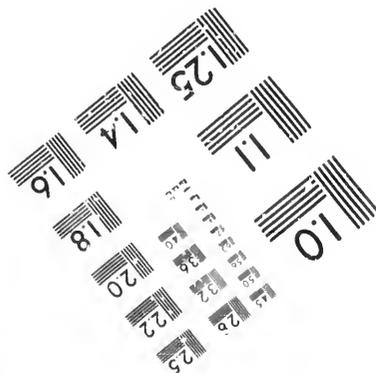
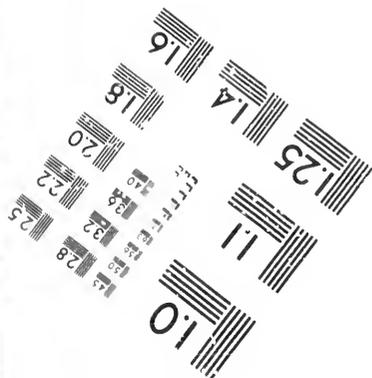
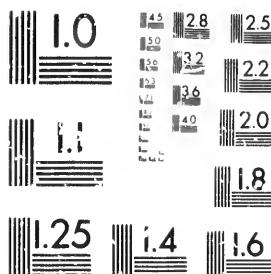


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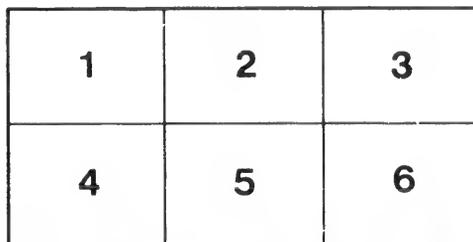
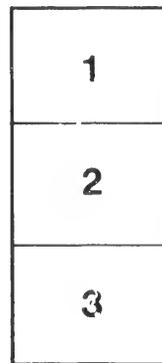
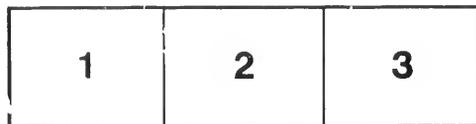
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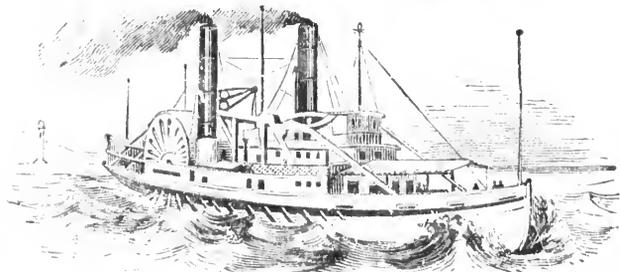


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TRAVELLERS' GUIDE



TO THE
UPPER OTTAWA.

1873.

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Sparks Street, Ottawa.*

Free Press Steam Print, Ottawa.

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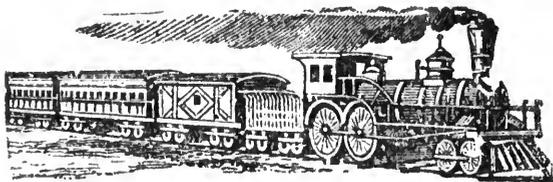
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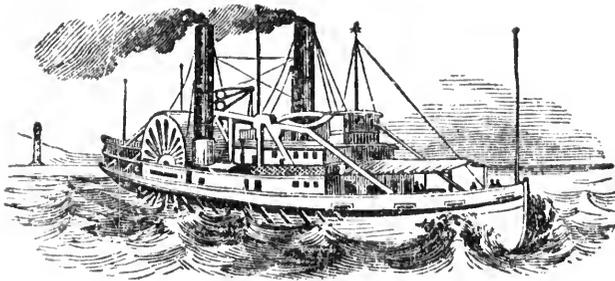


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List of Steamers:

1873.

