point, St. Albans, Troy, Albany, Saratoga, Boston, New York, Philadelphia, and all Intermediate Points, via

### ***COTEAU and the NEW STEEL BRIDGE***

***OVER THE ST. LAWRENCE RIVER.***

The ONLY LINE running through Cars without change.

The St. Lawrence Rapids and Ottawa River Scenery.

Daily trains in connection with the Richelieu and Ontario Navigation Company's Steamers, running the St. Lawrence Rapids every afternoon, arriving in Montreal at 6 p.m.

Round trip tickets on sale, to Ottawa by rail, and return by Ottawa River Navigation Company's Steamers down the Ottawa River.

Tickets, Time Tables and full information at Windsor Hotel, Balmoral Hotel, 136 and 143 St. James street, Bonaventure Station, Montreal, and at 24 Sparks street (Russell House), and Elgin Street Station, Ottawa.

**E. J. CHAMBERLIN,**  
*General Manager.*

**C. J. SMITH,**  
*General Passenger Agent.*

**GENERAL OFFICES, - - OTTAWA, ONT.**

The statistics of the business of the port up to the year 1889 are :—

| YEARS.    | Sea-going Vessels arrived in Port. | Total Tonnage. | Value of Merchandise Exported. | Value of Merchandise Imported. | Customs Duties Collected. |
|-----------|------------------------------------|----------------|--------------------------------|--------------------------------|---------------------------|
| 1889..... | 695                                | 823,165        | \$32,638,270                   | \$47,191,888                   | \$9,321,981.91            |
| 1888..... | 655                                | 782,473        | 24,049,638                     | 39,866,527                     | 8,778,291.32              |
| 1887..... | 767                                | 870,773        | 29,391,798                     | 43,100,182                     | 8,745,526.11              |
| 1886..... | 703                                | 809,699        | 28,078,330                     | 40,469,942                     | 8,362,618.94              |
| 1885..... | 629                                | 683,854        | 25,274,898                     | 37,413,250                     | 6,672,971.26              |
| 1884..... | 626                                | 649,374        | 27,145,427                     | 42,366,793                     | 6,772,675.68              |
| 1883..... | 660                                | 664,263        | 27,277,159                     | 43,718,549                     | 7,698,796.12              |
| 1882..... | 648                                | 554,692        | 26,334,312                     | 49,749,461                     | 8,395,654.07              |
| 1881..... | 569                                | 931,929        | 26,561,188                     | 43,546,821                     | 7,672,266.17              |
| 1880..... | 710                                | 628,271        | 30,224,904                     | 37,102,869                     | 5,231,783.80              |
| 1850..... | 211                                | 46,156         | 1,744,772                      | 7,174,180                      | 1,009,256.80              |

The quay or *revetement* wall extends down to the Current St. Mary, but the wharves are continued much further down the river past Hochelaga to the Hochelaga Cotton Factory. The total length of wharf accommodation is 4.57 miles, of which two-thirds is for ships drawing 25 feet of water. The port possesses every convenience for loading and despatching ships, such as steam cranes and steam elevators for grain and appliances for shipping cattle. Of late years shipments of cattle and of mineral phosphates have formed a large portion of the export business. Leading cattle shippers who have had experience in Boston, New York and other American ports give the preference to Montreal over all others, as having the best facilities for shipping cattle on the continent. The following statement obtained from the statistical department of the Customs will show the increase in the shipment of live stock from this port in the past eight years : In 1880, 35,070 head ; in 1881, 35,832 head ; in 1882, 26,981 head ; in 1883, 50,398 head ; in 1884, 57,789 head ; in 1885, 63,655 head ; in 1886, 65,824 head ; in 1887, 64,907 head ; in 1888, 61,003 head and in 1889, 85,668 head. The export of sheep is also a large item, the number exported in 1889 being 59,343. Ten years since the export of cattle across the ocean did not reach \$100,000 in the season. The phosphates are shipped in the crude form of *apatite*, of which there are enormous deposits in the Ottawa valley.

# THE PROFILE HOUSE,

## WHITE MOUNTAINS,

### NEW HAMPSHIRE.



**T**HE PROFILE HOUSE, White Mountains, is well known as one of the grandest and most beautifully located of the leading Summer Resorts. It is situated in the Franconia Notch, on an open plateau nearly two thousand feet above the sea, between two charming lakes, and amid more gems of scenery and points of interest to the guest and tourist than can be found in any other section of New Hampshire.

The Old Man of the Mountain, Profile or Great Stone Face, is near the hotel, and is undoubtedly the most remarkable rock formation in this country, if not in the world.

Excursions, on foot or by carriage, may be made to Bald Mountain, Echo and Profile Lakes Old Man of the Mountain, through the Franconia Notch to the Flume (which is the object of a pilgrimage to every White Mountain tourist), the Flume House, Pool, Basin, and several minor points of interest; also by rail to Bethlehem, Maplewood, Jefferson, Fabyan's, Summit of Mount Washington, or through the White Mountain Notch to North Conway, and return the same day.

**TAFT & GREENLEAF, Proprietors,**

(C. H. GREENLEAF, of Hotel Vendome, Boston.)

The shipment of phosphate is increasing every year, as shown by the following figures:

|           |              |
|-----------|--------------|
| 1882..... | 15,556 tons. |
| 1889..... | 21,824 "     |

The main items of export to Europe are wheat, corn, peas, oats, barley, flour, meal, potash, cheese, butter, lard, beef, petroleum and meats. The trade in cheese has developed rapidly. Last year the export of this article reached 1,144,396 boxes.

The foreign shipments of lumber from the Port of Montreal during the year 1887 were as follows:—

|                            |                      |
|----------------------------|----------------------|
| To the United Kingdom..... | 89,765,368 feet.     |
| To South America.....      | 26,084,322 "         |
| <b>Total.....</b>          | <b>115,848,690 "</b> |

The shipments of grain during the season of 1889 were:

|                   |                     |
|-------------------|---------------------|
| Wheat.....        | 2,356,494 bushels.  |
| Peas.....         | 1,016,491 "         |
| Corn.....         | 6,720,830 "         |
| Oats.....         | 95,700 "            |
| Barley.....       | 12,829 "            |
| Rye.....          | 69,213 "            |
| <b>Total.....</b> | <b>10,271,537 "</b> |

In order to give greater despatch, the harbor is lighted by the electric light under the Brush system, so that ships are loaded or discharged at night as well as by day.

The existing wharfage accommodation measures 24,809 lineal feet, or more than four and half miles. There are 16,458 feet of wharf-room in 25 feet depth of water, and 2,391 feet in 20 feet depth of water. The constantly increasing traffic of the Port makes it absolutely necessary, in order to accommodate the shipping, that the wharves should be enlarged and the shipping facilities increased. For the purpose of meeting this want, an elaborate scheme has been prepared by Messrs. Kennedy and St. George, engineers, which will in all probability be shortly carried out, and which would give to the Harbor the following future capacity:—

|                                             |                 |
|---------------------------------------------|-----------------|
| Deep water wharfage, 27½ feet at low water, | 43,130 lin. ft. |
| Do do 20 to 16 feet "                       | 1,460 "         |
| Shallow do 10 to 20 " "                     | 4,360 "         |
| <b>Total.....</b>                           | <b>50,950 "</b> |

**R. J. INGLIS,**

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**MERCHANT  
TAILOR,**

---

**31 BEAVER HALL HILL**

**MONTREAL.**

The earlier wharves were built of piles placed in a close row and secured to framing in rear.

All the wharves are entirely submerged in winter, and, owing doubtless to this, the timber is of unusual durability. Some pile wharves of 1830, which are in deep water, and, therefore, did not need to be superseded, are still in use. The cribwork wharves are found to suffer no serious decay for about fifteen or twenty years, and then only to a depth about half-way between the top and the low water line. The total cost of the Harbor of Montreal, was, at the close of last year, over \$3,000,000.

#### THE WHARVES.

The wharves are surmounted by a massive cut-stone wall, along the height of which is a pleasant promenade and wide street, affording a fine view of the river and its shipping. This was, during last year, surmounted by a dyke or parapet, erected for the purpose of protecting the city from the spring floods. There are numerous inclined planes from the wharves, by which carriages ascend to the street above, and the whole, for appearance, commodiousness and cleanliness, is unsurpassed by any port on the continent.

#### THE VICTORIA BRIDGE

Serves the important purpose of giving uninterrupted rail communication between the Eastern States, Canada, and the Great West. It is used for railway transit exclusively. This great work, sometimes classed as the eighth artificial wonder of the world, was completed in 1860 under the superintendence of Robert Stephenson and his associates, and is one mile and a quarter in length, or two miles, including the extensions. It is supported on twenty-four piers, the central span being three hundred and thirty feet in length, the remaining ones two hundred and forty-two feet, with massive abutments; the bridge tube is of iron, twenty-two feet high by sixteen wide, lessening at the ends.

It was erected at a cost of \$6,300,000. The height of the centre span above ordinary river level is sixty feet. Three million cubic feet of masonry and ten thousand tons of iron enter into the construction of this gigantic work. Near the centre there is an opening which affords

ESTABLISHED 1870.

# THE CHINA HALL.

WE are always pleased to see visitors at our Establishment, whether purchasers or not. We are the leading importers of all the most celebrated manufactures of

HIGH CLASS CHINA,  
ORNAMENTAL POTTERY,  
CABINET ORNAMENTS,  
FINE DINNER AND COURSE SERVICES,  
AMERICAN AND ENGLISH CUT CRYSTAL,  
ARTISTIC LAMPS.

A. T. WILEY & CO.,  
1803 NOTRE DAME STREET,  
MONTREAL.

a magnificent view of the river and city. No railroad train is allowed to enter this bridge without a written permit from the proper officer, thus insuring exemption from collision or accident; the passage is somewhat cheerless, occupying some six minutes, through seeming much longer to the passenger. By obtaining a permit at the Grand Trunk Offices, tourists can inspect a portion of the interior of the bridge. The river beneath the bridge has a swift current, and the piers are calculated to withstand immense pressure from descending masses of ice.

#### THE LACHINE BRIDGE,

which was completed in 1887, crosses the river seven miles above Montreal. It was constructed by the Atlantic and Northwest Railway Company, and is the communicating link between the North and South Shores of the St. Lawrence. It connects the great Pacific system with the Eastern States, and also with the short line to the seaboard at Halifax and St. John.

The masonry of the Lachine Bridge is composed of two abutments and 15 piers, the two abutments and two piers being built on dry land; there are four land spans of eighty feet in length, 8 water spans, 240 feet long, and the deep water portion of the river is crossed by two flanking spans of 270 feet and two cantilever spans each 408 feet in length, and these latter spans have an elevation of sixty feet above ordinary summer water level, and form one continuous truss 1356 feet long. The steel for the superstructure was made in Scotland, and the work of erection done by the Dominion Bridge Company, while the piers, which was the most difficult part of the work, were built by the firm of contractors, Messrs. Reid & Fleming.

|                            |                 |
|----------------------------|-----------------|
| Total weight of Steel..... | 6,130,000 tons. |
| “ “ “ Iron .....           | 1,349,000 “     |
| Total.....                 | 7,479,000 “     |

# W. DRYSDALE & CO.,

232 ST. JAMES STREET, MONTREAL.

Branch Store, 2387 St. Catherine Street

(TWO MINUTES WALK FROM WINDSOR HOTEL).

## Fine English Stationery,

BIBLES AND PRAYER BOOKS.

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In Great Variety, at Lowest Prices.

PUBLISHERS OF

## VIEWS OF MONTREAL,

18 Photo Views with Letter Press Description, 50c. each.

Goods shown with pleasure to all.

232 St. James and 2387 St. Catherine Street, Montreal.

## CHURCHES.

The following is a list of the principal Churches in the City :

### PROTESTANT.

#### Episcopal.

The hours of service on Sundays are 11 a. m. and 7 p. m.; prayer meetings are held in most of the Churches at 8 p. m. on Wednesday.

**Christ Church Cathedral**—Corner St. Catherine and University Streets—Most Rev. W. B. Bond, D. D., Bishop of Montreal; Rev. J. Carmichael, Dean; Rev. L. Evans, M. A., Archdeacon of Montreal.

Cathedral Clergy.—Rev. J. G. Norton, M. A., Rector; Rev. A. J. Smith, Assistant Minister.

**Trinity Church**—St. Denis St.—Rev. Canon W. L. Mills, Rector.

**St. George**—Dominion Square—Rev. Dean Carmichael, Rector; Rev. L. N. Tucker, Assistant Minister.

**St. John the Evangelist**—(Free Seat) St. Urbain Street—Rev. E. Wood, M. A., Incumbent; Rev. W. Wright, M. D., and Rev. Arthur French, B. A., Assistant Ministers.

**St. James the Apostle**—St. Catherine Street West—Rev. Canon Ellegood, M. A., Incumbent.

**St. Stephen's**—Inspector St.—Ven. Archdeacon Evans, M. A., Rector.

**St. Luke's**—(Free Seat) Champlain Street.—Rev. George Rogers, B. D., M. A., Incumbent.

**St. Thomas**—Notre Dame St.—Rev. Robert Lindsay, M. A., Rector.

**St. Mary's**—Hochelaga—Rev. John Edgecombe, Incumbent and Chaplain to the Jail.

**Grace Church**—Wellington Street.—Rev. John Kerr, Rector.

**St. Jude's Church**—Coursol Street.—Rev. J. H. Dixon, Rector.

**St. Mathias**—Cote St. Antoine—Rev. J. A. Newnham, M. A., Rector.

**St. Martin's**—Upper St. Urbain St., (free seat.)—Rev. G. O. Troop, M. A., Rector.

**Eglise du Redempteur**—Chatham Street—Rev. D. Larivière, B. A., Rector.



Young Men's Christian Association Bnilding, Montreal.

## Reformed Episcopal.

**St. Bartholomew's.**—Beaver Hall Hill.—Rev. Chas. Tully, F.R.G.S., Rector.

## Presbyterian Church in Canada.

**St. Paul's**—Dorchester St.—Rev. J. Barclay, M. A., Pastor.

**St. Gabriel Church.**—St. Catherine Street.—Rev. R. Campbell, M. A., Pastor.

**Knox Church**—Dorchester St. corner Mansfield.—Rev. James Fleck, B. A., Pastor.

**Crescent St. Church.**—Dorchester St. corner Crescent.—Rev. A. B. MacKay, D. D., Pastor.

**Erskine Church.**—Corner St. Catherine and Peel Streets.—Rev. L. H. Jordan, B. D., Pastor.

**Stanley St. Church.**—Stanley Street.—Rev. F. M. Dewey, M. A., Pastor.

**Chalmer's Church.**—St. Lawrence Street.—Rev. G. Colborne Heine, M. A., Pastor.

**St. Mark's Church.**—William Street.—Rev. John Nichols, Pastor.

**Calvin Church.**—Notre Dame Street West.—Rev. W. J. Smyth, B. A., Ph. D., Pastor.

**Taylor Church.**—Champlain St.

**St. Mathew's Church.**—Congregation Street.—Rev. W. R. Cruickshanks, B. A., Pastor.

**Eglise St. Jean.**—St. Catherine Street.—Rev. C. A. Doudiet, Pastor.

**Eglise du Sauveur.**—Canning Street.—Rev. A. B. Cruchet, Pastor.

**American Presbyterian Church.**—Dorchester Street.—Rev. G. H. Wells, Pastor.

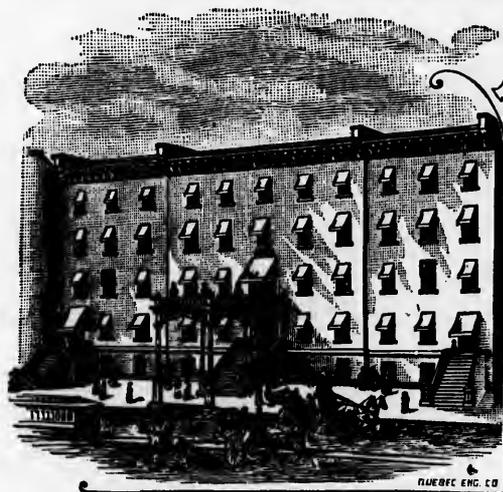
**American Presbyterian Chapel.**—Inspector Street.—Rev. Stewart Oxley, B. A., Pastor.

**Melville Presbyterian Church.**—Cote St. Antoine.—Rev. John McGillivray, Pastor.

# "THE FLORENCE."

THE PALACE HOTEL OF QUEBEC.

QUEBEC, Canada.



## "THE FLORENCE"

IS the most pleasant, attractive and comfortable house for tourists that can be found on this continent. Its location is unequalled, and the panoramic view to be had from the Balcony is not even surpassed by the world-renowned Dufferin Terrace, as it commands a full view of the River St. Lawrence, the St. Charles Valley, Montmorency Falls, Laurentian Range of Mountains, and overlooks the largest part of the City.

The rooms are large, elegantly furnished and well ventilated, and the table **FIRST CLASS**.

Street cars pass the door every ten minutes.

Telephone communication. Electric light and bell in every room.

Iron balconies and iron stairs from every floor. Perfect safety against any accident.

**BENJ. TRUDEL, Prop. and Manager.**

## Church of Scotland.

**St. Andrew's Church.**—Beaver Hall Hill.—Rev. J. Edgar Hill, M.A., B.D., Pastor.

## Methodist Church.

- St. James' Church.**—Rev. James Henderson.  
**Sherbrooke Street** “ —Rev. T. G. Williams.  
**Mountain** “ “ —Rev. J. T. Pitcher.  
**Dominion Square** “ —Rev. S. P. Rose.  
**Douglass** “ —Rev. J. C. Antliff, M. A., D. D.  
**Palace Street** “ —Rev. A. McCann.  
**Dorchester** “ —Rev. C. E. Bland, B. A.  
**Notre Dame Street** “ —Rev. C. R. Flanders, B. A.  
**Craig Street** “ —Rev. E. DeGruchy.  
**Point St. Charles** “ —Rev. J. Seanlon.  
**Cote St. Paul** “ —Rev. Geo. H. Porter, M. A.

