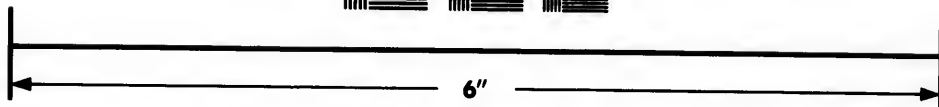
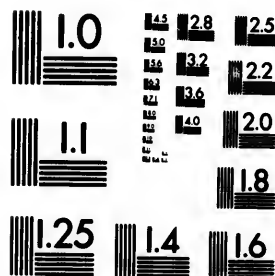
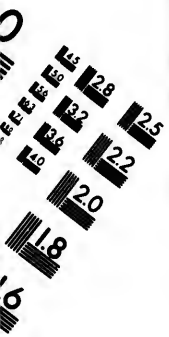


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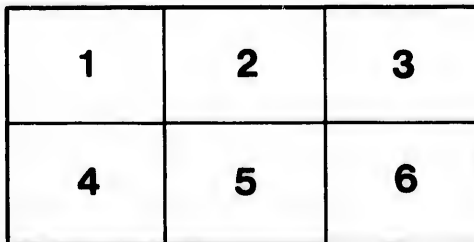
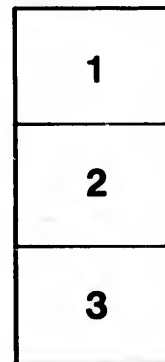
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GUIDE
FROM
MONTREAL AND QUEBEC
TO
THE EASTERN TOWNSHIPS
OF
LOWER CANADA,
AND TO
PORTLAND
(MAINE).

MONTREAL:

H. RAMSAY.

J. Armour, R. Chalmers & Co., C. Bryson, B. Dawson, R. & A. Miller, Montreal; P. Sinclair, Quebec; Thomas Tait, Melbourne; J. G. Robertson, Sherbrooke; George Stobbs, Three Rivers; A. Bryson, Bytown; J. Allan, Perth; J. Duff, Kingston; A. H. Armour & Co., Toronto; J. M. Graham, London.

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GUIDE

TO THE EASTERN TOWNSHIPS OF LOWER CANADA, AND TO
PORTLAND BY THE ST. LAWRENCE AND ATLANTIC RAIL-
WAY.

MONTREAL TO RICHMOND.

The great thoroughfare to the Eastern Townships of Lower Canada, from Montreal, is via the St. Lawrence and Atlantic Railway.

Passengers are conveyed in a steam-boat from Montreal to the Company's Wharf at Longueuil. The Depot here is large and handsome, two hundred and thirty feet long by sixty feet wide. The offices and waiting-rooms are fitted up in a very convenient manner. The engine-house, which is ninety-four feet long by fifty-six, is handsome and substantial, and contains the turning-table. For about ten miles from Longueuil the road stretches through a level and tolerably well cultivated country to the South of the Montarville Mountain, which is called after a proprietor of that name. At that point there is a slight curve to the north, and thence a straight line of about five miles and a half brings the traveller to the banks of the Richelieu, which is spanned by a stupendous bridge or viaduct, twelve hundred

feet in length, at an elevation of upwards of fifty feet from the water. A short distance from the bridge is the St. Hilaire Station. Here the traveller can avail himself of a few minutes' stoppage to admire the beauty of the surrounding landscape. In truth quite a bird's eye glance of this lovely tract of country is here obtained. Behind, towers aloft Belœil with its woods and rugged outline ; in the foreground are the grounds and delightful residence of Major Campbell, and at the foot of the hill is seen the pleasant village of St. Hilaire on the banks of the Richelieu. Here, too, travellers, who wish to see French-Canadian manners, &c., might sojourn pleasantly. From St. Hilaire to St. Hyacinthe, a distance of about twelve miles, the road passes in a straight line through a fertile table-land. The Depot here is one hundred feet long by sixty-seven, and has offices and waiting-rooms comfortably fitted up. The engine-house, which is eighty-eight feet by forty-one, contains a turning-table similar to that at Longueuil. St. Hyacinthe stands on an angle formed by a bend of the Yamaska, and is a thriving town, containing a population of about twenty-five hundred. The houses are generally built in a superior style, and very respectably tenanted. There is a large and handsome church ; and the college has long enjoyed considerable celebrity as an educational establishment.

Being on the main road between Sorel and the frontier, it is much frequented by persons passing to and from these ; and the hotels afford good accommodation. The neighbourhood is very agreeably diversified by rich gardens and orchards, farms, &c. Near the town is a considera-

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ble waterfall, and there are also grist and saw-mills. A comfortable Hotel has been erected which will doubtless prove to be a place of favourite resort to the citizens of Montreal during the warm summer months.

Leaving the town of St. Hyacinthe the road passes over the Yamaska River by a bridge of four hundred feet, and thence through parts of the Seigneuries of St. Hyacinthe and de Ramzay to Upton, thirteen miles, the first eight or nine miles of which is similar in character to that already described between Longueuil and St. Hilaire, —the residue is through an unbroken forest to the Depot at Upton, which is situated near the West bank of the Yamaska, here called the Black River. At this place, Major Macdougall, an extensive proprietor, has recently commenced a settlement, and with a liberality, truly commendable, has erected a neat little church; whilst nearly opposite, but lower down the bank of the river, his Agent's comfortable residence and farmstead are visible. A good carriage road leads down the river for about two miles to the *Grand Chûte* or Upper Great Falls of the River. Here the Hon. L. T. Drummond, Attorney General for Canada East, has a large property. Extensive saw mills have been erected, and the numerous tenements of those employed in them already give the place the appearance of a thriving village.

Proceeding eastwardly by rail from Upton, the Black River is twice crossed, and six miles distant, still through an unbroken forest, the Acton Depot is reached, situated near the banks of the White River a tributary of the

Black. The Depot, a neat and commodious structure, contains office, waiting room, and store, for merchandise. Two hotels are now also in course of erection.

A road has been established and is now in progress of completion, starting from this point northwardly to Drummondville in the County of Drummond, distant twenty miles, and leading through parts of the Townships of Acton and Grantham; southwardly from the same point, is situated the village of Metcalfe in Roxton, distant six miles. A plank road has been commenced, and nearly completed, by a Joint Stock Company; and in continuation of this, an excellent winter road has been opened to Knowltonville, in the County of Shefford, a distance of fourteen miles, thus giving direct communication from the Acton Depot to the heart of Shefford County. It is expected that a turnpike road will be immediately made throughout this fourteen miles.

The village of Metcalfe is delightfully situated on a branch of the Yamaska, and although only a few years have elapsed since it may be fairly said to have had a beginning, it is now one of the most thriving and busy places in the Townships. The present population is about three hundred, amongst whom are found artisans in almost all the trades. There is also a large Roman Catholic Church, with a resident Curé, extensive saw and grist mills, a large tannery, and various other manufactories. A commodious hotel, and several respectable shops, one of which owned by Mr. B. Savage, would do no discredit to a fashionable street in Montreal. The water power at

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this place is ample, there being a fall of forty feet in the distance of a quarter of a mile, and the shores on either side being easy of access, admit of its repeated use. In the summer season, the resident of Montreal, desirous of a short country excursion and the enjoyment of fine air, may in three hours, reach Metcalfe, and gratify his wish, if such he has, by witnessing the first operations consequent upon changing the native forest lands into agricultural fields, and beholding a nascent town rising in the wilderness.

From Acton to Durham Depot, the distance is eight miles, the character of the country throughout being still similar to that already passed. At Durham, the road though not yet fairly "out of the woods" commences to assume that undulating aspect and ever changing scenery so peculiar to the Eastern Townships. Now commences the gradual descent of the slope to the valley of the St. Francis, by a series of curves of greater or lesser radius. Twelve miles from Durham Depot, the St. Francis is reached, which is crossed by a bridge of three hundred and twenty feet, and sixty-eight feet above the water. This bridge is a most elegant and substantial structure. Leaving the bridge, the road curves to the right, and continues at a very light grade, up the north-east bank of the river two miles to the Richmond Station in the Township of Shipton, seventy-one miles from Longueuil. This is the point of intersection of the Quebec and Richmond, with the St. Lawrence and Atlantic Railway,—a description of the first of which roads will be hereafter given.

RICHMOND TO SHERBROOKE.

The Depot at Richmond consists of several large and commodious edifices chiefly brick, and will, when completed, afford about the same extent of accommodation as that at Longueuil before described. Melbourne Village is on the south-west shore of the river and directly opposite to Richmond. They are connected by a covered bridge of five hundred feet span, built by the Board of Works. In each village there are hotels, stores, &c. &c.

The Township of Melbourne is well settled, several miles back from the river, and has excellent carriage roads intersecting it in various directions. Rising abruptly from the river bank, it becomes sufficiently elevated to overlook a wide expanse of country towards the east and north-east, offering many noble views. There is a daily line of stages communicating between Melbourne and St. Francis, passing through Durham, Drummondville, La Baie, and Nicolet.

