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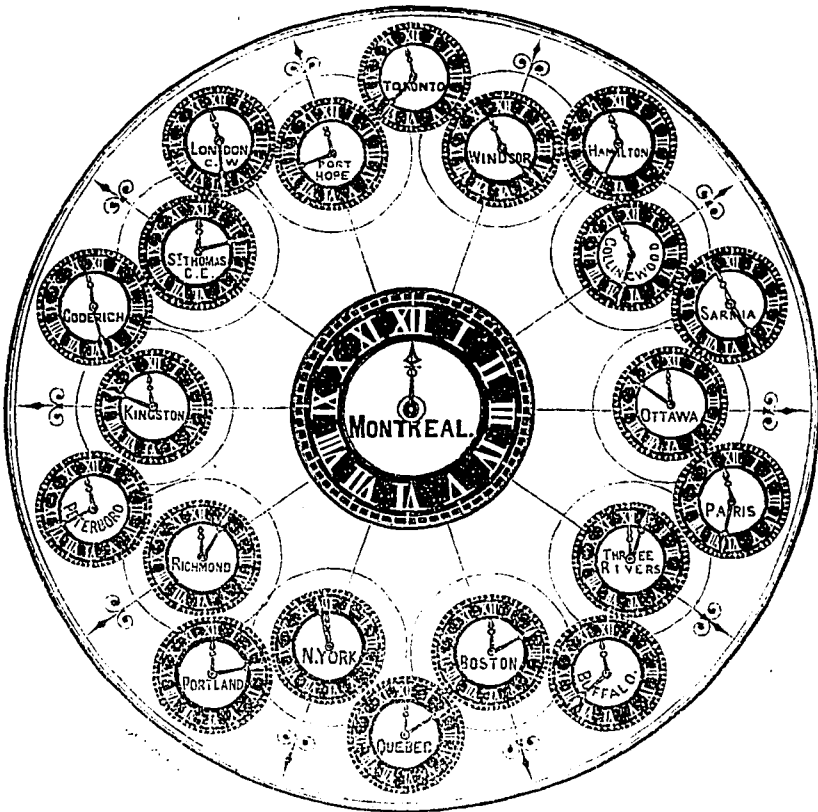
# The Canadian Tourist,

## MONTREAL CITY GUIDE.

MONTREAL, JULY, 1859.

### CANADIAN TIME INDICATOR,

Showing the difference of Time between the chief Places of Canada and New York, Boston, Portland, and Buffalo.



It will be observed, by glancing at the Indicator, that when it is noon in Montreal, it is 37 minutes past 11 at Toronto—thus showing that the difference between Toronto and Montreal is 23 minutes; and in like manner may be ascertained the difference between any other two places shown on the Indicator.

### ASTRONOMICAL CALCULATIONS,

KINDLY PREPARED FOR THIS WORK, BY SERJEANT WALKER, OF THE PROVINCIAL OBSERVATORY, TORONTO.

Place	Longitude in Arc.		Difference from Montreal.			Time Corresponding to Montreal Noon.						
	W.	E.	M.	S.	M.	S.	H.	M.	S.			
Quebec	71	16	0	4	45	04	+	9	20	12	9	20
Montreal	73	36	0	4	54	24				12	0	0
Toronto	79	21	30	5	17	26	-	23	02	11	36	58
Kingston	76	31	51	5	6	07	-	11	43	11	48	17
Hamilton	79	55	0	5	19	40	-	25	16	11	34	44
London	81	18	0	5	25	12	-	30	48	11	29	12
Paris	80	24	0	5	21	36	-	27	12	11	32	48
Sarnia	82	26	0	5	29	44	-	35	20	11	24	40
Windsor	83	2	0	5	32	08	-	37	44	11	22	16
Collingwood	80	14	0	5	20	56	-	26	32	11	33	28
Ottawa	75	41	0	5	2	44	-	8	20	11	51	40
Peterborough	78	19	0	5	13	16	-	18	52	11	41	08
Port Hope	78	17	0	5	13	08	-	18	44	11	41	16
Goderich	81	44	0	5	26	56	-	32	32	11	27	28
Three Rivers	72	39	0	4	50	00	+	4	24	12	4	24
Richmond, C. E.	72	8	0	4	48	32	+	5	52	12	5	52
St. Thomas, C. E.	70	34	0	4	42	16	+	12	08	12	12	08
New York	74	1	8	4	56	05	-	1	41	11	58	19
Boston	71	4	9	4	44	16	+	10	08	12	10	08
Buffalo	78	56	0	5	15	44	-	31	20	11	39	40
Portland	70	20	30	4	41	22	+	13	02	12	13	02

