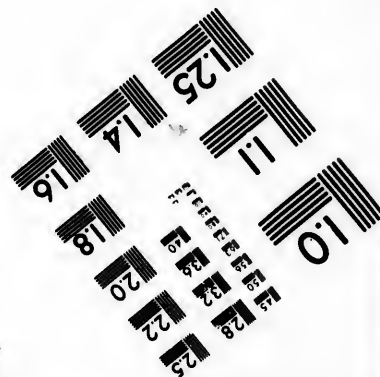
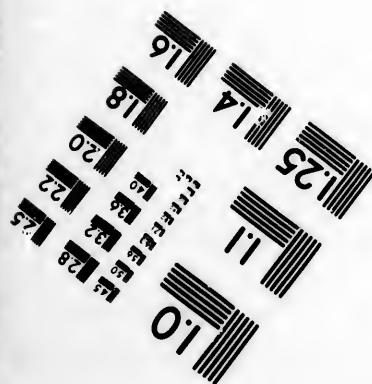
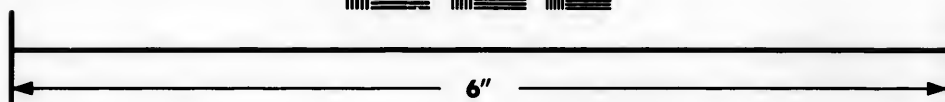
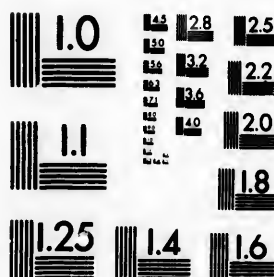


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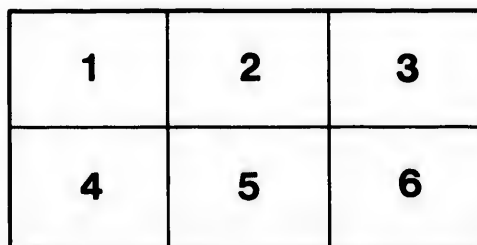
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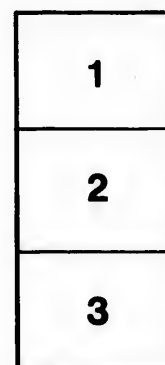
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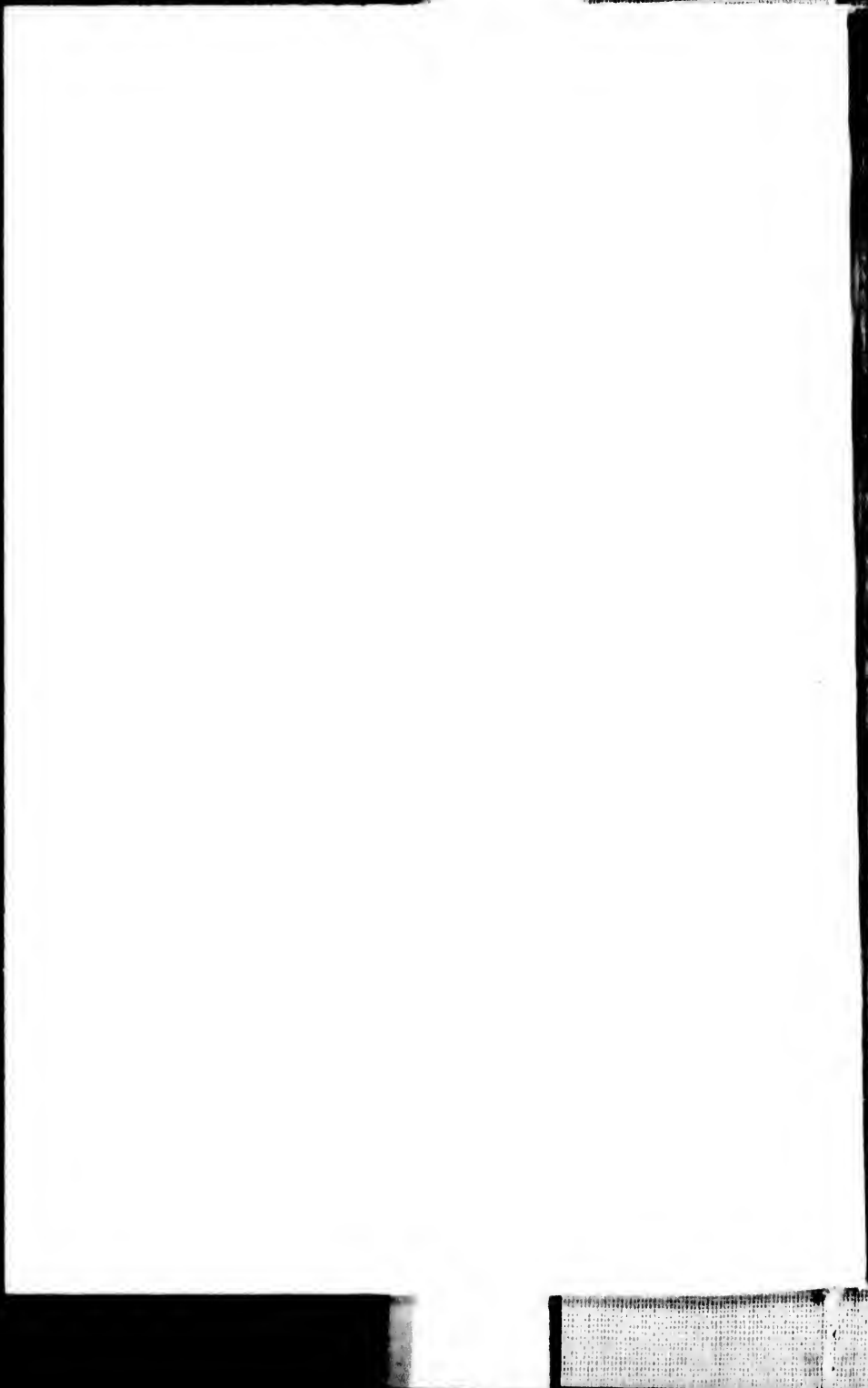
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THE
DONEGANA HOTEL,
NOTRE DAME STREET,
MONTREAL.