JESSIE CASSELS,	Capt. Findlay....	Aylmer to Pontiac.
CHAUDIERE,	“ Smith.....	do do
EMERALD,	“ Mulligan..	do do
PRINCE ARTHUR, ..	“ Murphy....	Chats to Portage du Fort
ALLIANCE,	“ Toner.....	do do
OREGON,	“ Hilliard ...	do do
SNOW BIRD,	“ Edmunds.	do do
Sir JOHN YOUNG, ...	“ Beattie.....	Bryson's to Chapeaux
JASON GOULD,	“ Pegg.....	Cobden to Pembroke
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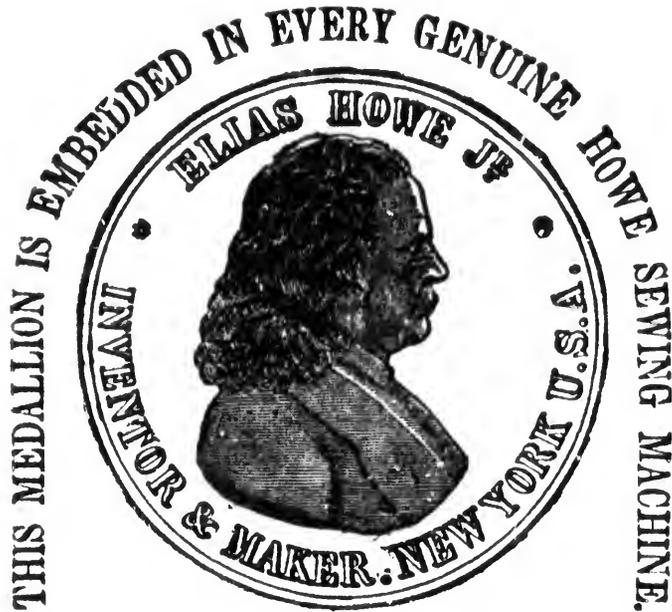
THE TOURIST, the Student or the Business Traveller, no district of Canada can furnish a more attractive route than the Valley of the Ottawa. This grand stream, though itself but a tributary of the St. Lawrence, takes its rise in sources almost as indefinitely settled as those of the wondrous Nile, and while draining an area of over 80,000 square miles receives in its outward course of over three hundred miles, the waters of no less than twenty first-class tributaries, of which some, like the Gatineau, are fully two hundred miles in length. The trip over the Ottawa may fairly be divided into two portions, that over the Lower Ottawa, or that part lying between the commercial and political capitals of the Dominion, and the trip over the Upper Ottawa, which includes that between the City of Ottawa and the head waters of the stream. In variety of scenery, in vastness of mineralogical deposits, and as the natural highway of the main branch of commerce of the Dominion the Ottawa should be well known to all classes of travellers in Canada. On the journey between its banks from Montreal to the head of navigation the tourist passes through almost every variety of scenery, and almost every stage of human advancement, through scenes of placid beauty resembling those of the thousand islands, to those of Deep River, whose frowning cliffs may vie in grandeur with the towering peaks of the Saguenay or those which overlook

"The lordly Hudson rolling to the sea,"

and from the palatial residences of Montreal, through the quiet homes of the agriculturist, to the bush fires of the



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Wholesale and Retail Dealer in

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Offices—Red White & Blue,

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hardy pioneer of civilization, the shanty-man in the lonely wilds of the backwoods.

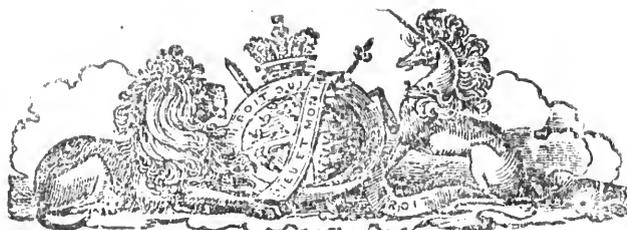
It is with the upper portion that we have chiefly to do in our present sketch, and our desire is to present the reader briefly with a description of that long route which is traversed by passengers between the City of Ottawa and the far-off station of Deux Rivieres, being the section of country traversed by the UNION FORWARDING AND RAILWAY Company.

