

# OFFICIAL TRAVELLERS'

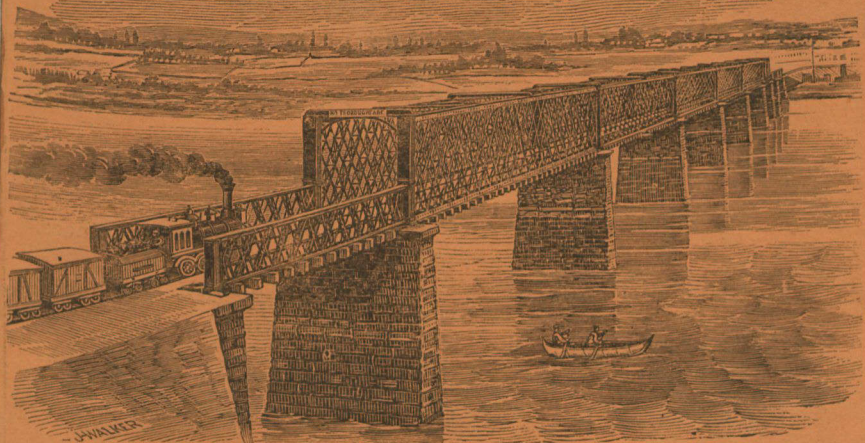
# RAILWAY & STEAMBOAT GUIDE

# and TOURISTS' HANDBOOK

FOR  
NOVA SCOTIA

NEW BRUNSWICK

& PRINCE EDWARD ISLAND.



AVON RIVER BRIDGE.—WINDSOR AND ANNAPOLIS RAILROAD, WINDSOR, N. S.

ROBT. MARSHALL, Gen. Insurance Agent, Notary Public, &c., St. John.

# GENERAL INSURANCE AGENCY.

THOS. A. TEMPLE,

102 Prince William Street, . . . . St. John, N. B.

## MARINE INSURANCE,

BY

**St. John Underwriters.**

LIABILITY UNLIMITED.

### EASTERN INSURANCE COMPANY

of Bangor, Maine,

**THOS. J. STEWART, President.**

Paid up Capital \$150,000, and Assets \$203,685.

### NEW GLASGOW MARINE INSURANCE CO.

**J. W. Carmichael, M.P., President.**

Policies issued on HULLS, on TIME, and by the VOYAGE, and on FREIGHTS and CARGOES, at Current Rates.

**\$20,000 AND UPWARDS COVERED ON ANY ONE RISK.**

☞ Premium Reserves held, and Losses promptly paid in CASH.

**THOMAS A. TEMPLE, Agent and Attorney.**

## LIFE INSURANCE.

*No Stock or Guarantee Capital Drawing Interest,*

**BUT IN LIEU THEREOF,**

**\$1,000,000 SURPLUS.**

### UNION MUTUAL LIFE INSURANCE Co.

(INCORPORATED 1848).

Directors Office—27 Court Street, Boston, Mass.

HENRY CROCKER, *President,*

W. H. HOLLISTER, *Secretary.*

B. R. CORWIN, *Manager for Canada and British Provinces.*

**BOARD OF REFERENCE, ST. JOHN, N. B.:**

Hon. A. McL SEELY,  
ZEBEDEE RING, Esq.,  
JAMES HARRIS, Esq.,

THOS. HATHEWAY, Esq.,  
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J. PRICHARD & SON.

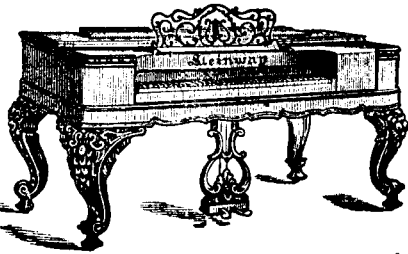
☞ Proof of loss submitted to the undersigned will be forwarded, and the loss paid without expense to the Policy holder.

*General Agent for New Brunswick, Nova Scotia, P. E. Island and Newfoundland.*

W. H. BELDING, *General Solicitor.*

**THOS. A. TEMPLE,**

SICHEL & Co.,  
Quebec,  
Q. P.



Peiler & Sichel,  
127  
Granville Street,  
HALIFAX, N. S.

**E. Peiler & Brother,**

64 Prince William Street, St. John, N. B.,

IMPORTERS OF AND DEALERS IN

**MUSIC AND MUSICAL  
Instruments.**

Sole Agents for the Celebrated

**Pianofortes**

of

**STEINWAY & SONS,**



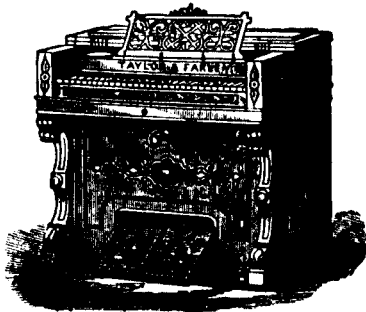
ALSO FOR

**CHICKERING & SONS,**

and other Celebrated makers.

**Taylor & Farley's**

**ORGANS.**



**Melodeons.**

Sheet Music, Music Books, Musical Merchandise, at  
Wholesale and Retail.—Pianos and all kinds of Instruments  
Tuned and Repaired.

**OUTRAM & Co.,**

**COMMISSION MERCHANTS,**

Importers and Wholesale Dealers in

**WYNES, BRANDIES, SCOTCH**

and

**IRISH WHISKIES,**

**GENEVA, ALE & PORTER, TEAS, etc.**

Agents for -

**Messrs. J. & R. Tennent,**

WELL PARK BREWERY,

GLASGOW.

**Messrs. Wm. Mark & Co.,**

THE BREWERY,

KENDAL, ENGLAND.

**Fettercairn Distillery,**

(Small Still Whisky,)

NEAR BALMORAL, SCOTLAND.

**Messrs. Evans, Sons & Co.,**

Wholesale and Export Druggists,

LIVERPOOL.

**Messrs. Evans, Lescher & Evans,**

DRUG MERCHANTS,

LONDON.

**Messrs. Evans, Mercer & Co.,**

WHOLESALE DRUGGISTS,

MONTREAL.

**Store, Bonded Warehouse, & Office,**

13 SACKVILLE STREET,

Halifax, N. S., Facing Bedford Row.

# International Hotel,

**HALIFAX, N. S.**

This house has been enlarged by an addition of some EIGHTY ROOMS,  
making it one of the

**LARGEST and Best Arranged HOTELS in the British Provinces.**

THE FURNITURE is entirely NEW

AND OF THE

**BEST QUALITY.**

and the BEDS are UNSURPASSED for NEATNESS and COMFORT.

There is HOT and COLD WATER on each floor, and  
GAS IN ALL THE ROOMS;

**HOT & COLD BATHS,**  
and every Convenience of a

**FIRST CLASS HOTEL.**

The LOCATION is in the Centre of the City, near the new  
Parliament Buildings, and unsurpassed either  
for the man of business or the tourist.

THE TABLE will, at all times, be as GOOD as the  
Market will supply;

and it is the intention of the management to make this House

**EQUAL TO ANY IN THE COUNTRY.**

**JOHN T. WILLEY,**  
Manager.

Formerly of the American House, Boston.

N. B.—The Horse Cars, to and from the Depot, pass the door.

# INTERNATIONAL HOTEL,

**166 Prince Wm. Street,  
SAINT JOHN, N. B.**



**THIS HOTEL**, since it changed hands, has been thoroughly **RENOVATED AND RE-FURNISHED**, at considerable expense. It is situated opposite

**THE EMPRESS WHARF,**

and within a few minutes walk of

**The American Boats ;**

AND THE

*Street Cars running to the Fredericton Boats,*

**PASS EVERY FIFTEEN MINUTES.**

It commands a fine view of the Harbor, Bay, and the surrounding country.

The Proprietor having had an extensive experience in Hotels and Steamers, feels confident that none who patronize him will go away dissatisfied.

**R. S. HYKE,**  
Proprietor.

OFFICIAL  
 TRAVELLERS' RAILWAY AND STEAMBOAT  
 GUIDE

AND

**Tourists' Hand Book.**

FOR

Nova Scotia, New Brunswick,  
 and Prince Edward Island.

CONTAINING CONDENSED TIME TABLES OF THROUGH EXPRESS TRAINS  
 BETWEEN

**BOSTON and CHICAGO,**  
 VIA VERMONT CENTRAL, AND

**PORTLAND AND CHICAGO,**  
 VIA GRAND TRUNK, AND

THE TIME TABLES OF ALL RAILROADS CONNECTING WITH THE ABOVE, AND LEADING TO,  
 AND THOSE WITHIN

**THE MARITIME PROVINCES,**

AND ALL

STEAMBOAT AND STAGE COACH CONNECTIONS THEREWITH.

ALSO—A CONDENSED HISTORICAL SKETCH OF  
 THE DIFFERENT ROUTES, PRINCIPAL CITIES, &c. &c.

PUBLISHED BY A. INGLIS HARRINGTON,  
 P. O. BOX 161 . . . HALIFAX, N. S.

SAINT JOHN, N. B.

J. & A. McMILLAN'S STEAM PRESS, 78 PRINCE WILLIAM STREET.  
 1871.

# WHOLESALE WAREHOUSE,

29 Prince William Street and 8 Water Street,

*Saint John, N. B.*

## J. & J. HEGAN,

IMPORTERS OF

### STAPLE AND FANCY

# Dry Goods,

*of every description.*

SEE LIST OF DEPARTMENTS.

White Cottons,  
Grey Cottons,  
Fancy Prints,  
Dyed Linings,  
C. burgs,  
Alpacas,  
Lustres,  
Winceys.

HE  
2804  
T7  
V. 1

Small Wares,  
Haberdashery,  
Parasols and Umbrellas,  
Velvets,  
Linen,  
Damasks,  
Table Napery,  
Shawls.

#### CARPETING,

Cocoa Matting,  
Cocoa Mats,  
India Matting,  
Floor Oil Cloths,  
Felts,  
Drugging.

#### Fancy Dress Materials.

French Merinoes,  
do. Delaines,  
Ribbons,  
Hosiery,  
Gloves,  
Silks,  
Broad and Narrow Cloths,  
Tailors' Trimmings,  
Flannels,  
Blankets,  
Railway Rugs,  
Wool Tartan Plaids,  
Gala do. do.

Domestic { N. B. Cotton. } Cot. WARPS.  
          { W. P. & S. }  
          Mills. }  
In White, Blue, Red, Orange, Green, &c.

Ready-Made Clothing, Shirts, &c.

Fishing Threads, Nets, &c.

**J. & J. HEGAN,**  
**Wholesale Warehousemen, and**  
**MANUFACTURERS' AGENTS,**  
**Saint John, N. B.**



**THE**  
**HALIFAX HOTEL,**  
*Halifax, N. S.*

This Hotel is the largest and ONLY FIRST CLASS HOTEL in the Province. It is fitted, furnished and kept as an unexceptional

**FIRST CLASS HOUSE,**

Containing all the modern improvements.

It has been considerably enlarged, and now has ample accommodation for over 150 guests. It is pleasantly situated, being in the centre of all places of interest in the City.

*Horse Cars pass the door every five minutes during the day.*

**HENRY HESSLEIN, Proprietor.**

**EDW'D. R. HARRINGTON,**

General Buyer

AND

**IMPORTING AGENT,**

61 Granville Street,

**HALIFAX. N. S.**

**REFERENCES:**

W. M. HARRINGTON & Co., Halifax, N. S.  
 BLACK, BROS. & Co., " "  
 BROWN, BROS. & Co., " "  
 ESSON & Co., " "  
 E. H. HARRINGTON & SON, Solicitors.

Goods selected in this market, also imported from England and Foreign markets, upon a reasonable commission.

Established 1838.

**JARDINE & Co.,**

WHOLESALE AND RETAIL

**GROCCERS,**

*And dealers in*

ALL KINDS OF

FIELD & GARDEN SEEDS,

**Patent Manures,**

*AND*

DRAINING TILES.

---

A LARGE SUPPLY OF

**TEAS, SUGARS,**

and other

**GROCCERIES,**

Kept constantly in Bond for Ships' Stores,  
and Exportation.

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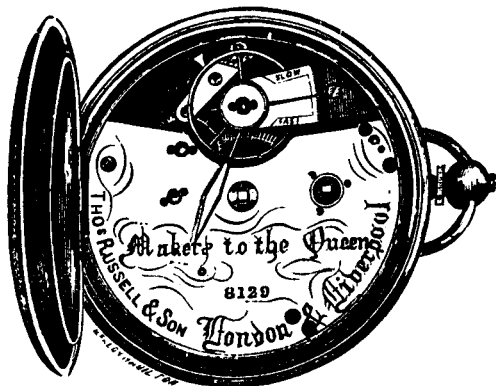
39 PRINCE WILLIAM STREET: AND 18 & 20 WATER STREET,  
SAINT JOHN, N. B.

# SHEFFIELD HOUSE,

No. 5, Market Square.

AGENT FOR

**Thos. Russell & Son's**  
*WORLD RENOWNED*  
 CHRONOMETER WATCHES.



The above Watches kept in stock for WHOLESALE and RETAIL.

*The Subscriber has on hand, and offers*

CHEAP FOR CASH:

**SILVER SPOONS,**

Electro-Plated Spoons and Forks: Standard Gold Wedding Rings.

*Ladies' and Gent's Gold Chains.*

LADIES' BROOCHES, BRACELETS, RINGS, &c.

Gold and Silver Pencil Cases: Reticules, Portmonies,

*Card Cases, Studs, Sleeve Buttons, &c.*

**MANTLEPIECE ORNAMENTS.**

**PERFUMERY AND SOAPS.**

Brushes, Combs, &c.: House Furnishing Goods: Fishing

Tackle: Guns, Pistols, Flasks, Caps, &c.: Cricketers'

Implements: Spectacles, Eye Glasses, &c.

Watches, Jewellery, &c., carefully repaired, with promptitude and at moderate charges.

**R. THOMPSON.**

# QUEEN'S HOTEL,

QUEEN STREET,

*Fredericton, N. B.*

---

First Class Coaches in attendance upon the arrival of all Trains.

This LARGE and NEW HOTEL is situated on

QUEEN STREET,

AT THE

*Head of the Steamboat Landing,*

and in the immediate vicinity of the Post Office and all the Public Offices, and within a few minutes walk of the Railway Station.

The Rooms are Large and well ventilated, and the Furniture new and of the best material.

**COME ALL!**

ONE VISIT WILL SECURE A SECOND.

ROBERT ORR,

Proprietor.

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**A First Class Livery Stable**

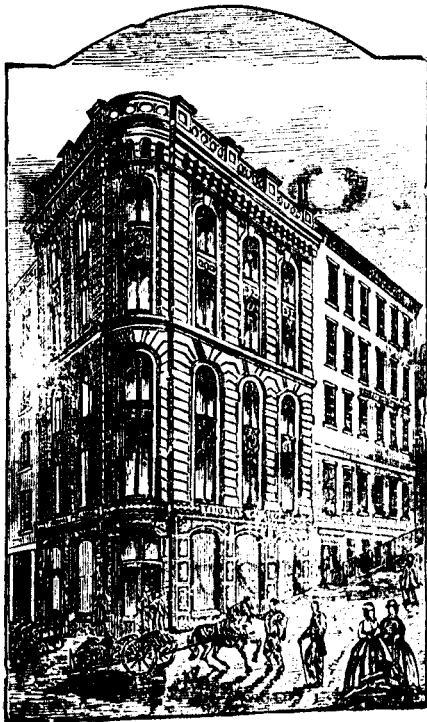
IN CONNECTION.

# THOMAS FURLONG,

## Wine Merchant,

Direct Importer of

**FIRST CLASS WINES.**



**Genuine Old Brandies,**  
LIQUORS, &c., &c.

**NEW WAREHOUSE,**

CORNER OF

**PRINCESS AND WATER STREETS,**

and

**CHUBB'S BUILDING,**

**SAINT JOHN, N. B.**

**TAYLOR HOUSE,**  
**Pictou, N. S.**

*FIRST CLASS PRIVATE*  
**HOTEL.**

**Ask for Mrs. Taylor's.**

**ROBSON HOUSE,**  
*PICTOU, N. S.*

**Permanent and Transient**  
**BOARDERS,**  
**Taken upon early Application.**

**J. McL. McDonald,**  
 Proprietor.

# J. D. TURNER,

## Commission Merchant,

AND WHOLESALE AND RETAIL

### OYSTER DEALER,

No. 10, WATER STREET,

Saint John, N. B.

D. MAGEE & Co.,

HAT, CAP, AND FUR WAREHOUSE,

51 King Street, - - - St. JOHN, N. B.

Manufacturers of

Satin, Cashmere Cloth, Tweed,

AND GLAZED HATS.

—ALSO—

CLOTH, GLAZED, SILK, FUR, AND FUR TRIMMED CAPS  
OF ALL STYLES.

Latest styles of English and American

**FELT HATS**

Received when issued.

WHOLESALE AND RETAIL.

Under Royal



Patronage!

The "Waverley" House,  
78 KING STREET,  
SAINT JOHN, N. B.

THIS HOUSE HAS BEEN PATRONIZED BY  
H. R. H. THE PRINCE OF WALES, H. R. H. PRINCE ALFRED,  
H. R. H. PRINCE ARTHUR,  
By all the British American Governors, and by the  
English Nobility and Gentry, as well  
as by the most distinguished

**AMERICANS, PROVINCIAL GENTRY AND OTHERS,**  
whom business or pleasure may have brought to Saint John,  
who have joined in pronouncing it  
**THE FAVORITE HOUSE OF THE PROVINCES.**

The Proprietor, thankful for past favors, would respectfully intimate to the travelling Public that he will spare no pains or expense to render the House still further deserving their patronage.

EVERY ATTENTION PAID TO THE COMFORT OF GUESTS.

**JOHN GUTHRIE,**  
Proprietor.



# POSTAL INFORMATION.

## GENERAL POST OFFICE, HALIFAX. [30th Dec. 1870.]

CLOSE.				MAILS.		DUE FOR DELIVERY.		
DAYS.	A. M.					P. M.	DAYS.	A. M.
Daily				<b>New Brunswick.</b>		Daily		9
Tuesday and Friday				8	Per overland Mail in Amherst.	Wednesday and Sat'y.		9
				8	“ steamer at Annapolis.			
				<b>P. E. Island.</b>		Not Running		
					Per Steamer at Picton.	do.		
					Per Boston and Col. Steamers.			
				<b>Ont., Quebec &amp; Manitoba.</b>		Monday		9
Tuesday				3	Per steamer “Carlotta”.	Wednesday and Sat'y.		9
Tuesday and Friday				8	Per steamer at Annapolis.			
				<b>United States.</b>		Ev. alt. Thurs'y (on ar)		
On arrival from Eng- land—fortnightly					Per Inman Steamer.	Monday		9
Saturday on arrival from P. E. I.				3	“ Boston and Col. Steamer.	do.		9
Tuesday				8	“ Steamer “Carlotta”.	Wednesday and Sat'y.		9
Tuesday and Friday					“ Steamer at Annapolis.			
				<b>Bermuda &amp; West Indies.</b>		Once a month.		
Daily				8	Per overland mail via N.Y. for W. I.			
Every fourth Friday				10	“ Cunard Steamer	Every alternate week.		
				<b>Great Britain.</b>				
Every alt. Friday				10	Per Inman Steamer.			
Every Tuesday, per “Carlotta”				3	“ Allan strs. via Port'd. (in wint)			

## GENERAL POST OFFICE, ST. JOHN.

[30th Dec., 1870.]