The Rail-road proceeds from Richmond to Sherbrooke a distance of twenty-four miles. Throughout this distance, and thence to Lennoxille, three miles further the road winds up the beautiful valley of the St. Francis, passing through the residue of the Township of Shipton, all Windsor, and parts of Brompton and Orford. The river with its islands, rapids, waterfalls, and ever varying sinuosities, is rich in scenery that would afford ample scope for the painter's art. At the distance of ten miles from Richmond, the Railroad crosses the Windsor River, a few hundred feet below a beautiful cascade on this

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stream, and near its junction with the St. Francis. At this spot, C. Wurtele, Esq., the proprietor, has erected grist and saw mills, the usual nucleus of a village. At the distance of about seven miles from Windsor, the road recrosses the St. Francis to the Brompton shore, by a bridge of a single span of one hundred and eighty-two feet. Proceeding thence about three miles through the Township of Brompton, the high lands on either shore approach very near, and at many points quite reach the river. The road is therefore throughout this distance immediately on the bank of the river, passing through the spurs of the hills by deep cuts, frequently through rock, and carried across the ravines by high embankments. The "big Brompton Falls," a succession of ever varying and beautiful rapids one and a half miles in length are passed, and the road emerging from the Brompton hills, re-enters the broad valley of the St. Francis in the Township of Orford, and by a beautiful sweep four miles in length, reaches the Magog River, which it crosses by a bridge of two hundred and forty-six feet to reach the Sherbrooke Depot, in the Town of Sherbrooke, which is of a similar construction to those already described at Longueuil and Richmond.

The establishment of a line of screw steamers now perfected by the Provincial Government, to commence running from Liverpool to Montreal in the spring of 1853, and making Portland, during the winter months their point of arrival and departure, will no doubt make this Rail-road the great highway for travel, and the transport of merchan-

dise, not only to Montreal and Quebec, but also to a great part of Western Canada—offering as it will advantages of no mean order for speedy and almost constant communication with the Mother Country.

SHERBROOKE TO THE BOUNDARY LINE.

The Magog River divides the Township of Ascot and Orford, and the Town of Sherbrooke, lately incorporated, is picturesquely situated on either bank of that river at its confluence with the St. Francis. In 1816, the site of this town was inaccessible, excepting to the boatmen of the St. Francis, or the pedestrian by a line marked through the woods. Its population at the last census was 2998 souls, and being the District Town and capital of the Eastern Townships, is rapidly increasing. The British American Land Company, incorporated by Royal Charter, have here their principal Office, with a resident Commissioner. The Company possesses upwards of 500,000 acres of land, consisting of Crown and Clergy Reserve distributed throughout every Township of the District, and other lands also acquired by the Company, to increase the convenience and value of their Government purchases, and to form contiguous blocks of land for communities or large families to locate together. A large variety of improved, and partly improved farms, are always on sale by the Company in the various Townships, at prices suiting the capital of the applicants, and varying from 10s. up to 20s. the acre; also, mills, mill sites,

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village and town lots, and wild lands. The prices and terms of payment in purchasing from the Company are liberal, generally for a term of years, paying the interest on the purchase, or else by a certain number of annual instalments. To facilitate the settling of the emigrants and affording all useful information, there are Agents for the Company established in different and distant localities all over the Townships. The intending settler has thus not only every facility afforded him, but has the assurance of dealing with a respectable and influential Corporation, not likely to practice any imposition on him. Large investments have already been made in establishing manufactories of the greatest importance to the country. Amongst these are an extensive cotton and woollen factory, a pail factory, paper mills, an iron foundry, machine shops, saw and grist mills, &c. &c. There are numerous mercantile establishments containing every variety of goods suited to the wants of the country, two printing establishments, each issuing a weekly journal, four churches, an Episcopal, a Congregational, a Methodist, and Roman Catholic, each with a resident clergyman, a Court-house and jail, two academies, and two bank agencies. The site of the town, although of an irregular and broken surface is beautiful in the extreme, and from its elevated position commands points of view unsurpassed in the country. The eye at one moment following the beautiful St. Francis in its now placid career by banks which here assume quite a pastoral character, at the next, is arrested by the furious

Magog as it leaps from rock to rock on its course through the town. Nor is the *locale* wanting in stirring mementos of those distant days, when the early settler in his lonely clearing was wont to be startled by the shrill war-whoop of the prowling savage. It was the battle ground of a fierce and bloody *rencontre* between the St. Francis Indians, and some of the hardy pioneers from the New Hampshire grants, and skulls and other human *debris*, have lately been turned up in the excavations made for the Railroad.

Communication with the town through Megantic County from Quebec is had by the Gosford Road ; from the St. Francis Territory and large block of Crown Lands in the Eastern part of Sherbrooke County, by the Bury and Eaton Roads ; from the United States by the Stanstead and Hereford Roads, and from Montreal through Chambly and Shefford County, by the Orford Road,—on most of these there is a daily stage. The tourist on his arrival will find ample accommodation in the various hotels, and may amuse himself if so inclined, by a visit to the various factories where he will find civil and intelligent foremen to afford him ready information. At the pail factory he may witness in a few moments the construction of a pail from a block of wood. A large amount of coopers work is daily turned out of this establishment which is deservedly celebrated throughout the country. Its enterprising proprietor was awarded a prize medal for a sample of his work at the World's Exhibition in London. He will also see a water power, believed to be unequalled on this

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Continent, and which when fully employed cannot fail of making Sherbrooke a place of great importance. In addition to this natural water power the British American Land Company, have just now in course of construction, an artificial one, having a fall of one hundred and sixteen feet in a distance of about half a mile, by constructing a canal which taps the Magog above the upper falls, conveying a portion of its waters through a deep ravine to the Rail-road Depot and thence to the St. Francis. Adjoining this several lots possessing great hydraulic power, have already been purchased for the purpose of establishing factories, on one of which is now being erected an extensive car and carriage manufactory for the supply of these articles for the Rail-road, and on another a foundry and machine shop. As the advantages of the situation, from its proximity to the Depot, are unrivalled, either for the receipt of the raw material, or the expediting the manufactured article to its destination, a number of manufactories will speedily be established in this part of the town, and cause a quick demand for the remaining lots undisposed of by the company. The tourist on landing from the cars, will have his ears saluted by the busy hum of human industry, see all around him the signs of a rapidly advancing prosperity, where little more than a quarter of a century back, reigned silence and solitude amidst the primeval woods. Should his tastes incline him to sport with the finny tribe, the neighbourhood of Sherbrooke will afford him an excellent field for the exercise of his skill, if he happen to arrive in the proper season, which

ranges from the middle of May to the end of June, or from the 1st September to the end of October. Providing himself at Sherbrooke with a light boat, and a man acquainted with the Magog, which are at all times easily obtained, he will find ample employment for his rod, for a distance of twenty miles to Magog at the outlet of the Magog Lake. The trout are plentiful, and the only fish in the stream, and range from one to four pounds. Very fine pickerell, bass, and maskinonge, are also to be taken in the St. Francis by trolling.

Leaving Sherbrooke by Railroad, you arrive at Lennoxville in Ascot, distant three miles south of Sherbrooke, a beautifully situated village in the valley of the Massawippi, at its junction with the St. Francis. In this delightful village is situated Bishop's College and the Grammar School in connexion with it. These institutions are admirably managed, the terms of tuition and board are moderate, and the situation is both beautiful and healthful. A Depot is established here for the convenience of the large and thriving settlements to the eastward. From this point, an excellent carriage road leads in an easterly direction through the fine Township of Eaton, settled now some thirty years, and thence to the new settlements of the British American Land Company in Bury and Lingwick. Eaton possesses two pretty villages, having each a comfortable country inn, and distant twelve miles from Lennoxville, with which they have daily communication by stage, affording one of the pleasantest drives in the Eastern Townships. A stage

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communication is also had thence through Bury to Lingwick, a distance of twenty-two miles, beyond which extend the vast territory of unconceded lands of the Crown, including the Lakes St. Francis and Megantic, each about fifteen miles in extent, and Megantic Mountain whose summit is supposed to be the highest point in the Townships. Excellant trout and other fine fish are caught in almost all the streams and lakes, which every where abound in this wild region. This is now also one of the few Districts in which the Moose Deer is to be found in any considerable numbers. Very many of these, the largest and noblest of Canada's wild animals, are taken both in winter and summer, and although the manner of hunting them at the different seasons varies very materially, it affords at all times animating and exciting sport.

Returning to Lennoxville, the Railroad leaves the valley of the St. Francis, proceeding up that of the beautiful Massawippi, and at the distance of five miles enters the valley of the Coaticooke, at the northerly limit of the Township of Compton ; and thence up the western slope of this valley through the centre of the last named Township, and near the easterly line of Barnston, to the Province Line, a distance of twenty-eight miles from Lennoxville.

In Compton, the Railroad passes near the village of Waterville in the north part of the Township, and about two miles west of the centre—the former is a thriving place, having a foundry, grist and saw mills. The other

is an older place, and being in the centre of the Township, near the summit between the Coaticooke and Moe's River Vallies, commands a beautiful and varied prospect. This Towuship is watered by the Coaticooke and Moe's Rivers, which have a parallel course through it of about three miles apart, affording numerous mill sites in their course. The country between these rivers, is moderately elevated, chiefly settled and well cultivated. The valley of the Coaticooke is broad and beautiful, affording a wide extent of alluvial meadow grounds. Two excellent carriage roads pass from north to south through the Township, one of which is continued through Barford and Hereford to the Province Line, at the head of the Connecticut. The drives in this Township afford a great variety of fine scenery and are truly delightful. The traveller desirous of enjoying these or visiting the Townships of Hatley and Stanstead, should leave the cars at the Compton Depot. From the latter place, continuing by rail, at the distance of about six miles, he reaches the Coaticooke Village, on the river of the same name, in the north east part of Barnston. There is here an excellent water power, with grist and saw mills and a well kept country inn. A good carriage road leads from this village into the heart of the Township, to another pretty village. Barnston is one of the most settled of the Townships, with excellent roads traversing it in every direction. Having now reached the Province Line, (for continuation of Railway to Portland see following pages), the tourist must retrace his steps

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to the Compton Depot, for the purpose of reaching Stanstead and the Magog Lake. Leaving this, he first reaches Charleston Village in Hatley, distant five miles, passing through a beautiful country, from some elevated points of which he will be constrained to pause and admire the rich scene spread out before him, which includes the bold Highlands or the west shore of the beautiful Massawippi Lake, the north end of the Green Mountain Range on the west shore of the Magog Lake, some twenty-five miles distant, while the picturesque and broken outline of the Orford and Megantic mountains are seen in the far distance.