The object of introducing this Table is to show more precisely (by specifying the seconds) the difference in time between the places indicated.

### LIST OF FIRST CLASS HOTELS

- EN ROUTE FROM NIAGARA TO MONTREAL, QUEBEC, WHITE MOUNTAINS, LAKE GEORGE, AND SARATOGA SPRINGS.
- NIAGARA FALLS.**  
 Coleman's International Hotel.  
 Cataract Hotel.  
 Clifton House.
- HAMILTON.**  
 Anglo-American Hotel.  
 Royal Hotel.
- TORONTO.**  
 Rossin House.  
 Revere House.  
 American House.
- KINGSTON.**  
 British American Hotel.
- BROCKVILLE.**  
 Wilson House.
- OGDENSBURG.**  
 St. Lawrence Hotel.
- MONTREAL.**  
 Coleman's Montreal House.

Is most pleasantly and conveniently situated for tourists,—the various places of interest, business, and amusement, being within easy distance. The style of the House is unexceptionable; and although no runners are employed to extol its merits, it can be vouched that no traveller leaves its portals displeased or disappointed.

### QUEBEC.

- Clarendon House.  
 Russell's Hotel.

### LAKE MEMPHRAMAGOG.

- Owl's Head Mountain House.

### WHITE MOUNTAINS.

- Franconia Notch House.  
 Flume House.  
 Willey House.  
 Tip Top or Summit House.  
 Profile House.  
 Gorham House.  
 Glen House.  
 Crawford House.  
 White Mountain House.

### PORTLAND.

- Wood's Hotel.  
 American Hotel.  
 Cape Cottage.  
 United States Hotel.

### LAKE GEORGE.

- Fort William Henry Hotel.  
 United States Hotel.  
 Lake House.

### SARATOGA SPRINGS.

- United States Hotel.  
 Congress Hall.  
 Union Hall.

### WATERTOWN, N. Y.

- Woodruff House.

### BURLINGTON.

- American.  
 Lake House.

### WHITE RIVER JUNCTION, VT.

- Junction House.

### RAPIDS OF THE ST. LAWRENCE AND PLACES OF INTEREST, WITH DISTANCES, FROM OGDENSBURG TO MONTREAL.

Chimney Island, four miles below Prescott or Ogdensburgh.  
 The Gallop Rapids, six miles below Prescott, are easily passed by steamboats, although they prevent the navigation of the St. Lawrence by sailing vessels.

Matilda, eight miles further, is a convenient steamboat landing on the Canada side of the river.

Waddington, on the American shore, eighteen miles below Ogdensburgh lies opposite Ogdens Island, which is passed to the right. Here commences Rapid Plat, and extends about two and a-half miles.

Williamsburg, seven miles below Matilda, is a regular steamboat landing.

Chrysler's Farm, a few miles below Williamsburg, is the place where was fought a battle in the war of 1812, between the English and Americans, in which the latter were defeated.

Louisville Landing, twenty-eight miles below Ogdensburgh, is where passengers leave for Massena Springs, six miles distant by stage—a great resort for invalids during warm weather.

The Long Sault Rapid, extending from Dickinson's Landing, forty miles below Prescott, to Cornwall on the Canada side, is one of the longest and most important rapids of the St. Lawrence.