CLOSE.				MAILS.		DUE FOR DELIVERY.		
DAYS.	A. M.					P. M.	DAYS.	A. M.
Daily				<b>Nova Scotia.</b>		Daily		4.00
Wedn'y and Sat'y				8.00	Per overland Mail via Sackville.	Thurs'y and Mon'y		6.00
				7.00	“ Steamer at Annapolis.			
				<b>Prince Edward Island.</b>		Daily		4.00
Daily				8.00	Via Sackville & Cape Tormentine	Not Running		
Not Running					Per Steamer at Shediac.			
				<b>Ont., Quebec &amp; Manitoba.</b>		Daily		7.30
Daily				7.00	Via Grand Falls & River du Loup.	Do.		7.00
“				3.45	“ Calais and Island Pond.	Tuesday Evening		
Thursday				7.30	Per I. S. S. Co. Stmr. via Portland			
				<b>United States.</b>		Daily		7.00
Daily				3.45	Per overland Mail.	Tuesday Evening		
Thursday				7.30	“ I. S. S. Co. Stmr. via Portland			
				<b>Bermuda &amp; West Indies.</b>		Ev. fourth Friday		4.00
Ev. fourth Wed'y				8.00	Via Halifax.	“ Monday		7.00
Ev. Saturday				3.45	“ New York.			
				<b>Great Britain.</b>		Ev. alternate week		
Every alt. Wed'y				6.00	Per Inman Steamer via Halifax	“ week		
“ Thursday				7.00	“ Allan Steamer via Portland.	“ week		
“ Friday				3.45	“ Cunard Stmr. via New York			

**F. A. BARTEAUX,**  
**Chemist and Druggist,**  
 No. 24, KING STREET,  
 ST. JOHN, N. B.

IMPORTER OF

**Pure English Drugs and Medicines,**  
**CHEMICALS, ESSENTIAL OILS,**

French and English Perfumes,  
 Pomades, Hair Preparations,  
 Toilet Goods, Brushes,  
 Dye Woods and Dye Stuffs.

Particular attention given to the preparation of Physicians' Prescriptions.

**SHIPS' MEDICINE CHESTS FILLED and RE-FITTED.**

Constantly on hand—A large and well selected Stock of

**FANCY GOODS,**

COLOGNE, LAVENDER, MAGNOLIA, FLORIDA, AND  
 OTHER WATERS, TOILET VINEGARS, &c., &c.

ALSO—ONE OF THE LARGEST AND FINEST STOCKS OF  
 ENGLISH AND AMERICAN PATENT MEDICINES.

**CHOICE HAVANA CIGARS.**

Orders from Dealers and Physicians in the Country will  
 receive every attention.  
 F. A. B.

## POSTAL INFORMATION.

[Continued.]

### Dates of Departure of Steamers carrying Canadian Mails from England.

Mail Steamers leave Southampton as follows:—For Gibraltar, Malta, Alexandria, Suez, Aden, and Bombay, every Saturday; for Ceylon, Madras, and Calcutta, and for China, Japan, Java, the Philippine Islands, &c., the 24th December, and every alternate Saturday; for Brazil and the Atlantic Coast of South America, the 9th and 20th of each month; for Panama, Chili, Peru, and the Pacific Coast of South America, the 2d and 17th of each month; for the Falkland Islands on the 9th of every month; for Australia and New Zealand the 24th Dec., and once every four weeks. From Plymouth, for the Cape of Good Hope and Mauritius, the 10th and 25th of each month; from Liverpool for West Africa, the 4th, 14th and 24th of each month.

Steamers leave San Francisco for China and Japan on the 1st of each month, and are due in Yokohama, Japan, on the 23rd, and in Hong Kong, China, in about 31 days.

Correspondence via New York will be forwarded in closed Mails, as follows:—From New Orleans, for Honduras, once in four weeks; for Hayti direct, once a month from New York; from San Francisco for Vancouver's Island once in three weeks; and from San Francisco, Portland (Oregon), and ports on Puget Sound for Sandwich Islands, by Steamers and Sailing Vessels as opportunity affords.

Letters for British Columbia, British and Foreign West Indies, Cuba, Port Rico, Mexico, Central America, South America, China, Japan, the Sandwich Islands and the Australian Colonies, are forwarded daily, via New York, if so addressed and prepaid. Mails leave New York for Cuba and West Indies every Thursday; for St. Thomas, Brazil, Buenos Ayres, Monte Video, and the Atlantic coast of South America, on the 23rd of each month; for Central America, Chili, Peru, and the Pacific coast of South America, on the 4th and 19th of each month; for Australia on the 1st, and for China and Japan on the 21st. Must be prepaid.

### POSTAGE.

To any part of the Dominion, or P. E. Island, 3 cents when prepaid, 5 cents if unpaid. Transient Newspapers 2 cents each. Periodicals, 1 cent per oz. Books and Pamphlets, 1 cent per 4 oz. Must be prepaid.

Drop Letters for delivery, 1 cent each, to be prepaid by Stamp. If unpaid will be sent to Dead Letter Office.

To Great Britain, via Halifax or Portland, Letters 6 cents. Newspapers and Prices Current 2 cents each, must be prepaid. Books and Circulars, under 1 oz., 3 cents; 2 oz., 5 cents; 4 oz., 7 cents. Canadian Periodicals, 2 cents each. Via New York, per Cunard Steamer, Letters 8 cents, Newspapers 2 cents. Must be prepaid.

To Newfoundland, Bermuda, and St. Thomas, via Halifax, Letters 12½ cents. Newspapers 2 cents. Must be prepaid.

Letters intended to be "registered," must be posted half an hour previous to the closing of the particular Mail by which they are forwarded, and the postage, as well as the registration fee, must be pre-paid.

NOTE.—In St. John all the principal Hotels are supplied with Letter Boxes, which are visited a short time before the closing of the mails; and if the same were established in Halifax would be a great convenience.

## TELEGRAPHIC INFORMATION.

The following rates are charged on a message of TEN WORDS, from Halifax and St. John, to the undermentioned places, by the WESTERN UNION TELEGRAPH COMPANY.

TO	From Halifax.	From St. John.	TO	From Halifax.	From St. John.
<b>CANADA.</b>			<b>United States—Continued.</b>		
From any point in N. S. or N. B., to any point in Canada, on the line of the Montreal Tel. Co., including St. John and Halifax, 50 cents .....	50	50	Brooklyn, L. I. ....	1 60	1 20
<b>NEWFOUNDLAND.</b>			Brunswick, Me. ....	1 00	60
From any point in N. S. or N. B., to any point in Newfoundland—counting address, date, and signature, \$2 50.....	2 50	2 50	Buffalo, N. Y. ....	1 75	1 35
<b>Prince Edward Island.</b>			Calais .....	80	20
From any point in N. S. or N. B., to any point in P. E. I., \$1 35.	1 35	1 35	Charleston, S. C. ....	2 75	2 35
<b>CUBA CABLE RATES.</b>			Charleston, Mass. ....	1 20	85
From any office in N. S. or N. B., to any part of Cuba, \$6 00.....	6 00	6 00	Chicago, Ill. ....	2 55	2 15
<b>UNITED STATES.</b>			Cincinnati, O. ....	2 35	1 95
Albany .....	1 30	90	Dennysville. ....	80	40
Augusta .....	90	50	Detroit .....	2 00	1 60
Baltimore, Md. ....	1 75	1 35	Eastport .....	80	40
Bangor .....	1 85	45	East Machias. ....	85	45
Bath, Me. ....	1 00	60	Ellsworth, Me. ....	85	45
Bath, N. H. ....	1 15	75	Fall River, Mass. ....	1 20	85
Belfast .....	90	50	Gloucester .....	1 15	75
Boston, Mass. ....	1 15	75	Houlton .....	1 90	50
			Lewiston .....	1 00	60
			Mobile, Ala. ....	3 55	3 15
			Newburyport .....	1 15	75
			New Orleans, La. ....	3 75	3 35
			New York City .....	1 45	1 05
			Newport, R. I. ....	1 40	1 00
			Niagara Falls. ....	1 65	1 25
			Norfolk .....	2 15	1 75
			Omaha, Neb. ....	3 20	2 80
			Portland, Me. ....	1 00	60
			Providence. ....	1 20	85
			San Francisco, Cal. ....	5 45	5 05
			Savannah, Ga. ....	2 95	2 50
			Washington, D. C. ....	1 85	1 45
			Worcester .....	1 25	85

### HACKNEY COACH FARES.

**ST. JOHN.**—For conveying one passenger from any public stand to any part of the city, or from any one part of the city to any other part thereof, 20c.; and for every passenger exceeding one 10 cents additional. To the Railway Station from any city Hotel 25 cts.; to Indianatown steamers 25 cts; to Fairville Railway Station 50 cts.

**HALIFAX.**—For any distance up to half a mile, 10 cts.; for any distance up to one mile, 20 cts.; for any distance up to one mile and a half, 25 cts.; for any distance up to two miles, 30 cts.; for any distance up to two miles and a half, 35 cts.; for any distance up to three miles, 40 cts.

In case of detention for a quarter of an hour, when hiring by the distance, cabmen may charge 12½ cts., and a half an hour 25 cts.

One half of the price to be paid if returning in the same carriage.

To and from any steamer, passenger vessel, to and from any hotel or dwelling house, to any stage office or any other place within a mile, with half cwt. of luggage, 25 cts.

As above, with more than half cwt. and less than 2 cwt. of luggage—50 cts.

**HORSE RAILWAY FARES** from any one part of the line to another—7 cts.

## INTRODUCTION.

The favourable consideration of the Public is respectfully asked for this, the first edition of the "Travellers' Railway and Steamboat Guide," for Nova Scotia, New Brunswick, and Prince Edward Island.

The object of the work is to supply all requisite information with regard to the various means of Communication, Hotels, and places of interest, the want of which—to those who have, or would have, visited these Provinces in the summer season—must, for a long time, have been felt as a most serious absence of inducement to the execution of their design.

Haste has been made to publish the first edition, in order that its defects may be remedied in the subsequent issues in April and July: the desire being to make the book, in all respects, complete, before the great tide of summer travel shall begin.

Arrangements have been made to publish condensed Time Tables of the different Railways between CHICAGO, MONTREAL, QUEBEC, BOSTON and PORTLAND; and full Time Tables between BOSTON, PORTLAND, ST. JOHN, New Brunswick, HALIFAX, Nova Scotia, and CHARLOTTETOWN, Prince Edward Island, and all the connections therewith; so that full information may first be given as to the various lines which connect these places.

The natural advantages of the Lower Provinces, though great, have hitherto been comparatively unknown, and only require publicity to bring the tourist to them. There is an extensive sea frontage on the Atlantic, which affords to invalids the refreshing breezes and bathing of the ocean; rural retreats and summer resorts in which the visitor may recruit after the heat and fatigue of city life. Hotels and villas facing on a basin where the combined fleets of the world might safely ride at anchor. The long line of coast, washed by the Gulf of St. Lawrence, with its magnificent bays and rivers, its picturesque towns and remarkably varied scenery, and Prince Edward Island with its ever clear atmosphere and cool invigorating climate, all combine to make them a favorite summer retreat.

The Hotels are generally good, and every attention paid to the guest, and the charges a *mere trifle* when compared with those at Saratoga and the other fashionable resorts of this continent, and much more of the advantages of change and recreation are enjoyed.

THE PUBLISHER.

*Halifax, Nova Scotia, January, 1871.*

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## DESCRIPTIVE.

That visitors may not only have the requisite information after reaching the Lower Provinces, but also that necessary to know before setting out, RAILWAY *Through* TIME TABLES, via the MICHIGAN CENTRAL, GRAND TRUNK, and VERMONT CENTRAL, between CHICAGO, QUÉBEC, BOSTON and PORTLAND, and *Full* TABLES between the two latter places and the MARITIME PROVINCES, have been given.

We therefore propose to make Montreal our starting place for Canadian travel, and Boston our point of departure from the United States.

### MONTREAL,

Fast becoming one of the finest cities on the continent, and the commercial metropolis of the Dominion of Canada, is beautifully situated on an island in the St. Lawrence, and at the foot of Mount Royal, from which both the city and island take their name. Its population is about 130,000. The city was founded in 1642, and for a long time was called *Ville Marie*. It was for many years the headquarters of the French forces in Canada, but surrendered to the English in 1763. Visitors should procure "*Chisholm's Guide*," and take time to view the many pretty places in and about the city. But before leaving, "put up" with us at the far famed St. Lawrence Hall, kept by Mr. Hogan, generally acknowledged one of the best Hotels in Canada, and we shall visit a few of those of the most importance. First, the French Cathedral of *Notre Dame*, said to be the largest in North America, and capable of seating from ten to twelve thousand people, is a splendid building about 260 feet long and 140 broad. At the front, facing a square, called *Place d'Armes*, are two massive towers 220 feet in height, and upon the payment of a small fee we can go up into the "great bell tower," and, from the summit, we indeed have a most magnificent view. The waters of the noble St. Lawrence at our feet; on our right, the famous *Victoria Bridge*, the village of Laprairie, and the rushing boiling rapids of Lachine, with an endless extent of country in the distance beyond; on our left, the beautiful little Island of St. Helen's, the villages of St. Lambert and Longueuil, and the river, about two miles wide, studded with islands and alive with shipping, make a most varied and interesting picture. A visit to the *Victoria Bridge* should also be made. The bridge rests upon twenty-four piers, 242 feet apart, with the exception of the centre piers, which are 330 feet: upon these rest the centre tube, which is 60 feet above the level of the St. Lawrence, in summer. There is an opening in the centre which affords a magnificent view of the river. This bridge gives Montreal an unbroken rail communication of 1,400 miles, and secures to

the Grand Trunk Railway Company, command of the railway approaches to the city. It is about a mile and a quarter long, and cost nearly 7,000,000 dollars. The *Bonsecour's Market and City Hall*, a fine building, costing about \$350,000: The *Court House*, with its law library containing upwards of six thousand volumes, and *Nelson's Monument* opposite: The *English Episcopal Cathedral*, a perfect specimen of Gothic architecture: The *Jesuit Church*, *St. Patrick's Hall*, and the *University of McGill College*, with its museum, and many other fine private buildings, will interest the tourist, who should also drive round the Mountains and visit Mount Royal Cemetery; and must by no means omit Lachine, nor fail to "shoot the rapids," before leaving Montreal. Every morning, a train leaves Bonaventure Station, at 7 o'clock, connecting with a steamer at Lachine, which starts immediately, shoots the rapids, and, passing under Victoria Bridge, is back at Montreal at nine o'clock. From Montreal we give three routes by which to start upon our journey; one via the splendid steamers of the Richelieu Company, to Quebec; another via the Grand Trunk Railway, to Portland; and the third via the Vermont Central Railway to Boston. But we shall first take those who wish to go via Quebec, and then return and go by rail.

### THE RIVER.

The Richelieu Company own two boats, the *Montreal* and *Quebec*, which run between those cities every night, except Sunday, while navigation is open. These steamers compare most favourably with the famous New York "Sound" boats, and are really the floating palaces of the Dominion. The first stopping place is *William Henry* or *Sorel*, an island, forty-five miles below Montreal; then we pass *Lake St. Peter*, twenty-five miles long and nine wide. *Three Rivers*, situated at the mouth of the River St. Maurice, is the next calling place, and is the "half way house" between Montreal and Quebec, being ninety miles from each; it is one of the oldest towns in Canada, having been settled in 1618. *Batiscan*, one hundred and seventeen miles below Montreal, is the last place the steamers call at before reaching Quebec. The immense timber rafts on the river are a most interesting feature of the trip. Each have a shed built for the men, and often they rig up sails; and are sometimes grappled together, forming a floating island of timber, half a mile wide and a mile long, and the voices of the happy, hardy occupants, are often heard upon the water, singing some of their Canadian boat songs,—the music, in the still hour of a summer's night, having a charming effect. At Quebec, endless numbers of these rafts are seen, preparing for shipment to all parts of the world. The scenery along the river is pretty, comprising many French villages, with their picturesque little churches, on either side: as we near Quebec, the shore suddenly becomes bold and high, and we are pointed out the rugged path by which the Highlanders and other



English soldiers gained the summit. But owing to the trip being nearly all performed at night, much of its beauty is lost to the tourist.

### QUEBEC,

"The ancient capital" of the Canadas, was founded by Charlevoix, in 1608, on the site of an Indian village called *Stadacona*. The view, when the visitor awakes in the morning, on the boat, after the trip from Montreal, and sees the sun's rays flashing upon the tin or metal roofs which generally cover the houses, rising tier by tier along the precipitous sides of the plateau on which the city is built, and crowned by the immense fortifications, is very fine. The illustrious plains of Abraham, Wolf's Monument, the Citadel, and the Falls of Montmorenci are the objects most worthy of interest in or near Quebec; and many will prefer the simple beauty of these Falls to the grander and more majestic scenes of Niagara. Quebec has lost much of its prestige since the Imperial government removed the parliamentary and other buildings to Ottawa. The historical associations attached to Quebec add much to interest the visitor; and one feels as though he were literally "treading on dead men's bones" as he walks through the old city; the walls surrounding it, and the immense iron gates reminding him of the walled cities of past centuries. The best Hotel is the St. Louis, kept by the Messrs. Russell, where every information is given, and guides provided for the stranger who wishes to stop a few days here. Before starting for the Lower Provinces the tourist may wish to visit the Saguenay, and we have provided a short description, taken from the "Travellers' Official Railway Guide," which may be of interest.

"Many tourists, after 'doing' Quebec, will perhaps visit the

### SAGUENAY RIVER;

and there is no doubt but that a trip on the Royal Mail Line of boats, or any of their less-crowded competitors, will amply repay those who are attracted by scenery alike grand and diversified in its character. Public attention has been much directed to this river during the past fifteen years; and a trip to Tadoussac and Ha Ha Bay is decidedly *en régle* for summer tourists. Boats generally commence running about July 10th, and leave Montreal Mondays, Wednesdays and Fridays; Quebec, Tuesdays, Thursdays and Saturdays, reaching Ha Ha Bay, at the head of the river navigation, between six and seven a.m. on the morning subsequent to leaving Quebec. After a few hours delay at this point, and allowing the tourist ample time to visit the village, the boat returns, and passengers can examine, by daylight, the solemn and weird-like scenery which can only perhaps be equalled by that of the Colorado river. A graphic description of this return trip from Ha Ha Bay to Tadoussac, as given by a visitor, will convey to our readers some of the æsthetic pleasures which are in store for them:—"Thirty-nine miles from the St. Lawrence, a mountain stream bursting its way through the granite wall to join the Sague-

nay, has formed a bay, whose two banks, north and south, are the most tremendous promontories on all the river. Approaching from the north, Cape Trinity appears first,—a single mountain of granite and syenite, 1500 feet high, but so shapen as to seem a giant staircase, the great altitude being equally divided by three steps or shoulders, each bearing a profile upon its edge, the central one of which has been pronounced as distinct as that at the White Mountains. With a turn in the river, the scene changes, and one may now behold three giant columns, separate at the lofty summit but joined at the base, completing this mighty work so fitly called *Cape Trinity*. *Cape Eternity* is a vast rounded mountain 1800 feet high, bleak and bare as its neighbor across the way, but even more tremendous in its majesty. Here, indeed, the rock hangs so threatening overhead, that one shudders and shrinks instinctively; while the actual depth of the water is one mile and a quarter; and we leave the place, fully conscious that the Saguenay has no rival among the thoroughfares of fashionable travel. This conviction must be fixed by the remaining journey, lying as it does through an almost unbroken, unchanging, dismal wilderness of granite, without beaches, coves or creeks, but mountain torrents, and barren of birds, ducks or squirrels, with nothing but shoreless, lifeless, perpendicular bands of rocks.' Passengers arrive at Quebec on the second morning after leaving there for the trip on the Saguenay, and can return in the afternoon to Montreal, or take the Grand Trunk Railway, connecting at Richmond with trains to Portland and Boston; but if they have time and money at their disposal, we should advise them to investigate further the natural beauties of the *Dominion*, and take a trip to that section of the country which, up to the present, has been appreciated but by a few, yet which—thanks to the opening of the new water communications and the completion of railways—must eventually become a great place of summer resort. We allude to Nova Scotia, immortalized by Longfellow in his poem of 'Evangeline,' and which is destined, in all probability, from its vast mineral resources, to become as prolific a source of wealth to the world as California or Australia."

Leaving Quebec in one of the powerful and first-class iron steamers of the Quebec and Gulf Port Steamship Co., the traveller is landed either at Shediac, in New Brunswick; Charlottetown, in Prince Edward Island, or Pictou, in Nova Scotia.