## Congregational.

**Emmanuel Church.**—St. Catherine Street, corner of Stanley.

**Calvary Church.**—Guy Street.—Rev. Edward Hill, M. A., Pastor

## Baptist.

**First Baptist Church.**—St. Catherine Street, corner of City Councillors.—Rev. E. K. Cressey, M. A., Pastor.

**Olivet Baptist Church.**—Corner Mountain and Osborne Streets.—Rev. A. G. Upham, Pastor.

**French Baptist Church.**—L'Oratoire, Mance Street.—Rev. A. L. Therrien, Pastor.

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— THE —  
ARLINGTON,  
WASHINGTON, D. C.

Corner of Lafayette Square and Vermont Avenue,  
Opposite the WHITE HOUSE.

This hotel, located in the aristocratic part of the City, is noted for its fine appointments and *cuisine*. It has been the home of Dom Pedro, Emperor of Brazil; Kalakaua, King of Sandwich Islands; Grand Duke Alexis, of Russia; Japanese Embassy; Chinese Embassy; Malagassy Embassy; Corean Embassy; Queen Capiolana; and all the distinguished guests of the Government.

Travellers visiting Washington will be pleased with its comforts.

**T. E. ROESSLE,**  
PROPRIETOR.

## Unitarian.

**Church of the Messiah**—Beaver Hall Hill.—Rev. W. S. Barnes, Pastor.

**German Protestant**.—St. John's Church, St. Dominique Street.—Rev. H. Ongerth, Minister.

**Swedenborgian**.—New Jerusalem Church, corner of Dorchester and Hanover streets.—Rev. E. Gould.

**Advent Christian Congregation**.—St. Catherine Street.—W. W. Robertson, Elder.

**United Free Church**.—Chatham Street.

Services are also held in the Suburbs in Missions connected with the various Denominations.

## Roman Catholic.

The Right Rev. E. C. Fabre, Archbishop of Montreal ; Right Rev. P. A. Pinsonneault, Bishop of Birtha ; Very Revds. H. Moreau, V. G. ; P. E. Lussier, Secretary ; P. Leblanc, L. T. Plamondon, G. Lamarche, E. Moreau, J. Séguin, J. L. Mongeau, P. Dufresne, Canons.

**Seminary of Montreal**.—Rev. M. J. Colin, Superior ; Revds. B. V. Rousselot, curate ; J. B. Larue, Procureur ; Revds. M. E. Picard, L. Billion, F. Daniel, D. Tambereau, C. Lenoir, R. Rousseau, V. Sorin.

**Bonsecours Church**.—Low Mass, 6.30 to 7.15 a.m. ; evening 5.00 p.m. St. Paul Street.

**Cathedral**.—Low Mass 5.30, 6.30, 7.30 ; High Mass, 10 a.m. ; Vespers 3.15 p.m. ; evening, 7 p.m. Cathedral street.

**Church of the Gesu**.—Low Mass 5.15, 6.30, 7 and 7.30 ; High Mass, 10 a.m. ; Vespers, 3.30 p.m. ; evening, 6 and 8. Bleury Street.

**Notre Dame (Parish)**.—Low Mass, 5, 5.30, 6, 6.30, 7, 7.30, 8 a.m. ; Sunday and Obligatory Feasts, High Mass, 10 a.m. ; Vespers, 3.30 p.m. Place D'Armes.



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- Hospice St. Joseph.**—Mignonne Street.
- Hotel Dieu.**—Pine Avenue.
- L'Enfant Jesus du Coteau St. Louis.**—Coteau St. Louis.
- Notre Dame de Grace.**—
- Notre Dames des Anges.**—Lagauchetière Street.
- Notre Dame des Neiges.**
- Notre Dame de Lourdes.**—St. Catherine Street East.
- Notre Dame de Pitie.**—(Sunday).—Notre Dame Street.
- Sisters of Mercy.**—Dorchester Street.
- St. Ann's.**—Basin, cor. McCord Street.
- St. Bridget's.**—Cor. Dorchester and Seaton.
- St. James.**—(Parish)—St. Denis Street.
- St. Joseph.**—Richmond Street.
- St. Patrick's.**—(Parish).—Cor. Lagauchetière and St. Alexander streets.
- St. Peter's.**—Cor. Visitation and Dorchester Streets.
- St. Vincent de Paul.**—St. Catherine Street.

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## Jewish.

- Jewish Synagogue.** (German and Polish). McGill College Av.—  
Rev. E. Friedlander.
- Jewish Synagogue** (Spanish and Portuguese). Stanley Street.—  
Rev. M. DeSola, Rabbi.
- Temple Emmanuel** (Reform). St. Catherine Street.—Rev. Samuel  
Marks, Rabbi.

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Game Bags, Shooting Coats and Hats,

Leggings, Gun Cases and Covers,

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Skates, Snowshoes, Moccasins and Toboggans,

and every variety of sporting Goods.

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— AN INSPECTION INVITED. —

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**German.**—W. C. Munderloh, Esq., 61 St. Sulpice Street.

**Italian.**—C. Mariotti, Vice-Consul, 17 Beaver Hall hill.

**Austro-Hungarian.**—Edward Schultz, Esq., 166 McGill St.

**Belgian.**—Jesse Joseph, Esq., 873 Sherbrooke.

**Chili, Peru, Uruguay and Argentine Republic.**—F. C. Henshaw, Vice-Consul, 4 Custom House Square.

**Danish.**—J. F. Wulff, Esq., Vice-Consul, 32 St. Sulpice.

**Portuguese.**—C. S. Watson, Esq., 387 St. Paul.

**Spanish Vice-Consul.**—Jean L. Leprohon, Esq., M.D., 237 St. Antoine.

**Mexican.**—D. A. Ansell, Esq., Corn Exchange.

**Swedish and Norwegian.**—J. F. Wulff, Esq., Vice-Consul, 32 St. Sulpice.

**Holland.**—S. B. Heward, 89 St. François Xavier Street.

**Swiss.**—A. N. Aubin, 412 St. Paul Street.

**Hawaiian.**—Dickson Anderson, 227 Commissioners St.

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## Charitable Institutions.

AMONG THE PRINCIPAL ARE THE FOLLOWING :—

### The Montreal General Hospital

Owes its origin to the philanthropic efforts of a number of ladies, who, about the year 1815, formed themselves into a Society, called the "Ladies' Benevolent Society." The inhabitants entered so heartily

# John Osborn, Son & Co.,

**71 & 73 ST. PETER STREET,**

— AND —

**52 & 54 ST. SACRAMENT STREET,**

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“RIP VAN WINKLE,” Holland Gin,

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KIRKER, GREER & CO. (Limited),

Scotch and Irish Whisky.

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of Bass' Ale and Guinness' Stout.

into the scheme, that in 1818 a fund of £1,200 was raised for the purposes of the Society, and a soup kitchen was opened, where the ladies superintended the distribution; but more than this was needed, and the necessity of providing for the sick was presented to the public. The citizens determined to proceed with the erection of a building, and on the 6th day of June, 1821, the foundation stone of the building (which now forms the centre portion) was laid with Masonic honors, by the Right Worshipful Sir John Johnson, Bart., Past Provincial Grand Master of Canada. In less than a year the building was finished, and on the first of May, 1822, it was opened for the reception of patients. On the 18th May, 1831, the Hon. John Richardson, the first President of the Institution, died, at the age of 76 years. His friends, desirous of erecting some monument to his memory, at first decided to place a cenotaph in Christ Church, but when the subscription list was closed, it was found that the amount subscribed far exceeded that required for the work, and as demands for admission to the hospital were greater than its capacity, it was resolved to devote the money thus acquired to the enlargement of the building, by erecting a wing, to be called the "Richardson Wing."

In 1848 the widow of the late Chief Justice Reid added the wing known as the "Reid Wing," as a monument to the memory of her husband. Fourteen years ago another wing was added in memory of the late Mr. Thomas Morland. The building fronts on St. Dominique street.

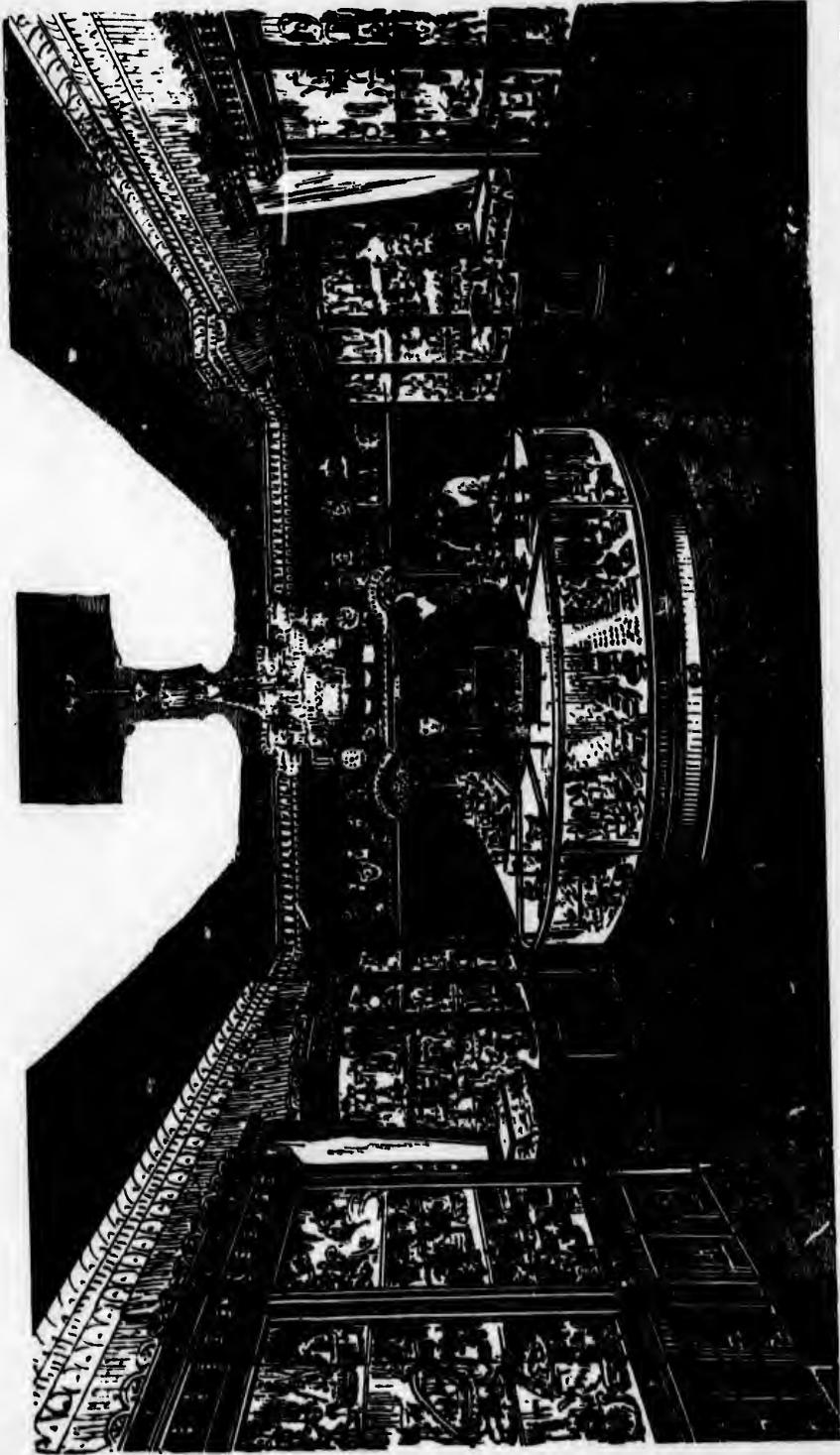
Many legacies have recently been received, it is contemplated to further enlarge the hospital at an early date.

During the year 1888 the total number of indoor patients treated in the Hospital was 2553, and there were 16,578 consultations given in the general out-door department during the same time.

The annual cost of the maintenance of this excellent Institution is about \$50,000.00.

## Royal Victoria Hospital.

With a view of commemorating 1887 as the Jubilee year of the reign of Her Majesty Queen Victoria, Sir Donald Smith and Sir George Stephen, of Montreal, have given a million dollars for the construction and equipment of the Royal Victoria Hospital. The city has given



Interior view of M. COCHENIHALER'S handsome Jewellery Establishment, 149 St. James Street, Montreal. The rarest place in Canada. Very fine stock of Diamonds, Rich Gold Jewellery, Novelties in Sterling Silver, Fine Watches and Fancy Articles. Prices Extraordinarily Low. Reliable transactions. Pay us a visit, we take pleasure in showing our Goods.

the site—a beautiful slope on the southern portion of Mount Royal Park, and building operations have already been commenced.

## The Western Hospital.

An Act of Incorporation having been obtained in 1875, a subscription list was opened, and in a very short time upwards of \$30,000 were subscribed to build a hospital in the western part of the city, to be called the "Western Hospital," for the benefit of the sick poor, irrespective of creed, country or color. A large block of land was purchased upon the corner of Dorchester street and Atwater avenue, and upon one corner of this property the late Major Mills erected a handsome building, costing \$13,000 which provides accommodation for about fifty beds. The hospital is doing good work.

## The Hotel-Dieu

Was founded in 1644 by M<sup>me</sup>. de Bouillon, for the reception of the sick and poor, and was situated on St. Paul street, along which it extended 324 feet, and on St. Sulpice it was 468 feet in depth. The building consisted of a hospital, convent and church. Before the establishment of the Montreal General Hospital, this was the only place to which the afflicted poor of this city could be sent for relief. It furnished for many years a refuge for the miserable, and help for the sick, to whose comfort the sisters devoted themselves with the most praiseworthy benevolence. The increased demand for aid rendered it necessary that more extensive premises should be obtained, added to which was the fact that the neighborhood was so thickly built up that it became necessary to remove the hospital to a more open locality. To meet this the present extensive premises on St. Famille street were erected. This is the most extensive religious edifice in America. It is composed of the church, convent and hospital. The grounds are surrounded by a massive stone wall, the circumference of which is one and a half miles. The physicians of the Institution are the Professors of the French School of Medicine. The surgical cases, for the most

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part, come under the care of Dr. Hingston, late president of the Canada Medical Association, and one of the most accomplished surgeons on the continent. Previous to the Conquest the Hotel-Dieu was supplied with medicines and other necessaries by the French Government; at present the funds are derived from rents on lands, charitable bequests or donations, and an annual grant from Parliament.

## The Notre Dame Hospital,

In connection with the Laval University, is situated on Notre Dame street, near Dalhousie square. It is open to the sick of all creeds.

## The Grey Nunnery

Is a large hospital and nunnery, situated on Guy street, and extending south to Dorchester street. Of the size of the institution we may form an idea from the fact that at present it contains 139 nuns (known as the Sisters of Charity), 37 novices, and 500 inmates, while over 5,000 visits are annually made to the sick and poor of the city, and from the Dispensary over 10,000 prescriptions are given to the poor during each year.

The patients are chiefly very young children, and old people who are helpless and infirm. The establishment is conducted under the entire guidance of the Sisters of the order of Grey nuns. These good ladies have also a number of other institutions in the city under their care, viz.; St. Joseph's Asylum and Dispensary, St. Patrick's Asylum, Hospice St. Charles, Bethlehem Asylum, Nazareth Asylum for the Blind, St. Bridget's Asylum, and St. Joseph's Infant School and Crèche. This last mentioned institution, 541 St. James St., opposite the G.T.R. Station, takes care during the day of young children whose mothers are at work.

## The Protestant Orphan Asylum

On St. Catherine street, cares for boys and girls until they are twelve years of age, when they are placed with families, who are bound to report annually on their conduct and welfare.

ESTABLISHED 1844.



**JOHN HENDERSON & Co.**  
**HATTERS and FURRIERS,**  
**MONTREAL.**

Tourists are invited to call and see our Stock on view during the  
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 AND MANUFACTURED IN THE VERY BEST MANNER.

The Best Goods at the Lowest Possible Prices.  
 No. 229 ST. JAMES STREET.

*N. B.—A complete assortment of HATS from the best English and  
 French makers, and in the latest shapes, always in stock.*

### **Protestant House of Industry and Refuge.**

A large Brick Building situated on Dorchester Street, near Bleury, where shelter and relief is given to the homeless and friendless poor.

A country house for the accommodation of helpless and aged inmates has recently been erected on the Molson farm, a few miles east of the

### **The Protestant Infants' Home.**

Guy street, receives infants and foundlings, and provides for them till of an age to be placed in families, or adopted.

### **The Hervey Institute.**

A handsome stone building on Mountain street, where young children are cared for who have lost one or both parents.

### **St. Patrick's Orphan Asylum.**

Connected with St. Patrick's Church, contains about 200 inmates. It was founded in 1849 solely for Irish orphans and aged persons. In connection with this Asylum is also an infant school, taught by the Sisters, which is attended by 450 pupils.

### **The Mackay Institute for Deaf Mutes.**

Named after its generous founder, the late Joseph Mackay, Esq., is situated at Cote St. Antoine, and is a handsome structure. Protestant deaf-mutes are educated here, and also trained in industrial pursuits.

### **The Ladies' Benevolent Institution.**

Is situated on Berthelot Street. It is a large Building surrounded by extensive grounds. Children are here educated and provided for till they are of an age to be placed in situations.

### **The Womens' Protective Immigration Society.**

receives and looks after the comfort of female immigrants till they can procure situations.