This Fashionable Hotel—the best known and most extensively patronized by tourists in British America—is situated on the principal street and in the centre of the City.

It is but one minute's walk from the new Court House, Fountain and Gardens, Jacques Cartier Place, Nelson's Column, the City Hall, Bonsecours Market, Dalhousie Square, Viger Square, the Quebec Steamboat Landing, the Cathedral of Notre Dame, the Place d'Armes, and the Champ de Mars, a military parade ground, where the bands perform, and which is celebrated as the promenade of the wealth and beauty of the City,

The Street Railway Cars to all parts of the City, pass the Hotel every 10 minutes—Fare, 5 cents.

57805

CHRONOLOGICAL LIST

OF SOME OF THE MOST IMPORTANT EVENTS IN THE
HISTORY OF CANADA.

- 1535 The River St. Lawrence discovered by Jacques Cartier on St. Lawrence Bay. Wintering at St. Croix, he passed the river to Hochelaga, the site of the present City of Montreal.
- 1540 Jacques Cartier erected fort at Cap Rouge, and passed the winter there.
- 1599 Settlement of Tadousac.
- 1608 July 3—City of Quebec founded by Champlain. He discovered Lake Champlain.
- 1629 Quebec taken by Sir David Kirk—Canada surrendered to England, by Champlain.
- 1632 Treaty of St. Germain—Canada restored to France.
- 1635 College of Jesuits and Hotel Dieu founded at Quebec.
- 1641 Ville Marie, now Montreal, founded by De Maisonneuve.
- Fierce and bloody Indian wars extending, with little intermission, during many years.
- 1670 Church of Quebec constituted a Bishopric—Small pox among the Indians, carrying off more than half their number.
- 1677 Fort Cataraqui, or Frontenac, near Kingston, built. Father Marquette's expedition, *via* Michigan and the Mississippi River, to the mouth of the Arkansas.
- 1685 Denonville's perfidy to the Indians—

CHRONOLOGICAL LIST.

3

Fort Niagara built—Indian retaliation—The Fort burnt—Bloody Indian wars commenced, in which both English and French were engaged—Sir Wm. Phipps attacked Quebec—is forced to retire to Boston.