But we must now retrace our steps to Montreal and meet those of our friends who prefer taking the more direct route to Portland or Boston. The Grand Trunk offers a good and expeditious way, and the scenery along the line is very grand, particularly in passing through the White Mountains. This road has for some time been the subject of a great deal of abuse; but now the track between Montreal and Portland is in perfect order, and the trains run through, nearly 300 miles, in thirteen hours.

## MEMORANDA.

MEMORANDA.

The following connections are made by the Grand Trunk at Portland with the steamers of the International Steamship Company, for Eastport and St. John, New Brunswick. At Danville Junction, with the Maine Central Railway to Bangor, and there with the Maine Division of the European and North American Railway, for Mattawamkeag, where a first-class comfortable stage coach line runs to Houlton, fifty-four miles, thence connection is made with the New Brunswick and Canada Railway, for McAdam Junction, and there with the New Brunswick Division of the European and North American, for St. John. This makes a very comfortable, and in summer, a most pleasing route between Montreal and the Provinces. The scenery along the road is varied, the Hotels comfortable; and the tourist, with time to spare, can well enjoy it. The Vermont Central also offers many inducements for travellers from the Upper Provinces. The train runs out of Montreal over the Victoria Bridge, and passing within sight of Lake Champlain, runs through to White River Junction, connecting there with train for New York.

At Waterbury, 114 miles from Bellows Falls, the tourist leaves the cars for Mount Mansfield, the highest peak of the Green Mountains, being about 5,000 feet high. This mountain, being so easy of access, has become a noted resort for the tourist. It is situated about fifteen miles from Waterbury Station; ten miles of the route is over a plank road to the pleasant and romantic village of Stowe, where may be found every facility for making one's stay agreeable; and horses, carriages, and other necessaries to make the ascent with ease. "The scenery from the summit of this mountain *cannot be excelled in the Union*. Montreal, 70 miles, and the White Mountains, 100 miles distant, can be seen with the naked eye. Fifty villages, and every county in the State, can be seen from the summit."

On arriving in Boston we shall stay over a day and rest, before we make our final start for New Brunswick.

### BOSTON

Was settled by Governor Winthrop and his associates, in 1630, and received its name in honor of the Rev. John Cotton, who emigrated from Boston, in Lincolnshire, England. Its original Indian name was Shawmut. As there are many things and places to be visited in and around Boston, and doubtless very many of our readers are well acquainted with the city and its surroundings, it is needless to mention all the different objects of interest which are so well and perfectly described in the many Guides which can be procured at all the hotels—particularly Pulsifer's—which is by far the best. But we shall endeavour to take the reader to those most worthy of note. *Mount Auburn* should first receive a visit; it is about four miles from the city, and the Horse Cars run out every few minutes.

Here in the "City of the dead" is enough to interest the stranger for hours. The beautiful quiet resting places of those dear ones departed, dressed

with flowers by the hands of the mourner; the many and artistic fountains; the calm waters of the artificial lakes; and the "still quiet" of the place, only now and then disturbed by the shrill whistle of the Locomotive as it rushes on in the world of business, will afford many profitable and interesting reflections.

*Harvard University*, at Cambridge, on our way from Mount Auburn must also be stopped at, and a stroll through the large and beautifully kept grounds will be very pleasing. The library is considered the second in the United States, and the College buildings are large and well arranged. Here the stranger is shown the old tree at the foot of which, as the inscription reads: "Washington took command of his army;" also, the old buildings now used for College purposes, where he quartered a portion of his troops. This Institution counts its students by hundreds, and is well sustained from every State in the Union. Longfellow resides here under the shade and near the fond associations of his former *Alma Mater*.

In Boston City, the *State House*, *Masonic Temple*, *Music Hall*, and many other places, demand the attention of the stranger. At the Music Hall the grand organ should be heard: performances are given twice a week, particulars of which can be had at the principal hotels. In Charlestown, *Bunker Hill Monument*, *Charlestown Navy Yard*, and the *Marine Hospital*, are deserving of notice.

From Boston our journey can be continued either by the fine boats of the International Steamship Company, or via the "Boston and Maine" and "Eastern" Railroads to Portland. (Time Tables pages 55 and 56.) The steamers leave the end of Commercial Wharf, Boston, at 8 o'clock, a.m. (see page 73), and arrive in Portland about 4 o'clock. Passengers by the noon trains will be in time to meet the boat leaving Portland at 6 o'clock same evening. In summer we would strongly advise the tourist to go by water. The sail down Boston harbor, with its numerous islands, Fort Warren, Fort Independence, Fort Winthrop, and the bold Atlantic Coast with its many bays, islands, and majestic ocean scenery, and the trip up Portland harbor, one of the best in the United States, will well repay him for the extra time spent on the voyage.

## PORTLAND

Is one of the most pleasant and attractive cities in the Eastern States. Its fine wide streets, lined with elegant residences and bordered with carefully attended trees, give the city a delightfully cool appearance on the hottest day in summer. The Hotels are very good, particularly the Falmouth House, which ranks "second to none" on this continent. The St. Julian; on the "European plan," the Preble House, and the United States Hotel, are also furnished with every accommodation and convenience for the comfort of their guests. A drive to *Cape Elizabeth*, a few miles out of the city,

a visit to the *City Hall*—the large hall of which has gained a place in history as being the reception place in America of the remains of the late George Peabody; and a view from the cupola, will be pleasing to the stranger. A trip down the harbor, and a sail among the islands, will also leave a green spot in the recollections of this pleasant and agreeable city. Portland is famous for its immense sugar refineries. The Atlantic terminus of the Grand Trunk Railway of Canada is here; and the Allan Steamers make this their winter harbor. Steamers also leave here during the season for Mount Desert and the principal cities along the New England Coast. Communication is had with Boston and New York by first-class steamers, daily; and a large proportion of the Canadian travel to the Lower Provinces come here to meet the International Steamship Co.'s boats for St. John; and the steamers "Carlotta" and "Chase," for Halifax, N. S., which run twice a week, connecting with the trains of the Grand Trunk. But we must resume our journey, and from here we also have a choice as to the way our trip shall be continued: one via rail and stage (as already described in Grand Trunk), a second per above mentioned steamers direct to Halifax, and a third by the good steamer that has brought us from Boston. As we should not "forsake old friends for new ones" we shall select the latter, which, in the summer season, is by far the most pleasant route. Leaving the wharf on a fine clear evening we have a most magnificent view of the harbor. The bay contains three hundred and sixty-five islands; on some of which first-class Hotels are built, where thousands spend the hot sultry days in summer; and pleasure steamers, and the white sails of yachts and ships are everywhere dotted over the ocean. The wind which, at this season, is generally from the west, and "off shore," makes the sea usually very smooth, so that bad sailors need not fear the voyage. It would seem that Providence had given a most unusual number of harbors to this, in comparison with other parts of the United States Coast; for, in bad weather, not the slightest difficulty is had in "making" a good and secure anchorage in a very short time. One hundred and ten miles from Portland we pass Mount Desert, a fashionable resort for American pleasure seekers; and where a number of Hotels during the season are always full.

In about twelve hours, or early in the morning, we pass the Island of Grand Manan on the right, which is our first sight of British soil; and if the tide is high we can run up to Eastport between the Island of Campobello and the "*Maine*" land; arriving there about ten o'clock.

### EASTPORT

Is prettily situated, facing the harbor; and in summer, a favorite amusement of the inhabitants is in having "Water parties" to Campobello, on the English side. Fort Sullivan, garrisoned by American troops, commands the bay, and from its summit floats the flag of the United States, to which

we must now bid adieu for a time, and place ourselves under the protection of that of Old England.

We shall leave the boat here this trip, and take a run up the St. Croix. The steamer "Belle Brown" is alongside for Robbinston and Calais, Maine, and St. Andrews and St. Stephen, New Brunswick, and we take our place on board.

The harbour is beautifully dotted with islands; after a delightful steam we run by them and "open" Passamaquoddy Bay, and in a short time reach

### ST. ANDREWS,

The Shire Town of Charlotte County, N. B. It is built upon a peninsula, which juts out into the bay, and has a population of about 2,000. The terminus of the New Brunswick and Canada Railroad is here (time table page 59). The trade is chiefly lumbering and fishing, and at one time a large business was done, but of late years it has fallen off considerably. A few days could be very pleasantly spent here enjoying the sea bathing, the magnificent trout and deep sea fishing, and the other water amusements of the place. Taking another start we continue our trip up the river, which in some places is very narrow, with the American coast on one side and New Brunswick on the other, so close that you can throw a stone on shore. Twenty-three miles from St. Andrews, we arrive at

### ST. STEPHEN.

This thriving little town, situated upon the left bank of the river, is fast rising to importance, with a population numbering about 3,000. On the other side of the river, and connected by a bridge, is Calais, Maine; during the war of 1812, the inhabitants of these two towns agreed to live peaceably with each other, and the friendship then formed has increased with years, and now the inhabitants of either would submit with grace to the will of the other. Lumbering is the principal business done, and there is a "push" about the people which is seldom seen in a town of its size. A railroad runs from here, connecting with the New Brunswick and Canada Railway at McAdam Junction; and the traveller can go by this road to Woodstock, and from thence, in the spring and fall when the water is high, take the steamer to Fredericton and St. John.

But we must return and again join our steamer at Eastport, and after enjoying a pleasant run of about four hours, we arrive off Partridge Island, at the entrance to the harbour of St. John, N. B.

The Province of

### NEW BRUNSWICK,

With Nova Scotia, Prince Edward Island, Newfoundland, and a large part of the State of Maine, was called by the French in the seventeenth century Acadia. Subsequently, when conquered by the English, the whole country



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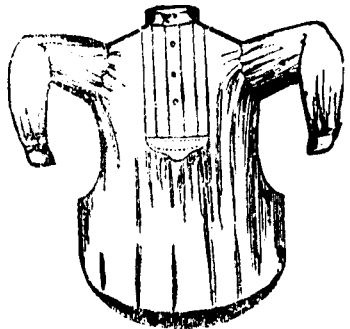
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was called Nova Scotia, and afterwards divided into Provinces, and named as at present. Of the climate, soil, and capabilities of New Brunswick it is impossible to speak too highly. There is not a country in the world so beautifully wooded and watered. An inspection of the map will show that there is scarcely a section of it without its streams, from the running brook up to the navigable river. Two-thirds of its boundary are washed by the sea; the remainder is embraced by the large rivers, the St. John and the Restigouche. For beauty and richness of scenery, this latter river and its branches are not surpassed by anything elsewhere.

The lakes of New Brunswick are numerous and most beautiful. Its surface is undulating, hill and dale, varying from mountain to valley. It is everywhere (except a few peaks of the highest mountains) covered with a dense forest of the finest growth.

The country can everywhere be penetrated by its streams. In some parts of the interior, by a portage of three or four miles, a canoe can float away, either to the Bay Chaleur and the Gulf of St. Lawrence, or down to St. John on the Bay of Fundy.

#### ST. JOHN—HISTORICAL—

Although settlements had been made in Acadia for many years, no mention is made of St. John until 1604, when the French explorer, Champlain, Pilot of an expedition commanded by M. de Monts, after coasting along the shores of Nova Scotia, crossed the Bay of Fundy, and discovered the magnificent river, which he named St. John. At that time it was called by the Aborigines, Ouangondy. This river runs five hundred miles through the finest lumber districts of the Province; its head waters being within nineteen miles of the river St. Lawrence. No settlement was made until 1635, when a French nobleman named Charles St. Estienne, Lord of Latour, commenced the erection of a pallisade fort opposite Navy Island, in the harbour of St. John. Latour, having been appointed Lieutenant General, lived here for a long time with a large number of retainers and soldiers, and traded in furs with the Indians. But, having fallen into disfavour with the French king, was ordered to surrender his fort and commission; this he refused to do, and an expedition, under the command of one D'Aulnay Charnisay, was sent out in 1643 to eject him. D'Aulnay blockaded the fort, but Latour, having got assistance of men and ships from Governor Winthrop of Boston, drove his fleet back to Port Royal (now Annapolis, N. S.), where a number of his vessels were driven ashore and destroyed. Again, in 1645, D'Aulnay attacked the fort, and Latour, being absent with a number of his men, his lady took command, and defended it with so much skill and perseverance that the fleet was compelled to withdraw. Having received reinforcements, D'Aulnay shortly afterwards returned, and again attacked the fort by land. After three days, spent in several unsuccessful attacks, a Swiss sentry, who

had been bribed, betrayed the garrison, and allowed the enemy to scale the walls. Madame Latour personally headed her little band of 50 men, and heroically attacked the invaders; but seeing how hopeless was success, she consented to terms of peace, offered by D'Aulnay, if she would surrender the fort. He immediately, upon getting possession, disregarded all the conditions agreed to, hung the whole garrison, and compelled this noble woman, with a rope around her neck, to witness the execution; she, a few days afterwards, died of a broken heart. In 1650, Latour returned to St. John, and received from the widow of D'Aulnay, who had died in the mean time, the possession of his old fort. In 1653 they were married, and he once more held peaceable control of his former lands as well as those of his deceased rival. In 1654, an expedition was sent by Oliver Cromwell from England, which captured Acadia from the French, and Latour was once more deprived of his property and possessions. In 1667, Acadia was ceded to France by the treaty of Breda, but no settlement of importance was made until 1749, when a fort was built at the mouth of the Nerepis river, about 10 miles from the City of St. John. In 1754 the French were again driven out by the English; and in 1758 a garrison was established at St. John, under the command of Colonel Moncton. In 1764 the first English settlers came to New Brunswick, but no permanent settlement was made until 1783, when the Loyalists arrived and founded the present city of St. John.

### THE CITY,

Situated upon a high rocky peninsular, presents a striking appearance upon entering the harbour. It includes both sides, St. John on the Eastern, and Carleton on the Western shore.

The difficulties in the way of building and other operations at St. John, have been very great, owing to the hilly character of the site upon which it is built; and many streets have had to be excavated to a depth of thirty and forty feet in places, out of the solid rock.

In 1861 the population, including Carleton, was 27,317.

The eastern, or city side, is well represented in manufactories of all kinds, which are all apparently doing a flourishing business.

The leading Hotels at present are the "Waverley House," on Kingstreet, which has been patronized by the three Royal Princes who have visited Canada. The "Park" and "Rothesay," on King Square; The "International," near the American steamboat wharf, and "Stubbs'" Hotel, on Prince William Street.

The *Victoria Hotel*, a large brick building on the corner of Duke and Germain streets, will be finished before summer travel begins; and under the management that the company have secured, it will rank "first class" in every respect. It will be a *thoroughly modern hotel*, being fully equal in all its appointments to any House in the largest American cities. Supplied

with bath rooms, an elevator, and all the latest improvements ; is heated by steam, and capable of accommodating, with entire comfort, 300 guests.

The location is very fine ; the upper stories commanding an extended view of the harbor, bay, and surrounding country. Situated in close proximity to the Post Office, Banks, Custom House, Steamboat Landings, &c.

There are three daily, one semi-weekly, and several weekly and other papers published in St. John. *Stewart's Quarterly Magazine*, the only one in the Dominion, is also published here, and is well worthy the inspection of the stranger. It has a staff comprising some of the most polished and elegant writers of Canada, who contribute regularly to its pages.

The alarm telegraph is in operation, and an efficient paid fire brigade.

The *Banks* are of the most undoubted character and stability. The Bank of New Brunswick, Bank of British North America, and the Bank of Montreal are all doing an immense business.

The following places of worship represent the religious denominations of St. John, including Carleton and Portland : Church of England, eight ; Roman Catholic, three ; Presbyterian, seven, including one of the Reformed Presbyterian ; Wesleyan Methodists, six ; Baptists, nine ; and one Congregational.

The principal buildings are the Lunatic Asylum, Roman Catholic Cathedral, City Hospital, Court House, Gaol, Marine Hospital, Penitentiary, Alms House, and Wiggins' Male Orphan Home—a building which has been built with funds left by a deceased gentleman, the late Stephen Wiggins, Esq.

The *Dramatic Lyceum*, situated on King Square, is open during the summer months under the management of Mr. Lanergan, a gentleman who has a great deal of experience in theatrical life. The *Mechanics' Institute* is a large building, capable of seating comfortably 1200 people. It is built on Carlton street, and has a large library. Here all local performances are held ; and it is a favorite place of amusement while the Theatre is closed.

The *Rink* is by far the favorite spot in St. John, and the citizens are justly proud of it. Built in 1865, by a Joint Stock Company, it has ever since, during the skating season, been the great rendezvous of the "youth and beauty" of the city. It is circular in shape ; 160 feet in diameter, and cost \$14,000. Although not built upon so grand and massive a scale as some, it is, without doubt, one of the best in the Dominion.

The *Suspension Bridge* above all things should be visited. The Bridge is suspended, 78 feet above high and 100 feet above low water, by wire cables which pass over massive granite towers. It is 640 feet long, and was built in 1852 by W. K. Reynolds, Esq. From the Bridge, a grand view of the St. John Falls may be had. At low water the river rushes through a narrow gorge, 450 feet wide, with tremendous velocity ; and at high water, the tide which rises above the level of the river in the harbor below, forces

the water back and causes the same rush in the opposite direction. For some time, every tide, vessels may pass up and down with perfect safety.

St. John, though not the political, is the commercial capital of New Brunswick; and when we take into consideration, that less than 90 years ago, not a tree was cut where the city now stands, we are surprised at its rapid growth. Some of the stores and places of business are very fine, and much taste has been displayed in an architectural point of view. The terminus of the European and North American Railway is here, and connects the Bay of Fundy with the Gulf of St. Lawrence (page 62): at Paicseo Junction, 96 miles from St. John, a portion of the Intercolonial Railway of Canada connects with this road for Amherst. At Fairville, the temporary terminus of the Western Extension of the European and North American Railway for the United States, is situated.

A Horse Railway runs from Reed's Point Wharf to Indiantown, where the river boats for Fredericton stop.

Some of the walks and drives are very pretty, and if the visitor has time he should procure *Livingstone's Guide Book*, where he will find every information necessary to make his stay both agreeable and interesting, and a most perfect and reliable account of the celebrated *Fishing Grounds* of New Brunswick.

### ST. JOHN RIVER.

While he is at St. John the tourist must, without fail, take a sail up the River. There are two companies, the Union and Express Lines, running first class steamers on the route. Leaving Indiantown in one of these boats, for some distance we pass up a narrow channel, with huge cliffs on either side, until we arrive at *South Bay*, where extensive lumbering and milling operations are carried on. Immediately opposite is the *Kennebecasis River*, which is navigable for steamers, twenty miles. This is the favorite boat racing course for the aquatic champions of New Brunswick. Ten miles further up is *Brundage's Point*, one of the stations of the Western Extension European and North American Railway. A little further we pass the mouth of the *River Nerepis*. Here the French erected a fort, which was destroyed by the English in 1654. A little above this we enter what is called the *Long Reach*, twenty miles long and, in some places, over two miles wide. Twenty-five miles from St. John we arrive at *Oak Point*. Then *Grassy Island* is passed, which yields immense quantities of hay. We now pass what is called the "Mistake;" a long channel of the river, which is very deceitful to the unacquainted navigator. We here commence to enter a most superb farming country; the banks of the river are broad intervals of the richest soil, while the stream is studded with beautiful islands. We next arrive at *Gagetown*. Opposite is the mouth of the river *Jemseg*, which runs from Grand Lake into the St. John. A fort was here built by the Eng-

lish; but afterwards, while in possession of the French, was captured by pirates, in 1676. Six miles further is *Upper Gagetown*; the oldest settlement of the English in the Province. *Maugerville*, on the eastern side, was settled by emigrants from Boston in 1766. *Sheffield*, the next stopping place, is noted for its Academy for boys. A few miles above is *Oromocto*, at the mouth of a river of the same name, which is navigable for small crafts for over twenty miles. We now commence to near *Fredericton*, it being only eleven miles from *Oromocto*. There can be but one opinion about our sail, that for variety and beauty of scenery it cannot be surpassed. The Hudson can boast of fine scenery and elegant mansions, of its wonderful "Palisades" hundreds of feet high and 36 miles long, and of its magnificent towns and cities; but many will much more admire the simple romantic beauty of the St. John River and its noble tributaries.