### **Protestant Insane Asylum.**

at Verdun on the lower Lachine road opened on 1st may last.

Many other charitable and benevolent Institutions exist in the city, to which we have not space to allude.

# The ROSSIN HOUSE



Corner York and King Streets,  
**TORONTO.**

Central to all points of interest, principal  
Stores and places of amusement.

Rooms large, airy and En Suite, appoint-  
ments complete, cuisine unexcelled. Prices  
graduated.

**ALEX E. CRAIG,**

*Chief Clerk.*

**A. NELSON,**

*Proprietor*

## THE WINDSOR HOTEL.

was opened for the reception of guests in January, 1878. It is situated at the corner of Dorchester and Peel streets, Montreal, and in point of luxurious appliances and magnificence in decoration and fittings, equals, if it does not surpass, any hotel on the continent.

It is built upon the healthy upper plateau, facing Dominion Square, the largest square in the city, and occupies an entire block, bounded by Peel, Dorchester, Stanley and Cypress streets.

As one draws near the Windsor, its immense proportions are apparent. Its great height and lateral dimensions have pigmied surrounding buildings; the Dorchester street Methodist church and the St. George's church appearing to dwindle as a comparison is instituted. The main entrance is on Peel street, which leads directly up to the famous Mount Royal Park.

The ladies' entrance opens on Dorchester street, and is protected from the rain and sun by a broad canopy, which stretches to the street. In close proximity to the entrance are the waiting-rooms for guests, and the ladies' reception room, which is elaborately furnished and decorated in the richest style, and is, undoubtedly, the gem of the house. It is situated beneath the tower, and commands a view up and down Dorchester street and across Dominion Square. The passenger elevator immediately adjoins.

The main entrance leads directly into the grand rotunda, wherein are situated the office proper, the ticket and telegraph offices, and the cigar and book stands. Occupying a position in the open space within the square of buildings, the rotunda has the advantage of a dome roof, and is lit from overhead by large skylights which illuminate the artistic frescoing upon the sides and approaches to the dome. Passages lead from the rotunda to the billiard-room, wash-room, bar, barber's shop, café, gents' furnishing, and chemist's shop, so that guests can supply themselves with almost any article they require without leaving the hotel.

To the left of the main entrance is the gentlemen's waiting-room, which is frescoed and furnished in strictly Egyptian style, thus lending to the room a character of its own, and making it one of the much talked of beauties of the "Windsor."

THE "KENSINGTON"  
*Millinery Rooms,*

2252 ST. CATHERINE ST.

Opposite Victoria St.

Under the management of

MRS. and MISS MORRIS

MR. GEO. MORRIS, Proprietor.



This establishment has already made a reputation for rich materials, exquisite taste, and moderate charges.

In fact, for really fine goods in the newest styles, "THE KENSINGTON" is unique.

Five minutes walk from the Windsor Hotel.

2252 St. Catherine Street,

Opposite Victoria Street.

GEO. MORRIS,

PROPRIETOR.

The main staircase ascends from the junction of the ladies' entrance hall with the rotunda to the

### Grand Promenade.

On the second flat, which is one hundred and eighty feet long by thirty wide, passing in front of the drawing rooms to the main

### Dining Room.

Which is as unique and gorgeous in its decorations and architecture as it is commanding in height and size. It is one hundred and twelve feet long by fifty-two feet wide; ceiling twenty-seven feet high: the floor is of marble; the walls are surrounded by fifty-two columns and pilasters—the bases of black walnut, and the shafts of butternut,—highly polished. This mammoth banquet chamber is lit by thirteen windows and three large dome lights. It has just been re-decorated by the Pottier & Stymus Mfg. Co. of New York. Above the pillars are a series of beautiful landscape views, which entirely encircle the hall; they comprise scenes from Great Britain, the Continent, and tropical climes, and form subjects for prolonged study. It is beyond the power of description to literally portray the magnificent appearance of this princely hall. At the east end is a gallery or band-room, which can be shut off from the hall by sliding doors. The hall is frequently used for public dinners and other entertainments.

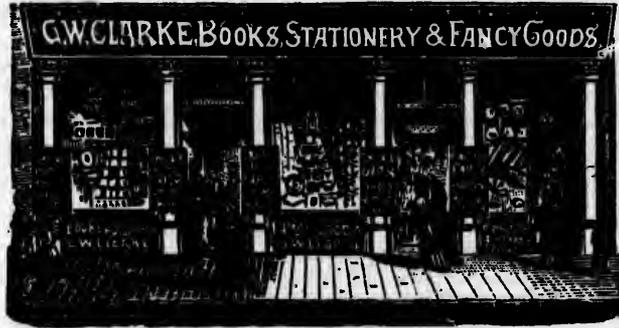
Passing through a door at the west end of the dining hall, the Ladies' Ordinary or small dining-room is reached, small only by comparison, as it is sixty feet long by forty in width. The delicate nature of the decorations are apparent, and on the walls and ceilings will be found some *chef-d'œuvres*. The kitchen, dish-rooms and pantries lie between the dining-halls, and are simply and ingeniously arranged.

On the east side of the promenade and over Dominion Square are the suite of

### Grand Parlors.

One hundred feet long by thirty wide, fitted up, regardless of cost, with luxurious carpets, velvet ottomans, and imposing marble mantels, while the tinting of the walls and frescoing of the ceiling are in perfect keeping. Adjoining the main parlors are the bridal chambers and parlors,

**THE UNIVERSAL**  
238 and 240 ST. JAMES STREET, Montreal.



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**FINE FANCY GOODS, NOVELTIES, ART METAL  
GOODS, SILVER & BRASSWARE, &c.**

**FINE LEATHER GOODS,**

**FANS, OPERA AND FIELD GLASSES,**

**BEST SHEFFIELD CUTLERY,**

**Ladies' and Gents' Fitted Travelling Bags,**

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**Chatelaine Bags, Purses, Pocketbooks, Card Cases, &c.,**

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**FRENCH AND GERMAN DOLLS.**

**TOYS, BLOCKS, GAMES.**

**CANADIAN PHOTOGRAPHIC VIEWS OF ALL POINTS OF  
INTEREST BY THE BEST ARTISTS.**

**Canadian Souvenirs and Book Views of Montreal,  
Quebec and elsewhere.**

**The Largest Assortment of Goods to be found in Canada.**

**238 & 240 ST. JAMES STREET.**

which have just been redecorated and furnished. The marble work was executed in Montreal, and the furniture of the parlors and first and second floors was purchased from the Pottier & Stymus Manufacturing Company of New York. The cabinet, art work and decorating are unsurpassed on the continent. All the other furniture of the hotel was supplied by Canadian firms.

The remainder of the hotel proper is given up to bed-rooms, *en suite* with parlors, etc., or single rooms. Each room is supplied with hot and cold water, and all the front rooms have private closets and baths, a great convenience in a large hotel. The ceilings are lofty, and heating and ventilation are well provided for. The average size of the front rooms is eighteen feet by fourteen; of those in rear or facing the central square, twelve feet by sixteen. The corridors are uniformly twelve feet in width, and are bordered with black walnut. The division walls are all of brick, and the floors filled, ensuring quiet.

One great feature of this hotel is that there are no winding passages; four roomy flights of stairs, in addition to the elevators, afford ample means of ascent and descent.

Above the sixth story is the observatory or look-out tower. It has two series of port holes or windows, the upper one being 130 feet from the ground. Access can be had to the dome, where a height of one hundred and fifty feet is attained; the flag pole, which surmounts the dome, is forty-seven feet high.

Such are the chief features of interest in this magnificent building, and, before closing this meagre description, it may be interesting to briefly give the history of the "Windsor Hotel Co." In the spring of 1875, the Windsor Hotel Co. became an incorporated body, but, owing to the stringency of the times, no progress was made towards the commencement of the building until late in the fall of the same year. The early winter of 1875 and 1876 greatly retarded the progress of this great enterprise, and it was not until the spring of 1876 that the work was fairly underway. Before Christmas the building was roofed in.

The gentlemen who carried through this enterprise, and to whom the travelling public generally, and the citizens of Montreal in particular should forever feel indebted, are the Directors of the Company; Messrs. Andrew Allen, President; H. A. Nelson, Vice-President; Wm. Clen-

→ CONTRACTORS TO DOMINION GOVERNMENT. ←

\*\*\*\*\*

ESTABLISHED 1839.

**BROWN BROS.,**

**WINDSOR \* MARKET**

**MONTREAL, - CAN.**

OUR MOTTO:

*Good Meat ~ Good Blood.*

*Good Blood ~ Good Health.*

We carry a large stock of finest Meats, &c., fresh killed or aged. We make a specialty of fine Hotel and Family Trade, and are prepared by our Patent Refrigerator Shipping Containers to ship in any quantities and to any distance.

**FEDERAL TELEPHONE 1276.**

**BELL TELEPHONE 4038.**

dinneng, Jas. D. Gibb, M. H. Gault, M.P., Wm. C. McDonald, James Worthington and Philip S. Ross, secretary.

On the completion of the building it was found that further funds would be required to furnish and equip the Hotel in a satisfactory manner. The Directors at this juncture, assisted by some of the shareholders and contractors, obtained such a loan on their personal security as was deemed sufficient.

The management of the Windsor Hotel devolves upon Mr. George W. Swett, manager, Mr. W. G. Ross, asst. manager; Mr. H. S. Dunning, Room clerk and Messrs. Dowling and Moffatt. The steward's department of the hotel is under the charge of Mr. Isaac Ebbitt.

So successful has the Hotel proved, that a new wing of 134 rooms, fronting on Stanley Street, has been added, making the Windsor one of the largest hotels in the world, and enabling the management to accommodate the constantly-increasing patronage of the house.

### **Concert Hall and Ball Room.**

A magnificent addition in architectural conformity with the hotel proper has just been completed, and is without doubt one of the gem halls of the country. It is 136 feet long, 60 feet wide and 60 feet high, and has accommodation for sixteen hundred seats. It is a pronounced success as a concert Hall. The accoustic properties being considered very fine and having the highest praise of the leading singers of the world. As a Ball Room it is simply grand, the highly polished floor which reflects back the soft and pleasant lights makes it irresistible for dancing.

The chandeliers are gorgeous and of unique design. Being of polished brass and perfect arrangement; they are indeed works of art. 144 Incandescent Electric light and candle gas jets are placed on the large centre one, while the ones at either end have 80 jets of each light on them. Brackets are also placed round the walls with the combined lights, and when lit up the Hall presents a magnificent appearance.

The wainscoting of chestnut and cherry and the balcony with 150 seats are beautiful specimens of woodwork.

Pleasure travel to Montreal during the winter dates from the opening of the Windsor Hotel. That season here is more enjoyable than anywhere else in Canada or in the Northern States, and the number of

## GUESTS AT THE

 WINDSOR

Can Always Obtain

Barton & Guestier's Clarets and Sauternes.

Deinhard & Co's. Hocks and Moselles.

C. Marey & Liger Belair's Burgundies.

Martell & Co's. Fine Old Brandies.

And the choicest Grades of Ports and

Sherries.

***ALL IN THE BEST CONDITION.***

visitors seeking health and pleasure increases annually so rapidly, that Montreal is fast becoming a popular winter resort. The Carnivals have done much to make the Winter Sports of Canada famous, and have led to their extensive introduction throughout the Northern States. These sports, which form the chief attractions of Carnival Week, can be enjoyed during the entire season by such visitors as wish to avoid the great influx of strangers to the city the week of the Festival.

#### **Ticket Office.**

A Ticket Office, in the rotunda of the hotel, issues tickets over all steamboat, railroad, and palace car lines at the same price as at the Head Offices of the various companies. Steamer staterooms can also be secured here, and the best choice obtained. Travellers' Insurance Tickets are also issued, and information as to routes and connections can be had, also quotations of American stocks and bonds are kept on file, and Theatre and Concert tickets may be had without advance in price.

#### **PLACES OF AMUSEMENT.**

##### **The Academy of Music,**

situated on Victoria street, corner of St. Catherine, is the leading Theatre, and is exceedingly well conducted, all appointments being as perfect as its size permits.

##### **The Theatre Royal,**

on Cotté street, has been recently altered, and much improved internally, and is well managed.

##### **The Victoria Skating Rink**

is situated on Drummond street. This building, 200 feet by 80, furnishes a large field of ice, free from obstruction. Skating carnivals and masquerades take place frequently in winter, and it is also frequently used as a concert hall during summer.

#### **MANUFACTURES &c.**

Montreal is not only a centre of commerce, but the most important manufacturing city in the Dominion. The manufacture of boots and

# Boston's Palatial Hotel

C. H. GREENLEAF & CO.,

PROPRIETORS

C. H. GREENLEAF. \*

'AMOS BARNES. \*

J. W. DUNKLEE.

**T**HE proprietors of the HOTEL VENDOME present their compliments to the travelling public, and invite their attention to one of the largest and finest hotel structures in this country. Its elegance, spaciousness, sanitary excellence, and unequalled location make it most desirable for transient visitors and tourists. It is also peculiarly attractive as a residence for ladies and families.

The Hotel is situated in the Back Bay hundred and forty feet wide, and through its center is an improved part, one hundred feet wide, lined with trees and shrubs, while facing it are the most costly and beautiful residences in the city.



HOTEL VENDOME, BOSTON.  
COMMONWEALTH AVENUE.

District, one of the grandest architectural sections to be found in any country, and surrounded by noteworthy public buildings,—the Art Museum, Public Library, Trinity, New Old South, First Baptist and other prominent churches; and Schools both public and private.

Commonwealth Avenue (extending from the public Garden to the new Park), upon which the Vendome has its main front, is acknowledged to be the finest boulevard in America. It is two

\* THE \* VENDOME \*

Corner Commonwealth Avenue & Dartmouth St.

Boston's new and most superb hotel is situated in the heart of the handsome modern district, the Back Bay. It accommodates 375 guests, its rate being \$5 per day. This elegant establishment has received in its erection every appliance that the dictates of taste and comfort require. It is indeed one of the grandest structures of the kind, and one of the most elaborately furnished hotels in the world, with a table of surpassing excellence. Its location is of the very best, being situated on a noble avenue, and in the midst of the principal places of interest in this city.

shoes employs about 3,000 hands, and the product of the numerous factories is enormous. The largest sugar refineries in Canada are at Montreal. The largest cotton mill in the country is that of the Hochelaga Cotton Company, at Hochelaga. There are two silk factories, a large rubber factory, many large clothing factories, employing in the aggregate 2,500 hands; and factories for the manufacture of cards, boxes, paints, soaps, cements, drugs, &c., &c. On the canal are saw-mills, nail and edge tool works, engine and machine works, and rolling mills.

There are five establishments for making sewing machines. At the machine shops of the Grand Trunk and Canadian Pacific Railways, everything connected with railway machinery is manufactured. There are carpet factories, rope factories, large binderies, large printing offices. Over 2,500 hands are employed in the tobacco factories; over 300 in the breweries. To give an account of all the various manufacturing industries of the city would require more space than can be afforded in a guide book.

The establishment of many important industries in the city is mainly due to the impulse given to manufacturing by the national policy, which was adopted by the Government in 1878.

Montreal possesses many interesting buildings. In proportion to the size of the city, the private residences are unsurpassed by those of any other city on the Continent for elegance and comfort.

Amongst the finest may be mentioned the residences of Sir George Stephen on Drummond Street, Mr. R. B. Angus on Drummond Street, Sir Donald A. Smith on Dorchester Street, Hon. Geo. A. Drummond on Sherbrooke Street, and Mr. Duncan McIntyre on Drummond St. Among the public buildings of interest there are many that will amply repay a visit. The Fraser Institute and Free Public Library, which is situated on Dorchester Street, will be found an interesting and profitable place in which to wile away an hour.

The buildings of the McGill University on Sherbrooke Street form an imposing pile; among the most interesting is the Redpath Museum of Natural History, which is the best in Canada.

Among the principal streets for business are the following:—St. Catherine, St. James, Notre Dame, St. Paul, McGill, Craig, St. Peter, St. Helen, Lemoine and St. Lawrence Main. The finest residences in

# New York Central and Hudson River Railroad.

## Great Four-Track Trunk Line.

SUPERIOR SERVICE.

FINEST EQUIPMENT.

GREATEST COMFORT.

Fourth Avenue and  
Forty-Second Street,  
NEW YORK.



Fourth Avenue and  
Forty-Second Street,  
NEW YORK.

GRAND CENTRAL STATION.

**T**HE NEW YORK CENTRAL is the only line landing its passengers in the City of New York, in the centre of the business and residence district, and convenient to all the large hotels. All parts of the City can be quickly reached by means of the elevated railroads and horse car lines, which run direct from the Grand Central Station.

For complete information, address,

**JOHN M. TOUCEY,**

**GEORGE H. DANIELS,**

GENERAL SUPERINTENDENT.

GENERAL PASSENGER AGENT.

GRAND CENTRAL STATION, NEW YORK.

N.B.—Tickets via this line on sale at Depot prices in the rotunda of the Windsor Hotel.

the city will be found on such streets as the following :—Sherbrooke, Dorchester West, Drummond, Mountain, Redpath, Simpson, University, St. Denis, Union Avenue, etc.

Educational matters in the city are well looked after under the direction of Protestant and Roman Catholic School Commissioners. Visitors will find a collection of pictures worthy of inspection in the Art Gallery on Phillips Square. Many private galleries contain works of art of high value; the celebrated picture by Jules Bréton, "The Communicants," which was recently purchased in New York for the sum of \$45,500.00, being in the possession of Sir Donald A. Smith.

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## EXCURSIONS.