Aylmer, the starting point of the Company's line, is distant from the City of Ottawa some eight miles. It is a pretty village situated on one of the river bays, and may be reached always in time for the boats either by stage or by private conveyance. The road to it lies across the Union Suspension Bridge, which joins the City of Ottawa with the Village of Hull, thence through the vast lumber mills and piles which surround the rushing Chaudiere, and afterwards over a well-made macadamized road through a succession of handsome villas and well cultivated farms.

Aylmer is a village of some 2,000 inhabitants, and being, until lately, the county town of the County of Ottawa, is the present seat of the law courts. Besides these buildings it possesses several neat churches, a substantial convent, and its hostleries always furnish good entertainment for man and beast. Holt's Hotel and its proprietor are household words throughout the district, and to and from there stages run daily in connection with the steamers. A first-class livery is also attached to the house.

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MORTIMER'S CHOLERA REMEDY, a safe and un-
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MORTIMER'S COUGH EMULSION affords certain relief in
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Toilet Requisites, Perfumery, Pomades, Dentrifices and
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Medical Prescriptions carefully dispensed from Pure Drugs.

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Britannia, which can be seen from almost all points along the road between Ottawa and Aylmer, is on the opposite side of the stream, and is a small but thriving village. It possesses a considerable trade at present, due, in a great measure, to the enterprise of the Honorable James Skead, who has erected there one of the most extensive and complete lumber mills on the stream of the Ottawa.

At Aylmer the traveller up stream takes the powerful and well equipped steamer *Jessie Cassels*, which traverses the first reach of the Upper River route. Immediately on leaving the village, breakfast is served on board the boat, and the fare will be found equal to any provided on the inland navigation of Canada. Shortly after breakfast we arrive at March Landing, a postal depot on the south shore of the river, the seat of a small settlement and a considerable brewery. Steaming out into the stream again we have now a fine view of Aylmer Bay, and of the range of hills on the north side of the river known as the Eardley Hills. This Eardley range extends for hundreds of miles through the Ottawa country, and is a part of the great Laurentian Range which traverses such a large section of Canada, rugged and bleak in their appearance except where clothed with small growth of wood. They rise in lovely grandeur to an altitude varying from 600 to 1,000 feet in length. On the reach of the river, through which we are now passing, they are a considerable distance from the stream and the table land which lies at their base is of excellent quality and capable of high cultivation. The River Ottawa here forms



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In almost EVERY STYLE AND QUALITY.

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the boundary line between the two Provinces of Ontario and Quebec, and the shore of the former in regard to the arable quality of the land is beyond doubt of the greater value. The superior attraction it offers to the agriculturist over the northern or Quebec side is made evident to the tourist by the greater number of well cultivated farms which he sees skirting the southern bank. Proceeding up the stream the traveller can not fail to notice on every hand indications of the great trade which, yearly growing in magnitude, is here carried on. At some points he passes, perhaps, great rafts of square timber, principally destined for the European markets, huge floating islands of wood, unwieldy-looking monsters with queer low-set square sails and carrying each a perfect village of sleeping-huts and cooking-cabins for the hardy crew, who months before helped to fell the monarchs of the forest wilds; anon he meets a shove of logs, drifting apparently no one knows where, or, indeed, cares for that matter, but still, surely, though it seems to him, slowly, seeking the rapacious jaws of the devouring saw-mills on the water-powers at and above Ottawa. Again he passes one of the River tow steamers, puffing away with fast-revolving paddles, and yet with all her exertions making seemingly but slow progress, being ever retarded by what seems like an island of brown weeds, which follows in her wake, but which, on nearer approach, turns out to be a mass of saw-logs, enclosed with a boom, and which she is thus towing along. But not the least noticeable sight along the river is the vast series of booms and piers which, extending mile after mile along this upper river route, gives