Opposite *Fredericton*, the river *Nashwaak* empties into the St. John. At the mouth of this river another French fort formerly stood. It was besieged by English under one Captain Church, but the attack was repulsed. It was afterwards, in 1669, abandoned, and nothing of it now remains but the tale which history tells of its existence.

### FREDERICTON,

The Capital of the Province, is beautifully situated on a point of land on the west side of the St. John, and has a population of about 8000. It has five streets, prettily lined with trees, running parallel with the river, and nearly a mile in length. These are crossed by ten or a dozen other streets at right angles.

The *Parliament Buildings* are built of wood, and are situated at the lower end of the city. They contain the House of Assembly and Legislative Council rooms. The Legislative library, with over 10,000 volumes, comprising many rare and valuable works, and the room in which the Supreme Court (*in banc*) hold their sittings and the Law Library.

*Government House*, at the upper extremity of the town, is a large stone mansion facing the river.

The *University*, situated upon the rising ground at the rear of the city, in a most healthy and pleasant position, is a large stone building, also well worth visiting.

The other public buildings are the *City Hall*, *Court House*, *Exhibition Building*, and *Rink*, a miniature of the one at St. John.

The *Cathedral* of the Church of England is here, and is situated at the lower end of the town. The other religious bodies are Roman Catholics, Presbyterians, Wesleyan Methodists, Baptists, Free Baptists, and Free Kirk (Presbyterians). There is a branch of the Western Extension here, which joins the Maine line at *Fredericton Junction*.

From Fredericton, when the water is high in spring and fall, good steamers run up sixty-two miles to

### WOODSTOCK.

It is the shire-town of Carleton County, and has a population of about 3000. Prettily situated upon the right bank of the river, it is fast becoming a favorite place of travel; and the scenery up the river is much of the same description and variety as from St. John to Fredericton. We can go still further if the water permits, to

### GRAND FALLS,

Two hundred miles above St. John, which receives its name from the Falls that are situated near the town. The beauty of these falls is very striking. The gorge below, and the water rushing through the almost perpendicular rocks, makes them remarkably picturesque and grand. At this town is the terminus of the New Brunswick and Canada Railway, for St. Andrews. The river St. John has been navigated about forty miles further, by a steamer, to the mouth of the *Madawaska*.

But we must get back again to St. John, and if the tourist has time he should also take a trip up Grand Lake before leaving New Brunswick. This lake is thirty miles long and six wide; and the scenery will repay him for the time spent. Steamers go up the Lake, during the season, on the mornings of Wednesday and Saturday, leaving Indiantown at 8 o'clock, returning Monday and Thursday.

If the traveller wishes to go directly to the North Shore of New Brunswick or Prince Edward Island, from St. John, he should leave by the European and North American Railway for Point DuChene. Whence the steamers of Quebec and Gulf Ports Steamship Company, and the steamer "Rothesay Castle," leave for all the ports on the North Shore of New Brunswick, Quebec and Montreal (page 62); and the steamers of the Prince Edward Island Steam Navigation Company, for Summerside, Charlottetown and Georgetown, P. E. I., and Pictou, Port Hood and Port Hawkesbury, N. S. (page 62).

The Railway between St. John and Shediac is one of the best built roads on this continent; and part of the country through which it passes represents the finest farming districts in New Brunswick.

We, however, propose going from St. John to Nova Scotia direct, and thence return, from Halifax to Prince Edward Island and the North Shore. Leaving St. John by the steamer "Empress," we have a short sail of about four hours, to Digby, N. S.

The voyage across the bay has always been represented as a "fearful bugbear;" and if one desire to cross it in the most inclement season of the year, it will probably prove so. But at the time which pleasure seekers choose,



there is nothing in the passage to be feared. If the day is clear we can see Digby Gut directly ahead of us, upon leaving St. John harbor.

While the voyage is being performed we shall give the reader a short sketch of the Province he is nearing.

## NOVA SCOTIA.

England, though claiming Acadia from its discovery by Cabot, in 1479, had maintained no permanent hold; and for upwards of a century there was a constant change of ownership between England and France. And the inhabitants, or *Acadians*, had no sooner acknowledged themselves the subjects of one crown, when, without the slightest regard to their feelings, interest or wishes, they were transferred to the other. Discovered in 1497 by English navigators. In 1604 in possession of the French. In 1613, the English under Argal drove the French away, and Sir William Alexander appointed Governor by James I. In 1632 it is again restored to France by the Treaty of St. Germain; and in 1654 it is captured by the English, and Cromwell appoints Sir Thomas Temple, Governor. By the Treaty of Breda it once more comes under the crown of France in 1667. In 1680 we find the English again in possession, having captured Port Royal and all the principal settlements. In 1682 the French are once more its masters; and finally, the English, in 1710, besiege Port Royal, compel the French to surrender, and name it Annapolis Royal in honor of Queen Ann, then on the throne of England.

In Nova Scotia there is an abundance of mineral wealth. Coal is found in Pictou, Cumberland and Cape Breton. Gold all along the Atlantic Coast. Iron ore in Colchester and Annapolis counties. Gypsum in Hants. Marble and lime-stone in many different localities. Freestone in Pictou. Amethyst at Parrsborough. Copper ore and silver mines have been discovered in many places. Manganese at Tenuicape; and lately oil is found in Cape Breton; and an immense marble mountain of the finest description. The forests abound with the most superb timber. The fisheries on the coast are abundant, and the harbours numerous and excellent. There is every description of fruit; and an old French writer says: "Acadia produces readily every thing that grew in old France except the olive"

The fishing grounds are notorious, and the forests are well supplied with game, and wild animals are plentiful; among which, most remarkable, are the moose and cariboo. Wild fowl are also found in abundance.

In many parts of the Province we meet the Miemac Indians; they are famous hunters, and are employed in that capacity by sportsmen in their Moose Hunting expeditions. The following lines, taken from "Murdoch's History of Nova Scotia," will give the stranger an opportunity of becoming acquainted with some of the Indian names still retained in the Province:

## THE INDIAN NAMES OF ACADIA.

The memory of the Red Man,  
 How can it pass away,  
 While their names of music linger  
 On each mount. and stream, and bay?  
 While MUSQUODOBOIT'S waters  
 Roll sparkling to the main:  
 While falls the laughing sunbeam  
 On CHEGOGIN'S fields of grain.

While floats our country's banner  
 O'er CHEBUCTO'S glorious wave;  
 And the frowning cliffs of SCATARIE  
 The trembling surges brave;  
 While breezy ASPOTOON  
 Lifts high its summit blue,  
 And sparkles on its winding way  
 The gentle SISSIBOU.

While ESCASONI'S fountains  
 Pour down their crystal tide;  
 While INGANISH'S mountains  
 Lift high their forms of pride;

Now we must return to our steamer, and we find her just about entering *Digby Gut*—this is a narrow passage between two high headlands, and here a long stretch of the Annapolis river or basin (called by the French the *Dauphin*) becomes visible, taking a broad sweep to the left it winds along through one of the most fertile tracts of land in America. On our right we see the pretty little town of

### DIGBY,

Called by the loyalists, Conway. Its inhabitants are principally engaged in fishing, lumbering, and shipbuilding, and the town is beautifully situated on the side of a large hill overlooking the harbour, and from the water has a fine appearance. The walks and drives about Digby are all that can be wished for, and the sea bathing facilities excellent. All that is required is a large Hotel, and it would be filled continually with those who like a retired spot by the seaside during the hot weather.

From Digby there is "Stailing's" daily stage coach line to Weymouth and Yarmouth, and a stage line up the shore of the river to Annapolis. After a short stay at Digby, we proceed up the river. On our way we pass Goat Island, where it is said the first British fort was erected in the peninsular of Acadia. It was built by the Scotch sent out by Sir William Alexander, under his charter from James the First of England in 1640. Some remains of the fortifications may still be seen—an interesting testimony to the stormy settlement of this country. When we have arrived at

### ANNAPOLIS,

We are on the site of the first town settled in Acadia. In the year 1604, DeMonts, while sailing up the Bay of Fundy (called by him *la baie Fran-*

Or while on MABOU'S river  
 The boatman plies his oar,  
 Or the billows burst in thunder  
 On CHICKABEN'S rock-girt shore.

The memory of the Red Man,  
 It lingers like a spell  
 On many a storm-swept headland,  
 On many a leafy dell;  
 Where TUSKET'S thousand islets  
 Like emeralds stud the deep;  
 Where BLOMIDON, a sentry grim,  
 His endless watch doth keep,

It dwells round CATALONE'S blue lake,  
 Mid leafy forests hid—  
 Round fair DISCOUSE, and the rushing tides  
 Of the turbid PISQUID.  
 And it lends, CHEBOGUE, a touching grace,  
 To thy softly flowing river,  
 As we sadly think of the gentle race  
 That has passed away forever.

goise), entered Digby Gut, and explored the river until he came to the spot where Annapolis now stands. In the following year, 1605, he gave permission to Pontrincourt, one of his companions and a few followers, to return, and they threw up fortifications and called the town Port Royal. Ferland (*cours d'histoire du Canada*) says: "Port Royal, now Annapolis, founded in 1605, is the first durable settlement formed by the French in North America, and the most ancient town in this part of the world after St. Augustine." Annapolis, in all the old records, bears a conspicuous part as being the Head Quarters of the French in the New World. It has stood siege after siege, and attacks from all quarters.

The remains of the old fortifications are still standing, and from the summit a magnificent view of the river and surrounding country can be had. If the tourist can spare the time he may spend it very pleasantly here; there are some very nice private Hotels, and he will much enjoy the drives and scenery around the town.

Annapolis for thirty-six years was the seat of government, until in 1749 it yielded that honour to Halifax. The western terminus of the Windsor and Annapolis railway is here, and a branch of the Union Bank of Halifax has lately been established. Granville is situated on the opposite side of the river, and is a little town of much enterprise and wealth—shipbuilding being the principal occupation of the inhabitants.

WINDSOR AND ANNAPOLIS RAILWAY.

This road runs through a valley of the richest soil, generally reclaimed by dykes from the river, and the mountains on either sides are thickly covered with a dense forest here and there, cleared by the hands of the farmer. The principal places we pass are—Bridgetown, at the head of navigation, on the Annapolis river; Kentville, fifty-four miles from Annapolis, where the Head Quarters of the Railway are located, and good refreshment rooms provided. Should the traveller wish to stop here, he will find comfortable Hotel accommodation and his time fully taken up. It is only a short drive to Cornwallis, the far-famed *garden* of Nova Scotia; and he will be near the scene of Longfellow's "*Evangeline*;" and as we continue our journey by rail, we look from the car windows upon the different settlements, and hear the Post exclaim:

"Still stands the forest primeval; but under the shade of its branches  
 Dwells another race, with other customs and language.  
 Only along the shore of the mournful and misty Atlantic  
 Linger a few Acadian peasants, whose fathers from exile  
 Wandered back to their native land, to die in its bosom.  
 In the fisherman's cot, the wheel and the loom are still busy;  
 Maidens still wear their Norman caps and their kirtles of homespun,  
 And by the evening fire repeat *Evangeline's* story;  
 While from its rocky caverns, the deep-voiced neighbouring Ocean  
 Speaks, and in accents disconsolate answers to the wail of the forest."

At Wolfville, seven miles from Kentville, Acadia College is located—one of the foremost seats of learning in the Province; and also a Seminary for young ladies. Three miles further we arrive at Grand Pré, and can again read Longfellow's description :

"In the Acadian land on the shores of the Basin of Minas,  
Distant, secluded, still, the little village of Grand Pré  
Lay in the fruitful valley. Vast meadows stretched to the eastward,  
Giving the village its name, and pasture to flocks without number."

We here have a fine view of Cape Blomidon on the left, a few miles away on the shore of the Bay of Fundy. After passing Falmouth we run over the iron railway bridge, across the river Avon (a view of which we have on the front cover) and arrive at Windsor, twenty-five miles from Kentville and forty-five miles from Halifax. Windsor is the Eastern terminus of the Windsor and Annapolis railway, and is famous for its Plaster Quarries. King's College is situated here, and is the oldest University in Nova Scotia. After leaving the station we see it on our right, built upon a large hill, and commanding an extended view for many miles of the surrounding country. At Bedford Station, eight miles from Halifax, we arrive at the head of Bedford Basin, and as we pass over the bridge, a fine view of this noble sheet of water can be seen. About three miles further we pass on our right the site of the Princes' Lodge, the former residence of the late Duke of Kent, father to our present Queen, and five miles more will bring us to Richmond Depot.

### HALIFAX,

The capital of the Province of Nova Scotia, was founded in 1749, by the Lords of the Board of Trade, and named after the President, George Montague, Earl of Halifax. The sum of £40,000 was granted by Government, and a fleet of thirteen transports, with 2,576 emigrants left England, conveyed by the sloop of war "Sphinx," on board of which was Colonel the Honourable Edward Cornwallis, as Captain General and Governor of Nova Scotia. They arrived in Chebueto Bay on the 21st June, 1749, and the Civil Government was organized on board the "Beauport" transport on the 14th July. The same month the town was laid out in squares—the streets being from fifty-five to sixty feet wide.

On clearing away the ground for settlement, a number of dead bodies were found, supposed to have been the remains of the soldiers of the Duke d'Auville's expedition, which wintered here in 1746. The town of Dartmouth, opposite, was commenced in 1750.

The settlements suffered continually from attacks by the French and Indians, and a fearful disease carried off nearly one thousand souls.

For protection a fence was built, consisting of upright pickets or pallsades, with block-houses situated at a short distance apart; this fence ran from the water up to where St. Mary's (Roman Catholic) Cathedral now stands, from

there to Jacob street, and down to the harbour again. A Government House was built where the Parliament building now stands; it was a small low one storey building, and was surrounded by hogsheads filled with gravel and sand, upon which small pieces of ordinance were mounted for its defence.

Between the years 1751 and 1758, a number of German settlers arrived at the colony, and settled in the north end, now called Dutch Town.

In 1780, the streets of the town were in a very rough condition, and, from stumps of trees and rocks, were impassable for carriages. Saint Paul's Church—now standing, although much improved and enlarged—was built by Government in 1750; and the old German Church, in 1761, on Brunswick street, where it still stands as a relic of the old German settlement.

### THE CITY

Is built upon the side of a hill sloping gradually up from the water some distance, when it suddenly becomes steep and high. Upon the summit is built the Citadel, covering the top with its fortifications. This immense fortress was commenced by Edward, Duke of Kent, when commander-in chief of the Garrison, and also the towers at Point Pleasant, George's Island, Eastern Battery, Meagher's Beach, and York Redoubt, were built about the same time. From the Citadel a most extended and interesting view may be enjoyed. The city at our feet extending some four miles along the shore of the harbor with its wharves crowded with shipping, and the town of Dartmouth on the other side; on our left, the British squadron at anchor off the Dockyard—the Narrows and Bedford Basin beyond; on our right, George's Island, commanding the harbor with its fortifications, McNab's Island, the Light House, and the Atlantic ocean in the distance. The magnificent harbor with forts and batteries everywhere, and the north west arm and mountains in our rear. Passes can be procured from the Town Major at the Brigade Office, to visit the Citadel or any of the other Forts.

The Dockyard was first established in 1758; was extended and improved in 1769, and the present wall built in 1770. It contains stores, workshops, warehouses, naval hospital, residences for the officers, and extends about half a mile along the shore of the harbour. In it are many war trophies taken by English cruisers in 1812; among them the figure head of the "Chesapeake," placed there by the officers of the "Shannon."

The Parliament Building, situated in the centre of a large square, between Hollis and Granville streets, is built of grey freestone, and contains the House of Assembly rooms; Legislative Council Chamber; Library, and Public Offices of the Local Government.

The New Provincial Building is a handsome edifice, costing about \$120,000. The Provincial Museum, Post Office, Custom House, and other Offices are in it, but ever since it was finished it has been unoccupied, owing to some disagreement between the Local and Dominion Governments.

The principal Hotels are the "Halifax" and "International" on Hollis street; but there are several first-class private hotels—the "Lovitt" House on Hollis, "Waverley" on Barrington, and the "Carleton" on Argyle street.

There is a Citizens' Free Library at the City Court House, in which building are also held the meetings of the Mayor and Corporation, and the Stipendiary Magistrate's Court. The other principal buildings are the Government House, St. Mary's Cathedral, Dalhousie College, (in which the Post Office is situated at present); the Asylum for the insane, (on the Dartmouth side,) Admiralty House, Halifax Club House, Supreme Court House, Gaol, Wellington Barracks, City Hospital, Penitentiary, City Prison, and the City Market House.

The Poor Asylum is a large building of brick and granite, just finished, at a cost of about \$260,000. It is one of the finest edifices in the city.

The Blind Asylum is a brick and stone building only lately completed, through the philanthropy of the late James Murdoch, Esq., who left £5,000 sterling towards educating the blind in Nova Scotia.

The Imperial Government have just finished a Military Hospital at a cost of about \$150,000.

The Free School system in Nova Scotia has caused the erection of three handsome stone buildings in the city, to be used as school houses.

Halifax is well supplied in Banks of a most solid and substantial character, and all doing a good safe business, comprising: Halifax Bank, Peoples' Bank, Union Bank, Merchants' Bank, Nova Scotia Bank, Bank of British North America, and the Montreal Bank, and two Savings' Banks.

Two Building Societies, four Public Libraries, one Free Library, and several Reading and other Recreation Rooms are established.

There are nineteen newspapers published in the city: three daily, and the remainder tri-weekly, weekly and monthly journals.

Twenty-three places of worship composed of—Church of England, five; Roman Catholic, three; Presbyterians, six; Wesleyans, three; Baptist, three; Congregational, one; and two belonging to the coloured population.

Halifax is famous for its beautiful drives and walks; and the fine cool temperature enjoyed in the hot season—owing to its proximity to the ocean—will make it a foremost place of resort for the tourist. It has one of the finest harbours in the world, and with Bedford Basin at its head affords opportunity for sea bathing, yachting and other water amusements seldom offered elsewhere.

From Halifax stages run to Chester, Lunenburg, Liverpool, and Shelburne, and also to Tangier and other places along the eastern shore. Many of the gold fields of Nova Scotia are within easy distance, and the stranger may have the pleasure of visiting them during his stay.

Steamers leave Halifax (see page 50) for Portland, Boston and New York,

also for ports along the Western shore of the Province, Prince Edward Island, Newfoundland, Bermuda, and the West Indies. The English Mail Steamers (Inman Line) from New York for England, call here going and returning.

Leaving Halifax by the Nova Scotia Railway (main line) we reach Truro, the Shire Town of Colchester County. The Provincial Normal School is here, and manufactories are rapidly being established. At this point the Intercolonial Railway of Canada will connect with the Nova Scotia Road.

Amherst, the Shire Town of Cumberland County, is reached from Truro by a first-class Stage line, and has now Railway connection with St. John, N. B., via Intercolonial and E. & N. A. Railway.

Continuing our trip by rail from Truro we arrive at the Albion Mines, where the Pictou Coal Mines are principally situated. New Glasgow, three miles further, is a thriving little town, and situated on the East River. A steamer runs down the river to Pictou, and Lindsay & Co.'s Stage Coaches connect here for Cape Breton. Pictou, eight miles from New Glasgow, is very prettily situated on the side of a hill facing the harbour. The Train stops at the Landing, and we cross by steamers to Pictou. The boats of the Quebec and Gulf Ports Steamship Company make this the terminus of their route. The steamers of the P. E. I. Steam Navigation Company run here during the summer season.

The climate of the Maritime Provinces is thus truthfully and poetically described by a celebrated writer : —

“Nowhere on earth do the seasons of the year move on in lovelier, grander procession. In spring we have a quick awakening of vegetable life, and nature puts on her best attire, promptly as a bride on her wedding morn. Our summer is short, but gorgeous with splendor, and bedecked with flowers that can hardly be surpassed ; we have oppressive heat at times, and occasionally drought ; but how do our summer showers refresh the face of all things ; how welcome is the rain, and how green and beautiful are the fields, the gardens, and the woods, when it falls. In autumn we have the waving fields of grain and tasseled corn ; our orchards display apples of gold in baskets of silver verdure, and we can reckon even the grape among our fruits ; our forests present a richly tinted and many-coloured foliage : we have mid-October days in which the weather is superb ; our Indian summer is a splendid valedictory to the season of growth and harvest ; a bright and beautiful hetic flush sits upon the face of nature as death draws on, and we glide imperceptibly into winter.”