The Cornwall Canal commences seventy-two miles above Montreal, the dividing line between the United States and Canada. It extends to Dickinson's Landing, eleven-and-a-half miles, overcoming forty-eight feet descent in the St. Lawrence.

Cornwall, one hundred and twelve miles from Kingston, and seventy miles above Montreal, situated at the head of the Cornwall or St. Lawrence Canal. This is a regular steamboat landing for American and British Steamers.

St. Regis, four miles below, on the American side of the river. It is an Indian village; part of its inhabitants living in the United States, and part in Canada.

Lake St. Francis is a magnificent expansion of the St. Lawrence, extending for a number of miles. It is studded with picturesque islands. The Indian village of St. Regis, and an island owned by the natives, lie near its upper termination.

Lancaster, fifteen miles below Cornwall. Here the waters pursue their course downward before rushing down the several rapids below Coteau du Lac.

At Coteau du Lac, 40 miles above Montreal, commences a rapid of the same name, extending about two miles. Seven miles below this commences the Cedar Rapids, which extends about three miles. Then comes the Cascade Rapid, which terminates at the head of Lake St. Louis, where the dark waters of the Ottawa, by one of its mouths, join the St. Lawrence. These three rapids, in eleven miles, have a descent of eighty-two-and-a-half feet.

Beauharnois, twenty-four miles above Montreal, at the foot of the Cascade Rapids, where commences the Beauharnois Canal, twelve miles in length.

Caulinawaga, ten miles above Montreal, is an Indian village numbering several hundred inhabitants.

Lachine, eight miles above Montreal, situated on Lake St. Louis, where enter the Black waters of the Ottawa River, the St. Lawrence presenting a greenish hue, the difference in the color of the waters being plainly visible for many miles below.

The Lachine Rapids, a few miles above Montreal, are the last rapids of importance that occur on the St. Lawrence. They are now considered the most dangerous and difficult of navigation. They are obviated by the Lachine Canal, 8½ miles in length, overcoming a descent of 44½ feet.

DISTANCE FROM THE UNITED STATES TO ENGLAND.—Frequent disputes as to the distances sailed by the Atlantic steamers have led to the compilation of the following table, for reference now and hereafter:—

By Mercator's Sailing.	Miles.
Boston Dock to Liverpool Dock	2,882
Battery, New York, to Liverpool Dock	3,084
Boston Dock to Southampton Dock	2,882
Battery, New York, to Southampton Dock	3,156
By Mercator and Great Circle.	
Boston Dock to Liverpool Dock	2,849
Battery, New York, to Liverpool Dock	3,023
Boston Dock to Southampton Dock	2,849
Battery, New York, to Southampton Dock	3,087

These calculations allow for the *delour* made by the British steamers in touching at Halifax.

THE MILE.—There is a great difference in the number of yards contained in a mile in different countries. The following table will be useful:

England or America	1,760 yds.
Russia	1,100 "
Italy	1,476 "
Scotland and Ireland	2,200 "
Poland	4,400 "
Spain	5,028 "
Germany	4,866 "
Sweden and Denmark	7,223 "
Hungary	8,800 "

### THE SONG OF STEAM.

BY CAPT. C. W. CUTLER.

Harness me down with your own iron bands,  
 Be sure of your curb and rein,  
 For I scorn the power of your puny hands  
 As the tempest scorns a chain!  
 How I laughed, as I lay concealed from sight  
 For many a countless hour,  
 At the childish boast of human might,  
 And the pride of human power.

When I saw an army upon the land,  
 A navy upon the seas,  
 Creeping along, a snail-like band,  
 Or waiting the wayward breeze:  
 When I marked the peasant fairly reel  
 With the toil he faintly bore,  
 As he feebly turned the tardy wheel,  
 Or tugged at the weary oar:

When I measured the panting courier's speed,  
 The flight of the courier dove,  
 As they bore the law a king decreed,  
 Or the lines of impatient love—  
 I could not but think how the world would feel,  
 As these were outstripped afar;  
 When I should be bound to the rushing keel,  
 Or chained to the flying car.