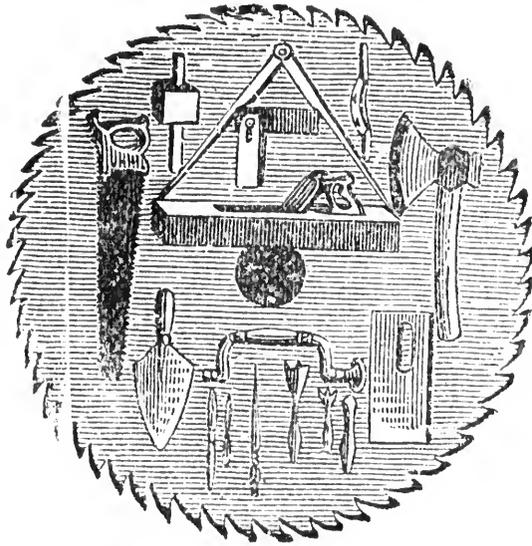


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evidence of the undaunted energy, indomitable perseverance and vast capital which the Lumber Kings of the Ottawa Valley have embarked in their gigantic trade. On board, our tourist is almost sure to have, according to the season, a greater or lesser number of the hardy workmen employed in this line of trade, and time spent in watching them will be amply repaid. In general they are French Canadians, a few Indians and half-breeds among them, and for simplicity of thought, docility, and fine physique, it would be hard to find their superiors. During most of their journey they are probably singing—singing some of those simple melodies, set to Canadian words, which three hundred years ago their fathers brought from Normandie, and which may still be heard wherever the habitant has made his farm or the voyageur paddles his canoe. Perhaps our friends may some of them be a little noisy, for they are embarking on a long journey, one of continued hardship, one not without frequent dangers, and some of them, knowing that they will not see or taste John Barleycorn till they return to the City, have been bidding a too affectionate adieu to that potent monarch, for there is no grosser violation of regulations than the introduction of intoxicating liquors to the shanty or the raft. With all their hilarity, however; you see nothing but good humour, and the excitement of the few who may have indulged generally vents itself in an exuberance of affection for his fellows. It may indeed strike you, when Jean embraces Edouard or Henri, that you would as soon submit to the embraces of a Polar bear as trust yourself within those stalwart arms, but be not alarmed. If



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Fancy and Staple Dry Goods

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Jean's arms are powerful, the broad chest of his friend has proportionate powers of resistance, and it does him no more violence than the gentlest pressure with which you ever ventured to encircle a fair friend's waist. The raftsmen of the Ottawa are a class of men well worth studying, and a more curious combination than their lot presents it would be hard to find. During almost the entire year he is exposed to every vicissitude of the weather, from the most intense cold of winter, toiling amid its forest snows, to the extreme heat of summer, often wet through for days together, working in water or under rain. In his rough life, however, he has two great advantages. His food, though plain, is always of the best of its kind, ample in quantity, and well and cleanly cooked, while his employers neglect no precautions to keep him from that well named "Curse of Canada"—whiskey. Such a life leaves in general but little fat upon him, but in place of it gives him a chest and muscles whose capacity and power a prize-fighter might envy. As a rule, he is gentle as he is strong. It is in the City or town only he ever gets drunk, and ever there his gentleness seldom forsakes him, and though out of sight of womankind for the greater part of the year, he never would think of addressing a rude word or action to one of them. Living for some years on a road which these hardy fellows passed in hundreds at all hours daily, we never heard of a case in which a female could not venture out at any hour of the evening alone, secure from molestation, a fact not equally certain of thoroughfares frequented by those who live more within the bounds of civilization.



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EASTERN BLOCK, OTTAWA CITY.

*Names and Addresses of the Superintendents on Public
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W. F. Biggar . . .	Welland Canal	St. Catharines
G. W. Ranney . . .	Trent Works	Belleville
Horace Merrill . . .	Ottawa Works	Ottawa
F. A. Wise	Rideau Canal	Ottawa
Wm. B. Forbes . . .	Carillon & Grenville Canals	Carillon
Isaac N. Rose	Williamsburgh Canal	Morrisburgh . . .
D. A. McDonell . . .	Cornwall Canal	Cornwall
Michael Conway . . .	Lachine Canal	Lachine Canal Office, Mont'l.
John G. Sippell . . .	Superintending Engineer . . .	Montreal
A Masse	Beauharnois Canal	Cornwall
Levi Larue	St. Ours Lock and Dam	St. Ours
C. Prefontaine	Chambly Canal	Chambly
H. R. Symmes	St. Maurice Works	Three Rivers . . .
D. Boulanger	Saguenay Works	Hebertville
L. Carvell	Gen. Supt. Govt. Railways in New Brunswick and Nova Scotia	Moncton, N. B.