From Charleston Village a road of fourteen miles leads through part of Barnston direct to Stanstead plain within a mile of the Province Line, passing through a delightful country, affording fine views of the Massawippi Lake and adjacent country.

The Township of Stanstead was one of the earliest settled in the country, and is the most populous and wealthy, excellent roads thread it in every direction, along which are every where found schools, churches, mills, and well stocked and cultivated farms. It also possesses three very considerable villages, that at the plain being the largest; the next at Rock Island on the Province Line, possesses an excellent water power and is a place of note for its commerce and manufactures, the last, Georgeville situated on the shore of the Magog Lake, and embosomed in hills, is one of the prettiest imaginable, when viewed from the Lake. It is now the general resting place of the throng

of travellers, who annually visit the Lake and neighbourhood, which may justly be termed the Switzerland of Canada. This Lake is from twenty-five to thirty miles in length, by a width of two, and runs several miles into the adjoining State of Vermont. A steam-boat, "The Mountain Maid", has been placed on its waters, running daily between Newport at its head in Vermont, and Magog at its outlet. No tourist should omit taking a trip on this Lake, nor making the ascent of the Owl's Head, a mountain 2500 feet high, on its western shore, at the base of which he will find comfortable accommodation at the Mountain House Hotel. From Georgeville there is a steam-ferry which crosses to the Bolton shore, from which conveyance may be had by a tri-weekly line of stages through Bolton, Brome, Dunham and Stanbridge to St. John's about sixty miles. The three last named, are fine Townships containing several villages, and a large agricultural population.

Brome Lake, near the residence of Lieut. Col. Knowlton in Brome, is a fine sheet of water. It is about three miles in diameter, studded with islands, and is celebrated for its excellent bass fishing.

Another road leads from Stanstead Plain through West Hatley, passing the south end of Massawippi Lake, through Magog at the Magog outlet, around the base of Orford Mountain, through Stukeley, Froste Village, and Waterloo in Shefford, Granby Village in Granby, and thence by the macadamized and plank road through St. Cesaire and Chambly to Longueuil, about one hundred

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and six miles. A tri-weekly stage runs through the whole of this route, affording the Township tourist an excellent opportunity of viewing the County of Shefford, in which are found pleasant villages, and flourishing farms.

Having thus in a cursory and imperfect manner introduced the traveller into the most settled and best cultivated of the Eastern Townships, (a great portion of these being still covered with the primeval forest), a few observations upon the character and capabilities of the country generally, may not be deemed irrelevant. The climate is similar to that of Montreal, and considerably milder than that of Quebec. It is eminently salubrious and entirely free from ague, intermittent fever, and other epidemics which prevail in some parts of Western Canada, and the adjoining States; and, it should be mentioned as evidence of the purity of the air, that while the Asiatic Cholera has repeatedly raged with extreme virulence in all the surrounding countries, not a single case has occurred in the Eastern Townships.

The general appearance of the face of the country is most beautifully picturesque; the land rises in gentle swells for miles together, the uncleared portions clothed with maple, beech, and birch, and other hard woods, while the vallies are generally timbered with hard wood and evergreens mixed, or with evergreens alone. In every direction are found plentiful rivulets of the purest and clearest water, which uniting in the course of a few miles, form large brooks, and thus afford every convenience for the erection of mills, &c., and also afford the

angler abundance of sport. Interspersed through most of the Townships are found beautiful Lakes, varying from one mile to thirty, and filled in most cases with delicious fish.

The general soil of the uplands in the Townships is a light loam, easily worked, and yielding good returns for the labour of the farmer, while in the lowlands, and along the shores of the stream are extensive alluvions, which, when cleared are chiefly used as meadow land, and produce extraordinary large crops of hay.

The whole country is particularly favorable for grazing, and the beef and mutton fed on the pastures of the Townships are fully equal to any in Canada.

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DISTANCES FROM LONGUEUIL TO THE BOUNDARY.

From Longueuil to Charron's	5
Boucherville Mountain	10
St. Hilaire,	16
Les Soixante	23
St. Hyacinth	30
Upton	43
Aston	49
Durham	57
Richmond	72
Windsor	82
Sherbrooke	95
Lennoxville	98
Compton	108
Coaticoke	117
Province Line	126

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Leaving the Boundary Line, we pass up the Coaticooke River through the town of Norton to the Norton Pond, which lies partly in Norton and partly in Warren's Gore. Thence crossing the summit between the waters which flow northerly directly into Canada, and those which run westerly into Memphramagog Lake, we pass down Phering River through a corner of Morgan Township into Wenlock to Island Pond lying in Wenlock and Brighton. This has been selected for the point of junction of the Atlantic and St. Lawrence and the St. Lawrence and Atlantic Railways. The route from the Boundary to within a few miles of this point is through the forest, and the beauty of Island Pond and the adjacent section of country seems still more striking from the contrast which is presented. The Pond is about two miles in length and three quarters of a mile in breadth, bordered by farms and beautiful natural scenery. No point could have been chosen for this junction possessing greater advantages than this. The depot grounds are spacious, the buildings commodious, and the lands in the vicinity are susceptible of a high degree of cultivation. This must become a favorite resort of pleasure-seekers, as the Pond is amply stocked with trout and pickerel, which here seem to have laid aside their old family feuds, and to have increased and multiplied time out of mind. The forest in the vicinity abounds in game, worthy the attention of sportsmen, and it will probably be many years before the shriek of the all conquering locomotive will have entirely driven

the moose, the bear, and the deer, into retreats still more secure. Leaving Island Pond, we pass along Spectacle Pond so called from its supposed resemblance to a pair of spectacles, and thence passing by level or gently descending grades through Brighton, Brunswick and Bloomfield, a distance of fourteen-and-a-half miles we reach the Connecticut River, the boundary between the States of New Hampshire and Vermont. This portion of the route is also through a continuous forest, though a passable carriage road runs from the Connecticut to a point some miles above Island Pond on the Phering River, and also down the Clyde (which rises in Island Pond) to Derby and the west. Soon after leaving Spectacle Pond, the line crosses the summit between the waters flowing into the St. Lawrence, and those which seek the Atlantic by the way of the Connecticut River. The West Branch of the Nulhegan has its source just beyond this summit, and the line follows this stream to its embouchement into the Connecticut. At this point, there is an extensive water power judiciously improved. A mile below is a large mineral spring strongly impregnated with sulphur and iron. Crossing the Connecticut River by a substantial bridge of two spans of one hundred and sixty feet each and thirty feet high, we reach the broad fertile meadows of Stratford. The road now passes along the bank of the river for ten miles, being for the greater part of the distance out of sight of the comfortable farm houses which stand on the high table at the foot of the mountain range which skirts the valley. The scenery

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here is beautiful, quiet and pastoral in its character, and ever varying. Stratford Hollow is seven miles below the Connecticut Bridge. Bog Brook flows through the village affording sufficient water power for the wants of the people in the vicinity. Following the river to a distance of three-and-a-half miles below this point, the line passes the ridge between the valleys of the Connecticut and Upper Ammonoosuc River through very heavy cutting. We are now in the town of Northumberland, and entering the winding and narrow but picturesque and beautiful valley of the Ammonoosuc. The Northumberland station is two miles from the Connecticut River, and one hundred and twenty-two from Portland. There is an excellent Hotel close at hand, where the comfort of the sojourner is the first object of the enterprising proprietor. This is a very important station, as the highly cultivated farms lying between Northumberland and Lancaster on both sides of the Connecticut River, send here of their abundance things new and old for the Portland market. Lancaster, the shiretown of Coos county lies on the Connecticut ten miles below the station. It is a beautiful and flourishing village, where almost every trade is represented, and whose business with Portland contributes largely to the support of the road. Northumberland village in New Hampshire, and Guildhall in Vermont, delightfully situated opposite each other on Falls of the Connecticut, are three miles below the depot. Leaving Northumberland, we cross the Ammonoosuc by a bridge of one hundred and twenty feet span and thirty

feet high, and thence the line follows the river through Stark, Dummer, and Milan, to its head waters, Ammonoosuc Pond, a distance of twenty-three miles,—now running close to the river, the base of the embankment washed by its waters,—now leaving it to find its way across the spurs of the hills by a route less circuitous than that of the stream. Just before reaching the Pond, the river is crossed by a bridge forty feet high. This portion of the route affords many fine views of the famous Stratford Peaks.

We now come to the summit between the Connecticut and the Androscoggin waters, which is passed with a grade of sixteen feet to the mile, and soon cross Dead River which we follow to Berlin Falls where it empties into the Androscoggin. The Line itself for most of the distance between Northumberland and Berlin Falls is through the forest, but there are farms all the way within a short distance of the Railway, and carriage roads running parallel with its course. The only station in this distance is at West Milan, which also accommodates Dummer Bridge, a little hamlet a mile above the station.