### Belœil Mountain.

One of the most delightful excursions in summer is to this celebrated mountain, which forms part of the Seigniory belonging to Captain Campbell of St. Hilaire. Half an hour by rail via Grand Trunk Railway east will bring the tourist to St. Hilaire Station, where on the Richelieu River is located the charming Otterburn Park, and where carriages are always in waiting to convey travellers to the justly popular "Iroquois House," which is situated on the mountain side, on the borders of a lake. The view of surrounding country is very magnificent, and additional attractions are offered to guests, in the shape of billiards, bowling alleys, bath houses, livery stables, etc. Tourists on their way to Quebec, Cacouna, White Mountains and Portland will never regret a few hours or even a few days' rest at St. Hilaire Mountain. The air is very healthy and bracing, and this, coupled with the many amusements which the place affords, renders the "Iroquois House" a singularly good resort for invalids and persons requiring rest and recreation during the heat of summer.

### Lachine Rapids.

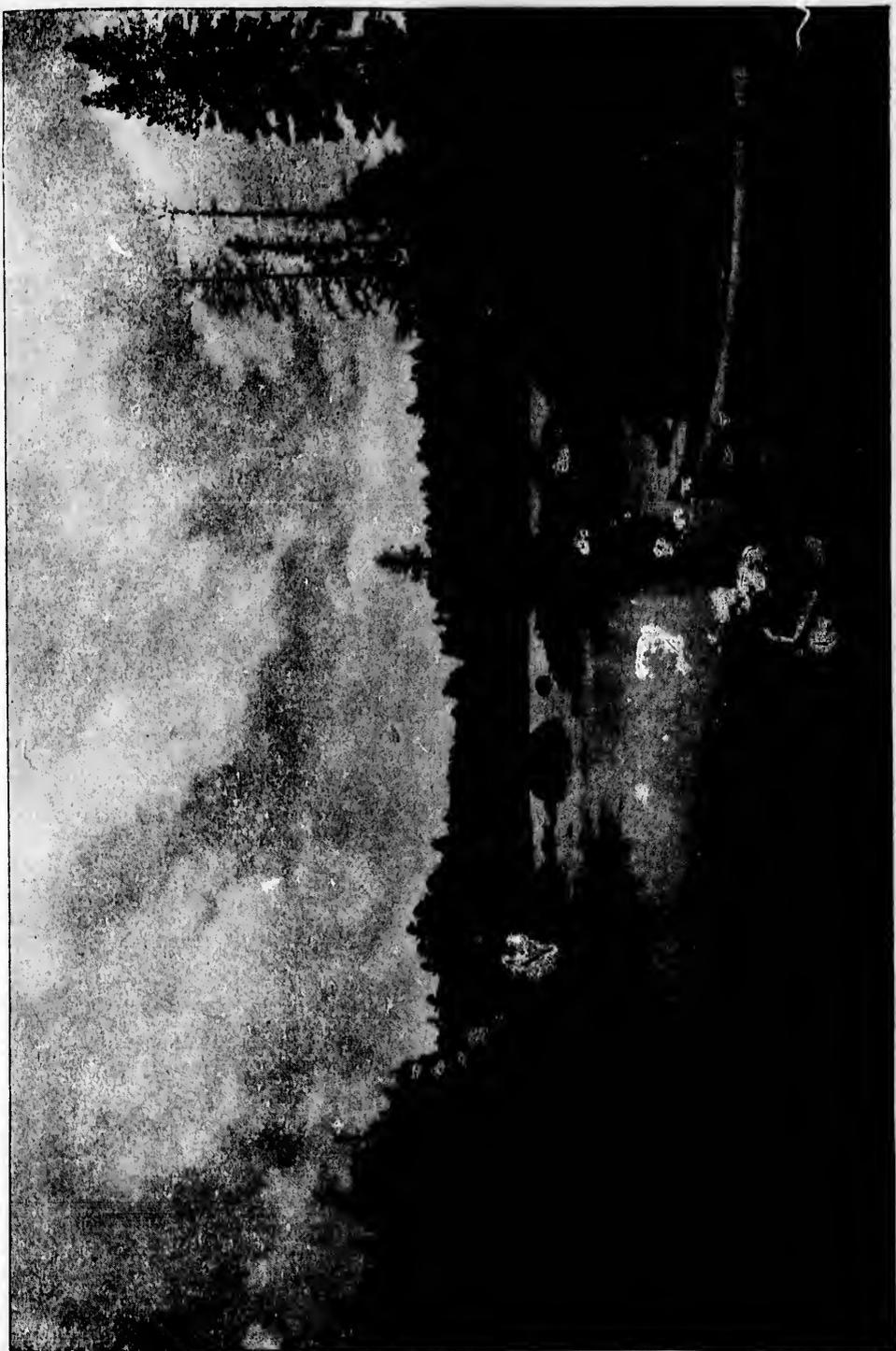
To run the Lachine Rapids has always been a favorite excursion with visitors. The Richelieu Co's, as well the Ottawa River Navigation Co's, famous boats run the rapids on their downward trip every evening. By taking the Grand Trunk to Lachine at 5 p. m. any afternoon, tour-

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LAC BRULÉ, A LAURENTIAN CLUB RESORT.