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But to return to our route. Passing Kelley's and Badbarn's Landing, we next reach the mouth of the Quio, a tributary of the Ottawa, which has for a long time been the scene of extensive lumbering operations, and at noon or thereabouts end the first water stage of our journey at Pontiac, thirty-six miles from Ottawa.

Shortly before reaching this point we pass before the *Chats Rapids* (a name which has been frequently converted into *Shaws Rapids*, and even so spelt on some maps), where a scene of wild beauty awaits the tourist not to be surpassed. The channel of the stream is here filled with clusters of small islets, among which the water runs in a myriad of cascades, churned into milk-white foam. Here also we pass the entrance to what was to have been the *Chats Canal*, a work to overcome the ascent of the rapids at this point, undertaken by the Canadian Government some years ago, but abandoned on account of the unexpected difficulties and consequently greatly increased expense encountered in the prosecution of the work.

In this vicinity cool spots can be found in the hottest weather, and good fishing, and a day spent in this locality will not be lost by the lover of nature's beauties, or of sport.

At Pontiac passengers leave the steamer for land conveyance over a *Portage* of about three miles, which is necessary to overcome the obstructions offered to navigation by the rapids of the *Chats*. This portage is made in the cars of the Union Railway, which for comfort and safety might be an example to more than one railroad of greater pretensions. A well known Canadian engineer, speaking of it some years

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ROYAL MAIL LINE OF STEAMERS.

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New Iron Steamer, "PEERLESS"..... Capt. A. BOWIE.
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"QUEEN VICTORIA"..... Capt. P. Y. MACDONNELL.
"PRINCESS"..... Capt. P. MCGOWAN.

COMMENCING JUNE 2nd.

— 0 —
U P W A R D S.

Passengers leave by the 7 a.m. and 5 p.m. trains for Lachine by Railway, and connect with the Steamers "PRINCE OF WALES" and "PRINCESS" for Ottawa and intermediate landings.

D O W N W A R D S.

Passengers leave Ottawa at 7 a.m. and 5 p.m. by Steamers "PEERLESS" and "QUEEN VICTORIA" for Montreal and intermediate landings. Baggage checked. Meals and State-rooms extra.

Passengers leaving Ottawa by the evening Steamer will descend the Lachine Rapids. No through passengers taken on Saturday evening boat.

The comfort and economy of this Line are unsurpassed, whilst the route is one of the most picturesque in Canada. Tourists will find this a delightful trip.

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

Single and return Tickets may be had at the Company's Office, 13 Bonaventure Street, at the Grand Trunk Railway Depot, Montreal, and the Office, Queen's Wharf, Ottawa.

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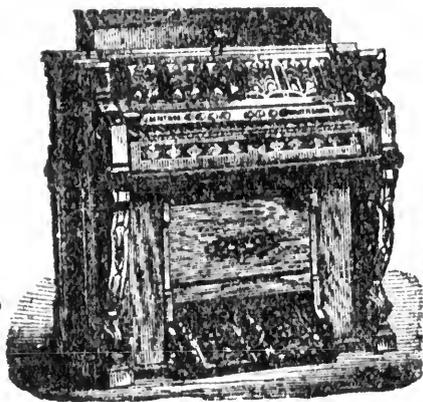
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since, said it was laid out on the idea of the primitive definition of a railroad, the fundamental principle being that it should be *level*. This, in one sense, is correct, and the ground of the upper terminus is considerably higher than that at Pontiac. A considerable ascent is made from the landing to the cars before passengers start. The road is built entirely of heavy timber tressel work, being in many places of great height above the ground over which it passes. The cars are comfortable, drawn by horses, and the scenery about attractive. The journey over it to *Union Village* is made in about twenty minutes, and is a very pleasant part of the trip.