Berlin Falls village is at the mouth of Dead River just at the head of the Falls. Situated in the midst of the wildest scenery, offering the greatest inducements to sportsmen and lovers of the beautiful, and possessing a comfortable and convenient Hotel, it has already become a favorite place of resort. Great quantities of lumber for the Portland market are annually manufactured at this point, and at the mills on the Androscoggin, a short distance above.

Leaving Berlin Falls, the Line descends five miles by a gradient of forty-five feet per mile to the valley of Moose River which empties into the Androscoggin from the South West. This portion of the route affords several magnificent views of the principal peaks of the White Mountains. Crossing Moose River near the mouth of which is a large Hotel, we reach the White Mountain Station House in Gorham, delightfully situated on the Delta, between the Androscoggin and Peabody Rivers.

GORMAN STATION House is five miles from Shelburne, ninety-one from Portland and two hundred and five from Boston. Before reaching it, the track crosses Peabody River—runs along the valley of the Androscoggin and Peabody Rivers—and gives a good view of many small hill tops.

The hotel itself is the chief object of interest here and one which is likely to attract the more immediate attention of the traveller. It is in full view on the right hand side and very unlikely to be mistaken or overlooked. This House is a three story edifice, erected by the Atlantic and St. Lawrence Railroad Company. It stands in the valley of the Androscoggin and Peabody Rivers—in a clearing of between two and three hundred acres. The scenery on all sides is closed up by mountains. Those in front are unnamed: the long ridge in its rear is known as Mt. Hayes. The building is one hundred feet front and fifty feet wide, with an ell of equal height one hundred feet long. Piazzas embrace three sides of it. It has a dining room eighty-five feet long by thirty feet broad—drawing rooms, parlors,

reading and smoking room, bathing rooms, &c.—in all, one hundred and sixty-five rooms and is capable of accommodating two hundred and fifty guests. The sleeping rooms are carpeted and furnished, provided with stoves and ventilators. It is a most thoroughly built edifice and admirably adapted to the purpose for which it was built and is used. The House is under the management of Mr. J. R. Hitchcock, formerly of Boston, who has spared no pains to carry out the plan of the projectors and make it, in all respects, the best house among the mountains. The high praises of those who have tarried with him heretofore give ample testimony to his merits—a testimony which can only be increased by their successors. The White Mountains are not visible from the Hotel, although it is but ten miles distant from the summit of Mount Washington. Five minutes walk, however, in almost any direction brings them into view. In order to visit them a ride becomes necessary to the Bellows' Farm: and a most interesting ride it is too. The distance is seven miles—over a good and hard road in the valley of the Peabody River. Carriages leave the Gorham House daily for this place, and private carriages, which are preferable, can be obtained. Immediately after crossing the river from the Hotel, the road plunges into the shadow of hill-tops that block out all objects beyond them. Only at intervals, for the first two miles, can any sight be obtained of the loftier peaks that are in advance. But the drive is magnificent even here. Old trees skirt the roadside and hang over it—partially concealing—par-

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ally revealing the beautiful waters of the river that runs
 ide by side with the road. About half way between the
 Hotel and Bellows' Farm is a deserted house in the midst
 of a clearing—where, in past time, a man, more bold than
 wise, tried to support himself, and failed. There is also a
 venerable saw-mill near by : but the dam has been swept
 away and the saw hangs idly in its frame. Aside from
 these, and an occasional rabbit that may hop across the
 road, or partridge flying from intrusion, there are no signs
 of life, present or past, on the road we travel.

The Glen House at Bellows' Farm is three stories in
 height—has two sitting rooms, a spacious dining room,
 bathing rooms, &c. It stands on a plain of about one hun-
 dred acres in the valley of Peabody River. The Mountains
 are directly in front, nothing intervening to obscure, in any
 degree, their giant forms. On the extreme left is Mount
 Washington and viewed from here, the now celebrated
 peaks rise up continuously, one after another, towards the
 right, in the same order in which the Presidents, after
 which they are named, were elected. On both wings of
 these loftier summits are the tops of innumerable lesser
 elevations, so confused and crowded together as to render
 their description here impossible. Back of the House is
 a long, irregular rise, called "Carter Mountain." There
 is not, probably, any spot, on either the eastern or western
 side, where a finer view is obtained of the great peaks than
 from here : and it must, from this circumstance alone, soon
 become a very important spot for mountain travel.

Those who are desirous of ascending the Mountains,

having driven to the Glen House, will there find a very choice selection of ponies and saddle-horses ready for the expedition—and experienced guides to accompany them. It is but four miles to the summit of Mount Washington—the pathway being entirely on that Mountain.

For the distance of a quarter of a mile the path is along the valley of the river : it then changes into a gentle ascent up the base of the hill : then leads through a forest of various trees and mounts continuously by a zig-zag bridle way, until the region of trees is lost or they become dwarfed into mere bushes. Beyond this there is nothing visible but the rocky soil, over which the horses carefully pick their way, and numberless hill-tops on every side. At last the steep ascent is won and the gratified adventurer finds himself gazing from the top of Mount Washington.

Berlin Falls, another object of interest and curiosity is upon the eastern side. They occur in the Androscoggin river, about six miles beyond the Gorham House. Trains leave the hotel daily for the spot—affording a most expeditious and comfortable means of reaching them. The return trip should not be undertaken before they are visited. At this spot the entire current of the stream is, for the distance of about one hundred and fifty feet, compressed to half its size by lofty walls of granite. Through this channel, with an inclination of thirty degrees, the water rushes furiously until, meeting obstructions, it leaps precipitously fifty feet downwards : then, for an instant, whitening with foam, it prepares to pursue its headlong course, to the valley beneath. A bridge, about forty feet in

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length, has been thrown across the most interesting spot in the Falls and affords an admirable position for beholding them.

The trout fishing in this vicinity is most excellent. Peabody River is unequalled for the numbers, size and quality that live in its clear water. It is a most accessible stream, moreover, and one without any serious obstructions to prevent an expedition to its very sources. There is no stream upon the west side of the Mountains, if we except the Saco, that can be at all compared with it. The descent of the waters is such as to create, every few rods, one of those large and beautiful pools so dear to the sight of the sportsman. Besides this there are several other brooks and rivulets in the vicinity, which will well repay the trouble of a visit. Even the Androscoggin is not without sport, though more laborious than Peabody River, or the lesser waters. There is some thing, too, in the forests, to exercise the skill of the hunter. Rabbits and partridges are very plentiful—squirrels are not so numerous, but can be found. Deer, foxes, and occasionally an eagle, are to be met with. Bears are known to live in the mountains and are sometimes shot.

Stages leave the hotel, daily, for Fabyan's, Gibb's and Franconia Notch. The distance to Fabyans is twenty-seven miles and leads over the most beautiful routes and through the most magnificent scenery any where to be met. The valleys of two or three small streams are followed to Jefferson, there the road turns to the left and crosses directly over Cherry Mountain—more usually Pondicherry

—affording such a view of the surrounding country as is to be no where else obtained, unless upon the summits of the peaks ; and even there the view is more stern and rugged than here. From thence to Fabyan's is but a short distance.

Instead, however, of visiting Fabyan's, the traveller may proceed from Jefferson directly to Lancaster and from there down the Connecticut to what ever destination he pleases.

The grandeur of the scenery over Cherry Mountain will so well repay the fatigue of crossing that it must necessarily attract much attention. The road passes at the base of Mounts Adams and Jefferson, and for several miles, in the town of Jefferson gives a view of all the prominent peaks of the White Mountains, the Franconia Mountains, and a portion of the Green Mountains range in Vermont.

Shelburne, N. H., is the next station from Gorham. The village consists of a few red houses in the centre of the little arable land there is here. A church, the last and only one in the region, stands on a hill side. The forests, dark and sombre, close up all views, except where some high hill-top bursts up into the sky. From the cars Mount Moriah is visible, rising loftily above the summit that surround it. Mount Jefferson can also be seen farther in the distance with distinct outlines of others of the White Mountains. A little trout brook runs along the roadside.

Gilead Station is next in order. Wild River flows into the Androscoggin at a little distance. A large tri-

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angular mountain is seen on the left, sloping gently down to the river. In the valley, through which the road runs, is a small tract of cultivated land. The boundary line between Maine and New Hampshire is about two miles from Wild River. It is formed by a board fence enclosing the south side of an orchard, which is on the left hand of the track.

West Bethel. The Blue Hills are visible here on the left, and a long range of unnamed mountains tower high and blue to the right, and the river with its valley is between them. A little beyond the station Pleasant River empties into the Androscoggin.

Bethel, four miles farther, is a flourishing village on the Androscoggin River, which we leave here. It has an Academy, a Church, &c. There is a very fine view of the Bethel Mountains to the left, rising up over a valley sprinkled with neat farms and farm-houses.

Walker's Mills, a little burgh at the head waters of Alder River. Leaving here there is a very fine view on the left hand, of the Mountains of Bethel, covered nearly to the tops with birch and pine.

Locke's Mills are sixty-five miles from Portland.

Bryant's Pond. On the right, while approaching this station, there is a very beautiful view of the Pond. In the rear of the Pond is a rocky rise, called in honor of a physician who lived and labored here eighty years ago, "Mount Christopher." Three beautiful little islands dot the bosom of the water—which with its islets, promontories, capes and bays, forms a miniature sea. Its outlet

is on the south side, where an old saw-mill, crumbling away on its banks, gives a romantic and picturesque appearance to the scene.