In our April number, after the Ice king has given up possession, we shall add a sketch of the Bras d'Or Lake, Cape Breton, Prince Edward Island, and the Gulf Ports of New Brunswick. But for the present, we must bid adieu to our friends, and hope to meet them in the spring, much improved in every particular.

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<i>Emperor and Empress :</i>	
St. John, Digby and Annapolis.	
<i>Express Line :</i>	
St. John and Fredericton.	
<i>Inman Line :</i>	
Great Britain, Halifax and New York.	
<i>International S. S. Co. :</i>	
Boston, Portland, Eastport and St. John.	
<i>Linda :</i>	
St. John, Yarmouth and Boston.	
<i>M. A. Starr :</i>	
Halifax and Western Shore Ports.	
<i>New England &amp; Nova Scotia Steamship Co. :</i>	
Portland and Halifax.	

### *Neptune :*

Bras d'Or Lake.

### *P. E. I. Steam Navigation Co. :*

Charlottetown, Georgetown, Port Hood, Strait of Canso, Pictou and Shediac.

### *Rothsady Castle :*

Shediac and North Shore, New Brunswick

### *Union Line :*

St. John and Fredericton.

### *Quebec and Gulf Ports S. S. Co. :*

Pictou, Charlottetown, Gulf Ports, N. B., Quebec and Montreal. .... 50

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Blairs' Express—Truro & Point Bule	“
King's—Halifax and Shelburne	“
Kileup's—Annapolis & Liverpool	“
Lindsay & Co.,—New Glasgow and Sydney, C. B.	“
McAmis & Geddes—Antigonish and Wine Harbor	“
Stailing's—Digby and Yarmouth	“

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# J. & F. BURPEE & Co.,

Wholesale

## HARDWARE, IRON, STEEL, NAILS,

### Cordage, Ship Chandlery,

## Silver & Plated Ware.

42 & 44 PRINCE WILLIAM STREET,  
and 2 SMYTH STREET,

*Saint John, N. B.*



# J. D. LAWLOR,

MANUFACTURER OF

"Lawlor's" Family Lock Stitch and "Singer's"  
Family and Manufacturing

## SEWING MACHINES.

Sole Agent in the Dominion for

The "SINGER" Manufacturing Com.'y, the "HOWE,"  
the "ÆTNA," and the "FLORENCE"

SEWING MACHINES,

AND THE

New England Wax Thread Machines and Boot and Shoe Machinery.

PRINCIPAL OFFICE:

**365 NOTRE DAME STREET, MONTREAL.**

BRANCH OFFICES:

22 St. John Street,	QUEBEC.
62 King Street,	ST. JOHN, N. B.
108 Barrington Street,	HALIFAX, N. S.

## STEAMERS.

**Anchor Line**—See page 65.

**Boston and Colonial Steamers** "Commerce" and "Alhambra," run between Boston and Charlotetown weekly, during the Summer months, calling at Halifax and Strait of Canso, going and returning.

**"City of St. John"**—Time in Spring.

**Cunard Line**—(Branch) Steamers leave Halifax for Bermuda and St. Thomas, every fourth Friday, at noon.

**"Emperor"** leaves St. John for Digby and Annapolis every Wednesday and Saturday morning, at 8 o'clock—returning same day.

**Express Line**—Time in Spring.

**Inman Line**—Leave New York for England via Halifax, fortnightly; leaving Halifax every alternate Friday at noon. Returning—leave Liverpool every alternate Saturday; leaving Halifax for New York shortly after arrival.

**International S. S. Co.**—See page 73.

**"Linda"** runs weekly between St. John, Yarmouth and Boston.

**"M. A. Starr"**—See page 72.

**New England and Nova Scotia S. S. Co.**—See page 71.

**"Neptune"**—Time in Spring.

**P. E. I. Steam Navigation Co.**—Time in Spring.

**"Rothsay Castle"**—See page 68.

**Union Line**—Time in Spring.

**Quebec and Gulf Ports S. S. Co.**—See page 59.

## STAGES.

**Archibald's**—Leave Truro for Amherst daily; leaving Truro on arrival of morning trains, returning in time to connect with afternoon train for Halifax.

**Archibald's**—Leave Halifax for Tangier, Sheet Harbour, and Salmon River, every Monday, Wednesday, and Friday mornings, at 6 o'clock, returning next day.

**Blair's Express** leaves Truro for Pugwash, Wallace, Tatamagouche, and Point Brule, on Tuesday, Thursday and Saturday, returning to Truro on the intervening days.

**King's**—Leaves Halifax for Chester, Bridgewater, Liverpool and Shelburne daily, at 6 o'clock, A. M., returning daily—(a branch runs from Chester to Lunenburg).

**Kilcup's**—Leaves Annapolis for Liverpool every Tuesday, Thursday and Saturday, at 6 o'clock, A. M., returning next day.

**Lindsay & Co.**—Leave New Glasgow for Antigonish, Guysboro', Strait of Canso, St. Peters, Sydney and Cow Bay daily, on arrival of morning train from Halifax, returning daily in time to connect with afternoon train for Halifax.

**McAmis & Geddes' Stage** leaves Antigonish for Sherbrooke and Wine Harbour Gold Fields, on Monday, Wednesday and Friday mornings, returning the same days.

**Stailing's**—Leave Digby for Weymouth and Yarmouth daily, boat days, about one hour after her arrival from Annapolis, other days at 6 P. M., returning leave Yarmouth at 5 P. M.

**Imperial Buildings.**

Established 1836.

**MAGEE BROTHERS,**

IMPORTERS OF

*British and Foreign*

**DRY GOODS**

FURS, &c., &c.

Wholesale and Retail.



**MANUFACTURING DEPARTMENT.**

DRESSES,

MANTLES,

SHIRTS,

AND REGALIA

of every description

MADE TO ORDER IN A SUPERIOR MANNER.

CHARGES MODERATE.

Corner of King and Prince William Streets,  
**SAINTE JOHN, N. B.**

# VERMONT CENTRAL RAILROAD LINE.

GENERAL OFFICES—ST. ALBANS.

J. G. SMITH, President.

G. MERRILL, General Superintendent.

L. MILLIS, General Eastern Agent, 65 Washington Street, Boston.

J. W. HOBART, General Freight Agent.

M. G. ELLIOT, General Ticket Agent.

[Dec. 14, 1870.]

CONDENSED TIME-TABLE of Through Express Trains—Boston and Chicago.

RUNNING NORTH and WEST.				RUNNING SOUTH and EAST.					
Mis	STATIONS.	No. 1.	No. 2.	Mis	STATIONS.	No. 1.	No. 2.		
0	BOSTON.....	Leave	8.30 A.M.	6.00 P.M.	0	CHICAGO.....	Lve	9.00 A.M.	9.00 P.M.
26	Lowell.....		8.48 "	6.55 "	281	DETROIT.....		6.20 P.M.	7.10 A.M.
40	Nashua.....		9.20 "	7.20 "	424	Stratford.....		1.05 A.M.	1.45 P.M.
57	Manchester.....		9.55 "	7.55 "	509	TORONTO.....		6.00 "	7.30 "
75	Concord.....		10.35 "	8.40 "	579	Coburg.....		9.15 "	10.30 "
94	Franklin.....		11.18 "	9.30 "	622	Belleville.....		11.10 "	12.25 A.M.
113	Danbury.....		12.25 "	10.28 "	670	Nashua.....		1.35 P.M.	2.40 "
133	Enfield.....		12.46 "	11.21 "	677	Brockville.....		3.40 "	4.55 "
144	WHITE RIVER JNC.....	Arr	1.15 P.M.	11.55 "	730	Prescott.....	Arr	4.10 "	5.30 "
		Lve	1.25 "	12.10 A.M.	0	OTTAWA.....	Lve	12.00 M.	10.30 P.M.
163	South Royalton.....		2.12 "	12.58 "	37	Oxford.....		2.00 P.M.	
177	Randolph.....		2.46 "	1.32 "	54	Prescott.....	Arr	3.10 "	1.00 A.M.
198	Northfield.....		3.40 "	2.27 "	730	Prescott Junc.....	Lv	4.10 "	5.30 "
209	Montpelier.....		3.55 "	2.40 "	733	OGDENSBURG.....	Lve	5.00 "	5.20 "
218	Waterbury.....		4.30 "	3.25 "	758	Potsdam Junc.....		7.15 "	6.20 "
231	Richmond.....		5.09 "	4.05 "	794	Malone.....		10.30 "	8.10 "
240	Essex Junc.....		5.09 "	4.05 "	851	Rouses Point.....		4.00 A.M.	10.42 "
248	Burlington.....		5.40 "	4.42 "	875	ST. ALBANS.....	Arr	5.50 "	11.50 "
264	ST. ALBANS.....	Arr	6.35 "	5.42 "	0	QUEBEC.....	Lve	8.00 P.M.	
		Lve	6.50 "	6.10 "	172	MONTREAL.....	Arr	6.30 A.M.	
283	St. Armand.....		7.30 "	7.05 "			Lve	9.00 "	3.45 P.M.
290	Stanbridge.....		7.50 "	7.19 "	199	St. Johns.....		10.00 "	4.50 "
308	St. Johns.....		8.05 "	7.35 "	217	Stanbridge.....		10.42 "	5.32 "
335	MONTREAL.....	Arr	9.15 "	8.50 "	224	St. Armand.....		11.02 "	5.50 "
		Lve	10.00 "		875	ST. ALBANS.....	Arr	11.45 "	6.45 "
507	QUEBEC.....	Arr	8.00 A.M.				Lve	12.00 M.	7.30 "
264	ST. ALBANS.....	Lve	6.55 P.M.	6.05 A.M.	908	Burlington.....		12.30 P.M.	7.50 "
284	Rouses Point.....		8.00 "	7.18 "	900	Essex Junc.....		1.00 "	8.40 "
315	Malone.....		10.30 "	10.00 "	909	Richmond.....		1.23 "	9.05 "
383	Potsdam Junc.....		12.12 A.M.	12.00 M.	922	Waterbury.....		2.02 "	9.40 "
406	OGDENSBURG.....		1.25 "	1.10 P.M.	933	Montpelier.....		2.17 "	9.55 "
409	Prescott.....	Lve	5.45 "	1.15 "	942	Northfield.....		2.56 "	10.35 "
425	Oxford.....		6.40 "	2.00 "	963	Randolph.....		3.54 "	11.39 "
483	OTTAWA.....	Arr	8.30 "	3.45 "	977	South Royalton.....		4.32 "	12.25 A.M.
		Lve	1.35 "	1.15 "	996	WHITE RIV. JNC.....	Arr	5.15 "	1.20 "
462	Brookville.....		2.10 "	1.50 "			Lve	5.35 "	1.50 "
469	Kingston.....		4.15 "	4.05 "	1007	Enfield.....		6.07 "	2.29 "
517	Belleville.....		6.20 "	6.15 "	1027	Danbury.....		6.49 "	3.29 "
590	Coburg.....		8.25 "	8.25 "	1046	Franklin.....		7.35 "	4.28 "
630	TORONTO.....		11.45 "	11.30 "	1065	Concord.....		8.15 "	5.30 "
715	Stratford.....		3.45 P.M.	4.00 A.M.	1083	Manchester.....		8.53 "	6.15 "
858	DETROIT.....		10.20 "	9.10 "	1100	Nashua.....		9.00 "	7.05 "
1139	CHICAGO.....	Arr	8.00 A.M.	8.00 P.M.	1114	Lowell.....		9.30 "	7.40 "
					1139	BOSTON.....	Arr	10.30 "	8.35 "

Luxurious Drawing-Room and Compartment Cars.

—ALSO—

ELEGANT PALACE, SLEEPING and SMOKING CARS.

FROM BOSTON TO MONTREAL WITHOUT CHANGE.

W. H. OLIVE, General Ticket Agent,

REED'S POINT WHARF, ST. JOHN, N. B.

# GRAND TRUNK RAILWAY OF CANADA.

RICHARD POTTER, President, LONDON, ENGLAND. [Oct. 31st, 1870.

C. J. BRYDGES, Managing Director, Montreal.  
J. HICKSON, Secy. and Treasurer, "  
RICHARD EATON, Locomotive Supt. "

H. SHACKELL, Gen. Pass. Agent, Montreal.  
F. C. STRATTON, Gen. Freight Agent, "  
P. S. STEVENSON, Gen. Western Freight Agent, Toronto.

## CONDENSED TIME-TABLE of Through Express Trains—Portland and Chicago.

Westward Trains.				Eastward Trains.			
Mls	STATIONS.	No. 1.	No. 2.	Mls	STATIONS.	No. 1.	No. 2.
0	PORTLAND.....	Leave	1.10 P.M.	0	CHICAGO.....	Leave	9.00 A.M.
91	Gorham.....		6.00 "	56	Michigan City.....	11.10 "	11.10 "
149	Island Pond.....	4.00 A.M.	10.00 "	140	Kalamazoo.....	2.15 P.M.	2.10 A.M.
196	Sherbrooke.....	6.20 "	12.30 A.M.	176	Marshall.....	3.28 "	3.30 "
221	Richmond.....	7.30 "	2.05 "	281	DETROIT JUNC. { Ar	6.40 "	7.30 "
						{ Lv	6.45 "
317	QUEBEC (Pt. Levi) { Ar	5.00 P.M.	8.00 "	289	Milwaukee Junc.....		7.40 "
				343	Port Huron.....	8.40 "	9.45 "
261	St Hyacinthe.....	9.35 A.M.	4.15 A.M.	341	Sarnia.....	9.40 "	10.35 "
290	St. Lambert.....	11.00 "	6.05 "	421	STRATFORD..... { Ar	1.05 A.M.	1.45 P.M.
297	MONTREAL..... { Ar	11.25 "	6.30 "			{ Lv	2.25 "
		8.00 P.M.	8.00 "	447	Berlin.....	3.10 "	3.57 "
364	CORNWALL..... { Ar	10.50 "	10.45 "	460	Geolph.....	4.17 "	5.00 "
		11.05 "	11.05 "	479	Georgetown.....	4.37 "	5.20 "
409	Prescott Junc.....	1.35 A.M.	1.15 P.M.	487	Brampton.....	5.30 "	6.15 "
425	Oxford.....	8.40 "	2.00 "	569	TORONTO..... { Ar	6.00 "	7.30 "
461	Ottawa.....	8.30 "	3.45 "			{ Lv	6.00 "
422	Brockville.....	2.10 "	1.50 "		Peterboro'.....	Ar	12.35 P.M.
495	Ottawa.....	10.30 P.M.	9.40 A.M.	572	Port Hope.....	8.45 A.M.	10.05 "
462	Perth.....		11.20 "	578	COBOURG..... { Ar	9.15 "	10.30 "
						{ Lv	11.10 "
469	KINGSTON..... { Ar		3.45 P.M.	622	Belleville.....	11.10 "	12.25 A.M.
		4.15 A.M.	4.05 "	670	KINGSTON..... { Ar	1.35 P.M.	2.40 "
517	Belleville.....	6.20 "	6.15 "			{ Lv	
561	COBOURG..... { Ar	8.25 "	8.10 "	0	Ottawa.....	Lv	
		8.45 "	8.25 "	64	Perth.....		
567	Port Hope.....	8.45 "	8.50 "	717	Brockville.....	3.40 "	4.55 "
593	Peterboro'.....	Lv	5.20 P.M.	0	Ottawa.....	Lv	12.00 M.
630	TORONTO..... { Ar	11.30 "	11.30 "	37	Oxford.....	2.00 P.M.	
651	Brampton.....	12.40 P.M.		730	Prescott Junc.....	Lv	4.10 "
659	Georgetown.....	1.03 "				{ Ar	6.10 "
678	Geolph.....	1.55 "	1.45 A.M.	775	CORNWALL..... { Ar	6.25 "	7.20 "
		2.30 "	2.25 "			{ Lv	9.30 "
690	Berlin.....	3.35 "	3.30 "	840	MONTREAL..... { Ar	10.00 "	2.00 P.M.
		3.45 "	3.30 "			{ Lv	10.40 "
718	STRATFORD..... { Ar	7.30 "	6.30 "	847	St. Lambert.....	12.05 "	3.55 "
		7.45 "	6.30 "	875	St. Hyacinthe.....		
798	Sarnia.....	9.55 "	8.45 "		QUEBEC (Pt. Levi) { Ar	8.00 A.M.	
799	Port Huron.....	10.05 "	9.00 "			{ Lv	8.00 P.M.
853	Milwaukee Junc.....	10.05 "	10.15 "	918	Richmond.....	2.15 A.M.	6.15 "
858	DETROIT JUNC. { Ar	10.05 "	10.15 "	943	Sherbrooke.....	3.0 "	7.30 "
		10.05 "	10.15 "	990	Island Pond.....	7.00 "	9.45 "
962	Marshall.....	1.37 A.M.	1.55 P.M.	1048	Gorham.....	9.45 "	
988	Kalamazoo.....	2.52 "	3.08 "	1139	PORTLAND.....	2.10 P.M.	
1083	Michigan City.....	5.52 "	5.53 "				
1139	CHICAGO.....	Arrive	8.00 "				

SLEEPING CARS on Night Express Trains between Montreal and Island Pond.

PULLMAN'S PALATIAL SLEEPING CARS ON NIGHT EXPRESS TRAINS between MONTREAL and the WEST.


NOTE.—STANDARD OF TIME.—Trains are run between Portland and Island Pond by Portland time; between Island Pond and Montreal by Montreal time; between Montreal and Toronto by Montreal time; between Toronto and Sarnia by Toronto time; between Port Huron and Detroit by Chicago time; between Detroit and Chicago via Michigan Central, by Chicago time;

Trains leaving terminal stations on Saturday evenings run through to destination Sunday morning. Other trains leave and arrive daily, Sundays excepted.

GEORGE P. BLACK, AGENT, G. T. R.,..... Halifax, Nova Scotia.  
JOHN N. THORNTON, " " ..... St. John, New Brunswick.

# GRAND TRUNK RAILWAY OF CANADA.

Trains are run Daily, Sundays excepted, by MONTREAL TIME.

 SLEEPING CARS ON Night Express Trains.

## Montreal to Quebec.

## Quebec to Montreal.

MONTREAL TO QUEBEC				QUEBEC TO MONTREAL			
Miles	STATIONS.	Mix	Ex	Miles	STATIONS.	Ex	Mix
	Leave	A. M.	P. M.		Leave	P. M.	A. M.
0	MONTREAL		10.00	0	QUEBEC (Point Levi)	8.00	8.00
10	St. Lambert		10.40	2	Hadlow	8.05	8.10
15	St. Hubert			8	Chaudiere Curve	8.30	8.45
21	St. Bruno			15	Craig's Road	8.55	9.20
28	Belœil	11.13		20	Black River	9.10	9.50
35	St. Hilaire	11.20		28	Methot's Mills	9.45	10.40
36	Soixante			37	Lyster	10.15	11.30
42	St. Hyacinthe		12.05	41	Becancour	10.30	12.00
44	Britannia Mills			49	Somerset	10.55	12.45
48	St. Liboire			55	Stanford	11.15	1.15
54	Upton		12.42	64	Arthabaska	11.45	2.00
62	Acton		1.05	71	Warwick	12.10	3.00
66	Old Durham			84	Danville	12.50	4.10
70	New Durham			96	RICHMOND	1.30	5.10
	RICHMOND	{ Ar	2.00			{ Ar	
88	Danville	{ Lv	2.50	109	New Durham	2.40	
100	Warwick		3.10	110	Old Durham	2.50	
108	Arthabaska		3.50	118	Acton	3.15	
118	Stanford		4.15	124	Upton	3.35	
123	Somerset		4.50	128	St. Liboire		
131	Becancour		5.10	130	Britannia Mills	3.52	
135	Lyster		5.40	137	St. Hyacinthe	4.15	
143	Methot's Mills		5.50	144	Soixante	4.40	
152	Black River		6.20	150	St. Hilaire	5.10	
157	Craig's Road		6.45	151	Belœil	5.18	
163	Chaudiere Curve		7.05	157	St. Bruno	5.35	
170	Hadlow		7.30	162	St. Hubert	5.50	
172	QUEBEC (Point Levi)		7.50	165	St. Lambert	6.05	
			8.00	172	MONTREAL	6.30	
	Arrive	P. M.	A. M.		Arrive	A. M.	P. M.