1690 English and Indians unsuccessfully attacked Montreal.

1697 Peace of Ryswick.

1711 War—Combined land and sea expedition against Canada—English forced to return, losing 8 vessels, and 1,900 men.

1713 Peace—Treaty of Utrecht—Arcadia and Newfoundland ceded to Britain.

1726 M. Beauharnois erects fort at Crown Point.

1745 English and New England provincial troops reduce Cape Breton—Indians ally themselves with England to expel the French.

1752 The French push forward fortifications to the Ohio—English from Virginia do the same—The illustrious Washington a Lieutenant-Colonel in the British army—he is unfortunate on his first expedition.

1754 In convention at Albany, Benjamin Franklin proposes a general union of the colonies to resist the French—Though not acted on, this document may be considered the basis of union which subsequently led to the overthrow of British dominion in the present United States.

1755 Braddock's defeat and death—His to army saved by the intrepidity of Colonel

758 Washington—French are defeated at

Crown Point; they lose 1,000 men—British defeated at Oswego, and Fort Edward—Horrid Massacre by French of Indians, leading to the final extinction of French power in America—Louisburg, Fort Frontenac, and Fort Du Quesne captured by British colonists.

1759 Sept. 12—Quebec taken by General Wolfe—Ticonderoga, Crown Point, and Niagara taken.

1763 Canada finally ceded to Britain by the Treaty of Paris, 10th May; the French King remarking that he had no regret in giving up "a few thousand acres of snow."

1764 Two great fires in Montreal consuming 300 houses.

1766 American War of Independence—to Canadians take part of Great Britain—

1783 American General Montgomery, takes Montreal—Generals Montgomery and Benedict Arnold attack Quebec—Montgomery killed—Arnold abandons his camp, and retreats.

1792 Canada divided into two Provinces.

1812 War with the United States—English take Detroit—General Proctor captures to

1814 General Wilkinson—Americans capture York (Toronto)—take Fort George, and the whole Niagara Frontier—British successful at Stoney Creek—Sir George Prevost defeated at Sackett's Harbor—Commodore Perry captured the whole British fleet on Lake Erie—Proctor defeated by Harrison—Tecumseh killed—DeSalaberry defeated Hampton—Americans defeated

CHRONOLOGICAL LIST.

5

- at Chrysler's Farm—Americans burn Niagara---British burn Buffalo—Wilkinson defeated at Lacolle---Battle of Lundy's Lane; both armies claimed Victory—American victory on Lake Champlain---Americans retire from Burlington Heights—Peace, Treaty of Ghent, 24th December, 1813.
- 1837 Canadian insurrection, easily suppressed.
- 1840 Union of the two Provinces, under Lord Sydenham's administration.
- 1860 Visit of the Prince of Wales, who opens the Victoria Bridge—Census of the Province taken---Population, 2,506,755.

A FEW WORDS WITH A TRAVELLING FRIEND, BETWEEN OGDENSBURG AND MONTREAL.

My dear tourist, you are a stranger, I see. Purpose going to Montreal, eh? Well, that's my destination. Your *first* trip? Ah, I have made it a *hundred* times. Aye, I may even write that number in the plural. I shall be most happy to supply you with running comments, as we pass along.

Well, then, here is Prescott—here Ogdensburg. You are now by rail, 113 miles from Montreal; by the channel of the river about 140. Passengers by the Canadian mail boats do not change; those by the American lake boats are transferred at Ogdensburg, to one of our fast river steamers, plying between this point and our Canadian metropolis. It is quite immaterial to the traveller as to which line fortune may have consigned him. We, Canadians, are justly proud of our skilful and experienced steam-boat captains, who, in polite attention to their guests, are not excelled by the proverbial urbanity of their American *confreres*.

See, there, a mile below are the ruins of a wind-mill, where poor, ill-advised Van Schoultz and his 156 sympathisers were taken prisoners in 1838; and four miles down is Chimney Island.

We have come 9 miles to Edwardsburg. Passing the Galop Rapid—merely a strong current. Steamboats pass up it; sailing vessels take the canal on the north side.

Eight miles further the Iroquois village, at the foot of the canal.

Eight or nine miles to the thriving little town of Morrisburg. We pass the Rapid du Plat. Steamers ascend; other boats take the canal, nearly opposite, and to your right, at some distance from the river, is the pretty village of Waddington, N. Y.