North Paris is the next station. The village itself is not visible from the depot. From this place, for a distance of three miles, the country is rocky and rough,—with a grade in the road of sixty feet to the mile.

South Paris. This village is small, but, for its size one of the most busy and enterprising in Western Maine. It contains a great deal of fertile land, is well watered and timbered. Norway Village, on a pond of the same name, which is one of the sources of the Little Androscoggin, is but a few miles distant, a most delightful village.

North Oxford is forty-five miles from Portland.

Oxford is a village of about two thousand inhabitants, possessing a remarkably fertile soil in the valley of the Little Androscoggin.

Mechanics' Falls. Here is a junction with the Buckfield Branch Road, thirteen miles in length, connecting a town of that name with the Atlantic and St. Lawrence Road. This village is a manufacturing place of some considerable size and importance, situated on the Little Androscoggin River.

Empire Road. There is a very large and substantial stone bridge or culvert between this place and that last mentioned.

Hotel Road is two miles from Danville Junction.

Danville Junction. The Androscoggin and Kennebec

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Railway diverges at this point, and stretching off to the east, after a distance of fifty-five miles, reaches the Kennebec at Waterville. The Indian name of this place was Pejepsco and it was formerly a portion of North Yarmouth.

Cobb's Bridge is twenty-four miles from Portland and three miles from the Junction.

New Gloucester, which is visible on a side-hill upon the right. The section of country through which we have just passed, although on a line of railway, does not possess many farms of great extent or of so high cultivation as those in the older and settled regions. The attention of the inhabitants has been turned to other pursuits, and the sea and the forest have withdrawn much of the energy and capital requisite to render farming either pleasant or profitable. The towns are not populous.

Webber's is four miles from North Yarmouth.

North Yarmouth is a stopping-place, without note, three miles from the Junction.

Junction of the Atlantic and St. Lawrence with the Kennebec and Portland Railroad, at about a mile from Yarmouth. Just before reaching the Junction the road crosses a stream of no great size, but of some considerable celebrity in the olden time: Royal's River.

During the period of the Salem witchcraft excitement and trials, this stream formed the easternmost boundary of the delusion. Beyond it the powers of darkness and sorcery were supposed, from some unaccountable reason, to have no power; and if any suspected person

could prove that he was born to the east of Royal's River, or had ever lived for three months to the east of it, he was immediately acquitted and released.

An incident illustrative of this fact is to be found recorded in one of the earlier volumes of Massachusetts Reports. A very intelligent and likely young man by the name of Burrows, a resident of Portland, was accused of being a wizard and sorcerer, and was brought up for trial. The prepossessing appearance and manners of the young man inclined the court in his favor, and very leading questions were put to him for the purpose of obtaining his declaration that he had lived the requisite period of time beyond this river. His integrity, however, was proof against temptation ; the verdict was given and he was executed.

Yarmouth is eleven miles from Portland. It is a large place and of better business capacities than either Falmouth or Cumberland. It is situated on Casco Bay, and is chiefly devoted to mercantile and maritime pursuits, although a large cotton manufactory has been recently erected.

Cumberland is another small village on the Bay—the waters of which, however, are not visible from the cars. It is possessed of many navigable facilities, and like Falmouth, is engaged mainly in agriculture and ship building.

Falmouth, five miles from Portland, a pleasant little village on Casco Bay, formerly engaged to some extent in fishing and ship-building, but now devoted chiefly to agriculture and ship building.

PORTLAND is a city containing a population of about twenty-two thousand. It is situated on Casco Bay, possesses a fine harbor and has a commerce—chiefly with the West Indies,—of considerable importance. The Custom House is an edifice of great beauty. There are also many very elegant private residences.

There are two Hotels, in this city, which for accommodation, convenience, &c., may compare favourably, with any in New-England. The United States Hotel, by Moses Woodward, is upon the corner of Elm and Congress Streets. It has been recently renovated and fitted up in a superior manner. Its table is not excelled by any on the route. There are attached to it bathing rooms, a livery stable, alleys, &c., &c. Mr. Woodward, its landlord, formerly of the Bangor House in Bangor—both there and here has maintained a high reputation for ministering to the wants and comforts of the travelling community.

The Elm House, by Charles H. Adams, corner of Temple and Federal Streets, is a large and convenient edifice, every way adapted to the purpose for which it is used. The table is unexceptionable, the rooms large neat and airy, and the location good. Those stopping in Portland, for a longer or a shorter time, may be assured they will find the Elm House satisfactory in every respect.

It would be unpardonable in us were we to omit notice of a very unique and most pleasant place of summer resort, which the Portlanders have about three miles out.

The "Cape Cottage," as it is known, is a diminutive Gothic Castle, on Cape Elizabeth, built of granite and furnished in the most superior manner. It overlooks the ship channel, and has a splendid view off towards the ocean. Forts Scammell and Preble are clearly visible from the piazza. It is provided with every variety of pleasure boats, with horses and bowling alleys. The fishing in the vicinity is excellent. Indeed, Cape Cottage is one of the most charming places for a summer resort we have ever visited, and its proprietor, Mr. Alexander Foss, is fully capable of doing the honors.

The seabathing in the vicinity of Portland is unsurpassed by any of the famous watering places in the United States. Beside "Cape Cottage", the Ocean House and Prouts Neck in Scarborough afford most delightful retreats from the dust and heat of the city and great numbers of visitors resort hither annually. There is no doubt but these places and others along the coast will now from the facility of access become the favourite summer quarters of numerous families from Canada and the neighbouring States.

The Steamboat connection between Boston and Portland is maintained by the Steamers "St. Lawrence," and "John Marshall." The former is a boat of about seven hundred and fifty tons; the latter not quite so large. They leave the wharf at the foot of Milk Street in Boston, daily, Saturday and Sunday excepted, and arrive in Portland before morning. Both of these boats are safe, strong and speedy, built expressly for the busi-

ness in which they are engaged, and admirably adapted to the wants of the travelling community. They have both been thoroughly overhauled and elegantly refitted. They are officered by efficient and obliging men, who will spare no pains to satisfy and accommodate their passengers.

All the reasons which can any where be advanced in favour of steamboat travelling over railway riding may be urged here. A very fine view is obtained of Boston and its harbour—of the Forts and Islands along the harbour and of the ocean. A comfortable supper is to be obtained on board—and a good night's rest in preparation for the morrow's travel.

DISTANCES TO PORTLAND.

From Boundary to Island Pond, . . .	16
Stratford,	14½
Northumberland,	12½
West Milan,	10
Berlin Falls,	14½
Gorham,	6
Shelburne,	5½
Gilead,	6
West Bethel,	6
Bethel,	4
Loch's Mills,	5
Bryant's Pond,	3
North Paris,	6
South Paris,	9

Distances to Portland—continued.

From Boundary to Oxford,	7
M. Falls,	3½
Empire Road,	4½
Hotel Road,	3
Danville Junction,	1½
Cobb's Bridge,	5½
N. Gloucester,	3
N. Yarmouth,	4
Yarmouth,	4
Cumberland,	2
Falmouth,	4
Portland,	5

QUEBEC TO RICHMOND.

The Quebec and Richmond Railroad commences at the lower extremity of Hadlow Cove Seigniory of Lauzon, lately belonging to Mr. Price. A wharf is in course of construction, which will be carried into the River a sufficient length to ensure for vessels lying alongside a depth of twenty-two feet at low water. It will be of such dimensions as to afford every facility for the loading and discharging of freight, and have ample sheds for the accommodation of passengers, and to protect goods from the weather. Here, there is also to be an Engine House, one hundred and fifty feet in diameter, with suitable repair shops, car houses, water tanks, and a forty-five feet turn table. The road proceeds along the beach to Point

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Levi Mills where it ascends by a fifty feet gradient to the level of the Gap—a distance of three and a half miles—thence straight to the Chaudière River about three and a half miles farther. The point of crossing is only a little way above the celebrated Falls, which will thus in future be much more accessible to the lovers of the picturesque than heretofore, when the old fashioned Canadian caleshe was the only mode of conveyance to be procured. Independent of the beauty of the Falls, the Railway bridge itself will form an object of singular attraction. It is to be of wrought iron girders resting on nine piers. After leaving the Seigniory of Lauzon, the road crosses the north east corner of that of Gaspé—crosses that of St. Giles transversely about its middle, as also that of St. Croix. At this latter place, the first principal summit is attained at an elevation of five hundred feet above the wharf at Hadlow, distant 24 miles. From this level, where the waters of the Chaudière are divided from those of the Becancour, there is a gradual descent to the latter river, distant from Hadlow thirty-five miles. At the Becancour a favourable crossing is obtained where the banks are elevated, and foundations for the masonry firm. A noble bridge composed of tubular girders and two spans will be thrown across the river. The Becancour is four hundred and sixty feet above the level of the tide water at Quebec. Rising again, the road passes Nelson, and attains a second summit at the line dividing that township from Somerset. This is five hundred feet above Hadlow distant thirty-eight miles. Crossing the Township of

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Somerset in nearly a direct line, and leaving the village a short distance to the east, the road pursues a more westerly course to the village of Stanfold, where the third summit five hundred and thirty-six feet above Quebec tide water is attained.

Somerset and Stanfold are two thriving villages, and the business of a large back country, will centre here ; from the agricultural resources of this district, the character and extent of the surrounding population, and their recent growth in numbers, a large amount of traffic at these points may be anticipated for the road. At Stanfold the line deviates slightly from its previous course, and takes a direction more southerly ; this deviation being necessary to pass the high lands lying to the south and east of Somerset.