Ha! ha! ha! they found me at last;  
 They invited me forth at length;  
 And I rushed to my throne with a thunder blast,  
 And laughed in my iron strength!  
 O! then ye saw a wondrous change  
 On the earth and ocean wide,  
 Where now my fiery armies range,  
 Nor wait for wind and tide.

Hurrah! hurrah! the waters o'er,  
 The mountains steep decline;  
 Time—space—have yielded to my power—  
 The world—the world is mine!  
 The rivers, the sun hath earliest blest,  
 Or those where his beams decline;  
 The giant streams of the queenly West,  
 And the orient floods divine.

The ocean pales where'er I sweep,  
 To hear my strength rejoice,  
 And the monsters of the briny deep  
 Cower, trembling at my voice.  
 I carry the wealth and the lord of earth,  
 The thoughts of his God-like mind;  
 The wind lags after my flying forth,  
 The lightning is left behind.

In the darksome depths of the fathomless mine  
 My tireless arm doth play;  
 Where the rocks never saw the sun's decline,  
 Or the dawn of the glorious day,  
 I bring the earth's glittering jewels up  
 From the hidden caves below;  
 And I make the fountain's granite cup  
 With sparkling waters flow.

I blow the bellows, I forge the steel,  
 In all the shops of trade;  
 I hammer the ore, and turn the wheel  
 Where my arms of strength are made.  
 I manage the furnace, the mill, the mint,  
 I carry, I spin, I weave:  
 And all my doings I put into print  
 On every Saturday eve.

I've no muscles to weary, no breast to decay,  
 No bones to be "hid on the shelf,"  
 And soon I intend you may "go and play,"  
 While I manage this world myself.  
 But harness me down with your iron hands,  
 Be sure of your curb and rein;  
 For I scorn the strength of your puny hands,  
 As the tempest scorns a chain!

### A PATCH ON BOTH KNEES AND GLOVES ON.

The following is one of the cleverest essays we have met with for many a day. Similar in style, it is not inferior in point to Franklin's best.

When I was a boy, it was my fortune to breathe, for a long time, what some writers term "the bracing air of poverty." My mother—light be the turf upon the form which once enclosed her strong and gentle spirit—was what is commonly called an ambitious woman, for that quality, which returns thrones and supplants dynasties, finds a legitimate sphere in the humblest abode that the shadow of poverty ever darkened. The struggle between the wish to keep up appearances and the pinching gripe of necessity produced endless shifts and contrivances, at which, we are told some would smile, and some, to whom they would recall their own experiences, would sigh. But let me not disturb that vale of oblivion, which shrouds from profane eyes the hallowed mysteries of poverty.

On one occasion it was necessary to send me on an errand to a neighbour in better circumstances than ourselves, and before whom it was necessary that I should be presented in the best possible aspect. Great pains were accordingly taken to give a smart appearance to my patched and dilapidated wardrobe, and to conceal the rents and chasms which the envious tooth of time had made in them; and by way of throwing over my equipment a certain savour and sprinkling of gentility, my red and toll-hardened hands were enclosed in the unfamiliar casing of a pair of gloves which had belonged to my mother in days when her years were fewer and her heart lighter.

I sallied forth on my errand, and on my way encountered a much older and bigger boy, who evidently belonged to a family which had all our own dragging poverty, and none of our uprising wealth of spirit. His rags fairly fluttered in the breeze; his hat was constructed on the most approved principle of ventilation, and his shoes from their venerable antiquity, might have been deemed a pair of fossil shoes—the very ones on which Shem shuffled into the ark. He was an impudent varlet, with a dare-devil swagger in his gait, of "I'm as good as you" leer in his eye—the very whelp to throw a stone at a well-dressed horseman because he was well-dressed; to tear a boy's ruffles because he was clean. As soon as he saw me, his eye detected the practical inconsistencies which characterised my costume, and taking me by the shoulders, turning me round with no gentle hand, and surveying me from head to foot, exclaimed with a scornful laugh of derision, "A patch on both knees and gloves on."