 The Night Express from Quebec on Saturdays, runs through to Montreal on Sunday a. m.

## QUEBEC AND RIVIERE DU LOUP.

Trains are run Daily, Sunday excepted, by MONTREAL TIME.

[Oct. 31st, 1870.]

### Quebec to Riviere Du Loup.

### Riviere Du Loup to Quebec.

QUEBEC TO RIVIERE DU LOUP				RIVIERE DU LOUP TO QUEBEC			
Miles	STATIONS.	Mail		Miles	STATIONS.	Mail	
	Leave	A. M.			Leave	A. M.	
0	QUEBEC (Point Levi)	9.00		0	RIVIERE DU LOUP	9.00	
2	Hadlow	9.05		6	Lake Road	9.20	
8	Chaudiere Curve	9.25		12	St. Alexandre	9.40	
12	St. Jean Chrysostome	9.40		16	St. Andre	9.52	
17	St. Henri	9.55		19	Ste. Helene	10.02	
25	St. Charles	10.20		25	St. Pascal	10.22	
31	St. Michel	10.40		30	St. Denis	10.40	
35	St. Valier	10.52		41	St. Anne	10.55	
40	St. Francois	11.07		48	St. Roch	11.12	
43	St. Pierre	11.18		52	Elgin Rond	11.30	
48	St. Thomas	11.35		56	St. Jean Port Joli	11.42	
55	Cap St. Ignace	11.57		61	Trois Saumons	12.10	
58	L'Anse a Gile	12.07		61	L'ISLET	12.20	
62	L'ISLET	{ Ar	12.20			{ Ar	
65	Trois Saumons	{ Lv	12.35			{ Lv	
70	St. Jean Port Joli	12.45		68	L'Anse a Gile	12.50	
74	Elgin Rond	1.10		71	Cap St. Ignace	1.00	
78	St. Roch	1.12		78	St. Thomas	1.20	
85	St. Anne	1.25		83	St. Pierre	1.40	
91	Riviere Ouelle	1.48		86	St. Francois	1.50	
96	St. Denis	2.08		91	St. Valier	2.05	
101	St. Pascal	2.25		95	St. Michel	2.17	
107	St. Helene	2.43		101	St. Charles	2.40	
110	St. Andre	3.00		109	St. Henri	3.05	
114	St. Alexandre	3.10		114	St. Jean Chrysostome	3.20	
120	Lake Road	3.22		118	Chaudiere Curve	3.35	
126	RIVIERE DU LOUP	3.40		124	Hadlow	3.55	
	Arrive	P. M.	4.00	126	QUEBEC (Point Levi)	4.00	
					Arrive	P. M.	



# BOSTON & MAINE RAILROAD.

FRANCIS GOOSWELL, President.

WILLIAM MERRITT, Gen'l. Superintendent. A. BLANCHARD, Treasurer.  
J. S. EATON, General Ticket Agent. J. B. GILLET, General Freight Agent, BOSTON.

## PORTLAND TO BOSTON.

## BOSTON TO PORTLAND.

Miles.	STATIONS.	Pas. Pas. Pas. Ex.			
		A. M.	A. M.	P. M.	P. M.
	LEAVE				
0	Portland	6.15	8.40	2.55	6.00
1	So. BER. JUNC.	7.45	10.35	4.50	7.5
2	Salmon Falls	7.50	10.42	4.55	7.50
3	Rollinsford	7.53	10.47	5.00	7.53
4	Dover	8.00	10.55	5.08	7.58
5	Madbury	8.06	11.02	5.14	7.47
6	Durham	8.12	11.08	5.20	7.54
7	Bennett Road	8.17	11.12	5.28	7.59
8	Newmarket	8.22	11.16	5.33	8.04
9	So. Newmarket	8.25	11.25	5.42	8.10
10	EXETER	8.59	11.43	6.00	8.28
11	E. K. Depot	8.58	11.59	6. 0	8.28
12	E. K. Woodhouse	9.0	11.53	6.13	8.38
13	Newton	9.05	11.59	6.19	8.43
14	Plainstow	9.15	12.05	6.25	8.48
15	Atkinson	9.18	12.09	6. 0	8.50
16	HAVERHILL	9.30	12.20	6.40	8.56
17	Bradford	9.32	12.22	6.42	8.58
18	Ward Hill	9.35	12.25	6.45	9.00
19	North Andover	9.40	12.30	6.50	9.05
20	North Lawrence	9.40			
21	South Lawrence	9.45	12.40	6.55	9.10
22	Andover	9.56	12.46	7.01	9.15
23	Ballardvale	9.54	12.50	7.05	9.19
24	Wilmingtun Junc	10.00	12.55	7.11	9.24
25	Reading	10.10	1.05	7.22	9.33
26	Wakefield	10.15	1.10	7.27	9.37
27	Wakefield Junc.	10.17	1.13	7.29	9.38
28	Melrose	10.22	1.20	7.36	9.44
29	Malden	10.30	1.26	7.43	9.48
30	Medford Junc.	10.32	1.30	7.46	9.50
31	Somerville	10.35	1.34	7.50	9. 3
32	Somerville	10.35	1.34	7.50	9. 3
33	BOSTON	10.45	1.45	8.00	10.00

Miles.	STATIONS.	Pas. Ex. Pas. Ex.			
		A. M.	M.	P. M.	P. M.
	LEAVE				
0	BOSTON	7.30	12.09	3.00	6.00
1	Somerville	7.38	12.08	3.08	6.08
2	Medford Junc.	7.40	12.12	3.12	6.10
3	Malden	7.42	12.15	3.15	6.12
4	Melrose	7.46	12.2	3.20	6.16
5	Wakefield Junc.	7.51	12.25	3.25	6.20
6	Wakefield	7.52	12.26	3.27	6.21
7	Reading	7.55	12.30	3.30	6.25
8	Wilmingtun Junc	8.05	12.40	3.40	6.34
9	Ballardvale	8.10	12.45	3.45	6.39
10	Andover	8.14	12.50	3.50	6.43
11	South Lawrence	8.20	12.57	3.57	6.50
12	North Lawrence	8.25			
13	North Andover	8.30	1.0	4.05	6.55
14	Ward Hill	8.35	1.10	4.10	7.00
15	Bradford	8.40	1.15	4.13	7.03
16	HAVERHILL	8.45	1.20	4.20	7.07
17	Atkinson	8.53	1.27	4.27	7.11
18	Plainstow	8.58	1.30	4.30	7.14
19	Newton	9.05	1.36	4.38	7.20
20	E. K. Woodhouse	9.10	1.41	4.44	7.24
21	E. K. Depot	9.12	1.43	4.47	7.26
22	EXETER	9.30	2.03	5.07	7.40
23	So. Newmarket	9.38	2.12	5.13	7.46
24	Newmarket	9.45	2.19	5.23	7.53
25	Rennett Road	9.50	2.24	5.28	7.58
26	Durham	9.55	2.29	5.34	8.02
27	Madbury	1.00	2.35	5.38	8.06
28	Dover	1.10	2.40	5.45	8.11
29	Rollinsford	1.18	2.46	5.51	8.16
30	Salmon Falls	1.23	2.51	5.55	8.21
31	So. BER. JUNC.	1.35	2.57	6.05	8.31
32	Portland	12.30	5.00	7.30	9.50

\* The 6.00 p.m. express train from Boston to South Berwick Junction, and the 7.25 p.m. train from South Berwick Junction run Monday, Wednesday and Friday only.  
At Portland—connects with Maine Central for New Brunswick, via European and North American Railway. STANDARD OF TIME Clock in Passenger Station at Boston.

# PORTLAND, SACO & PORTSMOUTH RAILROAD.

I. GOODWIN, President, PORTSMOUTH, N. H. (Dec. 5, 1870.)  
E. NOTT, Treasurer, PORTLAND.

FRANCIS CHASE, Superintendent.

## PORTLAND TO BOSTON.

## BOSTON TO PORTLAND.

Miles.	STATIONS.	Pas. Pas. Pas. Ex.			
		A. M.	A. M.	P. M.	P. M.
	LEAVE				
0	PORTLAND	6.15	8.40	2.55	6.00
1	Cape Elizabeth	6.20	8.52	3.08	6.20
2	Scarboro (Oak hill)	6.28	9.03	3.18	6.35
3	West Scarboro	6.34	9.10	3.25	6.44
4	SACO	6.44	9.22	3.37	6.56
5	Biddeford	6.49	9.30	3.44	6.53
6	Kennebunk Port.	6.59	9.40	3.53	6.41
7	Kennebunk	7.10	9.53	4.05	6.50
8	Wells	7.21	10.05	4.18	7.00
9	North Berwick	7.34	10.20	4.34	7.11
10	SO. BERWICK J.	7.45	10.35	4.48	7.20
11	Junc. G. T. & C. R.	7.53	10.43	4.58	7.27
12	Kittery	8.15	11.05	5.20	7.47
13	PORTSMOUTH	8.20	11.10	5.25	7.52
14	Boston	10.45	1.45	8.00	10.00

Miles.	STATIONS.	Pas. Ex. Pas. Ex.			
		A. M.	M.	P. M.	P. M.
	LEAVE				
0	Boston	7.30	12.00	3.00	6.00
1	PORTSMOUTH	10.00	2.20	5.30	8.00
2	Kittery	10.05	2.35	5.35	8.04
3	Junc. G. T. & C. R.	10.17	2.47	5.47	8.12
4	SO. BERWICK J.	10.28	2.58	5.58	8.21
5	North Berwick	10.42	3.10	6.12	8.27
6	Wells	10.57	3.25	6.25	8.38
7	Kennebunk	11.10	3.35	6. 0	8.49
8	Kennebunk Port.	11.25	4.05	6.5	9.02
9	Biddeford	11.33	4.13	7.01	9.10
10	SACO	11.50	4.27	7.2	9.26
11	West Scarboro	12.02	4.37	7.3	9.34
12	Scarboro (Oak hill)	12.10	4.45	7.41	9.40
13	Cape Elizabeth	12.20	4.50	7.5	9.46
14	PORTLAND	12.30	5.00	7.55	9.50

\* The train leaving Portland 6.00 p.m. and train arriving at Portland 9.50 p.m., will run only to and from S. Berwick Junction on Monday, Wednesday and Friday.  
At Portland—connects with Maine Central for New Brunswick, via European and North American Railway.

# EASTERN RAILROAD.

GEORGE M. BROWNE, President.  
J. B. PARKER, Treasurer.

J. PRESCOTT, General Superintendent.  
GEO. RUSSELL, General Ticket Agent, BOSTON.

## PORTLAND to BOSTON.

Miles.	STATIONS.	Pas.			Ex.		Ex *
		A. M.	A. M.	P. M.	A. M.	P. M.	
	<b>PORTLAND LEAVE</b>	6.15	8.40	2.55		6.00	
0	PORTSMOUTH	8.25	11.15	5.30	6.15	8.00	
7	Greenland	8.35	11.24	5.41	6.25	8.08	
5	North Hampton	8.40	11.28	5.46	6.31	8.11	
10	Hampton	8.48	11.35	5.54	6.40	8.15	
13	Hampton Falls	8.53	11.40	6.00	6.47	8.20	
14	Seabrook	8.57	11.43	6.04	6.51	8.23	
18	Salem	9.04	11.50	6.12	6.59	8.27	
20	NEWBURYPORT	9.10	11.55	6.15	7.05	8.32	
22	Mill Crossing					8.39	
25	Rowley		12.06	6.27	7.15	8.43	
29	Ipswich		12.18	6.40	7.25	8.52	
32	Appleton	9.34	12.23	6.46	7.31	8.57	
34	Wenham		12.30	6.53	7.35	9.3	
36	North Beverly		12.39	7.00	7.45	9.08	
38	Beverly	9.50	12.45	7.07	7.51	9.13	
40	SALEM	10.00	12.55	7.15	8.00	9.18	
44	Swampscott		1.05	7.23		9.23	
45	Lynn		1.08	7.28	8.10	9.28	
46	West Lynn			7.38		9.41	
50	North Chelsea		1.26	7.43	8.25	9.45	
52	Chelsea	10.29		7.48		9.48	
53	South Malden		1.31	7.51	8.31	9.51	
54	Somerville	10.36		8.00	8.40	10.00	
56	BOSTON	10.45	1.45	8.00	8.40	10.00	
	<b>ARRIVE</b>	A. M.	P. M.	P. M.	A. M.	P. M.	

## BOSTON to PORTLAND.

Miles	STATIONS.	Pas.			Ex.		Ex.†
		A. M.	P. M.	P. M.	A. M.	P. M.	
	<b>BOSTON LEAVE</b>	7.30	12.00	3.00	4.45	6.00	
0	Somerville		12.06				
3	South Malden						
4	Chelsea		12.14	3.14	4.57		
6	North Chelsea						
10	West Lynn		12.27				
11	Lynn	7.57	12.30	3.28	5.11	6.28	
12	Swampscott		12.33				
16	SALEM	8.10	12.43	3.40	5.25	6.40	
17	Beverly	8.17	12.50	3.48	5.29		
20	North Beverly	8.21	1.00		5.32		
22	Wenham	8.24	1.08	3.58	5.41	6.53	
24	Appleton	8.31	1.12	4.04	5.46		
27	Ipswich	8.41	1.18	4.11	5.50	7.10	
31	Rowley	8.52	1.28	4.18	5.58		
34	Mill Crossing						
36	NEWBURYPORT	9.09	1.40	4.33	6.12	7.18	
38	Salisbury	9.15	1.46				
42	Seabrook	9.21	1.54	4.47	6.26		
43	Hampton Falls	9.26	1.58	4.51	6.30		
46	Hampton	9.32	2.06	5.00	6.35		
49	North Hampton	9.39	2.11	5.07	6.41		
51	Greenland	9.45	2.16	5.15	6.48		
56	PORTSMOUTH	9.53	2.25	5.25	7.00	7.56	
108	<b>Portland</b>	12.30	5.00	7.55		9.50	
	<b>ARRIVE</b>	P. M.	P. M.	P. M.	P. M.	P. M.	

At Portland—Connects with Maine Central for New Brunswick via European & North American Railway.  
\*Runs Tuesday, Thursday and Saturday only.  
†On Mondays, Wednesdays and Fridays to Newburyport only, and Tuesdays, Thursdays and Saturdays to Portsmouth.

# MAINE CENTRAL RAILROAD.

GENERAL OFFICES—WATERVILLE, ME.

[ Dec. 5, 1870.

R. B. DUNN, President.  
EDWIN NOYKS, General Superintendent.

J. NYE, Treasurer.  
F. E. BOOTHBY, General Ticket Agent.

## Bangor to Portland and Boston.

Miles	STATIONS.	Loc.	Ex.	Loc.
	<b>MATTAWAMKEAG LEAVE</b>	A. M.	4.40	P. M.
0	BANGOR		7.30	2.55
10	Heron Pond		7.53	3.18
15	Carmel		8.06	3.30
19	Etna		8.15	3.40
24	East Newport		8.31	3.58
27	Newport		8.40	4.05
30	Detroit		8.49	4.14
34	Pittsfield		8.58	4.23
41	Burnham		9.15	4.40
46	Clinton		9.24	4.54
52	Kendall's Mills		9.45	5.10
55	WATERVILLE { Ar		10.00	
61	West Waterville		10.16	
68	North Belgrade			
70	Belgrade		10.37	
78	Readfield		10.56	
84	Winthrop		11.12	
90	Monmouth		11.29	
93	Leeds		11.39	
96	Greene		11.46	
	Barker's			
103	Lewiston	6.20	12.04	
104	Auburn	6.27	12.09	
110	DANVILLE JUNCTION	6.45	12.23	
137	PORTLAND	8.15	2.10	
245	BOSTON		8.00	
	<b>ARRIVE</b>	A. M.	P. M.	P. M.

## Boston to Portland and Bangor.

Miles	STATIONS.	Loc.	Ex.	Loc.
	<b>BOSTON LEAVE</b>	A. M.	7.30	A. M.
	PORTLAND		1.10	7.10
0	DANVILLE JUNCTION		2.30	8.30
6	Auburn		2.44	8.50
6	Lewiston		2.50	9.00
7	Barker's			
14	Greene		3.08	
17	Leeds		3.15	
20	Monmouth		3.23	
26	Winthrop		3.38	
32	Readfield		3.53	
40	Belgrade		4.13	
44	North Belgrade			
49	West Waterville		4.35	
55	WATERVILLE { Ar			
58	Kendall's Mills		4.51	
64	Clinton		5.10	7.15
64	Clinton		5.27	7.31
69	Burnham		5.42	7.46
76	Pittsfield		5.58	8.03
80	Detroit		6.09	8.12
83	Newport		6.19	8.21
86	East Newport		6.29	8.31
92	Etna		6.46	8.46
95	Carmel		6.57	8.56
100	Heron Pond		7.09	9.08
110	Bangor		7.36	9.32
168	Mattawamkeag		10.40	
	<b>ARRIVE</b>	A. M.	P. M.	P. M.

# EUROPEAN & NORTH AMERICAN RAILROAD.

## MAINE DIVISION.

[Nov. 28, 1870.]

G. K. JEWETT, President.

J. M. LUNT, Superintendent.

M. H. ANGELL, General Ticket Agent, Bangor, Me.

### Bangor to Mattawamkeag.

### Mattawamkeag to Bangor.

Miles	Bangor to Mattawamkeag.					Miles	Mattawamkeag to Bangor.					
	STATIONS.	Mix	Acn	Mix	Mail		STATIONS.	Mail	Mix	Mix	Acn	
	Leave	A.M.	A.M.	P.M.	P.M.			A.M.	a.m.	p.m.	p.m.	
0	BANGOR.....	7.55	11.30	4.45	7.50	0	MATTAWAMKEAG..	4.40	.....	1.10	.....	
5	Veazie.....	8.10	11.42	4.58	8.03	3	Winn.....	4.47	.....	1.20	.....	
7	Basin Mills.....	8.18	11.50	5.07	.....	12	Lincoln Centre.....	5.10	.....	2.10	.....	
8	Orono.....	8.35	11.55	5.15	8.15	14	Lincoln.....	5.16	.....	2.25	.....	
9	Webster.....	8.40	12.00	5.20	.....	23	Enfield.....	5.40	.....	3.10	.....	
11	Great Works.....	8.50	12.10	5.30	8.23	27	Passadumkeag.....	5.50	.....	3.35	.....	
12	Oldtown.....	9.00	12.15	5.40	8.30	32	Olamon.....	6.03	.....	4.05	.....	
13	Milford.....	9.10	12.25	5.50	8.35	35	Greenbush.....	6.13	.....	4.25	.....	
18	Costigan.....	9.25	.....	.....	8.47	40	Costigan.....	6.37	7.45	5.15	1.15	
23	Greenbush.....	9.40	.....	.....	8.58	45	Milford.....	6.45	8.00	5.40	1.30	
26	Olamon.....	9.55	.....	.....	9.10	46	Oldtown.....	6.48	8.05	5.45	1.35	
31	Passadumkeag.....	10.15	.....	.....	9.20	47	Great Works.....	.....	8.15	5.55	1.42	
35	Enfield.....	10.30	.....	.....	9.30	49	Webster.....	.....	7.00	8.20	6.00	1.46
44	Lincoln.....	11.10	.....	.....	9.55	50	Orono.....	.....	8.30	6.05	1.50	
46	Lincoln Centre.....	11.25	.....	.....	10.02	52	Basin Mills.....	.....	7.10	8.40	6.15	2.00
56	Winn.....	12.00	.....	.....	10.28	53	Veazie.....	.....	7.25	8.55	6.35	2.15
58	MATTAWAMKEAG.....	12.10	.....	.....	10.40	58	BANGOR.....	.....	.....	.....	.....	
	Arrive	P.M.	P.M.	P.M.	P.M.		Arrive	a.m.	a.m.	p.m.	p.m.	