Four miles. See that house to your left; it is on Chrysler's Farm. General Boyd, contemplating an attack on Montreal, was defeated here in descending the river.

Eight miles to Louisville Landing, the last place at which steamers touch in the United States. Six miles in the interior is Massena Springs, a small watering place.

Four miles. Dickinson's Lading. Here you see the head of the Cornwall canal. Now we enter the Long Sault, do you feel the current? Notice they are shutting off steam. See the breakers. The stream has us. We are making good time, now. Is this a new sensation to you? How do you like the excitement? One of the most important rapids. Over 40 miles to the next.

Twelve miles below Dickinson's is Cornwall, a mile from the mouth of the canal. Passing it, in a few minutes you enter Lake St. Francis.

We have passed Cornwall 3 or 4 miles. Observe, over there to your right, through the trees, the spire of the Indian village, St. Regis. If the bell could speak to you in intelligible language, it might tell a sad tale of woe. Are you an American? Bid temporary adieu, there, to the States; you are now in her Britannic Majesty's dominions on both sides of the lake. The 45th parallel divides that village in twain,

giving to your side one half the Indians, and to us the other.

We have to pass down the lake some 36 miles. About mid-way you will notice the cairn erected by the Glengary Highlanders.

We are approaching Coteau du Lac. Notice off there to your right, the light houses which mark the entrance to the Beauarnois canal. Just below here will commence a series of formidable rapids, the Coteau, the Cedars, the Split Rock, and the Cascades. These rapids extend, by the course of the boat, some eighteen miles, over a descent of about 90 feet. Travellers differ in opinion as to which is the most interesting of the three principal rapids of the river. "My opinion?" I say the Cedars are, unquestionably, the most *picturesque*, the Lachine, perhaps, the most *exciting*.

We are now on Lake St. Louis. Notice to your left one mouth of the Ottawa spanned by the tubular railroad bridge at St. Annes. Let me offer you a word of friendly advice here. It is customary for the porter of the boat, whilst passing through this lake, to request passengers to point out their baggage, in order that he may place it aside for delivery to the porter of the Hotel they may select, so as to avoid delay on arriving at the city. Go with him *by all means*, you will save yourself much trouble in Montreal.

At the foot of the lake, about eighteen miles across, we pass the Indian village of Caughnawaga to our right, to our left Lachine, 9 miles to Montreal by land, and 18 by water. See that church built by the Indians. Now we enter the

swift current carrying us to the Lachine Rapids, or Sault St. Louis; descent 45 feet. Formerly one man only, *an Indian*, could take boats through this rapid; all our river pilots, however, are now competent to that task.

You have now passed over some of the most picturesque and wonderful cascades ever navigated, let your excitement subside, and prepare to witness the most wonderful engineering work of *man*. You say, "What is that to the right, high up—there---now---right behind the trees?" That, sir, *that's*

THE VICTORIA BRIDGE.

The following interesting particulars of the Victoria Bridge, and the materials used in its construction, are taken from, "*A Glance at the Victoria Bridge, and the Men who built it*," by Charles Legge:—

First stone No. 1 Pier laid 20th July, 1854.

First passenger train passed 17th December, 1859.

Total length of Bridge, 9184 feet lineal.

No. of Spans 25; 24 of 242 feet; one of 330 feet.

Height from surface of water to underside of centre tube 60 feet.

Height from bed of river to top of centre tube 108 feet.

Greatest depth of water 22 feet.

General rapidity of Current 7 miles an hour.

Cubic feet of masonry 3,000,000

Cubic feet of timber in temporary work, 2,250,000

Cubic yards of clay used in puddling dams, 146,000

Tons of iron in tubes, say 8,250

Number of rivets, 2,500,000

Acres of painting on Tubes, one coat 30, or for the four coats 120 acres.

Force employed in construction during summer of 1858; the working season extending from the middle of May to the middle of November.

Steamboats, 6; Horse-power, 450.....	} 12,000 Tons.
Barges, 72.....	
Manned by.....	500 sailors.
In Stone Quarries.....	450 men.
On Works, Artizans.....	2080 do.