Passing near the settlements of St. Christophe and Arthabaska, the line continues from Stanfold, nearly parallel with the Arthabaska road, crossing Wolf River, and Nicolet River, at favorable points and at an elevation of four hundred and eighty feet and three hundred and ninety-five feet respectively above Quebec tide. Iron bridges will be erected at the two rivers last named.

From Arthabaska the line enters Warwick at its north eastern corner, crossing the " Great Road" not far from Warwick Chapel, to the south, near " Jonathan Harvey's." Here the fourth principal summit is encountered, distant seventy miles, and elevated four hundred and eighty-five feet above Quebec tide.

At a distance of twelve miles from Warwick, the Rail-

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way passes a few rods west of the village of Danville, in the Township of Shipton. This place contains a numerous population, and is the centre of a large district rich in agricultural products, and affording facilities for various manufactures. Not far to the west of Danville is Kingsley Falls: a village promising some advancement; containing an abundant water power, capable of being improved to an extensive and profitable degree. The business of this locality will naturally flow to the Railway at the Danville Station, to which there is access by a good and direct road.

At Danville the South Nicolet River is crossed by another iron bridge

From Danville the line follows the valley of Beaver Brook, rising with an easy gradient, to the source of the stream. Here a slight ridge is encountered, dividing the waters of the Nicolet from those of the St. Francis; at this summit, Mill Brook which flows into the St. Francis at the village of Richmond, takes its rise, the valley of which affords an opportunity for the approach to Richmond by a generally feasible line.

The village of Richmond is delightfully situated on the St. Francis River, and is exactly opposite to Melbourne. Here, and throughout many of these townships which we have hastily glanced at, the pleasure-seeking tourist or sportsman will do well to linger awhile. The richness and diversified character of the scenery is no where to be excelled, while the woods, the lakes, and rivers, are all abundantly stocked with game.

The way stations are to be ten in number between Quebec and Richmond—namely :

The Chaudière Bridge from Hadlow,	. 7 miles.
Kelly's,	14 "
Black River Settlement,	19 "
St. Flavien,	27 "
Becancour Bridge,	35 "
Somerset,	48 "
Stanford,	54 "
Nicolet, (St. Chrystophe),	65 "
Harveys, (Warwick),	71 "
Danville, (Shipton),	84 "
Richmond, (opposite Melbourne),	96 "

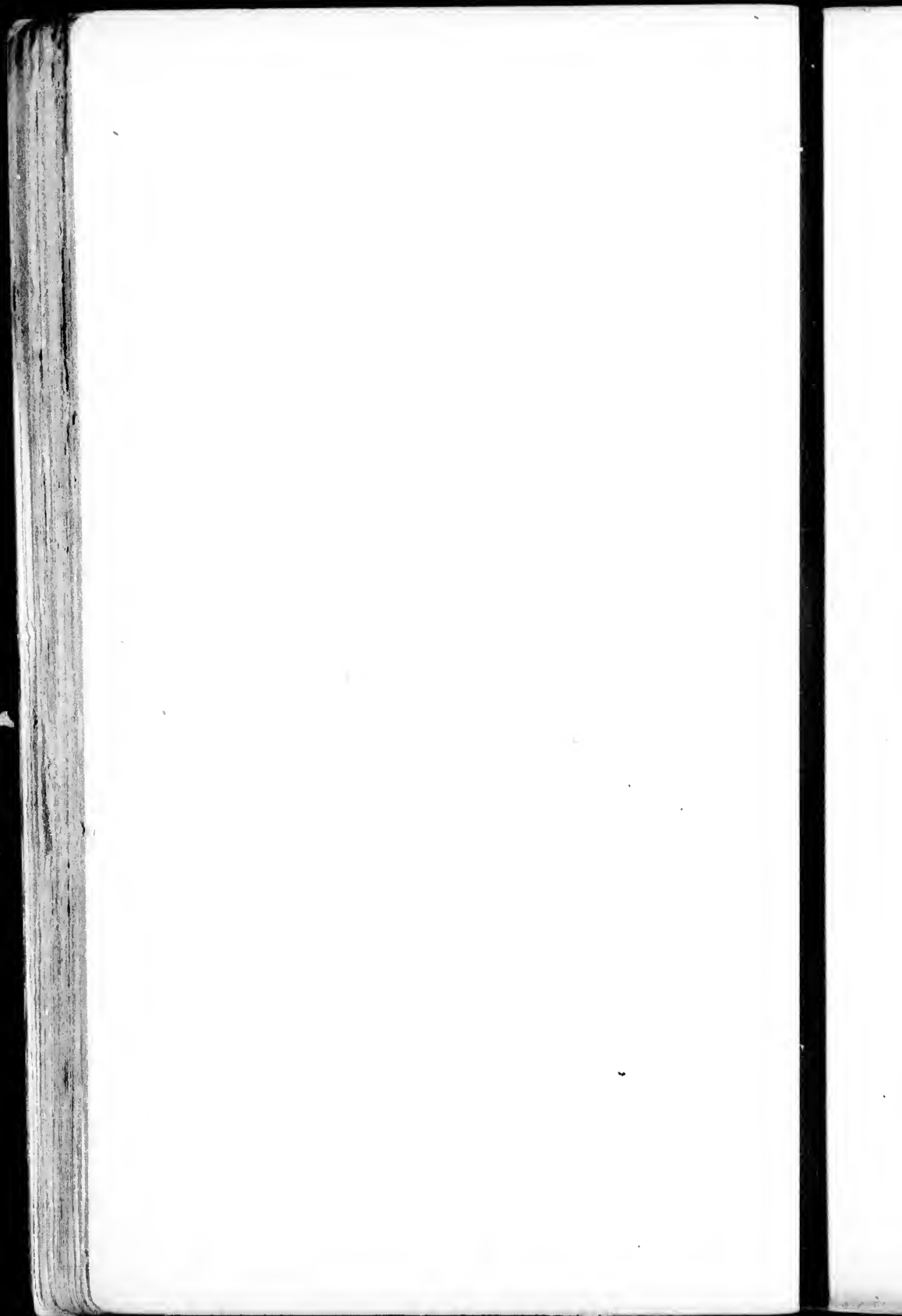
We have thus hastily traced the route of the Quebec and Richmond and St. Lawrence and Atlantic Railways through the Townships of Eastern Canada to the City of Portland in the State of Maine. Independent of the great benefits which these roads must confer by opening up an extensive tract of country and bringing various important markets within easy distances of the inhabitants, they afford ready access to the tourist to scenery not to be excelled either on this Continent or in Europe, and we are not without hopes that ere many years go past, our Rivers, Lakes, and Mountains, will have become familiar to crowds of enthusiastic travellers.