At *Union Village* (a picturesque collection of buildings) land carriage is again forsaken for water, and in a few minutes the tourist finds himself on the powerful, handsomely fitted steamer *Prince Arthur*, skimming the waters of the *Chats Lake*, and he can be no lover of scenic beauty who does not appreciate this portion of the trip.

In a short half hour (too short to the tourist if the day be bright and a cool breeze coming across the water) we reach the pretty *Village of Arnprior*, nestling under the high ground by which it is surrounded. Here the steamers connect with the trains of the *Ottawa & Brockville Railway*, one of the branches of what is now better known as the *Canada Central road*. Nearing *Arnprior*, we obtain a view of the handsome residence of the late *Daniel McLachlin, Esq.*, whose name was for years connected with almost every great undertaking of the *Ottawa*, and whose immense lum-



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bering operations made his name a household word in every section of the river. Few private residences in Canada can surpass it, or the grounds about it, terraced as they are to the water's edge, in beauty or in situation, and when in 1861 the Prince of Wales visited the Upper Ottawa he was the recipient of Mr. McLachlin's princely hospitality. Of indomitable energy as a business man, Mr. McLachlin's unostentatious habits kept him from the arena of public life, and though persuaded at one time to become representative in Parliament for the County in which he lived, he did not long retain the position. He resigned his seat before his term of office had expired, and soon after died at a ripe old age, having previously sold his immense business to his sons, by whom it is still carried on.

On leaving Arnprior, what many men consider the most important event of a day's journey—dinner—takes place, and he must be hard indeed to please who, after a morning spent in the refreshing air amid such picturesque scenes, does not do full justice to the abundant and *recherche* fare of good steamer *Prince Arthur*, and the hospitable attention of Master Captain Murphy.

The Chats Lake, over which we are now passing, is an expansion of the Ottawa, some three miles in width and about twenty-five miles long, touching at several points along which we arrive at that portion of the river known as the Cheneax Rapids. This poor French name has, like many other on the Ottawa, suffered queer transformations, and the same ruthless hands, or rather tongues, that converted



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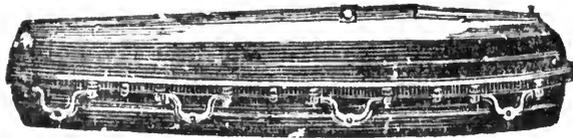
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Chats into Shaw's, not unfrequently designates the Cheneux as what an Irishman would call *Shnow*. These rapids are some two miles above *Tarrel's Landing*, or about sixty miles from Ottawa. So rapid is the current in the river that it is with the greatest difficulty the powerful steamer forces her way up it. This is not so perceptible in the midsummer season, when the water is low, but in the high water of the spring and autumn such is the swiftness of the current that to the inexperienced the attempt to ascend it seems like bestowing labor in vain. Leaving the exciting ascent of *Les Cheneux*, we enter a scene of beauty reminding one of the Thousand Islands of the St. Lawrence, and so, at between four and five in the afternoon, we reach *Gould's Landing*, sixty-two miles from our starting point at the Capital.

At *Gould's* the passenger bids good-bye to the *Prince Arthur*, to traverse what is commonly known as the Grand Portage, a distance of thirteen miles. This portion of the journey is made in most comfortable omnibusses over an excellent road, and winding among scenery varied and attractive. Here one first gets an idea of the wild beauty of much of the mountain scenery of the Ottawa, and of the primitive grandeur of those northern tracts, in which the hardy lumberers pass so much of their lives. Here, too, may be viewed traces of the dread devastations of the Fire King, whose seathing breath at times lays waste the finest limits, and in a few days converts what was the making of a princely fortune into a desert of blackened trunks and worthless stumps. Scattered at intervals through these

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forest and mountain scenes we meet with clearings, rudely perhaps, cultivated, but the richness of whose soil abundantly—aye, lavishly—repays the scant toil the husbandman bestows upon it.