Total.....3040 men.
 Horses, 142. Locomotives, 4
 Cost over \$7,000,000

THE CITY OF MONTREAL.

Montreal, the metropolis of British North America, is situated on an island formed by the confluence of the Ottawa and St. Lawrence, and on the north bank of the latter. It is at the head of ocean navigation. It is accessible by vessels of over 2,000 tons burthen, and has three lines of direct steam communication with Europe. It is well lighted, and clean, and rapidly improving in size, beauty, and convenience. Population over 110,000

PLACES OF INTEREST.

PUBLIC BUILDINGS.

Among the many substantial and elegant edifices in the city, of recent completion, may be mentioned :

THE NEW COURT HOUSE, on Notre Dame Street, and directly opposite to Nelson's Monument, is of elegant cut stone, in the Grecian Ionic style. The ground plan is 300 by 125 feet; height 76 feet.

THE NEW POST OFFICE, on Great St. James street, is a beautiful cut stone building.

THE MERCHANTS' EXCHANGE, situated on St.

Sacrament street. Several Telegraph and Insurance offices are in this building, as also the Reading Room.

THE MECHANICS' INSTITUTE, a very fine building, situated on Great St. James street, of cut stone, three stories high, built in the Italian style. The lecture room is sixty by eighty feet, height eighteen feet, neatly and tastefully finished.

THE MERCANTILE LIBRARY ASSOCIATION.

THE COMMERCIAL BANK, is a neat cut stone building in the Grecian Doric style.

THE BANQUE DU PEUPLE, is a fine cut stone building.

THE BANK OF MONTREAL, Place d'Armes, an elegant cut stone building of the Corinthian order.

THE CITY BANK, next to the above, in the Grecian style, of cut stone, and worthy of note.

THE BANK OF BRITISH NORTH AMERICA, next to the Post Office, is a handsome building of cut stone, and built in the composite style of architecture.

THE BONSECOURS MARKET, on St. Paul and Water streets, is a magnificent edifice, in the Grecian and Doric style; cost about \$300,000; has a front of three stories on Water street, and two stories on St. Paul. The upper part of the building is occupied by the various officers of the city. The City Council Room is fitted up in the most elegant style. In the east wing of the building is a large Hall or Concert Room, capable of seating 4000 persons.

The St. Ann's, St. Lawrence, St. Antoine, and Papineau Markets.

THE MCGILL COLLEGE.---This is an institution

of very high repute. It was founded by the Hon. James McGill, who bequeathed a valuable estate and £10,000 for its endowment. The buildings for the faculty of arts are delightfully situated at the base of the mountain, and command an extensive view.

The Museum of the Natural History Society of Montreal, is situated on Little St. James street, and is free to strangers.

THE NEW CITY WATER WORKS.—These works tap the St. Lawrence at the Lachine Rapids. The two receiving reservoirs for supplying the city are about 200 feet above the level of the river, and hold twenty millions of gallons.

THE JAIL.—This is a substantial stone building surrounded by a high wall, and is worthy of a visit. It has recently been erected at an expense of \$120,000.

The General Hospital, on Dorchester street, is a fine cut stone building, and is one of the many prominent institutions of the city.

The St. Patrick's Hospital, at the west end of the same street, is an elegant structure, and occupies a commanding position.

The Protestant Orphan Asylum, situated in Catherine Street, is a well conducted charity, sustained by the benevolence of private individuals.

The Ladies' Benevolent Institution, for the relief of widows and half orphans, is a large three story building in Berthelet street. It is managed solely by a committee of ladies.

The Bonaventure Hall, is situated on the south east side of Victoria Square, and being a peculiar combination of brick and cut stone, arrests the

attention of persons, and commands the admiration of all connoisseurs of architectural beauty. It is surmounted by a handsome illuminated clock. Cost of building, about £50,000.

The Theatre Royal, Cote street, is a fine brick building, and capable of accommodating about 500 persons. Under its present management it has become quite popular with the lovers of the drama.

Nelson's Monument, Jacques Cartier Square, Notre Dame Street, near the Donegana Hotel.

The Wharves of the city are unsurpassed by any on the American continent. They are built of solid limestone, and meeting with the locks and cut stone wharves of the Lachine Canal, they present for several miles a display of continuous masonry which has few parallels. A broad terrace, faced with grey limestone, the parapets of which are surmounted with a strong iron railing divides the city from the river throughout its whole extent.