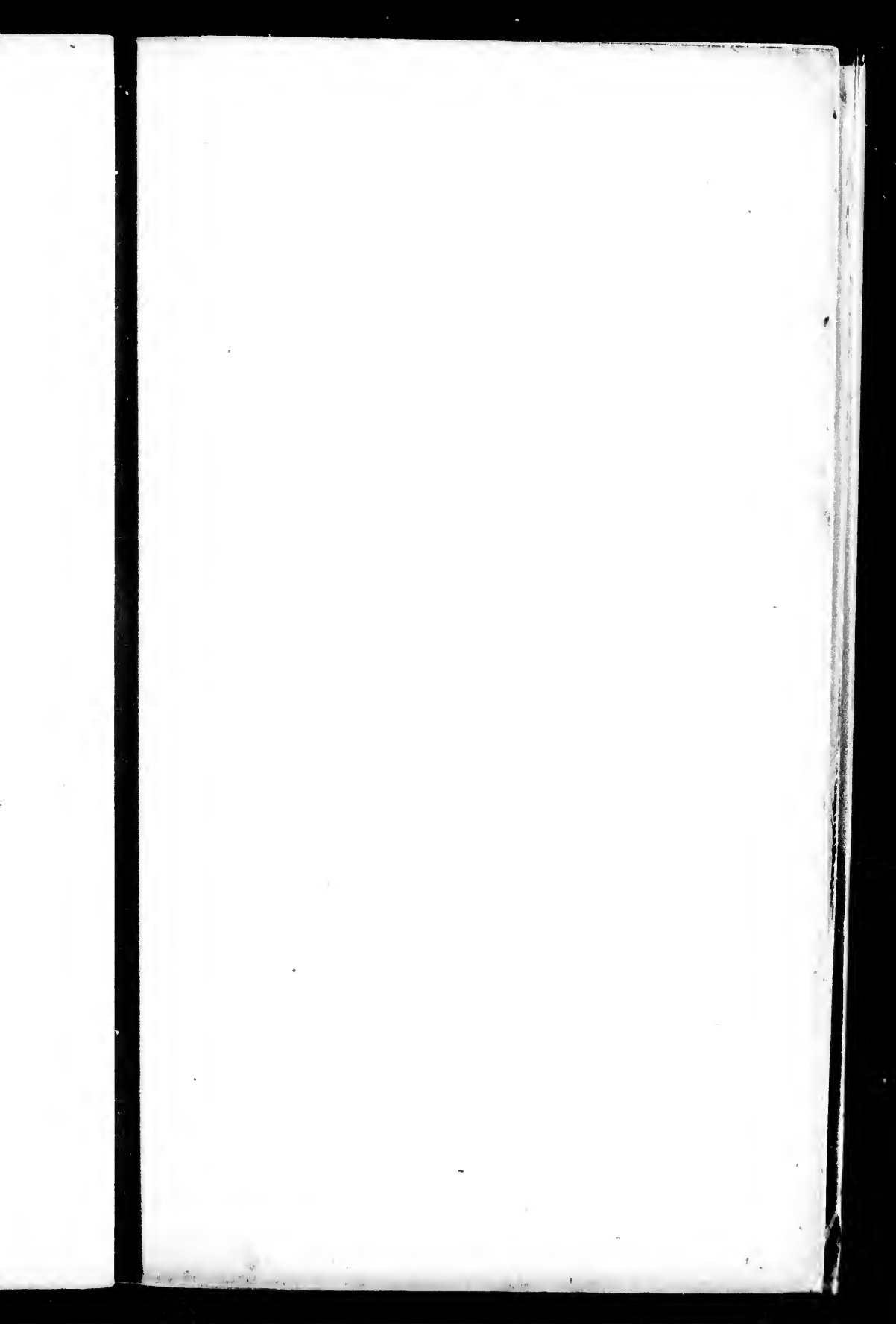
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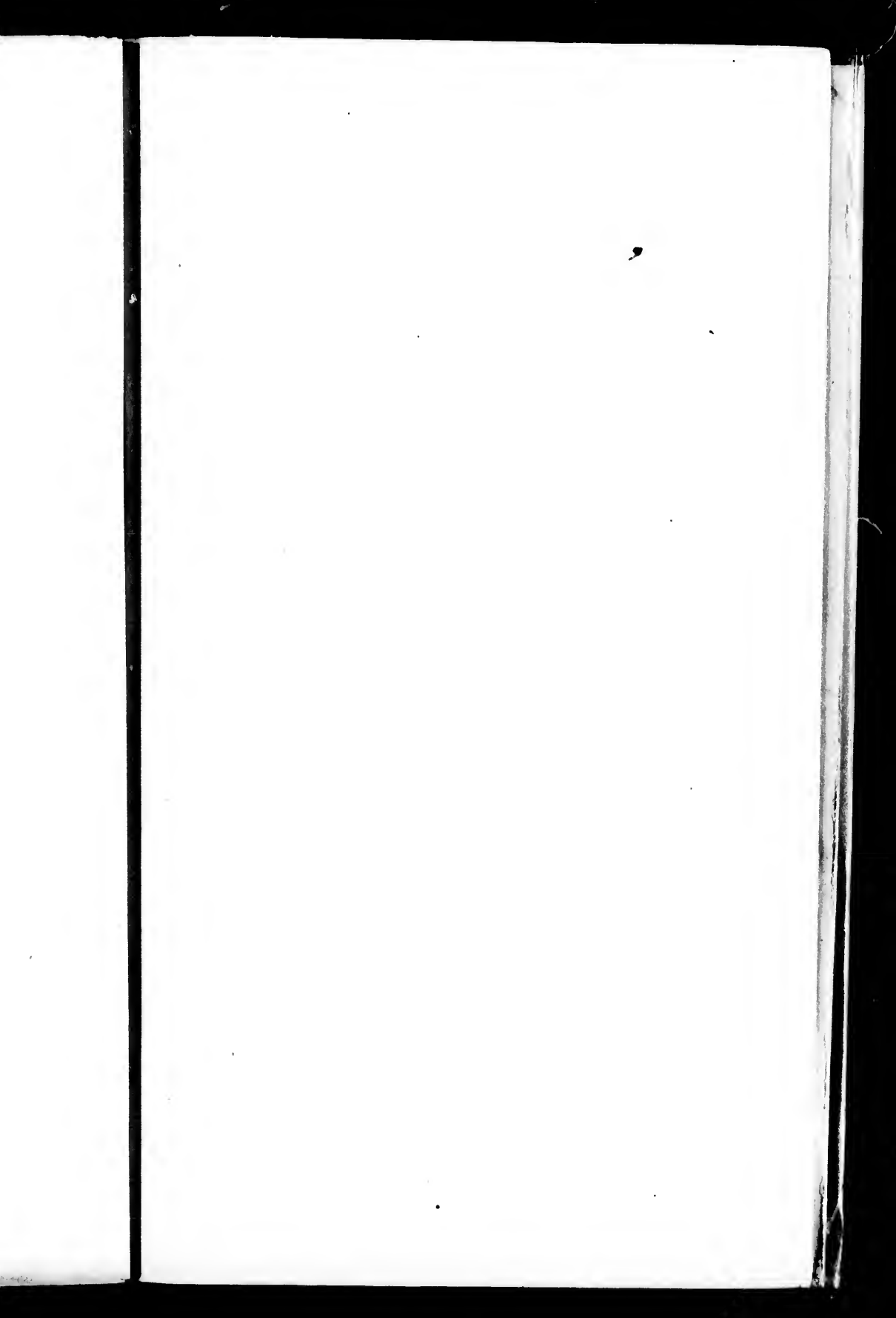
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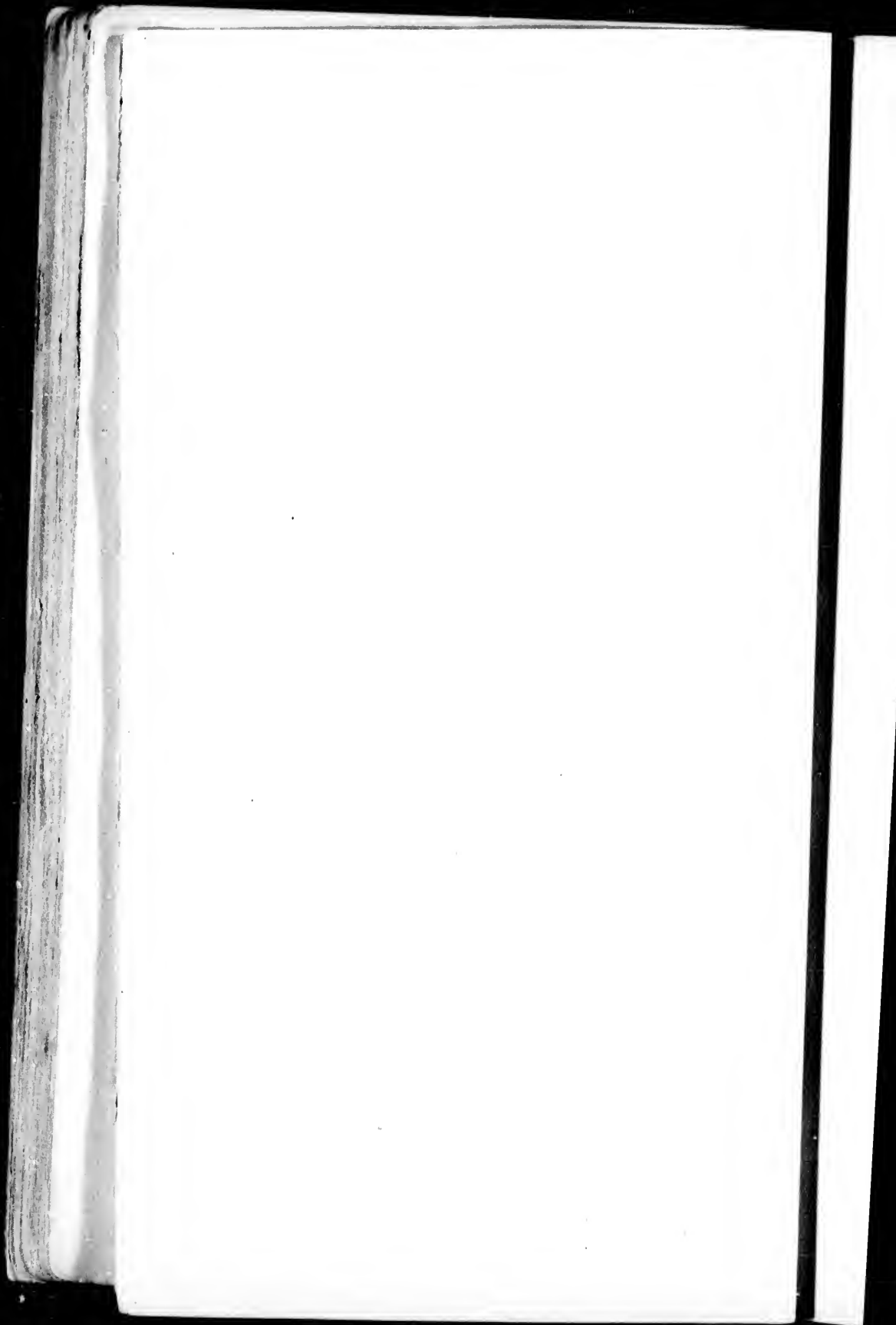
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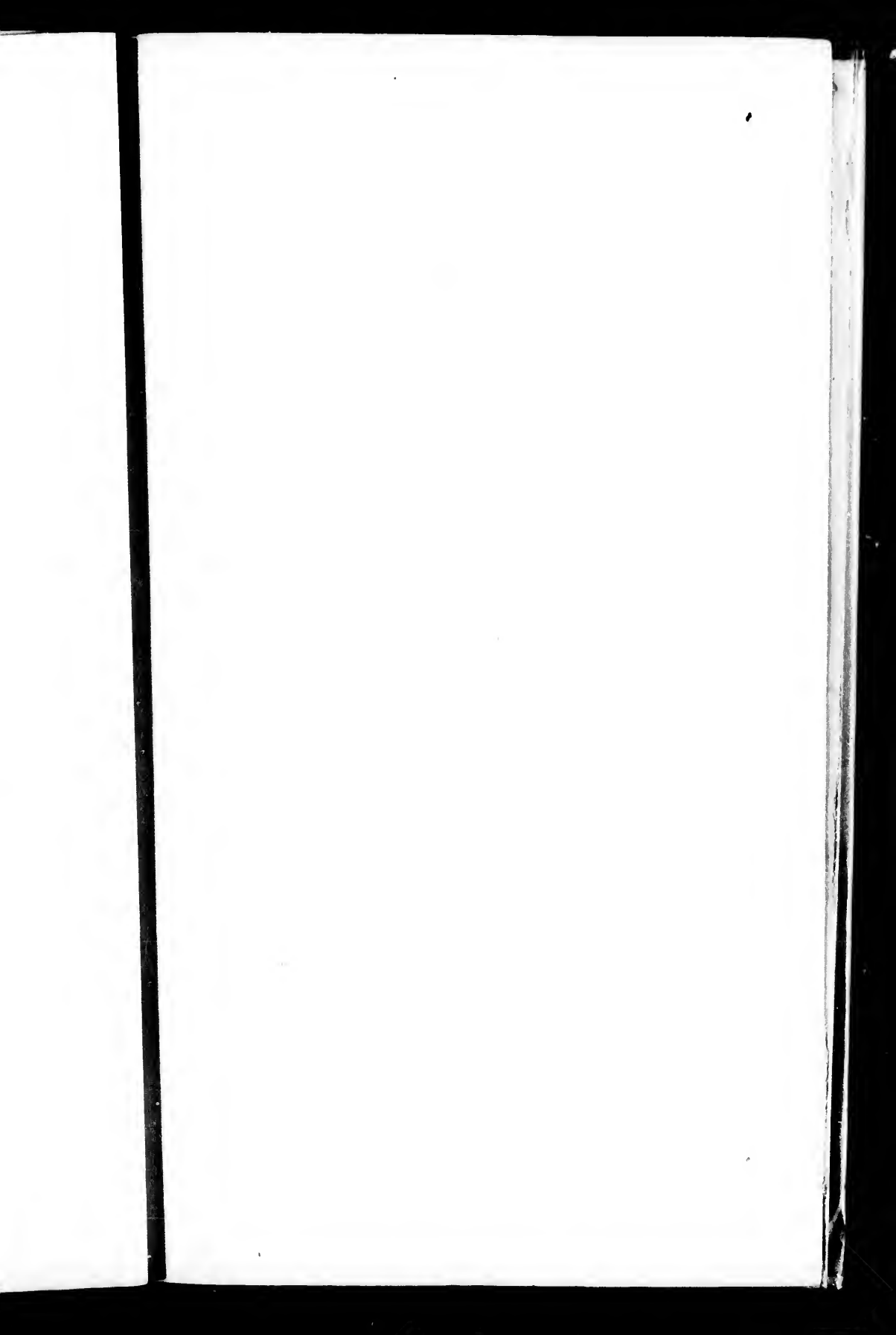