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**QUEEN'S HOTEL,**  
 ~~~~~ TORONTO. ~~~~~



Is one of the largest and most comfortable Hotels in the Dominion of Canada, and, being adjacent to the lake, commands a splendid view of Toronto Bay and Lake Ontario. It is well known as one of the coolest houses in Summer in Canada, and is elegantly furnished throughout; rooms "*en suite*," with bath rooms, etc., attached, on every floor.

In 1871 a suite of apartments was occupied by his Imperial Highness **Grand Duke Alexis of Russia**; **His Excellency the Earl of Dufferin**, Governor-General of Canada, and the Countess of Dufferin, on the occasion of each visit to Toronto, engaged apartments at the "Queen's."

The grounds about it being both spacious and airy, with the Croquet and Chevalerie lawns, render it one of the most pleasant and desirable Hotels for business men, pleasure seekers, and the travelling public.

**Terms for Board, per day, \$2.50 to \$3.50, according to location of rooms; Bath-Room, &c., attached, \$1.00 per day additional.**

**McGAW & WINNETT,**  
 TORONTO, ONT. PROPRIETORS.

ists will be in time to catch the latter steamers, and enjoy a delightful trip, reaching Montreal about 6.30 p. m.

To early risers a delightful opportunity is afforded, by taking the 7.45 a. m. train from Bonaventures Station, of

### **Shooting the Rapids.**

on the splendid steamer "Filgate," which makes the trip every morning in summer, reaching the city at 9.20 a.m., thus making an exhilarating and agreeable morning excursion.

### **Lake Memphremagog.**

A boat trip down the Lake, in the splendid large side-wheel steamer "Lady of the Lake," will amply repay the tourist.

The bold rock-bound shores, numerous wooded islands, the shadowing peaks of lofty mountains, rising in some cases to three thousand feet in height, such as Owl's Head and Orford mountain, serve but to heighten the charm of this "beautiful water," supplied from the pure cold streams of the surrounding mountains, making it the rival of Lake George.

The route from Montreal to Lake Memphremagog is by the South Eastern Railway, which crosses the swift-running Richelieu, the outlet of Lake Champlain, at Chambly, passing through the most attractive inland villages of Lower Canada, such as West Farnham, Brigham, Cowansville, Sutton Flats, Knowlton, Waterloo, etc., etc., also through Richford and North Troy, Vt., both beautiful mountain-bound New England villages, and terminating at Newport, Vt., the head of Lake Memphremagog. Newport has the finest hotels in the country, and can furnish accommodation equal to any place outside of Boston or New York.

### **Knowlton.**

An inland village on the shores of Brome Lake, a beautiful sheet of water five miles in length and three miles in width. The lake and village are surrounded by lofty mountains, and the combination of mountain and lake scenery, with beautiful drives over hard, gravelly road along the lake shore and among the hills make this one of the most picturesque places of resort in the Dominion.

# CANADA SHIPPING COMPANY.

## Beaver Line of Steamships.



SAILING WEEKLY BETWEEN  
**MONTREAL \* AND \* LIVERPOOL**  
 DURING THE SUMMER SEASON, AND  
**NEW \* YORK \* AND \* LIVERPOOL**  
 DURING THE WINTER SEASON,

Making close connection at either of the above ports for all points in Canada and the United States to which through tickets are issued.  
 The Line is composed of the following CLYDE BUILT IRON STEAMSHIPS, built up to the highest class in every particular :

|                        | TONS. |                         | TONS. |
|------------------------|-------|-------------------------|-------|
| LAKE ONTARIO . . . . . | 5,200 | LAKE SUPERIOR . . . . . | 5,200 |
| LAKE HURON . . . . .   | 4,100 | LAKE WINNIPEG . . . . . | 3,200 |
| LAKE NEPIGON . . . . . | 3,200 |                         |       |

Superior accommodation is provided for passengers on these Steamships, including baths, smoking rooms, and all the latest improvements to promote their comfort and safety.  
 An experienced Surgeon is carried by each steamer, and also cabin and steerage stewardesses.  
 Cabin passengers land and embark at Montreal, avoiding the trouble and annoyance of transfer at Quebec.

### ➤ RATES + OF + PASSAGE ➤

|                                             |             |                      |
|---------------------------------------------|-------------|----------------------|
| Saloon Tickets, Montreal to Liverpool       | - - - - -   | \$40, \$50 and \$60  |
| Return                                      | " - - - - - | \$80, \$90 and \$110 |
| ACCORDING TO STEAMER AND ACCOMMODATION.     |             |                      |
| Intermediate Tickets, Montreal to Liverpool | - - - - -   | \$30                 |
| Return                                      | " - - - - - | \$60                 |

STEERAGE AT LOWEST RATES.

Government assisted passages to Quebec are granted to Farmers and Domestic Servants going to settle in Canada. The special forms to be used by applicants for assisted passages can be obtained of the Company's office, Liverpool, or the Local Agents in Great Britain and Ireland. Through Bills of Lading are issued to all points in Canada and the Western States.

For Freight, Passenger or other particulars, apply to, in London, R. Montgomerie & Co., 82 Mark Lane; in Glasgow, to P. Rintoul, Son & Co.; in Queenstown, to N. G. Seymour & Co.; in Belfast, to A. A. Watt, 3 Custom House Square, or to

**R. W. ROBERTS,**

Manager,

21 WATER STREET, LIVERPOOL.

**H. E. MURRAY,**

General Manager,

CUSTOM HOUSE SQUARE, MONTREAL.

E

### Chambly.

A noted place of resort, about twelve miles from Montreal, on the Richelieu River, at the foot of the Rapids. The river at this point widens out, forming a large and beautiful inland lake, which is well covered with boats of all descriptions, making boating and fishing a delightful pastime. Chambly consists largely of summer residences of wealthy citizens of Montreal. The fine boating and fishing make it one of the most desirable places of resort in the vicinity of the City.

### St. Helen's Island.

A very pleasant trip may be enjoyed to the beautiful Island of St. Helen, which is now a public park. A steamer leaves the foot of Jacques Cartier Square every half hour.

There are many other interesting and charming places in the vicinity of the City, to which excursions may be made; full particulars may be obtained of these by applying at any of the Ticket Offices.

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### DRIVES.

The drive to Back River, 6 miles from Montreal, is one of the most pleasant in the vicinity of the city. The roads are in splendid condition and the scenery along the way is varied and attractive. On the banks of the River (the Ottawa) are situated the Convent of the Sacred Heart (one of the largest in the Dominion), Jesuits' College, paper, saw and grist mills, etc.

Here also is situated "Peloquin's Hotel," one of the largest and best situated country hotels in Canada. It commands a magnificent view of the Ottawa River, and from the piazza rafts may be seen shooting the rapids and passing under the Bridge. Fishing, bathing and amusements of all kinds may be enjoyed here. A well furnished livery stable is attached to the Hotel.

### Lachine,

by the upper road, and back by the lower road which runs alongside the famous Lachine rapids, is one of the most popular long drives round the city.

) THE (

# HALIFAX \* HOTEL,

HALIFAX, N.S.



*The Largest and Finest Equipped Hotel in the Maritime Provinces.*

**CUISINE UNSURPASSED.**

**Hesslein & Sons, - Proprietors.**

Halifax offers, through the assistance of the Military, a variety of attractions not offered by any other city in Canada.

Tourists will find the climate delightful. The Parks and Public Gardens in and about the city are already favorably known.

**THE MAGNIFICENT SCENERY IS UNEQUALLED.**

The Canadian carriage is kept with scrupulous neatness, the drivers are your willing and obliging servants, knowing every inch of the routes by which they convey you, and the charges are exceedingly moderate.

### Mount Royal Park.

By far the most pleasant drive is to the brow of Mount Royal through the Mountain Park. There are two roads: the shorter returns to the city by McTavish street, the other by Bleury street. The Mountain Park, recently laid out, was planned by Mr. Olmstead, the designer of Central Park, New York, whose achievements there have been recognized by a statue adorning one of the entrances. The view from Mount Royal is very beautiful; suddenly, after an easy ascent by a winding road, we are looking forth on the city, with its spires, its gardens, and avenues; beyond is the broad-flowing St. Lawrence, with the Victoria Bridge and the Lachine Rapids just visible in the distance; fading away toward the horizon are the hills of Vermont, many miles off. A road from the Park connects with the Mount Royal (Protestant) and Roman Catholic Cemeteries, two beautiful burial-places with many fine monuments and tombs.

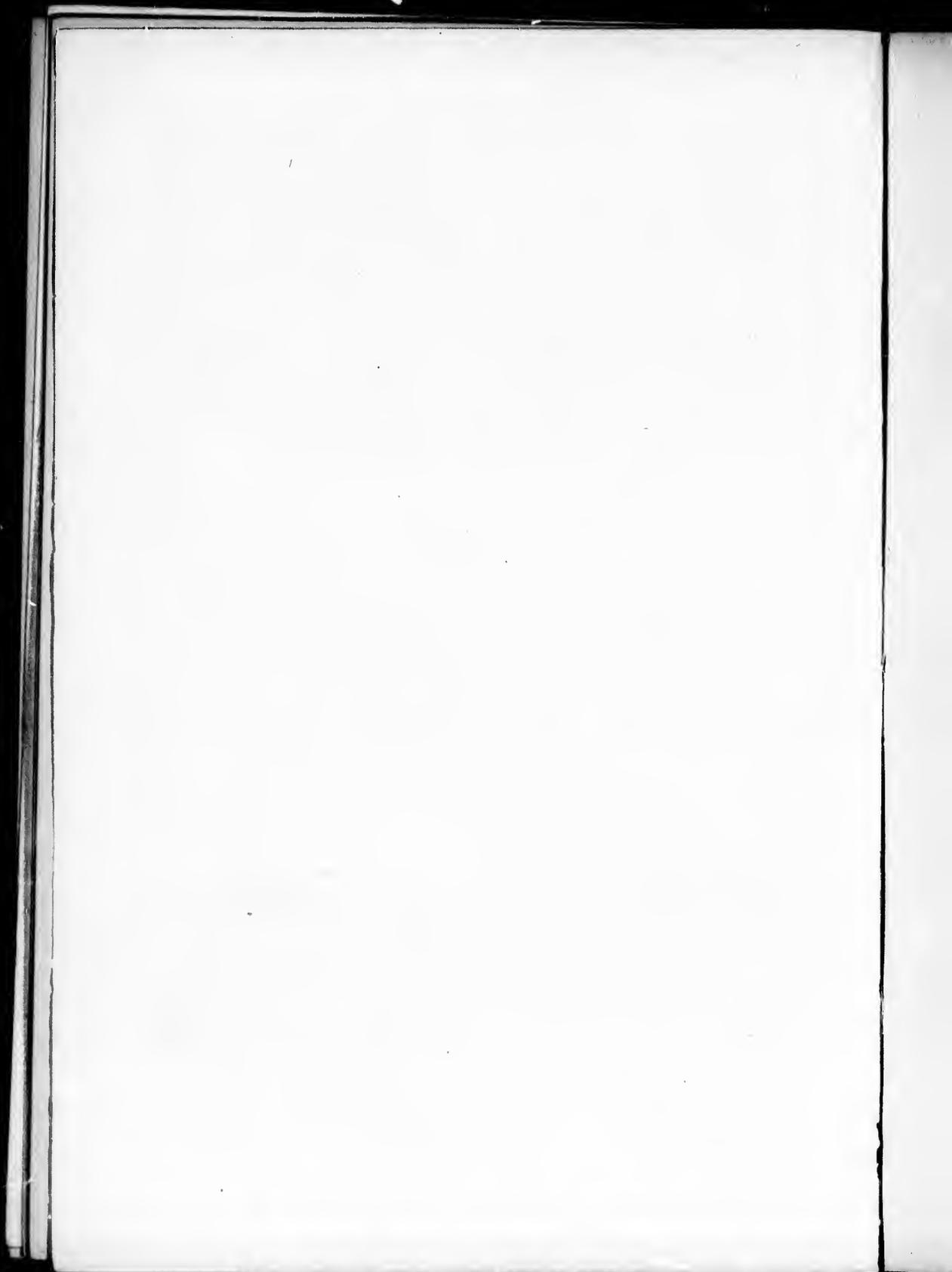
The next drive is the one "around the mountain." This was, until lately, the drive, and still remains a pleasant and attractive one; beautiful bits of scenery may be seen all along the route.

The drive to Lachine, nine miles distant, is of great interest; the Rapids can be leisurely viewed, and the descent of a steamer observed by properly timing the excursion.

### Longue Pointe

Another favorite drive is, in an opposite direction to the last, to Longue Pointe. The river scenery in this direction is very fine, and of quite a different character from that west of the city. It takes us through the suburb of Hochelaga, the site of the original Indian settlement in the Island of Montreal. About a mile from the Depot is the beautiful Convent of the sisters of the Holy Names of Jesus and Mary, where many young ladies from the United States receive their education. The next noteworthy building is the Lunatic Asylum. This immense house, containing nearly nine hundred maniacs, idiots, and





Lake Memphremagog Scenery.



MOUNT ELEPHANTIS.



BALANCE ROCK.



OWL'S HEAD.



MOUNT ORFORD.



ROUND ISLAND.



SKINNER'S CAVE.

imbeciles, is controlled by the Sisters of Providence ; these ladies, with the exception of a physician and six guardians for desperate characters, having sole charge. They find no trouble in the care of the numerous inmates, and, by their kindness and tact, restore the mental balance in all cases where a cure is possible, in a little of the time it used to take in the past when the insane were treated with harshness and cruelty.

On our way to Longue Pointe we notice St. Helen's Island, now a free public park, with its disarmed fortifications, and the villages of Longueuil, Boucherville and Varennes, on the opposite bank of the river.

### Nelson's Monument.

This monument, erected in 1810 to the memory of the hero of Trafalgar, stands in Jacques Cartier Square. The monument is built of limestone, and the ornaments are of a composition invented by Code & Seely of London, Eng., and were executed by them. The base is square, six and a half feet broad on each side, and about ten feet high. From the top of this a circular shaft column rises fifty feet in height and five feet in diameter. It is of the Doric order, and finished with mouldings. On the top of the pillar is a square tablet, the whole surmounted with a statue of Nelson, eight feet in height.

The principal ornaments are in panels on the four sides of the base or pedestal, and are emblematic of the battle of the Nile. On the panel on the upper side are cannon, anchors and other naval trophies, with a laurel wreath, which surrounds the following inscription :

IN MEMORY OF  
THE RIGHT HONORABLE VICE-ADMIRAL LORD VISCOUNT NELSON,  
DUKE OF BRONTE,  
WHO TERMINATED HIS CAREER OF NAVAL GLORY IN THE MEMORABLE  
BATTLE OF TRAFALGAR,  
On the 21st October, 1805.

After inculcating by signal this sentiment, never to be forgotten by his country :

" ENGLAND EXPECTS EVERY MAN TO DO HIS DUTY."

This monumental column was erected by the inhabitants of Montreal in the year 1809.

### The Art Gallery.

is situated on Phillips Square, and the visitor will find there a collection of pictures worthy of inspection. It is open every week-day from ten until four, on payment of 25 cents.

# WINDSOR HOUSE,

## OTTAWA.

THE HOUSE has been recently enlarged, and now affords ample accommodation for over 200 guests. It is in close proximity to the Houses of Parliament and Park, the American consul's Office and the Banks.

Street cars pass the House, making it convenient for Business Men and for Tourists proposing to visit the general points of interest.



THE CHAUDIERE FALLS, sometimes called the "Big Kettle," have been placed second only to Niagara Falls in point of grandeur and beauty. They can be seen nicely from the Union Suspension Bridge, while the Chaudière Inter-Provincial Railway Bridge, three-quarters of a mile in length, being the second longest in Canada, can be taken in from the same point.

THE RIDEAU FALLS, between the City and New Edinburgh, are also very pretty—Rideau meaning "curtain." THE OMNIBUSES MEET ALL TRAINS AND BOATS.

**\* TO TOURISTS VISITING MONTREAL. \***

DO NOT FAIL TO VISIT OUR WARE-ROOMS.

Sole Manufacturers on the American  
Continent of the

### Leatheroid Cast Steel-Lined Trunks,

**SARATOGA, STATE-ROOM AND "BASKET" TRUNKS.**

We challenge the world to produce their equal. At once the lightest and strongest trunks made.

### The Roller Tray Trunk.

The simplest and, at the same time, the most useful arrangements yet perfected in the way of trunk improvements. No lifting or removing of trays. A lady can get at the interior of her trunk by simply rolling back the tray into the cover of the trunk.

Ladies and Gentlemen call and see these Specialties.

THE OLDEST TRUNK AND BAG WAREHOUSE IN MONTREAL.

## J. EVELEIGH & CO.,

Warerooms: 1753 Notre Dame St. - Factory: Vitre and St. Elizabeth Sts.

## NIAGARA FALLS TO THE SAGUENAY.

Niagara Falls is the great centre of attraction for all Northern tourists, and is one of the wonders of the world. The magnificent picture of these wonderful Falls should be missed by no one, they are a sight that dwells in one's memory for ever.

### Lewiston,

a beautifully situated town, about 7 miles from the Falls, on the Niagara River. In 1813 it was destroyed by the British, and rebuilt after the termination of the war. At this place the tourist embarks on board the fine steamboat, which plies twice a day between this point and Toronto. Just above the village stands (visible from the deck of the steamer)

### Brock's Monument.

This monument was raised in commemoration of the British General, Sir Isaac Brock, who fell in the sanguinary action above mentioned. The present handsome shaft was erected in 1853. Its entire height is 185 feet; the base is 40 feet square by 30 feet high; the shaft is of freestone fluted, 75 feet high, and 30 feet in circumference, surmounted by a Corinthian capital, on which stands a statue of the gallant General. On the American side of the river is

### Fort Niagara.

which has many historical associations, but which we have not space to touch upon. The English General Prideaux fell here in the battle of the 24th July, 1769, and the French garrison afterwards surrendered to Sir Wm. Johnson. Leaving Niagara, about four hours' sail brings the traveller to

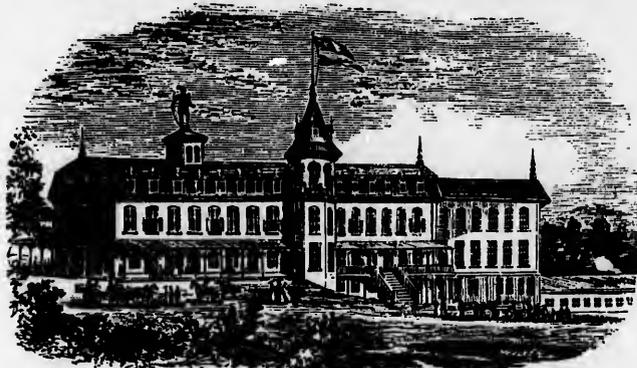
### TORONTO.

the principal City of the Province of Ontario. It is situated on Toronto Bay, a beautiful sheet of water, four miles in length by two miles in width. *Toronto* signifies, in the Indian language, *a place of meeting*.

In 1832 it contained but 4,000 inhabitants; now it has a population of about 190,000. Although not picturesquely it is most agreeably situ-

# THE IROQUOIS HOUSE HOTEL COMPANY,

The Belœil Mountains, St. Hilaire.



The above new hotel is open from May to October. The attractions of St. Hilaire, better known as Belœil, are considerable.

## FISHING, BATHING AND BOATING

are secured, whilst its proximity to Montreal, and its easy access by Grand Trunk Railway from all parts, and by steamer "Chambly" from Montreal, render it the most attractive inland summer resort in the Dominion of Canada; it is, above all, celebrated for its pure and bracing air.

## THE "IROQUOIS HOUSE"

takes its name from the celebrated tribe of Iroquois Indians, who fought so many desperate battles with the French troops in the immediate neighborhood, and on the banks of the Iroquois river, now called Richelieu.

This beautiful spot, 1500 feet high, is on the way to Quebec, Rivière du Loup, Cacouna, White Mountains, and Portland by the Grand Trunk Railway, and tourists bound for these places would do well to stop at St. Hilaire Station and spend a few days at the Iroquois House, and see one of the most picturesque spots in the Dominion.

A Livery Stable is attached to the Hotel, where double and single teams, Ladies' and Gentlemen's saddle horses, can be had at a moment's notice. The rooms are large and airy. Indoor amusements have been provided for in the shape of

## BILLIARDS AND BOWLING ALLEYS.

Large **BATH HOUSES** supplied by a rushing stream of crystal water from the lake have been erected a few yards from the Hotel.

The Iroquois House is about 2½ miles from St. Hilaire Station and 24 miles from Montreal. Grand Trunk trains run in and out of town at convenient hours, and steamers to and from Montreal twice a week.

Hotel Busses and Carriages are in attendance at all trains. All luggage checks should be given to the porters in attendance. Fare by Buss or Carriage, 30 cents.

The following scale of prices has been adopted for 1890:—

Per 4 weeks, \$15.00 to \$70.00, according to accommodation.

Per week, from \$10.00 to \$17.00 " " "

Per day, \$2.50 to \$3.00.

Reasonable rates for children and servants.

No dogs allowed in the Hotel.

## RAILWAY SERVICE.

G. T. R.R.—Leaves city, 6.45, 8.00 a.m.; 3.15, 5.20, 10.15 p.m. Returning, leaves St. Hilaire 4.49, 8.15, 10.53 a.m.; 5.35, 7.25 p.m.

For descriptive Circular, address:

**B. F. CAMPBELL,**  
MANAGING DIRECTOR.

ated ; the view from the western entrance to the harbor, and from the island, is varied and striking ; the spires and cupolas afford a most agreeable diversity to the distant outlines of the City, and mark it as a place of wealth and enterprise.

It keenly competes with Montreal for the manufacturing and importing business of Ontario, and is constantly adding to its railroad facilities and architectural embellishments. The best hotels are the Queen's and the Rossin.

Among the places of interest are :—The Queen's Park, the College Avenue, University Buildings, Trinity College, the Normal and Model Schools, Osgoode Hall, Upper Canada College, St. James Cathedral, St. Michael's Cathedral, Knox's Church, Metropolitan Church, Provincial Lunatic Asylum, St. Lawrence Hall, Market, Lieut-Governor's residence, etc.

One of the steamers of the Richelieu and Ontario Navigation Company leaves Toronto every day. Travellers can go on board, secure their state-rooms, and make the passage by the Lake, or go by rail to Kingston, and there take the Steamer for the day-trip to Montreal.

We shall now note the towns on the route in their succession. The first port at which the steamer touches after leaving Toronto is

### Kingston,

is pleasantly situated at the head of the Thousand Islands, where Lake Ontario, the last link of the chain of the inland seas of the West, together with the Bay of Quinté and the Great Cataraqui Creek, are united to form what is now the St. Lawrence proper. From this place to the Gulf of St. Lawrence the distance is 700 miles. Including the series of lakes to the head of Lake Superior, the total length of this great inland water course is about 1900 miles, and if we add the river St. Louis, the longest of the streams which fall into Lake Superior, we have altogether more than 2000 miles of navigation, save when the cold of winter binds all fast in ice.

The magnificent system of lakes and river furnishes the main artery of the country ; it is the great avenue down which the rich produce of the West seeks its market in the Eastern States or Europe. The proximity of the river or some of its tributaries to every Canadian town