The remaining public buildings worthy of notice are, the old Government House, Notre Dame street, now occupied as the Normal School; the Barracks, Water street; the Custom House, St. Paul street; the Odd Fellows' Hall, Great St. James street; the Bon Pasteur Nunnery, Sherbrooke street.

Mount Royal Cemetery is situated on the east side of the mountain, about two miles from the city. Judgment and taste have been displayed in the selection and management of the grounds; it is much visited by strangers.

The Champ de Mars.---This is a favorite pro-

menade for citizens and strangers, being the general parade and review ground of the military, and is frequently enlivened during summer evenings by music from the fine bands of the regiments.

Place d'Armes is a handsome square, between Notre Dame and Great St. James streets, opposite the French Cathedral. It is surrounded by a neat iron railing, and tastefully laid out and planted with shade trees; in the centre of the square is a fountain.

The Lachine Canal is among the public works particularly worthy of note, and of which the city may well feel proud. The head of water on this canal has been rendered available for the creation of water power, which has been applied most successfully to the movement of very extensive machinery over a large extent of ground. Among the works here, are foundries, engine and boiler works, a ship-yard, and marine works, saw mills, sash, blind and door factories, stave and barrel works, a flour mill, an oatmeal and corn mill, cotton mills, an edged tool factory, india rubber factory, a factory of woollens, a large rope and cordage factory, with other smaller establishments. These works, with those on the lower basin, are using a power daily equal to that of 3500 horses. They furnish employment to more than 2000 men, affording subsistence to 10,000 persons.

As a place of beauty and pleasure, the ride from the city to Mount Royal will attract the traveller at all times. The distance around is nine miles, commanding one of the finest views

of beautiful landscape to be found in North America ; and in returning, entering the city, a view of the St. Lawrence and of Montreal, both comprehensive and extended, that well repays the time and expense.

Next to the drive around the mountain is that on the Lachine road, leading to the village of that name, nine miles from the city. The road is directly along the banks of the river, presenting scenery of unsurpassed beauty and grandeur. It is a lovely drive. If the proper hour is selected, a view may be had of the descent of the steamer over the rapids.

Another favorite drive in the immediate vicinity, is to Longue Point, being in an opposite direction from the last, and down along the banks of the river.

It would be useless to undertake an enumeration of all the places of interest in and about Montreal, for we believe that there are but few places on the American Continent where can be found so much of interest to the traveller, whether in pursuit of health or pleasure, as in this city.

CURRENCY.

Canada £, \$4 ; Canada Shilling, 20 cents ;
Canada Sixpence, 10 cents ; Seven pence Half
Penny, 12½ cents ; One and Threepence, 25 cents ;
Two and Sixpence, 50 cents.



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Umbrellas, Parasols & Stays	Gentlemen's and Youth's Clothing made to order.
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TO MONTREAL.

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Watches, Clocks, Jewellery and Silver Ware,

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Telescopes, Opera, Field and Marine Glasses, Canes, Fans, Ladies' and Gents' Dressing Cases, and Boys' Leather Desks, and Courier Bags,

PAPIER MACHE GOODS OF NEWEST STYLES.

—ALSO—

Military Goods at Reduced Prices; and Silver Tea and Coffee Sets, Pitchers, Jugs, Salvers, Epergnes, Cups, Goblets, Salt Stands, &c. &c.

Silver Forks, Spoons, Ladles, Fish Knives and Forks, &c. &c.

N. B.—The attention of American Tourists is especially invited to the above stock, as, from the low scale of duties, Messrs. S. & L. are enabled to sell at much Lower Prices than the same class of goods can be purchased for in the States.



N.B.—STRANGERS who may be desirous to purchase CHOICE FURS, are invited to call and examine the extensive Stock of Ladies' & Gentlemen's Manufactured Furs. A. B. was awarded four first class Medals at the Provincial Industrial Exhibition, at the City of Montreal, in 1860, during the visit of H.R.H. the Prince of Wales.

TO MONTREAL.