Early in the evening, before sundown, we arrive at Cobden, the end of our portage journey, and there embark on the *Jason Gould*, which, by the way of Muskrat Lake, conveys us to the town of Pembroke. Muskrat Lake and Mud Lake may not appear the most attractive of names to a tourist, but those who have once passed through them never regret their trip. For about fourteen miles the channel is not over one hundred feet in width, very tortuous, and apparently at many points blocked with floating islands, and for miles along either side of the steamer the whole country appears to be a vast tract of floating verdure. On board the *Jason Gould* tea is served, of which the traveller has ample time to partake before getting to Pembroke, which is reached about half-past eight in the evening.

Pembroke is the most important place on the Grand River north of Ottawa. It is the great depot for all supplies for the outlying lumber districts, and is to the woodsman of to-day what St. Anne's was to the voyageur in the days of the poet Moore. Pembroke is fast rising in importance, and will soon be connected by rail with the lower parts of the Ottawa. Its prospects as a manufacturing and commercial *entrepot* are of the brightest. The tourist has several hours of rest here, and ample time to see what is to be seen in this thriving young city of the North. The hotel accommodation, we may also state, is both ample and excellent.



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 ALL FREIGHT DELIVERED FROM MONTREAL AT OTTAWA BY THEIR OWN BOATS, AT A LOW RATE.

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Leaving Pembroke at seven in the morning by the pleasant steamer *Pontiac*, we pass on till shortly after noon through the most romantic portion of the Upper Ottawa route. The scenery along this portion of the stream can be compared to nothing else we know of than that of the majestic Saguenay. This remark applies particularly to that portion of the stream known as Deep River, the precipitous cliffs of which rise in lordly grandeur on each side of the deep though narrow channel through which the mighty volume of the river imperceptibly flows. By this means we arrive at Des Joachim at noon.

From Des Joachim another short portage brings us to the steamer *Kippawe*, which carries us another twenty miles upon our journey, while a final trip on the *Deux Rivières* carries us to the head of present steamer navigation, one hundred and eighty-eight miles from Ottawa. We can assure our readers that those who have never traversed this route will find their time well spent in making the trip. To those who have, its varied scenery, easy transport and general attractions will render the memory of their trip ever pleasurable.

Having thus briefly described the attractions of the upper portion of this father of waters it would be unfair to the noble stream to conclude without some notice, however short, of the attraction of the lower portion, that between the City of Ottawa and Montreal; the former with its high cliff, rushing rapids and cascades, its almost mountainous views and wildly grand forest scenery, forms a complete contrast to the



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latter, wandering for the most part amidst well tilled farms, handsome villas and all else that suggests civilization and opulence. It is not, too, without its places of historic interest, such as the old home of Papineau, the first among Canada's reformers in his day, and if not

"Land of the mountain and the flood"

it has still tranquil charms of its own, which render it most attractive, and without a trip over this portion of the river we believe no one can really form a correct conception of the Ottawa.

Of the means of travel over this part of the stream we may fairly say that they cannot be excelled. Under the management of the Ottawa River Navigation Company two lines of boats leave Ottawa daily, one for day service, the other for night service. The latter is designed chiefly for the accommodation of business persons, the former is best suited for tourists. Leaving Ottawa on the cool of a summers morning a short run of a few hours through a series of fine views, brings us to Grenville, where, owing to rapids on the river, it is necessary to exchange the boat for cars, a half hours run in which fetches us to the Village of Carillon; here another steamer is taken, and passing along the river to Como, Port Hudson, St. Annes and other points of note, we reach Lachine and arrive at Montreal about half past four in the evening. The first part of this trip is performed with the splendid new iron steamer *Peerless*, Captain Alexander Bowie, commander, and we may safely say that a more splendid palace is not afloat upon the inland waters of the continent.

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NIGHT LINE for MONTREAL

Passengers leaving Pembroke and intermediate points in the morning, reach Montreal next morning at 7 o'clock.

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In build, speed, equipment, fixtures, &c., she is perfect, while her sister boat upon the second stretch is also a superb craft.