Bangor—Connects with Maine Central Railroad for Portland, Boston, &c.

## NEW BRUNSWICK DIVISION.

[Nov. 8, 1870.]

### Eastward Trains.

### Westward Trains.

### OFFICES:

Miles	Stations.			Miles	Stations.		
	Pass	Pass	Pass		Pass	Pass	Pass
	LEAVE				Leave		
0	HOULTON.....	a.m.	a.m.	0	St JOHN, (F'ville).....	8.00	p.m.
1	WOODSTOCK.....	8.30	.....	2	Lancaster.....	8.09	4.24
6	RICHMOND.....	8.15	.....	7	Grand Bay.....	8.28	4.44
8	ST. ANDREW'S.....	8.45	.....	11	Westfield.....	8.43	4.58
9	ST. STEPHEN.....	9.00	.....	16	Nerepis.....	8.59	5.14
0	ST. CROIX.....	10.00	.....	21	Welsford.....	9.25	5.40
8	MCADAM JUNC.....	p.m.	.....	25	Clarendon.....	9.41	5.54
15	Magaguadavic.....	2.00	.....	29	Gasperaux.....	9.53	6.04
25	Harvey.....	2.33	.....	31	Enniskillen.....	10.06	6.14
30	Cork.....	3.09	.....	34	Hoyt.....	10.17	6.22
42	Tracy.....	3.28	.....	37	Blissville.....	10.29	6.33
45	Fredericton Junc.....	4.10	.....	42	Fredericton Junc.....	10.45	6.47
		4.23	.....			6.52	.....
0	FREDERICTON.....	8.15	.....	45	Three Tree Creek.....	7.01	.....
1	Salamanca.....	8.18	.....	50	Rusignois.....	7.16	.....
6	Glasier.....	8.34	.....	54	Waasis.....	7.28	.....
10	Waasis.....	8.47	.....	58	Glasier.....	7.41	.....
14	Rusignois.....	9.00	.....	63	Salamanca.....	7.56	.....
19	Three Tree Creek.....	9.15	.....	64	FREDERICTON.....	8.00	.....
22	Fredericton Junc.....	9.25	.....			10.50	.....
45	Fredericton Junc.....	4.27	9.30	42	Fredericton Junc.....	11.02	.....
50	Blissville.....	4.41	9.45	45	Tracy.....	11.40	.....
53	Hoyt.....	4.52	9.55	57	Cork.....	11.58	.....
58	Enniskillen.....	5.02	10.05	62	Harvey.....	12.30	.....
58	Gasperaux.....	5.11	10.14	72	Magaguadavic.....	1.00	.....
62	Clarendon.....	5.22	10.24	81	MCADAM JUNC.....	.....	.....
66	Welsford.....	5.36	10.41	87	ST. CROIX.....	4.25	.....
71	Nerepis.....	5.59	11.02	125	ST. ANDREW'S.....	3.30	.....
78	Westfield.....	6.15	11.17	116	ST. STEPHEN.....	4.30	.....
80	Grand Bay.....	6.31	11.32	127	RICHMOND.....	4.45	.....
85	Lancaster.....	6.51	11.51	131	WOODSTOCK.....	4.30	.....
87	St. JOHN, (F'ville).....	7.00	12.00	127	HOULTON.....	.....	.....
	Arrive	p.m.	noon		Arrive	p.m.	p.m.

ST. JOHN, N. B.

E. R. BURFEE,  
General Manager.

H. D. McLEOD,  
Local Sup't.

W. RAINNIE,  
Train Master.

### CONNECTIONS AT

MCADAM JUNCTION  
—with New Brunswick & Canada Railway, for St. Andrews, St. Stephen, Woodstock, and Richmond.—By Calais & Lewys' Island Railway and Stage to Lincoln; and from Houlton and Woodstock by Eastern Express Line of Stages to Mattawamkeag.

**STAGES.**—A Daily Line of first-class Stages runs between Mattawamkeag and Houlton, 54 miles, connecting with New Brunswick and Canada Railway for McAdam Junction, and thence via New Brunswick Division of European and North American Railway for St. John. Stages also run from Lincoln Station daily for Princeton Station, 56 miles, connecting there with Trains for Calais, and at St. Stephen with New Brunswick and Canada Railway for McAdam Junction, thence via New Brunswick Division, E. & N. A. R'y. for St. John, thus forming a comfortable and expeditious Through Route between Maine and New Brunswick.

For full connections see page 64.

# EUROPEAN & NORTH AMERICAN RAILWAY.

GENERAL OFFICES—ST. JOHN, N. B.

[Dec. 5, 1870.]

LEWIS CARVELL, - - - General Superintendent.  
ALEXANDER McNAUGHTON, Accountant. HENRY A. WHITNEY, Loco. and Car Sup't.

## TRAINS GOING EAST.

MIS.	STATIONS.	Leave		Arrive		Acc.	Acc.
		A. M.	P. M.	A. M.	P. M.		
0	ST. JOHN	9 00	7 00	4 45			
3	Moose Path	9 09	7 13	4 58			
5	Torryburn	9 16	7 23	5 09			
7	Riverside	9 20		5 16			
9	Rothsay	{ Ar	9 25				
12	Quispamsis	{ Lv	9 30	7 36	5 23		
17	Nauwigewauk		9 39	7 49	5 37		
22	Hampton	{ Ar	9 54	8 10	5 57		
28	Passekeag	{ Lv	10 08	8 45	6 30		
27	Bloomfield		10 19	9 01	6 46		
33	Norton		10 22	9 05	6 51		
39	Apoahqui		10 37	9 28	7 16		
44	Sussex	{ Ar	10 53	9 53	7 41		
47	Plumwescap	{ Lv	11 05	10 10	8 00		
51	Penobscuis		11 20	10 30			
61	Anagance		11 29	10 43			
66	Petitcodiac	{ Ar	11 39	10 59			
71	Pollet River	{ Lv	12 05	11 38			
76	Salisbury		12 20	12 00			
79	Boundary Creek		12 35				
89	Moncton	{ Ar	12 53				
91	Humphrey's Mill	{ Lv	1 13				
95	Cook's Brook		1 25				
96	PAINSEC JUNC.	{ Ar	2 05				
0	Painsec Jnc.	{ Lv	2 37				
5	Meadow Brook		2 51				
12	Memramcook		3 00				
20	Dorchester		3 19				
31	Sackville		3 45				
35	Aulac		4 10				
41	Amherst	{ Ar	4 55				
96	PAINSEC JUNC.	{ Lv	5 07				
102	Dorchester Road		5 25				
106	Shediac		3 00				
108	Point Du Chene		3 18				
	Arrive		3 30				

## TRAINS GOING WEST.

MIS.	STATIONS.	Leave		Arrive		Acc.	Ex.	Acc.	Acc.	Acc.
		A. M.	P. M.	A. M.	P. M.					
0	POINT DU CHENE									
2	Shediac			9 15						
6	Dorchester Road			9 27						
12	PAINSEC JUNC.	{ Ar		9 45						
0	Amherst			7 15						
6	Aulac			7 33						
9	Sackville			7 45						
21	Dorchester			8 30						
29	Memramcook			8 55						
35	Meadow Brook			9 21						
41	Painsec Jnc.	{ Ar		9 40						
0	Painsec Junc.	{ Lv		9 50						
13	Cook's Brook			9 54						
17	Humphrey's Mills			10 09						
19	Moncton	{ Ar		10 15						
29	Boundary Creek	{ Lv		10 45						
32	Salisbury			11 24						
37	Pollet River			11 37						
42	Petitcodiac	{ Ar		11 56						
47	Anagance	{ Lv		12 15						
47	Anagance			12 25	1 00					
57	Penobqui			12 40	1 23					
61	Plumwescap			1 06	2 04					
64	Sussex	{ Ar		1 16	2 21					
69	Apoahqui	{ Lv		1 25	2 35					
69	Apoahqui			6 30	1 45	3 00				
75	Norton			6 51	1 58	3 21				
81	Bloomfield			7 20	2 13	3 49				
82	Passekeag			7 48	2 29	4 18				
86	Hampton	{ Ar		7 52	2 32	4 22				
91	Nauwigewauk	{ Lv		8 10	2 42	4 40				
91	Nauwigewauk			8 30	2 42	4 55				
96	Quispamsis	{ Ar		8 53	2 56	5 15				
96	Quispamsis	{ Lv		9 15	3 11	5 35				
99	Rothsay			9 30	3 20	5 54				
101	Riverside			9 38	3 25	6 01				
103	Torryburn			9 44	3 29	6 07				
105	Moose Path			9 56	3 37	6 18				
108	ST. JOHN			10 10	3 45	6 30				
	Arrive			A. M.	P. M.	P. M.				

## CONNECTIONS AT

**POINT DU CHENE**—With Steamers of the Quebec and Gulf Ports Steamship Company for the Ports on the North Shore of New Brunswick, Quebec, and Montreal; with Steamers of the Prince Edward Island Steam Navigation Company for Summerside, Charlottetown, and Georgetown, P. E. I., Port Hood, Strait of Canso, and Pictou, N. S., there connecting with the Nova Scotia Railway for Halifax; with the Steamer "Rothsay Castle," for Richibucto, Miramichi, Bathurst, Dalhousie and Campbellton.

**PAINSEC JUNCTION**—With Intercolonial Railway for Amherst; thence by Stage to Truro and Nova Scotia Railway to Halifax.

**ST. JOHN**—With Western Extension for Fredericton, McAdam Junction, etc.; thence, *via* Stages, to Mattawamkeag—connecting there with Maine Division, for Bangor, etc.; also with Steamers of the International Steamship Company, for Eastport, Portland, and Boston.

For full connections see page 62.

## NEW BRUNSWICK & CANADA RAILWAY.

Oct. 23rd, 1870.

Westward Trains.				Eastward Trains.				HENRY OSBURN, General Manager.	
Miles	Stations.	Pass	Exp	Miles	Stations.	Pass	Exp	J. P. CRANGLE, Superintendent, St. Andrew, N. B.	
	Leave	a.m.	p.m.		Leave	a.m.	a.m.	WESTWARD TRAINS: <i>Passenger</i> —Runs from Saint Stephen daily, Sundays excepted; and from Saint Andrew on Mondays, Tuesdays, and Fridays only. <i>Express</i> —Runs on Wednesdays & Saturdays only.	
0	ST. ANDREWS	9 00	5 30	0	RICHMOND	8 45	3 15		
5	Chamcook	.....	.....	5	MacKenzie	.....	.....	EASTWARD TRAINS: <i>Passenger</i> —Runs for Saint Stephen daily, Sundays excepted; and for St. Andrew on Mondays, Tuesdays and Fridays only. <i>Express</i> —Runs on Mondays & Thursdays only.	
11	Bartlett's	.....	.....	3	Debec June. Arr	9 03	.....		
13	Waveig	.....	.....	0	WOODSTOCK	8 15	3 00	McAdam Junction Connects with N. Brunswick Division of European and North Am'cn Railroad to and from Fredericton and St. John.	
15	Roix Road	10 15	.....	3	Hodgdon	.....	.....		
19	Hewitt's	.....	.....	6	Barker House	.....	.....	Runs Wednesday and Saturday.	
20	Rolling Dam	.....	.....	11	Debec June. Arr	9 05	.....		
24	Dumbarton	11 07	7 14	0	Debec Junction	9 05	3 20	Runs Wednesday and Saturday.	
27	Watt June. Arr	11 20	.....	8	Wickham	.....	.....		
0	ST. STEPHEN	10 00	.....	13	Eel River	9 30	4 05	Runs Wednesday and Saturday.	
5	Maxwell	10 32	.....	20	Craig Bridge	.....	.....		
8	Moore's Mills	10 32	.....	23	Canterbury	10 25	4 46	Runs Wednesday and Saturday.	
10	Baillie	.....	.....	29	Deer Lake	.....	.....		
15	Meadows	.....	.....	34	Hall's Siding	.....	.....	Runs Wednesday and Saturday.	
19	Watt Junction	11 5	.....	38	Maudsley	.....	.....		
21	Lawrence	.....	.....	45	McAdam June	1 00	6 15	Runs Wednesday and Saturday.	
26	Barber Dam	11 56	.....	50	Toby Guzzle	.....	.....		
30	Toby Guzzle	.....	.....	54	Barber Dam	1 40	.....	Runs Wednesday and Saturday.	
35	McADAM JUNC.	12 30	8 15	60	Lawrence	.....	.....		
37	Maudsley	.....	.....	61	Watt Junction	2 10	.....	Runs Wednesday and Saturday.	
46	Hall's Siding	.....	.....	65	Meadows	.....	.....		
51	Deer Lake	.....	.....	70	Baillie	.....	.....	Runs Wednesday and Saturday.	
57	Canterbury	2 50	9 50	72	Moore's Mills	2 56	.....		
60	Craig Bridge	.....	.....	75	Maxwell	.....	.....	Runs Wednesday and Saturday.	
67	Eel River	3 37	10 22	80	ST. STEPHEN	3 30	.....		
72	Wickham	.....	.....	0	Watt Junction	.....	.....	Runs Wednesday and Saturday.	
75	Debec Junction	4 03	.....	3	Dumbarton	2 21	7 30		
75	Debec Junction	4 03	10 50	7	Rolling Dam	.....	.....	Runs Wednesday and Saturday.	
80	Barker House	.....	.....	8	Hewitt's	.....	.....		
83	Hodgdon	.....	.....	12	Roix Road	.....	.....	Runs Wednesday and Saturday.	
86	WOODSTOCK Arr	4 45	11 30	14	Waveig	.....	.....		
75	Debec Junction	4 03	.....	16	Bartlett's	.....	.....	Runs Wednesday and Saturday.	
77	McKenzie	.....	.....	17	Chamcook	4 25	9 15		
80	RICHMOND	4 30	11 15	17	ST. ANDREWS	.....	.....	Runs Wednesday and Saturday.	
	Arrive	p.m.	a.m.		Arrive	p.m.	a.m.		

## WINDSOR AND ANNAPOLIS RAILWAY.

GENERAL OFFICES—KENTVILLE.

[Jan. 23, 1871.

VERNON SMITH, Manager, Kentville, N. S.

Miles	STATIONS.	Pas.	Pas.	Ex.	Ex	Miles	STATIONS.	Ex.	Pas.	Pas.	Ex	CONNECTIONS AT	
	Leave	a.m.	a.m.	a.m.	a.m.		Leave	a.m.	a.m.	p.m.	a.m.	Windsor—with Nova Scotia Railway for Halifax.	
	ST JOHN, N.B. by Steam	.....	.....	8 00	.....		HALIFAX by N. S. R.	7 45	7 45	4 00	.....	Windsor—with Nova Scotia Railway for Halifax.	
0	Annapolis	.....	10 15	3 00	.....	45	Windsor	10 20	10 20	7 15	.....		
8	Boundhill	.....	10 40	.....	.....	47	Falmouth	10 25	10 25	7 20	.....	Runs Wednesday and Saturday.	
14	Bridgetown	.....	11 05	3 40	.....	50	Mount Denson	10 45	10 45	7 35	.....		
19	Paradise	.....	11 20	.....	.....	52	Hantsport	10 50	10 50	7 40	.....	Runs Wednesday and Saturday.	
22	Lawrencetown	.....	11 30	4 00	.....	57	Avonport	11 05	11 05	8 00	.....		
28	Middleton	.....	11 50	4 10	.....	59	Horton Landing	11 10	11 10	8 10	.....	Runs Wednesday and Saturday.	
31	Wilmot	.....	12 00	.....	.....	60	Grand Pre	11 15	11 15	8 15	.....		
35	Kingston	.....	12 15	.....	.....	63	Wolfville	11 25	11 25	8 25	.....	Runs Wednesday and Saturday.	
40	Morden Road	.....	12 35	.....	.....	65	Port Williams	11 30	11 35	8 30	.....		
42	Aylesford	.....	12 55	.....	.....	70	Kentville Arr	11 50	11 50	8 50	.....	Runs Wednesday and Saturday.	
47	Berwick	.....	1 10	5 00	.....	70	Do Lve	12 00	12 45	.....	.....		
50	Waterville	.....	1 20	5 05	.....	75	Coldbrook	.....	1 00	.....	.....	Runs Wednesday and Saturday.	
54	Coldbrook	.....	1 30	.....	.....	79	Waterville	12 25	1 10	.....	.....		
59	Kentville Arr	.....	1 45	5 30	.....	82	Berwick	12 30	1 30	.....	.....	Runs Wednesday and Saturday.	
64	Do Lve	.....	2 35	5 40	.....	87	Aylesford	12 50	1 55	.....	.....		
66	Port Williams	.....	3 00	.....	.....	89	Morden Road	.....	2 55	.....	.....	Runs Wednesday and Saturday.	
69	Wolfville	.....	3 10	6 00	.....	94	Kingston	.....	2 15	.....	.....		
70	Horton Landing	.....	3 25	.....	.....	98	Wilmot	.....	2 30	.....	.....	Runs Wednesday and Saturday.	
72	Avonport	.....	3 30	.....	.....	101	Middleton	1 20	2 45	.....	.....		
77	Hantsport	.....	3 40	6 30	.....	107	Lawrencetown	1 30	3 05	.....	.....	Runs Wednesday and Saturday.	
79	Mount Denson	.....	4 05	.....	.....	110	Paradise	1 45	3 40	.....	.....		
82	Falmouth	.....	4 20	.....	.....	115	Bridgetown	.....	4 00	.....	.....	Runs Wednesday and Saturday.	
84	Windsor	.....	4 30	6 50	.....	121	Roundhill	.....	4 00	.....	.....		
129	HALIFAX by N. S. R. Arrive	.....	7 20	9 00	.....	129	Annapolis	.....	1 30	.....	.....	Runs Wednesday and Saturday.	
	Arrive	p.m.	p.m.	p.m.	p.m.		Arrive	p.m.	p.m.	p.m.	p.m.		

# NOVA SCOTIA RAILWAY.

GENERAL OFFICES—HALIFAX, N. S.

[Jan. 23, 1871.]

GEORGE TAYLOR, General Superintendent.  
THOMAS FOOT, Accountant.

ALEXANDER McNAB, Chief Engineer.  
W. JOHNSTON, Locomotive Superintendent.