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M. GAUTHIER,

MERCHANT TAILOR,

241 Notre Dame Street,

Has always on hand a very large assortment of

MATERIALS FIT FOR GENT'S CLOTHING

*In the latest pattern and best adapted for
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Particular attention is called to our very large
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READY MADE CLOTHING

Of the very best quality,

Adapted for Gentlemen travelling, and
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MONTREAL, - - - CAPTAIN NELSON.
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Leave Montreal and Quebec daily, (Sundays excepted) every evening, affording to passengers a delightful trip between these two places of interest to all tourists in Canada, stopping at Sorel, Three Rivers and Batiscan.

For further information apply at the office, No. 29, Commissioners Street, Montreal.

J. B. LAMERE,
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QUEEN VICTORIA, Capt. Bowie.

A Train leaves the Bonaventure Street Depot every Morning (Sundays excepted) at Seven o'clock, to connect with the Steamer "Prince of Wales" (Breakfast) for Carillon, passing through Lake St. Louis, St. Ann's Rapids, and Lake of Two Mountains. From Carillon by Railroad to Grenville, join the Steamer "Queen Victoria" (Dinner) for Ottawa City.

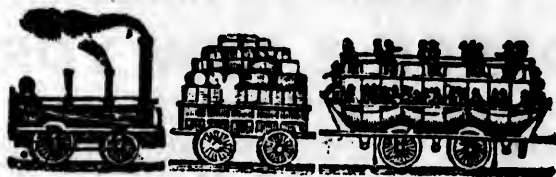
Downward, the Steamer "Queen Victoria" leaves Ottawa City at 6.30 A.M.. Passengers arriving at Montreal at 4.30 P.M., in time for the Quebec Steamers.

B. W. SHEPHERD, Manager, 83 Great St. James St.

TO MONTREAL.

23

Grand Trunk Railway Office,
No. 19 (new No.) PLACE D'ARMES,



Tourists can purchase

THROUGH TICKETS

At this office at low rates, with the privilege of stopping over at principal Stations en route, to

**White Mountains, Portland, Boston and
New York, via Quebec, also, to Bos-
ton, Saratoga, Lake George,
and New York.**

Passengers wishing to pass through the Lachine Rapids and under the Victoria Bridge, can leave the Bonaventure Street Station at 7 a.m. and connect at Lachine with the Steamer Lotbiniere, which leaves there at 8 a.m., shoots the rapids, and arrives at Montreal at 9 a.m. For round trip, 50 cents.

This is a delightful trip.

For Tickets and information, please call at the Company's office.

WM. O'BRIEN,
Passenger Agent.

VERMONT CENTRAL**RAILROAD LINE.****BOSTON & NEW YORK**

—ALSO—

Burlington, Waterbury, Mt. Mansfield,
White and Franconia Mountains, Sara-
toga, Bellows Falls, Brattleboro, Keene,
Fitchburg, Concord, Manchester, Na-
shua, Worcester, Lowell, Lawrence,
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This is the only direct route through to the
above Points and many others, with less changes
of Cars than any other route.

Three Express Trains leaving Montreal, daily,
as follows : 5.45 A.M., 8 A.M., and 3 P.M.

This Line is equipped with First Class Passenger Cars,
comprising all the modern improvements.

A SPECIAL CAR FOR LADIES is run with the Day
Express. Also, Magnificent Smoking Cars for gentlemen.
Elegant SLEEPING CARS accompany Night Trains.

To sum up in a word, this Line can give more comfort
to the Business Man or Pleasure Seeker than any route
between Montreal and New York and Boston.

ASK FOR BOSTON TICKETS via Vermont Central.

ASK FOR NEW YORK TICKETS via Springfield, so you
can enjoy a good Breakfast at the MASSASOIT HOUSE.

THROUGH TICKETS can be had only at the Grand
Trunk Railway Offices and at the principal Hotels, of
Messrs. PICARD & CARDINELL, Agents.

L. MILLIS, Gen. Agent,

NO. 5 STATE STREET, - - - - - BOSTON.

TO MONTREAL.

25

EXCHANGE HOTEL,

Nos. 20 & 22 St. Joseph,

AND

67 & 69 St. Henry Streets,

MONTREAL.

Price, \$1.25 per day.

ROBERTS & CO.,


PROPRIETORS.