FROM PROSPECT BAZAAR AT



A Strictly First Class Transient Hotel.

*D. Isaacs, Owner & Manager*

**I**S under the same owner and management as the original Prospect House, Canada side. Established in 1874; taken down by the Government for the Canadian Park in 1887, and has been patronized by his Excellency, the Marquis of Lorne, Governor General of Canada, and Her Royal Highness, the Princess Louise and suite; His Royal Highness, Prince Leopold, K.G., and suites; His Royal Highness, Prince George of Wales and suite; His Excellency, the Marquis of Lansdowne, Governor-General of Canada, and the Marchioness of Lansdowne and suite, and many other distinguished American and Foreign Tourists.

This hotel is fitted with all modern improvements, conveniently and admirably located on high, shady ground. Open all the year round. Now free from all spray and dampness subjected to when on Canada side.

Some inferior hotels at the Falls have adopted a similar name to the Prospect House to influence the travelling public.

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**RATES \$3.50 TO \$5.50 PER DAY.**

---

**LEAVE CARS AT NIAGARA FALLS, NEW YORK STATION.**

---

An advance notice of arrival by mail or telegraph will greatly facilitate.

makes direct importation a growing plant among the best class of country traders. Kingston occupies the site of the old French fort Frontenac.

As a place of defence it stands next in strength to Quebec. The batteries of Fort Henry are calculated for the reception of numerous cannon and mortars of the largest calibre. These, together with neighboring martella-towers, form a formidable and efficient defence against any aggressive movement which might be directed against the city. The Royal Military College is situated here. Opposite Kingston are Wolf and Garden Islands, between which and the city lies the bay, a beautiful sheet of water. On the other side of the Islands is Cape Vincent, in the State of New York.

Kingston possesses two colleges, and has several handsome public buildings, such as the Court House, Custom House, City Hall, Banks, Post Office, etc. The population is about 20,000. Adjacent to the city is Portsmouth, where are located the Provincial Penitentiary and Rockwood Lunatic Asylum.

### The Thousand Islands.

The Lake of the Thousand Islands is an expansion of the St. Lawrence, at its emergence from Lake Ontario. It is the most numerous collection of river islands in the world. It commences a little below Kingston, and stretches down the river between 40 and 50 miles, for which distance the St. Lawrence is between 6 and 12 miles wide. Notwithstanding their name, the number of these Islands far exceeds *a thousand*, there being at least 1,500. They lie partly in Canada and partly within the bounds of the State of New York;—the boundary line between the United States and Canada dividing them into about equal parts. Nowhere in the world is a more beautiful scene presented to the eyes of the traveller than here. As the steamboat is piloted through the intricate channels, dodging here and there among the islands, showing each moment new and ever-varying beauties, the scene is beautiful beyond description. Islands of all sizes and shapes are scattered in profusion throughout the waters; some covered with vegetation, others bare and rugged rock; some many acres in extent, others measuring but a few feet; some showing a bare, bald head, a little above the level of the water, while, a short distance off, a large island or rock, crowned

# WILLARD'S HOTEL,

WASHINGTON, D. C.

O. G. STAPLES, - - - - - PROPRIETOR.

Late of the Thousand Island House.



WILLARD'S may well be called a birth-place of history. In all the long list of statesmen, jurists, generals and divines that have made brilliant the history of our country, there are but few names that may not be found on the records of this house. From the beginning to the present day it has been the favorite home and the resting place of the most distinguished men and the loveliest women of America. Its very atmosphere is filled with the romance and traditions of our national history. Within its walls presidents have written their inaugural addresses, and made up their cabinets; in its parlors America's queens have held their receptions and made their most significant triumphs; in its quiet apartments campaigns have been outlined, and many of the terrible battles of the late war were planned at the council-board at Willard's; while party chiefs have here arranged details of the *coup d'etat* which have shaped the destinies of the nation.

It has become the fashion to spend the winter in Washington, just as it is the fashion to go to Long Branch, Saratoga and Newport in the summer. Here the skies are softer and the air more balmy than in the rugged North. The delightful cosmopolitan society of the national capital, made up of the representatives of the most cultured people, attracts hither the best of our land. In variety and interest it more than rivals that of any European capital.

To-day the house is better fitted than ever to maintain the position it has always held among Washington hotels. From the office floor to the attic it has been furnished with the best that money can buy and good judgment select. Its parlors are superb in their appointments; while in fitting up its apartments a regard for comfort and luxury has gone hand in hand with the greatest refinement of taste. The *cuisine* will be superintended by the most accomplished cooks to be had, and the renown of its table will be more than sustained. In the interests of health the new proprietor has, at a large expense, had the plumbing, heating and ventilating system of the house thoroughly overhauled, putting in the latest improvements; so that from a sanitary point of view the hotel will be as near perfection as the experience of mankind and the teachings of science can make it.

Mr. O. G. STAPLES, widely known as the proprietor of the "Thousand Islands House" on the St. Lawrence river, has become the lessee of Willard's, and has already expended upwards of \$100,000 in rendering the attractions of the house still more complete. His name is a guarantee to those who know him, while he hopes that the old *habitués* will find him at least the equal of any of his predecessors as a host and a man.

Within a stone's throw of Willard's are the Executive Mansion, the Treasury, War, Navy and State Departments, the Department of Justice, the Coreoran Art Gallery, the principal Theatres, St. John's Church (where the President worships), and Lafayette Square, with its lovely park and Mill's celebrated equestrian statue of General Jackson; while from its windows the Washington Monument towers loftily in chaste eloquence, and scarcely a mile distant looms up the Capitol building itself, like an artist's dream of airy architecture. Three lines of street cars passing the doors of the house, and a capacious and well-equipped stable, afford ample facilities for visiting the remoter points of interest.

Persons *en route* to or from Florida in the winter, or going or returning from the Sea shore or Mountains in the summer, will find it a pleasant as well as a profitable break in the journey, to stop off for a few days in Washington.

For Guide Book to Washington, free, send two two-cent stamps. Address.

O. G. STAPLES, Proprietor of Willard's Hotel,  
WASHINGTON, D. C.

with a considerable growth of pine or cedar, will rise abruptly out of the water to the height, probably, of 100 feet or more. This is a famous spot for sporting; myriads of wild fowl of all descriptions may here be found; and angling is said to be rather fatiguing than otherwise, from the great number and size of the fish. On the American shores opposite the Thousand Islands, is situated

### Clayton,

a village formerly of considerable importance as a lumber station.

Opposite Clayton, on the Canadian side of the river, is

### Gananoque,

a flourishing town of about 3,000 inhabitants. The beauty of the islands and river, as seen from this point, cannot be surpassed. During the last five years it has become quite a favorite resort for tourists and pleasure seekers. From its position it has almost unlimited water-power, which has been so far utilized that the town is now one of the most flourishing manufacturing towns in the Province.

After leaving Gananoque, the next port, on the American side, is the little rock-perched town of

### Alexandria Bay,

the situation of which is extremely picturesque and romantic. Some two or three miles below the village is a point from whence one hundred islands can be seen at one view, the beauty of which can scarcely be imagined. This is a fine fishing-ground.

At the foot of the lake of the Thousand Islands, on the Canadian shores, lies the town of

### Brockville,

so named in honor of General Brock, who fell in the battle at Queenston Heights in 1812. This is one of the most pleasant towns on the river. It is a delightful resting-place for travellers, a favorite resort for tourists, and a desirable home for permanent residents. All the steamers stop here. The trip down the river is one full of interest and beauty, including, as it does, the run through the "Galop Rapids" and the "Rapids du Plat," passing "Point Iroquois," famous to Indian memory, and "Pine Tree Point," so familiar to Canadian boatmen of

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ON THE EUROPEAN PLAN.



ALBEMARLE HOTEL.

Junction of Broadway, 5th Avenue & 24th Street.

Facing Madison Square,

**NEW YORK.**

This Hotel is centrally located, comfortable and commodious; and is the headquarters of the Spanish and Italian Ministers to the United States when in New York. It is most charmingly situated opposite Madison Square Park, convenient to churches, places of amusement, and the leading retail shops.

**JANVRIN & WALTER,  
PROPRIETORS.**

former days, near which is the narrowest part of the St. Lawrence River, from Lake Ontario to the Gulf. The view obtained from several points on this trip is unsurpassed in beauty even on our magnificent St. Lawrence. A steam ferry-boat plies every half-hour between this place and

### Morristown,

a pretty little village on the opposite side of the river. Twelve miles below Morristown, also on the American side, is situated the beautiful city of

### Ogdensburg,

one of the most wealthy cities of its size in the State of New-York. The streets are wide, and lined with beautiful shade trees; the public buildings are very fine, and some of the private residences are magnificent.

Immediately opposite Ogdensburg, and connected with it by a steam-ferry, is

### Prescott,

named after General Prescott, a town of about 3,000 inhabitants. About a mile below the town, at a place called "Windmill Point," is a lighthouse, recently constructed from the stone of an old windmill, which for many years was one of the principal landmarks on the river. Its foundations are still to be seen.

About six miles below Prescott is Chimney Island, on which the remains of an old French fortification are to be seen. At this island the first and smallest rapid on the river is met, viz.:—Galop Rapid.

Seven miles below, on the American side, is Waddington, and opposite to it is Ogden Island, and Rapide du Plat, the second on the St. Lawrence. Passing Morrisburg, Aultsville and Farran's Point on the Canadian shore, we arrive at Dickinson's Landing, the head of the Cornwall Canal. This canal, twelve miles in length, was built to avoid the next feature of the river, the

### Long Sault Rapids,

the first of a remarkable series which are almost continuous for a distance of nine miles. An island in the middle divides the rushing waters into two channels,—the American Channel and the Lost Channel—

**M. MICHAELS,**

IMPORTER OF

**Fine Havana Cigars,**

*EGYPTIAN CIGARETTES,*

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fair treatment at the STAND in the

**ROTUNDA OF THE HOTEL.**

**MORRIS MICHAELS, Proprietor of Stand.**

a name given to it by the French boatmen, as they supposed that if a boat drifted into it, it would certainly be lost. Formerly, the American or East Channel was mostly run by steamers, but of late the Lost Channel is mostly used. The Channel presents a grand appearance, the water being lashed into a white foam for several miles. The passage on the southern channel is very narrow, and such is the velocity of the current that a raft, it is said, will drift the nine miles in forty minutes. When a steamer enters within its influence the steam is partly shut off, and the engine slowed down to enable the pilot to keep her in the proper course, which is here very narrow. Great nerve, strength and skill are necessary to pilot the vessel, and several men are required at the wheels.

"One of the most singular sensations we experienced," says a distinguished traveller, "was that of sailing many miles perceptibly down hill." This going down hill by water produces a highly novel sensation, and is, in fact, a passage of some danger, the imminence of which is enhanced to the imagination by the tremendous roar of the headlong, boiling current.

### Cornwall,

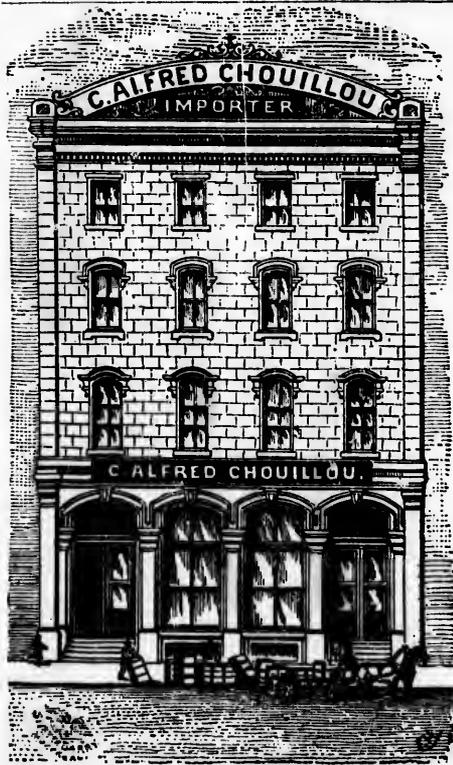
at the foot of Long Sault, on the Canada side, a neat little town of about 5,000 inhabitants, contains some of the largest cotton, woollen and paper mills in Canada. The fishing in the vicinity is good. Cornwall Island lies in the river opposite the town, and belongs to the Indians of

### St. Regis.

This is an old Indian village a little below Cornwall, on the south side of the river. The tourist will observe from the deck of the steamer the old church, lifting its tin roof above the neighboring houses. The bell hanging in this church is associated with a deed of genuine Indian revenge. On its way from France it was captured by an English cruiser, and taken into Salem, Massachusetts, where it was sold to the church at Deerfield, in the same State. The Indians hearing of the destination of their bell set out for Deerfield, attacked the town, killed forty-seven of the inhabitants, and took one hundred and twelve captives, "among whom were the pastor and his family." The bell was then taken down and conveyed to St. Regis, where it now hangs.

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9-11 St. Alexis St.

Goods sold retail by all first-class Grocers in the Dominion.

The boundary line between the United States and Canada passes near this village, and the course of the St. Lawrence is hereafter within Her Majesty's dominions.

The expansion of the St. Lawrence which begins just below Cornwall and St. Regis, and extends to *Coteau du Lac*, is called

### Lake St. Francis.

Many little islands are scattered here and there over its surface. *Coteau du Lac* is a small village at the foot of the lake; and on the north side, over against this place, is *Grand Island*. In this line of eleven miles there are four rapids: Coteau, Cedar, Split Rock and Cascades. Passing these rapids, you glide into Lake St. Louis, from which you catch a view of Montreal Mountain in the distance.

### Beauharnois

is at the foot of another canal, the Beauharnois, necessitated by the natural obstructions to navigation upward. Here vessels, when ascending the river, enter and pass around the rapids into Lake St. Francis, a distance of  $11\frac{1}{2}$  miles.

### Lachine,

at the foot of Lake St. Louis, is a village of some 3,000 inhabitants. It is a favorite resort during the summer months for Montrealers. The Lachine Rapids begin just below the town. Opposite is

### Caughnawaga,

an Indian village. Its name is said to have been given by the Jesuits, Caughnawaga signifying "praying Indian." The name was aptly bestowed, for the Indians are ardently attached to the Roman Catholic faith, and every June, in their native paint and adornments, join in celebrating the procession of *Fête-Dieu*. In this village the famous Indian game of Lacrosse is played to perfection, and here were selected the red men who formed the aboriginal part of the "team," which in 1876 played most acceptably before Her Majesty Queen Victoria. Strange to say, the Indians have only taught the whites Lacrosse, to be

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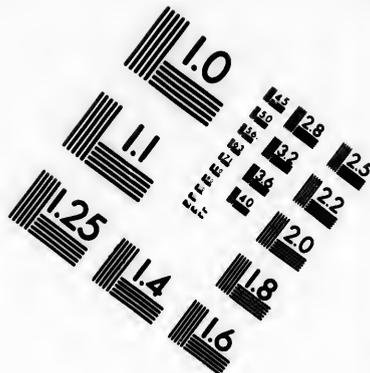
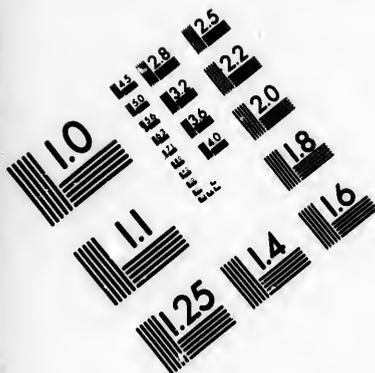
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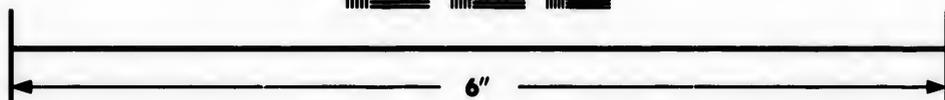
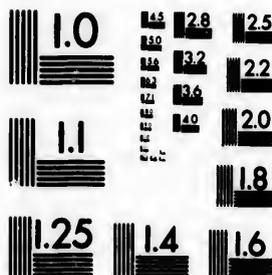
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beaten at their own game." Not only in the practical arts of life, but even in the pastimes peculiarly their own, the red men are distanced by the pale faces.

At Caughnawaga a canoe leaves the shores, and brings an Indian on board the steamer to pilot it over the Lachine rapids, the last and most dangerous of the river. When the water happens to be low, there is really more risk than when, at other times, there is more noise and demonstration as the waves curl and dash with the impetuosity of the sea breaking upon the beach. The sense of sheer descent gives one a pleasing fear, as the channel of shallow slippery rocks is safely threaded. He must have been a bold man who first ventured to find a path for his craft through these troubled waters. In about half an hour after leaving this last rapid the boat passes under the Victoria Bridge, the longest tubular bridge in the world, and then the traveller comes in full view of the City of Montreal.




---

## TO QUEBEC

passage is made by one of the large and elegant steamers of the Richelieu and Ontario Navigation Co., which leave the Pier at foot of Jacques-Cartier Square every evening (except Sundays), at 7 o'clock. Tickets either way can be had in the Company's office, or in the Windsor Hotel, where steamer staterooms can also be secured.

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 Ladies,  
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**GENTLEMEN.**

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 221 ST. JAMES STREET.

### Sorel,

forty-five miles below Montreal, is the first port at which a halt is made by the steamer. Sorel is built on the site of a fort erected in 1655 by Mr. De Tracy, and was for many years the summer residence of successive governors of Canada. It is situated at the confluence of the rivers Richelieu and St. Lawrence, population about 10,000. The waters of Lake Champlain find their outlet through the Richelieu River, which empties into the St. Lawrence at this point. Five miles below Sorel the river expands into a wide lake, nearly twenty-five miles in length and nine miles in width, known as

### Lake St. Peter.

The river St. Francis here enters the Lake from the south. During the descent to Quebec a great amount of shipping of every class will be passed.

### Three Rivers.

situated midway between Montreal and Quebec, at the mouth of the St. Maurice River, is one of the oldest settlements in Canada, and has convents and church edifices of considerable architectural pretensions. The town was first settled in 1618. Population about 9,000.

The famous falls of Shawanigan, second only to those of Niagara, are but twenty-four miles from Three Rivers, and those of Grand Mère 12 miles further up the St. Maurice. The celebrated St. Leon Mineral Springs are also 24 miles from here.

The Chaudière River enters the St. Lawrence about six miles above the City of Quebec. At this point the precipitous banks of the St. Lawrence increase in height, and the eager stranger catches a distant view of the towers and battlements of the grand old northern City.

### QUEBEC.

The best hotels in Quebec are the St. Louis, formerly managed by Mr. Willis Russell, an American of wide and deserved popularity, and now ably conducted by his son, Mr. W. E. Russell; and the Florence, owned and managed by Mr. Benjamin Trudel.

Before reaching the town, "Wolf's Cove" will be pointed out to the left, that memorable spot where the brave commander landed his forces under cover of darkness, and, scaling the precipice, fought the battle

# HENRY BIRKS & CO.,

## JEWELLERS.

Invite Inspection of their

*Splendid Assortment of Fine*

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*Solid Silver Tea Sets.*  
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Lamps, Clocks, Canes and Umbrellas,  