## Halifax to Windsor and Pictou.

## Pictou to Windsor and Halifax.

Halifax to Windsor and Pictou.					Pictou to Windsor and Halifax.						
Mis	STATIONS.	Mall	Mall	Ac m	Ac m	Mis	STATIONS.	Ac m	Ac m	Mall	Mall
	Leave	a.m.	a.m.	p.m.	p.m.		Leave	a.m.	a.m.	a.m.	a.m.
0	HALIFAX	7.00	7.45	4.00	3.00	0	PICTOU BOAT				11.00
3	Four Mile House	7.10	7.55		3.12	1	Pictou Landing Ar				11.10
8	Bedford	7.27	8.10		3.34		Do. Train Lve				11.15
11	Rocky Lake	7.37	8.20		3.44	2	Fisher's Grant				11.20
13	Windsor Junc. Arr	7.45	8.28		3.55	9	New Glasgow				11.52
13	Windsor Junc. Lve		8.30			12	Coal Mines				12.05
16	Beaver Bank		8.38			17	Hopewell				12.28
26	Mount Uniacke		9.08			24	GLENGARRY Ar				1.00
33	Stillwater		9.29				Do Lve				1.31
36	Ellershouse		9.37			31	West River				2.07
39	NEWPORT		9.47			39	Riversdale				2.25
42	Three Mile Plains		9.50			43	Union				3.05
45	WINDSOR		10.00			52	Truro				3.20
	Windsor Junc. Lve		10.10	7.15			Do	7.15			3.35
70	Kentville		10.20	7.15		56	Johnston's	7.34			3.48
	Kentville		11.50	8.50		60	Brookfield	7.52			4.06
129	ANNAPOLIS		12.45			65	Polly Bog	8.15			4.21
	ANNAPOLIS		4.30			69	Stewiacke	8.33			4.38
13	Windsor Junc. Lve	7.48			4.00	74	Shubenacadie. Arr	8.55			4.58
20	Flothor's	8.07			4.26		Do Lve	9.10			4.53
23	Grand Lake	8.17			4.40	78	Milford	9.25			5.10
25	Oakfield	8.24			4.49	83	ELMSDALE. Arr				5.16
28	Enfield	8.34			5.01		Do Lve	9.45			5.25
30	ELMSDALE				5.10	85	Enfield	10.03			5.31
	Do				5.15	88	Oakfield	10.11			5.40
35	Milford	8.40			5.37	90	Grand Lake	10.22			6.00
39	Shubenacadie. Arr	8.57			5.55	93	Fletcher's	10.22			
	Do				6.15	100	Windsor Junc. Ar	10.50			
44	Stewiacke	9.29			6.33	0	ANNAPOLIS. Lve			10.15	
48	Polly Bog	9.48			7.12	5	Kentville			1.45	
53	Brookfield	10.00			7.30		Do Lve			2.35	
57	Johnston's	10.15				84	WINDSOR			4.30	
61	Truro	10.30				0	Windsor			4.45	
	Do					3	Three Mile Plains			4.56	
70	Union	10.45				6	NEWPORT			5.10	
74	Riversdale	11.27					Do			5.15	
82	West River	11.45				9	Ellershouse			5.24	
84	GLENGARRY Ar	12.22				12	Stillwater			5.34	
	Do					19	Mount Uniacke			5.55	
89	Hopewell	1.00				29	Beaver Bank			6.28	
96	Coal Mines	1.30				32	Windsor Junc. Arr			6.35	
101	New Glasgow	1.55					Do Lve	10.55		6.40	6.05
104	Fisher's Grant	2.08				100	Rocky Lake	11.03		6.47	6.12
112	Pictou landing. Ar	2.45				105	Bedford	11.15		6.55	6.22
	Do	2.50				109	Four Mile House	11.34		7.10	6.40
113	PICTOU	3.00				113	HALIFAX	11.45	11.10	7.20	6.50
	Arrive	p.m.	p.m.	p.m.	p.m.		Arrive	a.m.	a.m.	p.m.	p.m.

Runs to Kentville on Wednesday and Saturday only.  
 Passengers for St. John in Annapolis leave Halifax by 7.45 Train on Wed and Sat. connecting at Kentville with Ex. Train for stmr., arriving at Annapolis at 2.30 p.m. and St. John, N.B., at 9 p.m.

Express Trains will leave Annapolis for Halifax at 8 o'clock p.m. or on arrival of steamer from St. John, on steamer days only, arriving at Windsor at 6.40, and Halifax at 9 o'clock p.m.

For the accommodation of parties residing along the shores of Bedford Basin, a Train is run during the Summer months; leaving Halifax about 6 p. m., and Bedford at 8 o'clock, A. M., calling at Four Mile House, Sherwood, and Prince's Lodge.

For Particulars see Summer Arrangement.

### PASSENGER LOCAL FARES :

First Class	-	-	-	-	3 cents per mile.
Second Class	-	-	-	-	2 " " "

Season Tickets, (three and six months) Family and Through Tickets, at reduced rates.

The City Railway Horse Cars connect with all Trains at Richmond Station.

For full connections see page 67.

# The Daily Telegraph

## AND JOURNAL

THE LEADING DAILY NEWSPAPER  
and  
BEST ADVERTISING MEDIUM  
in the  
**Maritime Provinces!**

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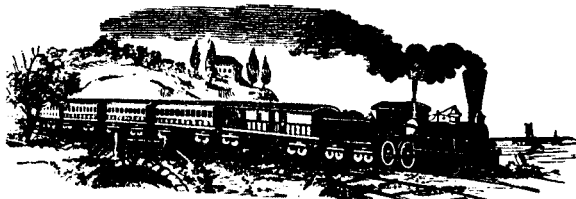
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**JOHN LIVINGSTON,**  
Proprietor & Editor.

PUBLISHING ROOMS 96 Prince William Street, opposite Bank of New Brunswick.



**GOVERNMENT RAILWAYS,**  
**1871. New Brunswick. 1871.**  
**EUROPEAN and NORTH AMERICAN and INTERCOLONIAL.**  
 CONNECTING THE  
**Bay of Fundy, the Gulf of St. Lawrence, and Amherst, N. S.**

Connections are made at

**POINT DU CHENE**

WITH THE STEAMERS OF THE

**Prince Edward Island Steam Navigation Co.'y,**  
 for

**SUMMERSIDE, CHARLOTTETOWN, & GEORGETOWN, P. E. I.,**  
**PORT HOOD, STRAIT OF CANSO, PICTOU, N. S.,**

there connecting with the

**Nova Scotia Railway for HALIFAX, N. S.**

With the Steamer "Rothesay Castle," for

**Richibucto, Miramichi, Shippegan, Caraquette, Bathurst, Dalhousie**  
**and Campbellton.**

And with the Steamers of the Quebec and Gulf Port Steamship Company, for  
**The Ports on the North Shore of New Brunswick and Gulf of St.**  
**Lawrence, Father Point, Quebec and Montreal.**

AT SHEDIAC WITH STAGES FOR

**Cocagne, Richibucto, Miramichi, Bathurst and Dalhousie.**

At SALISBURY with Stages to and from

**Hopewell, Hillsborough, and the Albert Mines.**

At AMHERST with Stages to and from

**TRURO AND ALL PARTS OF NOVA SCOTIA.**

At ST. JOHN with the Western Extension Railway for  
**Fredericton, McAdam Junction, &c.; thence by Stages to Mattawam-**  
**keag, connecting there with Maine Division for Bangor,**  
**&c.; also connects at St. John with Steamers of**  
**the International Steamship Company for**  
**Eastport, Portland and Boston.**



# THOMAS B. BUXTON,

WHOLESALE IMPORTER,

And Dealer in

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*&c., &c., &c.*

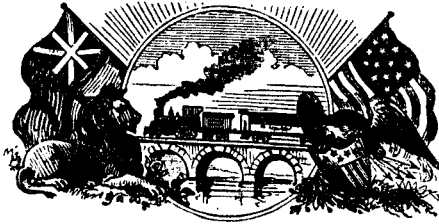
**Wholesale and Retail.**

---

25 Dock Street,

**SAINT JOHN, N. B.**

# WESTERN EXTENSION,



## European & North American Railway.

1871.

### WINTER ARRANGEMENT.

1871.

Trains leave St. John (Fairville Station) at 8 A. M. daily, for McAdam Station, where connection is made with the Trains of the N. B. & C. R. for St. Andrews, St. Stephen, Woodstock and Houlton; and for Fredericton at 4.15 P. M.—RETURNING, leave Fredericton at 8.15 A. M., and McAdam on arrival of Trains from St. Croix, St. Andrews, St. Stephen, Woodstock and Houlton, at 2 P. M.

Passengers arriving in St. John per Train from Sackville and Shediac at 3.45 P. M. will have time to reach Fairville to take the Train for Fredericton at 4.15 P. M. The Eastern Mail makes this connection.

The FREDERICTON TRAINS connect at Fredericton Junction, with those to and from McAdam.

This Railway opens up a comfortable and reliable Route to the United States, overland, whereby travellers may reach Bangor and other places WEST, without the inconvenient of night travel; as well as avoid sea sickness, delays, and other difficulties attending Steamboat travel in the Bay of Fundy.

Passengers leaving Fairville at 8 A. M., reach Houlton per Train in afternoon—remain over night. In morning, leave by the comfortable and splendid Mail Stage Line of the Eastern Express Co., reach Mattawamkeag, a distance of 55 miles, same day—remain there over night, and take Train next morning direct for Boston, &c.,—also making connection at Danville Junction, with the Grand Trunk Railway for Montreal; the time consumed between Fairville and Boston being 58 hours, and between Fairville and Montreal 70 hours.

By driving through from Houlton to Mattawamkeag in the night, the time may be reduced 24 hours. Extras can be procured for this purpose in Houlton at the office of the Eastern Express Co., EBEN WOODBURY, Esq., Agent.

#### FARE FROM ST. JOHN AND FREDERICTON :

TO BANGOR.....	\$8.00	To Portland and Danville Junction...	\$10.00
" BOSTON .....	12.00	" MONTREAL.....	19.00

When extras are obtained from Houlton the rate will be more.

Requisitions in advance may be made at Fairville or Eastern Express Office, St. John, for extra Night Stages from Houlton to Mattawamkeag.

Travellers will find good Hotel accommodation at Houlton and Mattawamkeag, as well as along the road.

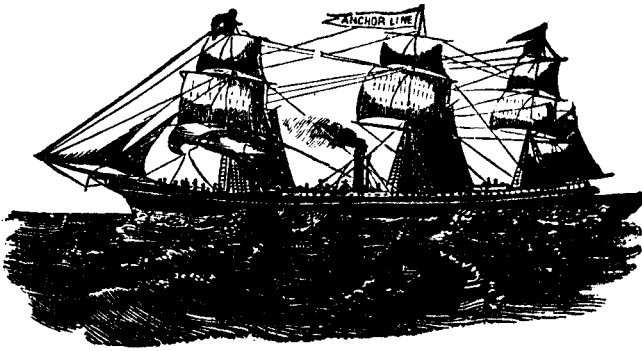
TICKETS for sale at EASTERN EXPRESS OFFICE, and GRAND TRUNK RAILWAY OFFICE, in St. John; and at FAIRVILLE and FREDERICTON STATIONS.

Tickets for Newcastle via Fredericton Railway and Orr's Mail Stage, are sold at Fairville at \$6.00. Stages leave Fredericton on Tuesday and Friday at 9 a. m., and leave Newcastle for Fredericton, Monday and Thursday—arriving there in time for Train for St. John following morning.

## E. R. BURPEE,

SAINT JOHN, N. B., 1871.

Manager.



# "Anchor" Line of Trans-Atlantic Service

## REGULAR AND DIRECT STEAM COMMUNICATION

FROM

Glasgow, Liverpool and London, to Halifax and St. John, N. B.

By the following first-class Powerful Clyde built Screw Steamships:

ALEXANDRIA,  
ANGLIA,  
ASSYRIA,  
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BRITANNIA,  
CALEDONIA,  
COLUMBIA,  
DACIAN.

DORIAN,  
IOWA,  
INDIA,

SCANDINAVIA,  
TYRIAN,  
AUSTRALIA,

FROM GLASGOW,	- - -	Saturday, 18th March,
" LIVERPOOL,	- - -	Wednesday, 22nd "
" LONDON, -	- - -	Monday, 27th "
" GLASGOW,	- - -	Tuesday, 4th April.
" LIVERPOOL,	- - -	Saturday, 8th "

To be followed by Steamships monthly throughout the Season from Glasgow, calling at Liverpool for Halifax and St. John.

Apply to Messrs. HANDYSIDES & HENDERSON, GLASGOW;  
Messrs. HENDERSON BROS., LIVERPOOL; Messrs. SCAMMELL BROS.,  
St. JOHN, N. B., or in HALIFAX to

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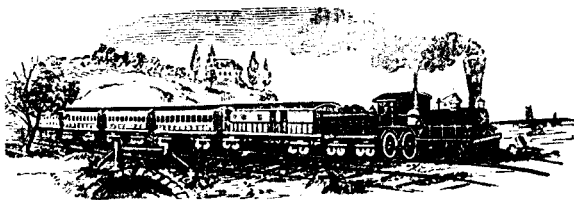
Railway, Mining & Machinery Supplies.

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JERICO WAREHOUSE:

No. 111, Upper Water Street,

HALIFAX, N. S.



## GOVERNMENT RAILWAYS,

1871.

Nova Scotia.

1871.

Connecting the BAY of FUNDY and GULF OF ST. LAWRENCE  
with HALIFAX.

The morning Trains from Halifax

CONNECT at TRURO with the Stages for LONDONDERRY and  
AMHERST,

Connecting there with the Intercolonial Railway, for

**Sackville, Dorchester, & Painses Junction,**

and with the E. & N. A. Railway for ST. JOHN and SHEDIAC, N. B.,

at NEW GLASGOW with LINDSAY & Co's. STAGE LINE for  
ANTIGONISH, GUYSBORO, STRAIT of CANSO, ST. PETER'S,  
Cow Bay, Sydney, and all parts of Cape Breton, at  
Pictou, (during the navigable season) with  
PRINCE EDWARD ISLAND

**STEAM NAVIGATION COMPANY'S LINE OF STEAMERS**

FOR

Port Hood and Hawkesbury, C. B., Charlottetown, Georgetown,  
SUMMERSIDE, P. E. I., and SHEDIAC, N. B., and with

**QUEBEC & GULF PORTS STEAMERS**

For Quebec, Montreal, and all Ports on the St. Lawrence, also  
with Stage Lines, for River John, Wallace, Pugwash,  
and Amherst.

At Windsor, with the Windsor and Annapolis Railway, running through the Valley of  
Acadia; connecting at Annapolis with steamers for Digby and St. John, N. B., and  
with the International Line of Steamers for Eastport, Portland, and Boston. Stages  
connect at Annapolis for Digby, Yarmouth, and Liverpool, N. S.

For the accommodation of parties residing along the shores of Bedford Basin, a train  
is run during the summer months; leaving Halifax about 6, P.M., and Bedford at 8  
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FOR PARTICULARS SEE SUMMER ARRANGEMENT.

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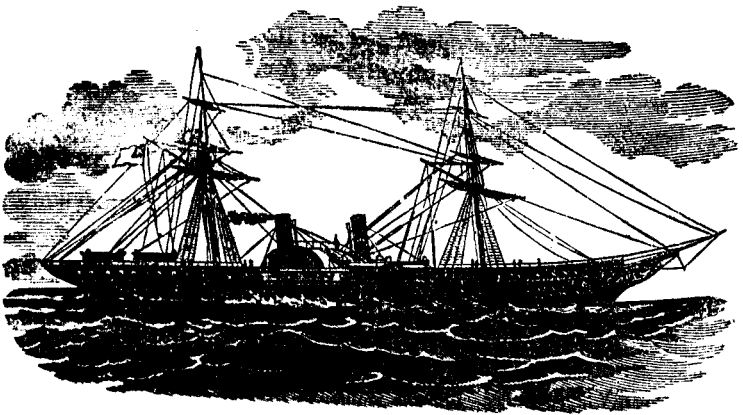
First Class	“	Three cents per mile.
Second “	“	Two “ “

Season Tickets, (three and six months) Family and Through Tickets, at reduced rates.  
The City Railway Horse Cars connect with all Trains at Richmond Station, Halifax.

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HERON & LEACH, --- Proprietors,  
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SWIFT IRON STEAMER

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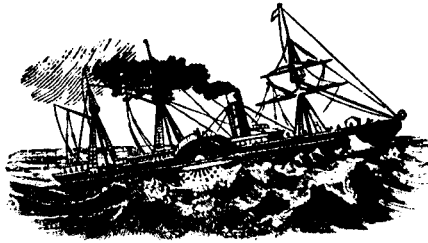
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LEAVES POINT DU CHENE (TERMINUS OF E. & N. A.  
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 DATES OF SAILING WILL APPEAR IN SPRING.

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The Iron Side Wheel Steamship "SECRET," Captain DAVIDSON.  
 " Screw " "GEORGIA," " CONNELL.  
 " " " "GASPE," " BAQUET.

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 FATHER POINT, PERCÉ, SHEDIAC, CHARLOTTETOWN, P. E.  
 ISLAND, and PICTOU.

QUEBEC BRANCH.—Leave QUEBEC calling at FATHER POINT,  
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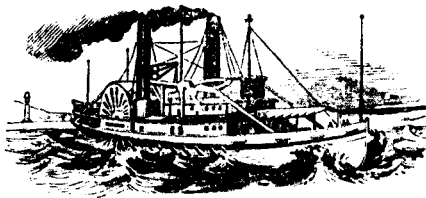
**GEORGE STEWART, Jr., Editor & Proprietor.**

SAINT JOHN, N. B.



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**Steamer "CARLOTTA,"**  
CAPTAIN W. A. COLBY,



AND  
**Steamer "CHASE,"**  
Capt. E. D. MULLIGAN.

In connection with the GRAND TRUNK RAILWAY to QUEBEC, ONTARIO, CALIFORNIA, and other WESTERN STATES; also, by Steamers or Railway from PORTLAND to BOSTON and NEW YORK, (unless prevented by unavoidable circumstances,) will, until further notice, leave PORTLAND every WEDNESDAY and SATURDAY; and leave HALIFAX every TUESDAY and SATURDAY, at 4 o'clock, P. M.

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FREDERICK W. FISHWICK,

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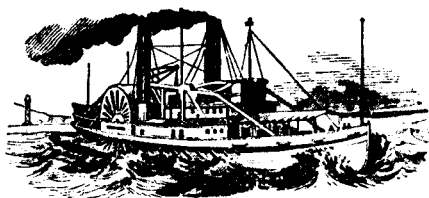
NOTE.—Time of sailing of the steamer "M. A. Starr," in connection with this Express, will appear in Spring.

F. W. F.

ARRANGEMENT FOR 1871.

# International Steamship Co'y.

## LINE OF STEAMERS BETWEEN



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WITH CONNECTIONS TO

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The favorite and superior sea-going Steamers of this Line.

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Leave the End of Commercial Wharf, Boston, at 8 A.M., and Railroad Wharf, Portland, at 6 P. M., for Eastport and St. John, N. B., as follows:

In April, May, and June, one of these Steamers will leave every MONDAY and THURSDAY. In July, August, and September, every MONDAY, WEDNESDAY, and FRIDAY. In October, and November, every MONDAY, and THURSDAY, and in December, every MONDAY. Passengers by the 7½ A.M., and 12 M. trains of Boston & Maine and Eastern Railroads from Boston, can take the Steamer at Portland at 6 P.M.

☞ In January, February, and March, 1871, one of these Steamers leaves Portland for Eastport and St. John every Monday, P.M., connecting with morning trains from Boston.

RETURNING, a steamer will leave St. John at 8 A.M. and Eastport at 1 P.M., for Portland and Boston, on the same days as from Boston and Portland, except when making one trip per week, when the day for leaving the Eastern end of the route will be Thursday.

Usual running time between Boston and Portland, eight to nine hours; Portland and Eastport, fifteen to seventeen hours; Eastport and St. John, four to five hours.

CONNECTIONS.—At Eastport, steam ferry to Lubec; Daily Stages to Pembroke, Dennysville, and Machias, and steamers Queen and Belle Brown in regular connection to Robbinston and Calais, Me., and St. Andrews and St. Stephen, N. B., and from the latter places the New Brunswick and Canada Railway runs northward to Woodstock and Houlton Station, making this the best route for travellers to Aroostook County, Me. At St. John, steamers run daily up the River St. John to Fredericton; the European and North American Railway has two trains a day to Shediac; from Shediac steamers run to Bedeque, Charlottetown, and Georgetown, P. E. I., Pictou, N. S., and Hawkesbury and Port Hood, Cape Breton; and during the summer there are also steamers to the places on the north shore of New Brunswick. Passengers are forwarded by steamer Empress from St. John to Digby and Annapolis, N. S., thence by railway to Windsor and Halifax, N. S.

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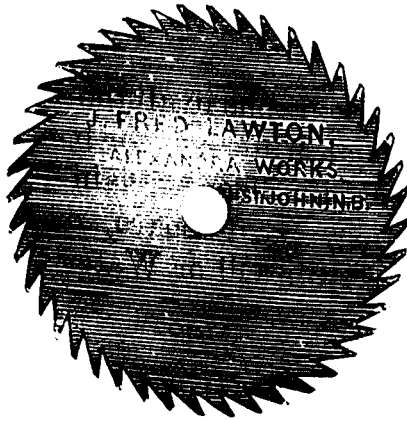
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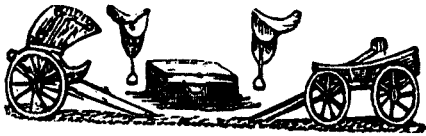
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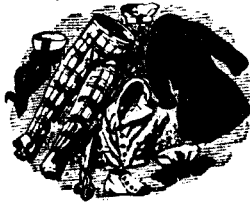
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