PICAULT & SON,

**PHYSICIANS, PHARMACEUTISTS,
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**74, 76, 78 Notre Dame Street,
MONTREAL.**

Complete Stock of Drugs, Chemicals, Per-
fumery, Toilet Soaps, Patent
Medicines, &c. &c.

 Prescriptions carefully prepared.

A CURE FOR THE AFFLICTED.

Treatment of Diseases carefully attend-
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TO MONTREAL.

27

J. WARREN,

Importer and Manufacturer of

Cigars, Tobaccos

AND SNUFFS,

Pipes & Fancy Goods,

WHOLESALE & RETAIL,

Nos. 217 & 219 Notre Dame Street,

MONTREAL.

UNION TICKET OFFICE.

**Lake Champlain Steamers and
Rutland & Burlington Railroad.**

**For New York, Boston, Saratoga, Troy,
Schenectady, Worcester, Springfield,
and all Points South and East.**

5.45 a.m. 1st Train, connecting with day Steamers on Lake Champlain. Arrive at Whitehall 4.15 p.m., Saratoga 6 p.m., Troy 8 p.m., Albany 8 p.m., New York 6 a.m.

8.30. 2nd Train, connecting with Vermont and Canada Railroad. Arrive at Burlington 1.28 p.m., Troy 8 p.m., New York 6 a.m.

3.30 p.m., Night Express, connecting with Night Steamers on Lake Champlain. Arrive at Whitehall 6 a.m., Saratoga 8 a.m., Troy 9.30 a.m., New York, via H. R. R. R. 11.30 a.m. By Day Steamers 6 p.m., Boston 8 40 a.m.

BAGGAGE CHECKED THROUGH FROM MONTREAL.

Be sure and purchase Tickets at the UNION TICKET OFFICE, No. 30 Great St. James Street, Montreal, or of R. WHEELER, or J. GAUTHIER, at the Hotels.

J. C. BABBITT,

Montreal, June, 1865.

GEN. AGENT.

TO MONTREAL.

29

TERRAPIN RESTAURANT,

Crystal Block, Notre Dame St.

MONTREAL.

This is the only Restaurant in Montreal that has
apartments specially appropriated for Ladies.

Ladies' and Gentlemen's Ordinary daily from 12
to 3 o'clock P.M. Meals served at all hours.

LADIES ICE CREAM AND REFRESHMENT SALOON.

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CRYSTAL BLOCK,

NOTRE DAME ST.,

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89 KING STREET,

TORONTO.

CARLISLE & McCONKEY.

BURNETT HOUSE,

(LATE IRONS')

ONTARIO ST., KINGSTON, C. W.

D. C. BURNETT,**PROPRIETOR,****Formerly of American Hotel, Watertown, N.Y.**

WILLSON HOUSE,**BROCKVILLE, C. W.**

This House, so long and favorably known, has been thoroughly renovated by its present Proprietor, who has taken it this Spring. The Rooms, single or in suits, are large, airy and agreeable, and furnished in first class style.

R. G. HERVEY,**PROPRIETOR.**

TO MONTREAL.

31

SEYMOUR HOUSE,
OGDENSBURG, N.Y.

F. T. TALLMAN,
PROPRIETOR.

This is the largest Hotel in Northern New York.

RUSSELL'S HOTEL,
PALACE STREET,

AND

ST. LOUIS HOTEL,
ST. LOUIS STREET,
QUEBEC.

W. RUSSELL & SON.

International Hotel,
PRESCOTT, C.W.

L. H. DANIELS, PROPRIETOR.

Omnibuses from this first class Hotel will meet
all Trains and Boats from the East & West.

THE RUSSELL HOUSE, OTTAWA, C.W.

The undersigned, Proprietor of the above-named Hotel, begs leave to acquaint his numerous friends and the travelling public, that he has repainted and newly furnished throughout this commodious establishment, in the management of which, by strict personal attention to his business and guests, he hopes to deserve encouragement and support.

JAMES A. GOUIN,

*Lately and for many years connected with Russell's
Hotel, Palace Street, Quebec.*

COMMERCIAL HOTEL, CORNWALL, C.W.

This House has been thoroughly repaired, and affords good accommodation for the public.

H. S. HEPBURN,
PROPRIETOR.

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