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which changed the destiny of the western empire. The round martello-towers, in advance of the defences of the city, on the Plains of Abraham, first attract attention, and you sweep in full view of the defiant battlements and towers which crown the natural walls of old Quebec—the seat of ancient dominion—where jealous nations contended for supremacy, and shook its rocky throne with the roar and clash of contending arms.

The city was founded in 1608 by Samuel de Champlain, on the site of the Indian village of Stadacona. No city on the Continent so impresses the tourists by the startling peculiarities of the site and novelty of its general aspect as this "Ancient Capital," or stamps its impress so indelibly on eye and memory. A massive wall of hewn stone, of nearly three miles in length, but everywhere of forbidding height and thickness, and varying with projecting bastions and frowning cannon, encloses the better portion of the Upper town.

### The Citadel

will perhaps prove the point of greatest interest to many, from the historical associations connected therewith, and from the fact that it has been considered an impregnable fortress. It covers an inclosed area of forty acres, and is some three hundred and forty feet above the river level. The zigzag passage through which you enter the fortress, between high and massive granite walls, is swept at every turn by formidable batteries of heavy guns. On the forbidding river walls, and at each angle or possible commanding point, guns of heavy calibre sweep every avenue of approach by the river. Ditches, breastworks, and frowning batteries command the approaches by land from the famed

### Plains of Abraham.

The precipitous bluffs, rising almost perpendicularly from the river for three hundred and forty feet, present a natural barrier which may be swept with murderous fire, and the covered ways of approach and retreat, the various kinds and calibre of guns, mortars, howitzers and munitions of war, will be viewed with eager interest. Among the places of interest at Quebec may be mentioned:—

The Plains of Abraham, with its humble monument, marking the place where fell the illustrious Wolfe.

ESTABLISHED 1860.

**THE ROYAL**

Tea & Coffee Warehouse.

**DUFRESNE & MONGENAIS**

GROCCERS AND WINE MERCHANTS,

Table Luxuries, Fancy Groceries, Wines &amp; Liquors.

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Hotels, Cottages, Camping Parties, &amp;c., &amp;c.

— WITH —

Groceries, Provisions, Table Supplies, Delicacies, &amp;c.

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Canvassed Meats and Fish, Canned Goods, French  
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First-Class Manufacturers.

1621 TO 1625 NOTRE DAME STREET,  
**MONTREAL.**

Fishing Parties Supplied, and Country Orders Promptly Filled.

The Governor's Garden, with its monument to Wolfe and Montcalm.

The spot where fell the American General Montgomery in 1775.

St. John's Gate, the only Gate remaining of the five that originally pierced the walls of the city.

The Roman Catholic Basilica with its many fine old paintings.

The Episcopal Cathedral.

The Esplanade, from which is seen one of the finest views in the world.

Houses of Parliament.

Dufferin Terrace.

Spencer Wood, residence of the Lieutenant-Governor.

Laval University, etc., etc.

The city and environs abound in drives, varying from five to thirty miles, in addition to being on the direct line of travel to the Isle of Orleans, the far-famed Saguenay, Murray Bay, Kamouraska, Cacouna, Rimouski, Gaspé, and other noted watering-places and the shrieve of the renowned Ste. Anne de Beaupré.

Quebec can minister abundantly to the tastes of those who like to yacht, fish, or shoot. You can, on those mellow Saturday afternoons in August and September, meet the whole sporting and fashionable world of the Upper Town on the Dufferin Terrace or Lower Town wharves, bent on witnessing a trial of speed or seamanship between the *Mouette*, *Black Hawk*, the *Wasp*, the *Curlew*, the *Bonne-homme Richard*, and half a score of yachts and their owners.

As to the views to be obtained from Dufferin Terrace, the Glacis, and the Citadel, they are unique in grandeur, and each street has its own familiar vista of the surrounding country.

The Montmorenci Falls, a magnificent sight at almost all seasons of the year, are situated about nine miles from the city. Between them and Quebec is the Beauport Lunatic Asylum, the largest and finest building of the kind in the Province. Many tourists and excursionists,

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IS OUR MOTTO.

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**S** Buy direct from **U** The Empire Clothiers **I** Saving all intermediate profits **T** Securing the perfection of taste **S**

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## THE EMPIRE CLOTHIERS,

2261 St. Catherine St.

For the latest English and New York Styles.

G. S. ROONEY, Manager.

after viewing the old northern capital and its romantic and beautiful surroundings, will pursue the journey still further down the great St. Lawrence to that wonderful river, the Saguenay, which enters the St. Lawrence one hundred and twenty miles below Quebec. On the way down the river the mouth of the River St. Anne will be passed, off the lower extremity of the Island of Orleans. This river enters the larger stream through a bold ravine, and may ascend the stream for a short distance to the Falls of St. Anne which, with the surroundings, are beautiful and attractive.

Thirty-six miles below Quebec is a group of six small islands, alive with geese, duck and teal, which makes this a breeding place.

The quarantine station "Grosse Ile" deserves a passing notice—lovely spot of itself, quietly sleeping in the great river, but a very charnel house in the past, receiving at the time of the famine in Ireland six thousand emigrants in one huge grave.

The river widens broader and broader below this point to ten and twenty miles as you sail on, upon a shoreless sea, losing sight of either bank.

### Murray Bay,

on the north shore, ninety miles below Quebec, is a fashionable watering-place, and the fine fishing in Murray River is much enjoyed. The river here is about twenty miles wide, and steaming across to "Rivière du Loup," on the South Shore, passengers are landed within six miles of

### Cacouna,

one of the most fashionable watering-places in America, and where tourists will find facilities for enjoyment, either of luxurious ease or active sporting. The St. Lawrence Hall is the hotel here; its charges are reasonable, and the attractions and the accommodation are all that could be desired. Continuing down the St. Lawrence,

### Tadoussac

is reached, at the mouth of the Saguenay, on the northern shore. Excellent accommodation will be found here in the Tadoussac Hotel, which is ably conducted by Mr. Shipman. The first permanent stone building, a church, erected on this continent stands here.

— BROADWAY —

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Imported • Trimmed • Goods

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## The Saguenay

is the largest affluent of the St. Lawrence, having its source in Lake St. John, and a straight course of one hundred and thirty miles from the lake to St. Lawrence. The upper half of its course is a series of falls and rapids, navigable only by canoes, and flowing through a dense and almost unknown wilderness.

The navigable ascent terminates at Chicoutimi. Lake St. John, in which the river has its source, receives the waters of eleven large rivers and an innumerable number of smaller streams from the vast water-shed surrounding it, but discharges all its waters through this one wonderful stream. The traveller can now reach the delightful district of Lake St. John by rail from Quebec—the Quebec and Lake St. John Railway having been completed in 1888—the distance is 170 miles.

### Statue Point,

a perpendicular rock below Ha-Ha Bay, is a noted gem of scenery on the Saguenay river.

### Cape Eternity and Trinity Bay,

colossal promontories of sheer descent, at whose very base the largest ship may ride in the immense depth of waters, are sights never to be forgotten.

The small tributaries of the Saguenay, the St. Marguerite, the river St. Anne des Monts, and others, abound with salmon. Many of these little rivers are leased by wealthy sportsmen, resident in the United States, Quebec and Montreal. A good introduction to one of these gentlemen is all that is required for permission to enjoy the angling.

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BONDED CELLARS & VAULTS:

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Goods sold retail by all first-class Grocers in the Dominion.

G

## Canadian Pacific Railway.

THE IMPERIAL HIGHWAY BETWEEN THE ATLANTIC AND THE PACIFIC.

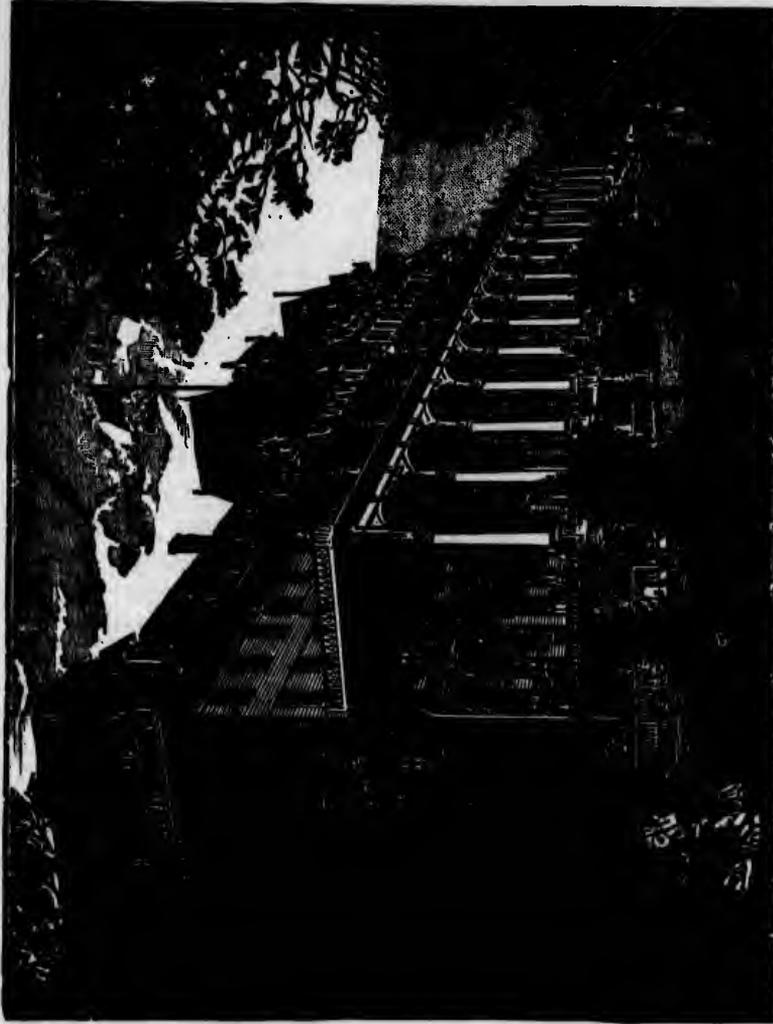
No better evidence of the daring enterprise of the Canadian nation could be produced than is afforded by the huge girdle of steel spanning the continent in one unbroken line from ocean to ocean—the Canadian Pacific Railway. And no stronger proof of the far-seeing wisdom of the original projectors of the road could be demanded than is furnished in its financial success and the powerful aid it has rendered already in the rapid improvement of the country and the development of the vast resources of the several provinces of Canada.

For many years it had been the dream of progressive men in British America to connect their provinces by a single line of railway, which, by making intercommunication easy and regular, should knit them together into a real confederation. The Government undertook the work, but found it too unwieldy a task for political management. A private company, therefore, stepped in, assumed all the beginnings that had been made at various points, and undertook the completion of a transcontinental line.

The work was prosecuted with so great energy that by the autumn of 1885 a special train was able to pass from the St. Lawrence to the Pacific coast; and in June, 1886, the railway was formally opened to through traffic. Meanwhile a line of steamers had been put upon the Upper Lakes, and a system of branch and connecting roads in Ontario and Quebec had been constructed, bought or leased, so that nearly every town of importance in Canada was now reached by the lines of this Company; its extension eastward having been completed in 1889 to connect with St. John and Halifax. On the Pacific Ocean steamers ply from its terminus, Vancouver, to American coast-ports north and south, and there is a regular and efficient steamship service to Japan and China. Thus the Canadian Pacific is not only one of the greatest railway systems of the age, but with its trans-Pacific steamships it forms a highway to the Orient, and a new route round the world, of colossal importance and value. In addition it is by far the most attractive tourist-route of all the great railway systems now in operation, for no other country can

The **LARGEST** and best appointed **HOTEL** on Lake George, lighted inside and out by Incandescent and Arc Lights.

**Fort William Henry Hotel, Lake George, N.Y.**



**FORT WILLIAM HENRY HOTEL.**

**THE CUISINE IS IDENTICAL IN EVERY WAY WITH THAT OF THE "ARLINGTON," WASHINGTON. THE SAME "CHEF," AND ASSISTANTS, IN FACT, THE ENTIRE STAFF OF THE ARLINGTON IS USED.**

**Railway and Steamer Stations adjoin the Grounds.**

**T. E. ROESSLE,**

*Owner and Proprietor.*

truly claim such marvellous scenery as surrounds this line for hundreds of miles. It is the peer of all picturesque routes, for it traverses the unrivalled Canadian wilds—the picture gallery of the world.

Montreal—where connections are made by through trains from Boston and New York—may be regarded as the initial point for a tour across the continent. Thence the main line of the Canadian Pacific Railway runs westward to Ottawa, the capital of the Dominion; thence by the Ottawa Valley, and across to Lake Nipissing in Ontario, so well known to sportsmen. From Lake Nipissing the railway passes directly westward through rock and forest, until it reaches the north shore of Lake Superior at Heron Bay. For nearly two hundred miles the line is laid along the shore of the lake and this part of the road is carried through and along numerous cliffs of granite, where some single miles cost three-quarters of a million dollars.

Port Arthur (pop. 5,500), on the northern shore of the lake, is the terminus of the eastern division of the road, and a landing place for the lake steamships of the Canadian Pacific line. This has become a very important port for the delivery and receipt of coal, grain, lumber and general supplies; its water-front is furnished with massive elevators, warehouses and coal bins. Beyond Port Arthur the road crosses four hundred miles through a forested and lake covered region to Winnipeg, which is the metropolis of the Canadian West. This city—the junction point for traffic from the United States, via Chicago and St. Paul—has now a population of 35,000, and is the focal point for a territory almost as large as the Mississippi valley; seven lines of railway radiate from it and it has facilities for doing an enormous business. From Winnipeg westward, the railway ascends the valleys of the Assiniboine and Qu'Appelle rivers, which are well settled by farmers and stock-raisers, and then crosses over into the valley of the Saskatchewan, in which are farms large grazing areas, and extensive coal deposits. A more north-westerly course is then taken to Calgary, 1,200 miles west of Lake Superior, and at the foot of the Rocky Mountains. After leaving Calgary, the railway enters the mountains, surmounts the main range of the Rockies through the Kicking-Horse Pass, crosses the Upper Columbia, the Selkirk climbs range, recrosses the Columbia (which bends in a great loop to the northward), makes its way through the Gold Range, and descends into the valley of Thompson river in the interior of British



— THE —

# Delaware & Hudson R. R.

THE SHORTEST ROUTE BETWEEN

MONTREAL )

AND

( NEW YORK.

**S**KIRTING the magnificent western shore of LAKE CHAMPLAIN its entire length, passing the new and superb Hotel Champlain at BLUFF POINT, every gateway to the ADIRONDACK MOUNTAINS, through SARATOGA, and via LAKE GEORGE, the most beautiful inland body of water in the world.

*Tickets via this route are good on the*

*Lake Champlain Steamers.*

BE SURE TO CALL FOR TICKETS

Via "The Delaware and Hudson,"

The Leading Tourists' Route of America.

During season of Navigation close connections are made at Troy and Albany with day and night boats on the Hudson River.

Information given and Tickets sold at all Grand Trunk Ticket Offices, Windsor and Balmoral Hotels, and at the Company's Office,

**143 ST. JAMES ST., MONTREAL.**

**J. W. BURDICK,**

Gen. Pass. Agent, ALBANY.

**W. H. HENRY,**

Agent, MONTREAL.

Columbia. The scenery of this part of the line is beyond anything to be found anywhere in the United States. Mountains rise on each hand more than a mile above the level of the track; and these mountains, exceedingly picturesque in form, are crowned with perpetual snow, and bear upon their shoulders glaciers far surpassing any of those in Switzerland. These vast bodies of ice, and all the other splendid features of the scenery, are plainly visible from the cars, and at several points within the mountains the Company have erected elegant hotels for the accommodation of tourists. The first of these is at Banff Hot Springs, in the Canadian National Park, elevated 4,500 feet above sea level. The second is situated at the base of Mount Stephen (alt. 8,000 feet); the third is close to the forefoot of the wonderful Great Glacier of the Selkirks, and the fourth is in the midst of the savage canyon of the Fraser. All of these are luxurious centres from which an endless variety of shooting, fishing, and mountaineering excursions may be taken.

The valley of the Thompson is a ranching and farming country. This river empties into the great Fraser at Lytton; and thence to the coast, a distance of a hundred and fifty miles, the railway traverses the depths of the canyons of the Fraser, following all the windings of that mighty stream, between walls of stupendous height. The scenery of this part of the road, by which the Okinagan and Cascade ranges of mountains are passed, is quite as remarkable in its way as that of the Rocky Mountain division.

The Pacific terminus of the road is the busy new city of Vancouver (pop. 15,000), situated on Burrard Inlet, which forms one of the finest harbors of the entire western sea board. A daily line of steamers affords direct connection with the City of Victoria (pop. 15,000), the capital of British Columbia, and situated at the southern extremity of Vancouver Island. From either Victoria or Vancouver daily steamers ply to Port Townsend, Seattle, Tacoma, and Puget Sound ports; every five days to San Francisco, and fortnightly to Alaska. Regular steamers depart from Vancouver every four weeks for Japan and China.

In building the Canadian Pacific it was necessary not only to prepare for an enormous traffic, but to construct a road fit to meet all demands of the British Government in case of war in the East. Its construction, therefore, was upon a scale of solidity and permanence far in advance of

MISS BYRNE,

*F*ashionable *M*illinery *E*stablishment,

*Only Four Minutes' Walk from Windsor Hotel.*

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*Visitors would do well to call and examine the Goods  
in this establishment before going elsewhere.*

*Always on hand all the Latest Novelties from Paris,  
London and New York, viz. :*

PATTERN BONNETS

— AND —

Hats, Flowers, Feathers,

&c., &c.

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792 and 794

**DORCHESTER STREET.**

**WEST OF BEAVER HALL HILL.**

that of any of the American transcontinental lines, and its equipment is incomparable. In all the appliances of the passenger-train service every improvement of assured value has been adopted toward increased safety and comfort. Sleeping cars run through without change between Montreal and the Pacific coast; and these cars exceed in luxury the best used elsewhere. Dining cars accompany all transcontinental trains as far as the Rocky Mountains, where the hotels, previously spoken of, make them unnecessary. For second-class passengers, and colonists going to their new homes in the West, a form of sleeping car is provided without additional charge, which runs through without change upon the express trains, and reduces the fatigue of the journey to a minimum.

A liberal schedule of rates has been arranged, so that tourists may avail themselves of this new and beautiful road in a round trip to the Pacific Coast.

In Eastern Canada the Canadian Pacific line runs from Montreal to Quebec, and from Montreal across the State of Maine to New Brunswick and Nova Scotia. It is now the longest continuous line of rails in the world, reaching no less than 3,600 miles in continuous length,—spanning the American continent from the surf of the Atlantic to that of the Pacific.

From Ottawa, branches extend to Prescott and to Brockville on the St. Lawrence river, where connections are made with railways in northern New York. A direct line runs from Montreal to Toronto, London and Detroit, forming in connection with the Wabash system a most desirable through route to Chicago. From Toronto a system of branches diverges to Owen Sound on Georgian Bay (whence the Clyde-built steel steamships of the Company depart twice a week for Port Arthur), to Orangeville, Teeswater and Elora. From Sudbury station north of Lake Huron, on the transcontinental line, a branch road extends westward to Sault Ste. Marie, connecting there with American systems, and forming a short line route by way of Montreal and Ottawa to St. Paul and Minneapolis and the North-West.

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**HELEN DRAKE,**  
**First-Class Dressmaker,**

LATE OF 2310 ST. CATHERINE ST.,

**MONTREAL.**

At her new and elegant Establishment,

**10 \* PHILLIP'S \* SQUARE**

(Near Messrs. Morgan's new store on St. Catherine Street),

Will be found all the **NEWEST STYLES** and **MATERIALS** from which  
 to select

**Costumes, Mantles, Millinery, &c.**

Dressmaking in all its branches at shortest notice.