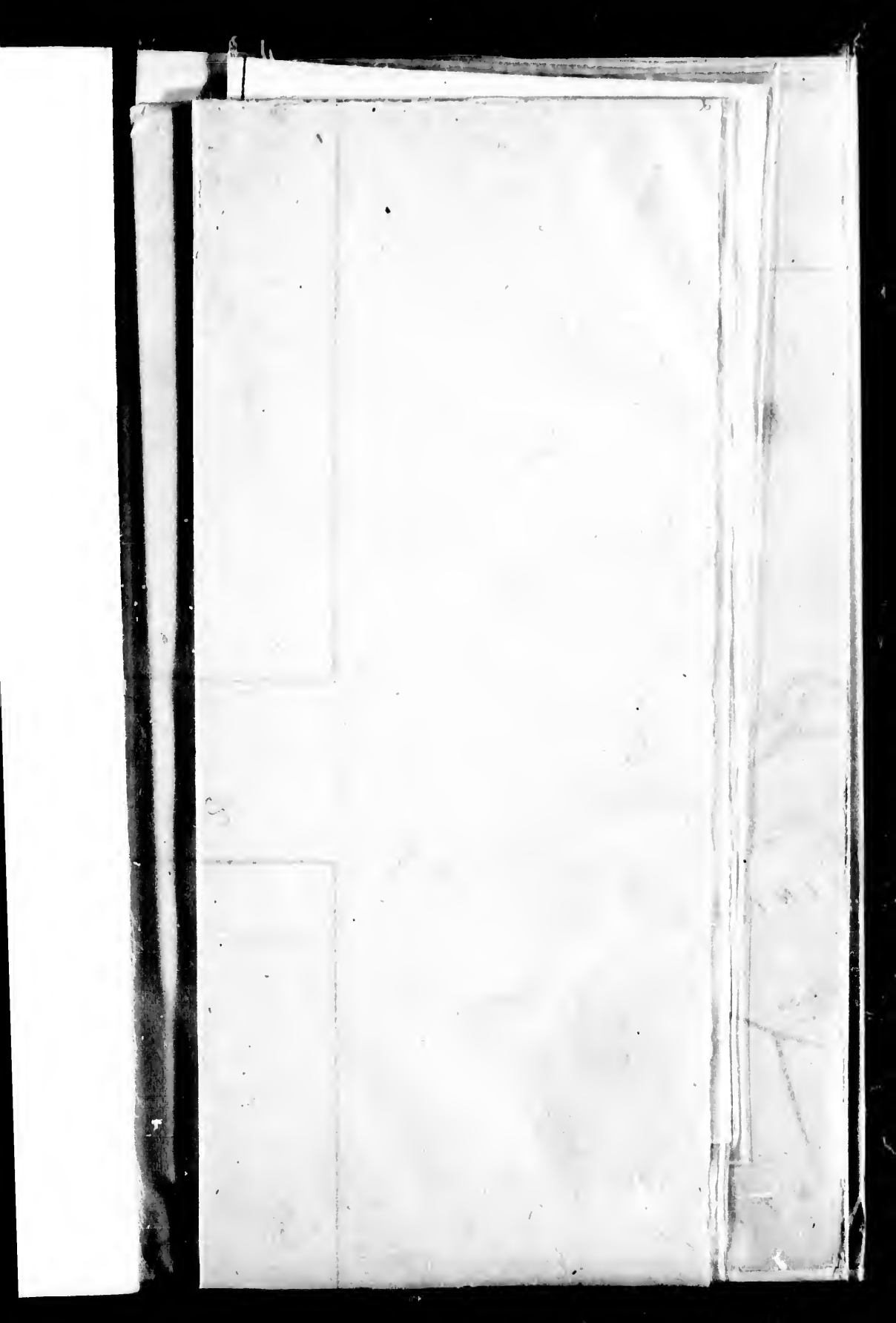


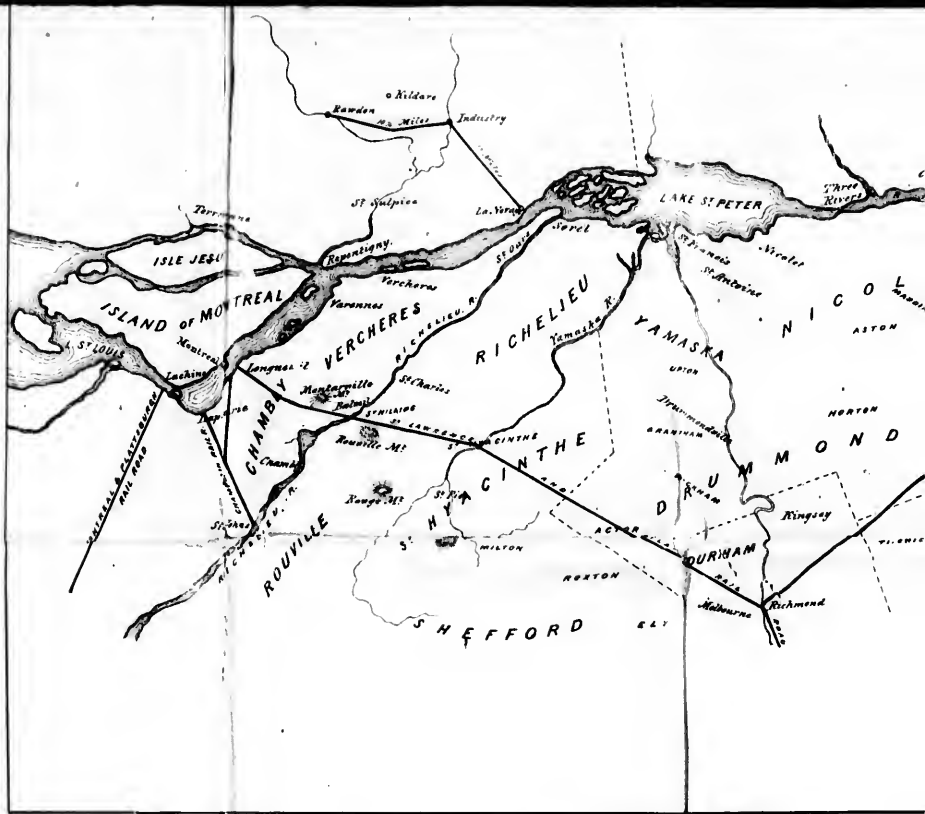






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**RICHMOND
TO
PORTLAND.**



MONTREAL AND QUEBEC
TO
RICHMOND.