To business men doing business between Montreal and Ottawa, the night service on this line will prove a great boon. Leaving Ottawa by the Queen Victoria they can obtain tea on the steamer, reach Carrillon just at bed time, and land after breakfast in Montreal, where they can have the whole day to transact business and return to Ottawa by next morning.

With this we must close our short, imperfect, and feeble description of one of Nature's grandest highways in the world, and only hope that the few hints we have thrown out as to its attractions may induce some few to make the pilgrimage of its stream. We feel assured that be their mission what it may, pleasure, business, instruction, or all three combined, they will be well repaid.



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The best House in Ottawa for Country Dealers.

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This House, new in every respect, possesses

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And has Ample Accommodation for both Family and Commercial Trade.

It is pleasantly situated, being close to the principal Streets, and within three minutes walk of the Post Office and Houses of Parliament. The Proprietor has made arrangements for having an office in connection with the Montreal Telegraph Company, which, with the Reading Rooms now attached, afford those conveniences so much needed in A FIRST CLASS HOTEL.

Omnibuses meet all Trains and Steamboats.

S. DANIELS,
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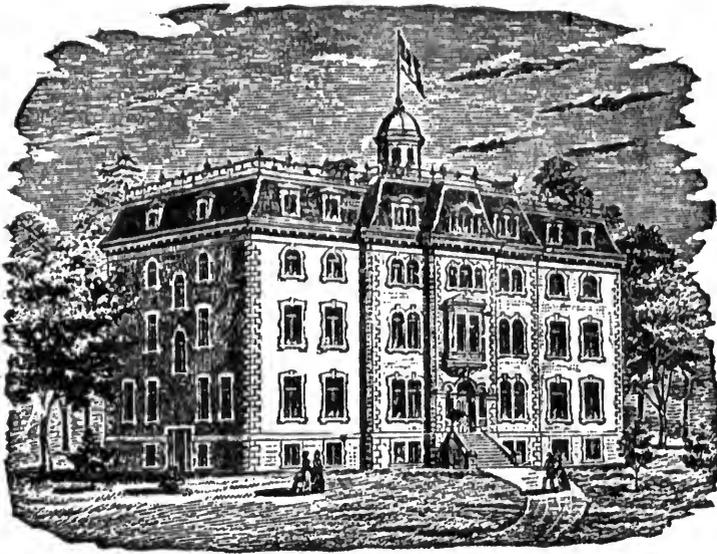
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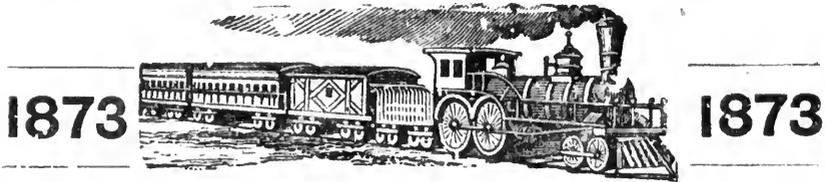
The recent Manager of this popular Hotel, Mr. C. S. Browne, having formed a co-partnership with Mr. J. T. Perley, the establishment will continue to be conducted under the firm and style of

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they having leased it for a term of years. In assuming the proprietorship, they may state that the house has undergone many improvements, and they intend, by constant attention to the wants of the travelling public and its former patrons, to sustain the present character of the "Ottawa" as the chief leading Hotel of Montreal.

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A Passenger and Mail Train will leave Halifax daily at 7.30 a.m., and be due in St. John at 8.35 p.m. A Passenger and Mail Train will also leave St. John daily at 3.00 a.m., and be due in Halifax at 8.30 p.m.

TRAINS WILL CONNECT

- At Painsec with Trains to and from Shediac, and intermediate Stations.
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Railway Office, Moncton, N. B.,

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The Lessees (well known as the proprietors of the

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before its destruction in the memorable conflagration of
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Persons desiring a pleasant Summer Residence will find that the VICTORIA offers peculiar advantages. St. John is easily reached by Rail or Steamers.

The climate is cool and invigorating; the scenery in the neighborhood is very fine, and in the immediate vicinity are pleasant drives, good fishing, &c.

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