**LATEST PARIS, LONDON AND NEW YORK STYLES.**

## The Intercolonial Railway.

The construction of the Intercolonial, and the connection of the Upper and Lower Provinces by a direct line of railway, has of late years opened up a new route for the tourist as well as the man of business. Each year its advantages are becoming better known, and each season sees an increase in the tide of travel upon it. Leaving Quebec this road takes its course along the south shore of the Lower St. Lawrence. Here the picturesque French villages, the lordly river dotted with sails, and the bold and often beautiful scenery of the shore combine to make the beginning of an ever-varying panorama of which the eye never wearies. Beyond lies the Metapediatic Valley, the Switzerland of this country, with its mountains of green, and its "musical waters," where the salmon have their home. Entering New Brunswick, skirting the shores of that vast and tranquil natural harbor, the Baie des Chaleurs, the traveller is borne rapidly onward, through the famed valley of the Miramichi, thence to Moncton, the "Heart of the Intercolonial." From this place one may either go direct to St. John, through a settled and beautiful country, cross the Strait to Prince Edward Island, "the Garden of the Gulf," or continue on to Halifax, the capital of Nova Scotia. The scenery *en route* to the latter places is varied by hill and dale, lake and stream, with towns and villages in which the evidences of prosperity and plenty meet the eye at every point. At Halifax, with its breezes from the Atlantic, its seashore, and inland drives, its bathing in pure sea water on smooth and sunny beaches, and yachting or boating in the peaceful waters of spacious harbors, one may spend day after day of genuine pleasure, and return to his home, invigorated, refreshed and fitted anew for the routine of daily life. Pictou, with its views of land and sea, its ships and its mines; Cape Breton, with its famous Bras d'Or winding and enchanting scenes; historic Louisburg, or Sydney, with its coal mines reaching far into the earth, may all be visited with pleasure and profit. Within a few hours of Halifax are also such watering-places as Chester and Mahone Bay, while in another direction lies the luxuriant Annapolis Valley, the scene of the never-dying story of Evangeline.

To the sportsman the Intercolonial opens up a land in which he need never lack for occupation. In all the numerous rivers which the railway intersects are trout to be had, often of extraordinary size and quality.

ESTABLISHED 1856.

→ THE ←

**J. G. McLaren Belting Co.,**

→ MANUFACTURERS ←

**Oak**  
**Tanned**  
**Belting,**

Card Clothing, Reeds and Harness,

→ AND GENERAL ←

**MILL \* FURNISHERS.**

→ 292, 294 & 296 ←

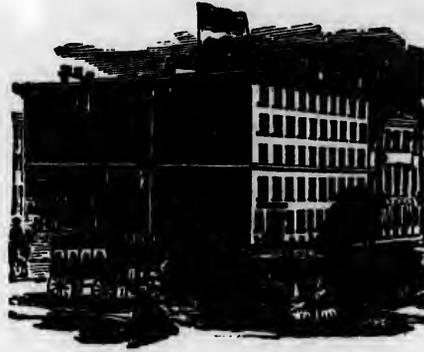
**St. James St., Victoria Square,**

**MONTREAL.**

In all the northern rivers are salmon of magnificent size, forty pounds not being an unusual weight for one of them. Cariboo range the forests of each province, while in Nova Scotia and New Brunswick the moose, the king of the forest, still roams as of old; ducks, geese, partridge and other wild fowl in the season may be had almost anywhere along the line in abundance. All their pleasures of the woods may be enjoyed, and yet one need at no time be beyond the reach of communication with the world, by mail, express or telegraph. In short, those who desire speed in travel, combined with safety and comfort, who are urged by business, or are in search of pleasure or health, will find this road the one adapted for their wants—a road over which they may travel with ease, live cheaply at any place they may visit, and behold a country which is but to be seen to be admired and visited again and again.



# ST. LOUIS HOTEL,



ST. \* LOUIS \* STREET, \*  
**QUEBEC,**

WHICH IS

Unrivalled for Size, Style and Locality  
**IN QUEBEC,**

Is open throughout the year for Business and Pleasure Travel.

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**IT IS ELIGIBLY SITUATED.**

Near to and surrounded by the most delightful and fashionable promenades, the Governor's Garden, the Citadel, the Esplanade, the Place d'Armes, and Dufferin Terrace, which furnish the splendid views and magnificent scenery for which Quebec is so justly celebrated, and which is unsurpassed in any part of the world.

**CHATEAU ST. LOUIS HOTEL CO.,**

*Proprietors.*

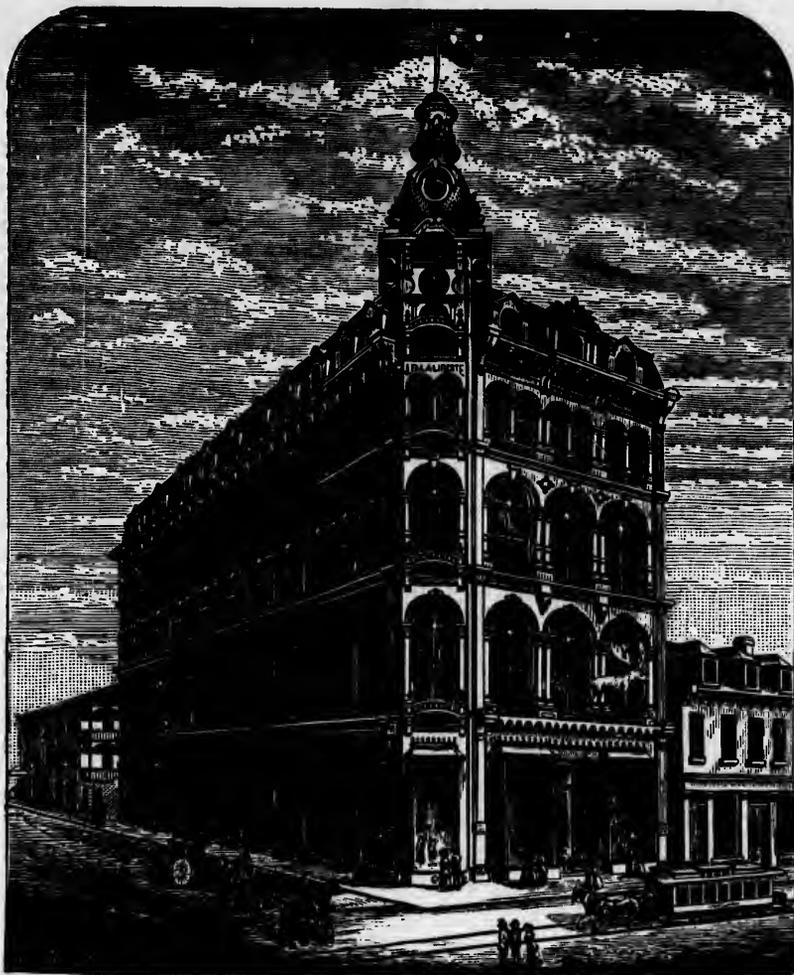
## MONTREAL TO OTTAWA.



Ottawa can be reached by the Canadian Pacific Railway or the Canada Atlantic Railway, in four hours. For the pleasure-seeking tourist the best route to the Capital of the Dominion is to take the train to Lachine, which leaves the Bonaventure Street Depot every morning (Sundays excepted) at 7.45 a.m., and there stepping on board the steamer SOVEREIGN (Capt. H. W. Shepherd), sail

up the river. By this last route we have a better opportunity of seeing the beautiful scenery of the St. Lawrence and Ottawa rivers, as they first meet. It is a bright morning, and the sun glances slantingly along the majestic waters, tinging with golden light the tips of the wavelets, as they rise one after the other, to greet his rays. A faint mist, like a delicate veil, spreads over the bosom of the river, on which one or two islets repose, as childhood sleeps on its mother's bosom, yet it does not conceal the enchanting beauty of the scene, but adds grace and loveliness to the charms which it vainly strives to hide. It is soon dissolved, and the light breeze which has sprung up carries it all away.

Away we go stemming the current, until in due time we reach Ste. Anne, where is a succession of rapids which we avoid by going through a lock. More islets are here, round which the Ottawa bubbles and struggles in its course, while the pretty village of Ste. Anne reposes in quiet beauty upon the banks. This village is considered the starting-point for the Ottawa river by all orthodox *voyageurs*, as the last church on the Island of Montreal is situated here, and is moreover dedicated to their tutelary saint, from which also the village takes its name. Emerging from the canal again we enter the Ottawa, having left the St. Lawrence far astern, and, after sailing about two miles, we find the shores recede on either hand to about eight miles wide, and this recession continues for a distance of ten miles, for we are in the Lake of the Two



**J. B. LALIBERTÉ,**  
 145 ST. JOSEPH STREET, QUEBEC,  
 The Largest Manufacturer of Furs in Canada

In the PALATIAL SHOWROOMS of this EXTENSIVE ESTABLISHMENT will be  
 FOUND the LATEST NOVELTIES in

**LADIES' AND GENTS' FURS AND FANCY FUR RUGS.  
 A GREAT VARIETY OF MOUNTED SKINS, AND A RARE ASSORT-  
 MENT OF INDIAN GOODS.**

Your driver will show you the place on your way to Montmorency Falls.

Mountains, so called from two mountains on the north side rising four to five hundred feet from the water. The river divides here into four branches, that which we have just come up, another which diverges towards the north-east and forms the western boundary of the Island of Montreal, the third called the Dutchman's *Cheval*, and the fourth passing Vaudreuil around the Isle Perrot. There is the Isle Jesus and beside it Pigeon's Island, on which are the ruins of an Indian village.

A few miles further on we arrive at a fine new wharf named Oka, situated at the Indian Village of the Two Mountains. This village is inhabited by the remnants of two tribes, the Iroquois and the Algonquins, as the village of Caughnawaga, opposite to Lachine, is by a remnant of the Iroquois. A Roman Catholic Church divides the settlements. Three or four chapels stand on the mountain side. The highest peak of the mountain is called Calvary, and on certain religious fêtes of the Church it is frequented by both white and Indian. Now we stop at the villages of Como and Hudson. Both of these places are the resort of some of our Montreal friends, who pass the summer months there with their families. On the southern bank is Rigaud Mountain, where there is also a settlement of the same name. The river again contracts to the breadth of half a mile, and continues, sometimes broader, sometimes as narrow, until we reach Carillon.

Yonder is a raft of wood coming floating down, manned by hardy *voyageurs* who have built their wooden hut upon the timber island they have made. Far, far back, in the thick and dark woods, have they toiled through the inclemency of winter, gathering together the huge monarchs of the forest; far, far back, where the bears prowl, and the gaunt and hungry wolves "make night hideous" with their howlings, while the hardened snow has covered the ground many feet deep, and the frost spirit has

" Bound the waters in icy chains  
By a spell unseen yet strong."

Five miles from Grenville we stop at L'Original, where a stage awaits passengers going to the celebrated Caledonia Springs, a distance of some nine miles, through a very interesting country. The springs are much frequented by invalids during the summer months, for the sake of the mineral waters.

# Dominion Metal Works.

MANUFACTURERS AND FURNISHERS OF

Cast Iron, Steam, Water and Soil Pipe Fittings,  
 Iron and Brass Steam Stop Cocks, Valves, &c.,  
 Steam Whistles, Steam Pumps,  
 Penberthy, Parks and Korting Injectors,  
 Steam Fitters' and Plumbers' Tools,  
 Coils, Radiators and Hot Water Furnaces,  
 Sanitary Earthenware, Baths, &c.,  
 And all kinds of Plumbers', Engineering,  
 Brewery and Factory Supplies.

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**IRON FOUNDRY :**

Cor. Maisonneuve & Lagauchetiere Sts.

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**GARTH & CO.,**

536 TO 542 CRAIG STREET,  
 MONTREAL.

As we hurry on with the restless speed of steam we have abundant opportunities of examining the picturesque banks of the river on both sides, until we come close up to the city. About two miles below Ottawa on the north side the Gatineau empties itself into the Grand Ottawa River. Gently, gracefully, the water pours over, and mingles with that of the Ottawa beneath, with just as much noise as is necessary to add to the effect. Looking ahead, we now get a splendid view of the Parliament and Departmental Buildings, standing out so prominently on the bluff, called Major's Hill. These buildings only require to be visited to be appreciated. And now we reach Ottawa City, picturesquely built upon three separate bluffs or ledges, forming the river bank of the south side. Right before us is an imposing scene, second only to Niagara in grandeur and magnificence. The Chaudière Falls are immediately above the city, and there, with thundering cadence, the waters precipitate themselves down the precipice of forty feet in height, and, gathering into a basin, boil, and seethe, and hiss, and whirl around in mad excitement, while the spray arises, and the sunbeams gleaming upon it form an almost perpetual rainbow. A fine bridge spans the river just below the Falls, from which a magnificent view of them is obtained. Beside the Grand Fall there is also a little Chaudière on the northern side, and here a curious phenomenon presents itself. The great portion of the waters which are precipitated down the latter find their way underground, where none can trace their course. The following description, quoted from Bouchette, will give us some idea of the singular scene. He says: "The Little Chaudière may, without much difficulty, be approached from the Lower Canada shore, and the spectator, standing on a level with the top of the fall and on the brink of the yawning gap into which the floods are headlong plunged, surveys the whole length of chute and the depths of the cavern. A considerable portion of the waters of the falls necessarily escape subterraneously after their precipitation, as a much greater volume is impelled over the rock than finds a visible issue. Indeed this fact is not peculiar to Little Chaudière, but is one of those curious characteristics of this part of the Ottawa of which other singular instances are observed, the water in various places being swallowed by deep but narrow rents and fissures, leaving their natural bed almost dry, to dash on through some subterraneous passage that defies the search of the explorer.

**LIST OF WATERS ON EXHIBIT.**  
**CHARLES GURD & CO.**  
 BELFAST GINGER ALE.  
 SUPER CARBONATED SODA WATER  
 SABS-PARILLA LEMONADE.  
 LEMON SODA CHAMPAGNE CIDER  
 MINERAL WATERS.  
 SELTZER WATER ESSENCE WATER  
 VICHY. LITHIA.  
 CHALYBEATE. CARLSBAD. SPIRITUEL.  
 DOMAINE DE DOMINIQUE  
 THE CELESTINE MINERAL.

**TWO FIRST PRIZES AWARDED 1880.**

**GOLD MEDAL AWARDED 1881.**

**CHARLES GURD & CO.**

We have special freight rates with Railways and Steamboats. All orders promptly attended to.

**CHARLES GURD & CO., 43, 45 & 47 JURORS STREET, MONTREAL**

There are in the Falls of the Chaudière materials for much geological speculation, and the mere admirer of nature's scenic wonders and magnificence will derive much gratification and delight by the survey and contemplation of their manifold beauties." On the northern bank, a slide has been made so that the timber can be sent from above to below the foaming waters without endangering it being broken by abrupt and rude collision with kindred logs below, or shattered upon the rock. These slides are frequent in the Upper Ottawa, the rocky state of the river necessitating their construction, and they are admirably adapted for carrying down the logs of timber safely and without any damage to prevent a sale in the market.

The railroad from Montreal to Ottawa is part of the line of the Canadian Pacific Railway Company which extends through the Western Canadian Provinces to British Columbia on the Pacific Coast. It furnishes every comfort of modern travel—perfect road-bed, steel rails, iron bridges and the finest equipped passenger trains in America. It is well called "the great scenic route of Canada," and will take you through a diversified country of open plains, mountain gorges and forests. Repeated views of the Ottawa, classic in Tom Moore's songs, pouring its mighty volume of water down from an immense territory that stretches into the almost undiscovered North, the distant shores and mountains, the fresh, well kept fields, and the abundant forests fill all the way with beauty.

The works erected there by man simply serve to enhance the work of nature in this favored spot. The city stands on a plateau of horizontally stratified rock, which rises 100 feet precipitously from the river. On the brow stand the government buildings already mentioned.

The scenery in every direction from the city is grand and impressive. The Chaudière Falls on the Ottawa, two hundred feet wide and forty deep, are only excelled by the Niagara Falls.

Utawas' Tide! This trembling moon  
 Shall see us flur: o'er thy surges soon,  
 Saint of this green isle! hear our prayer,  
 Oh, grant us cool heavens and favoring air.  
 Blow, breezes, blow, the stream runs fast,  
 The Rapids are near and the daylight's past.—*Tom Moore.*

## LONDON & NORTH WESTERN RAILWAY.

The Old Route in the Old Country, the Tourists' Favorite.



### IRISH AND SCOTCH ROYAL MAIL ROUTE.

THE SHORTEST AND QUICKEST ROUTE.

From Liverpool (Lime Street Station) to London (Euston Station) under 4½ hours.

To Glasgow (Central Station) and Edinburg (Princess Street Station) in 5½ hours.

From QUEENSTOWN to LONDON via Dublin, Kingstown and Holyhead in 16 hours and 10 minutes.

Baggage Checked Through from New-York to London.

At LIVERPOOL Family Omnibuses from Landing Stage, and Special Trains from Alexandra Dock to Lime Street Station and Hotel.

NORTH WESTERN HOTEL, Lime Street Station, Liverpool, the best and largest—the hotel for Americans.

SPECIAL TRAINS are usually run from Liverpool to London to make close connection with Steamers arriving from America.

Elegant Vestibule Parlor Cars for first-class Passengers without extra charge.

Compartments with lavatories, and private saloon and family carriages for parties, without extra charge for First-Class Passengers.

Improved Sleeping Cars with private compartments and comfortable brass Beds.

Luncheon Baskets at the principal Stations.

Dining Cars on the Principal Trains.

In LONDON Family Omnibuses can be obtained, and Euston Hotel (at the Station) noted for its Cellar and French Cuisine, will be found most comfortable.

THE LONDON & NORTH WESTERN RAILWAY have not abolished Second-Class Cars; passengers to whom economy is an object, but who do not wish to travel Third-Class, can combine comfort with economy by travelling Second-Class by this line.

Third Class Cars on all trains to and from Liverpool and other Stations except on the Irish Mail via Holyhead, which has only First and Second Class.

The Company's Agents, Mr. W. STIRLING, at Queenstown, and Mr. FRED. W. THOMPSON, at Liverpool, meet the American Steamers on arrival at those Ports, and secure omnibuses, seats, compartments, saloon carriages, rooms at hotel, and give general information.

A SPECIAL SERVICE OF TRAINS, running from London to Liverpool in connection with the Steamers for America and Canada, enables Saloon Passengers to reach Liverpool in time for the departure of those Steamers; for particulars see monthly bills.

THROUGH TICKETS to London, Glasgow, Paris, and principal Stations in England, Scotland, Ireland, Wales, and the Continent of Europe.

LIVERPOOL TO LONDON TICKETS bought in New York are good. Single Tickets for 3 months and Return Tickets for 6 months; Passengers may travel by a number of different routes, and are at liberty to break their journey at any intermediate Station, in order to visit Chester, Lichfield, Stratford-on-Avon, Kenilworth, Warwick, Leamington, and other places of interest.

Time Tables and information as to travel and hotels can be obtained from the Co's Agent, Mr. C. A. BARATTONI, 852 Broadway, near Union Square, New York

CANADIAN AGENT—MR. BATTERSBY, 174 St. James St., Montreal.

G. FINDLAY, General Manager, Euston Station, LONDON.

The Rideau Canal joins Ottawa River through a gorge between the towns, by a succession of locks. This canal connects the Ottawa with Kingston and Lake Ontario through a series of lakes and streams. It is 135 miles long, and forms a triangle with the St. Lawrence and the Ottawa rivers. The upper terminus is about 180 miles from Montreal while the lower is 120 miles.

THE CANADA ATLANTIC RAILWAY, running from Ottawa, Ont., to Rouse's Point, N. Y., a distance of 150 miles, although a comparatively new line, has obtained an enviable reputation for the manner in which its passenger trains are handled. During the summer season of 1883 a fast train was run between Montreal and Ottawa in two hours and thirty minutes, a distance of one hundred and seventeen miles, making five stops. This was then the fastest train in America. Their passenger trains now make this run in three hours and a half, stopping at all stations, and trains are invariably on time. They were the first road in Canada introducing the electric light on their trains, and a short time afterwards put in service a train with cars entirely heated by steam from the engine. This last proved so successful that all their passenger trains are being fitted up in the same manner.

A series of daily excursions have been arranged by this line for the travel season of 1890 as follows :—

Montreal to Ottawa and return (via the Ottawa River)—Leave Montreal—Bonaventure Station, returning from Ottawa by the Ottawa River Navigation Co.'s steamers. Fare for the round trip \$5.15.

Montreal to Ottawa (via Ottawa River) and return to Montreal via Canada Atlantic. Fare for round trip \$5.15.

Montreal to Ottawa (via Ottawa River) and return (via Canada Atlantic Railway) to Coteau Landing, thence via the Richelieu & Ontario Navigation Co.'s steamers, running the Coteau, Cedar, Cascades and Lachine Rapids, arriving in Montreal at 6 p. m. Fare for the round trips \$5.85.

Montreal to Ottawa via Grand Trunk and Canada Atlantic Railways and return to Coteau Landing via Canada Atlantic, thence via Richelieu & Ontario Navigation Co.'s steamers, running the St. Lawrence Rapids. Parties desirous of making this trip can leave Montreal in the morning, visit Ottawa, and be at home the same evening. Fare for round trip \$5.85.

# Windsor Hotel

## TICKET AGENCY

IN THE ROTUNDA.

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