I still recall the sting of wounded feeling which shot through me at these words. To parody a line of the immortal Tuscany—

"That day I wore my gloves no more."

But the lesson, thus rudely enforced, sunk deep into my mind, and, in after life, I have had frequent occasion to make a practical application of the words of my ragged friend, when I have observed the practical inconsistencies which so often mark the conduct of mankind.

When for instance I see parents carefully providing for the ornamental education of their children, furnishing them with teachers in music, dancing, and drawing, but giving no thought to that moral and religious training, from which the true dignity and permanent happiness of life alone can come, never teaching them habits of self-sacrifice and self-discipline and control, but rather by example instructing them in evil speaking, in uncharitableness, in envy and in falsehood, I think, with a sigh, of the patch on both knees, and gloves on.

When I see a family in cold and selfish solitude, not habitually warming their houses with the glow of happy faces, but lavishing that which should furnish the hospitality of a whole year upon the profusion of a single night, I think of the patch on both knees, and gloves on.

When I see a house profusely furnished with sumptuous furniture, rich curtains, and luxurious carpets, with no books or none but a few tawdry annuals, I am reminded of the patch on both knees, and gloves on.

When I see the public men cultivating exclusively those qualities which win a way to office, and neglecting those which will qualify them to fill honorably the posts to which they aspire, I recall the patch on both knees, and gloves on.

When I see men sacrificing peace of mind and health of body to the insane pursuits of wealth, living in ignorance of the character of the children who are growing up around them, cutting themselves off from the highest and purest pleasures of their natures, and so perverting their humanity, that which was sought as a means insensibly comes to be followed as an end, I say to myself, a patch on both knees, and gloves on.

When I see thousands squandered for selfishness and ostentation, and nothing bestowed for charity, when I see fine ladies besotted and bejewelled, and champing the toils of dressmakers, and with harsh words embittering the bitter bread of dependence, when I see the poor turned away from proud houses, where the crumbs of tables would be to them a feast, I think of a patch on both knees and gloves on.

### SALUTATION.

The expressions used as salutations among different nations, have something characteristic and interesting, even for the most casual observer.

In the East, some of these expressions savour, in a more or less degree, of the Scriptures, and of the serene and patriarchal sentiment of the inhabitants. The salutation used by the Arab, "Salem," or "Shalom," means peace, and is found in the word Jerusalem. The Arab salutes his friend thus, "May you have a happy morning."

The Turks have a formula which can only be used in a sunny climate—"May your shadow never be less."

The climate of Egypt is feverish, and perspiration is necessary to health, hence the Egyptian, meeting you, asks, "How do you perspire?"

"Have you eaten?" is your stomach in good order?" asks the Chinaman, a touching solicitude which can only be appreciated by a nation of gourmands.

"Good cheer," says the modern Greek in nearly the same language that the ancients were wont to greet their friends.

The Romans, who were robust, and laborious, had energetic salutations, expressing force and action:—"Salve"—"be strong"—"be healthy," and "Quid facis?"—"What do you do?" or "What make you?"

The Genese of modern times, say, "Health and wealth," which is very appropriate for a commercial people.

The Neapolitan devoutly says, "grow in sanctity." The "How stand you?" of almost all Italy, forcibly indicates the unbalance of the sunny land.

The Spaniard, grave, haughty, and indifferent, wishes you "Good morning," to which we respond, "At your service, sir."

The ordinary salutation of the German is, "How goes it?" To bid one adieu, he says, "Live quiet and happy." This last plainly exhibits his love for the simple joys of life.

The travelling Hollander asks, "How waart's go?"—"How do you go?" The thoughtful active Swede demands, "Of what do you think?" while the Dane, more placid, uses the German expression "Live well."—"Live well."—"But the greeting of the Pole is best of all: "Are you happy?"

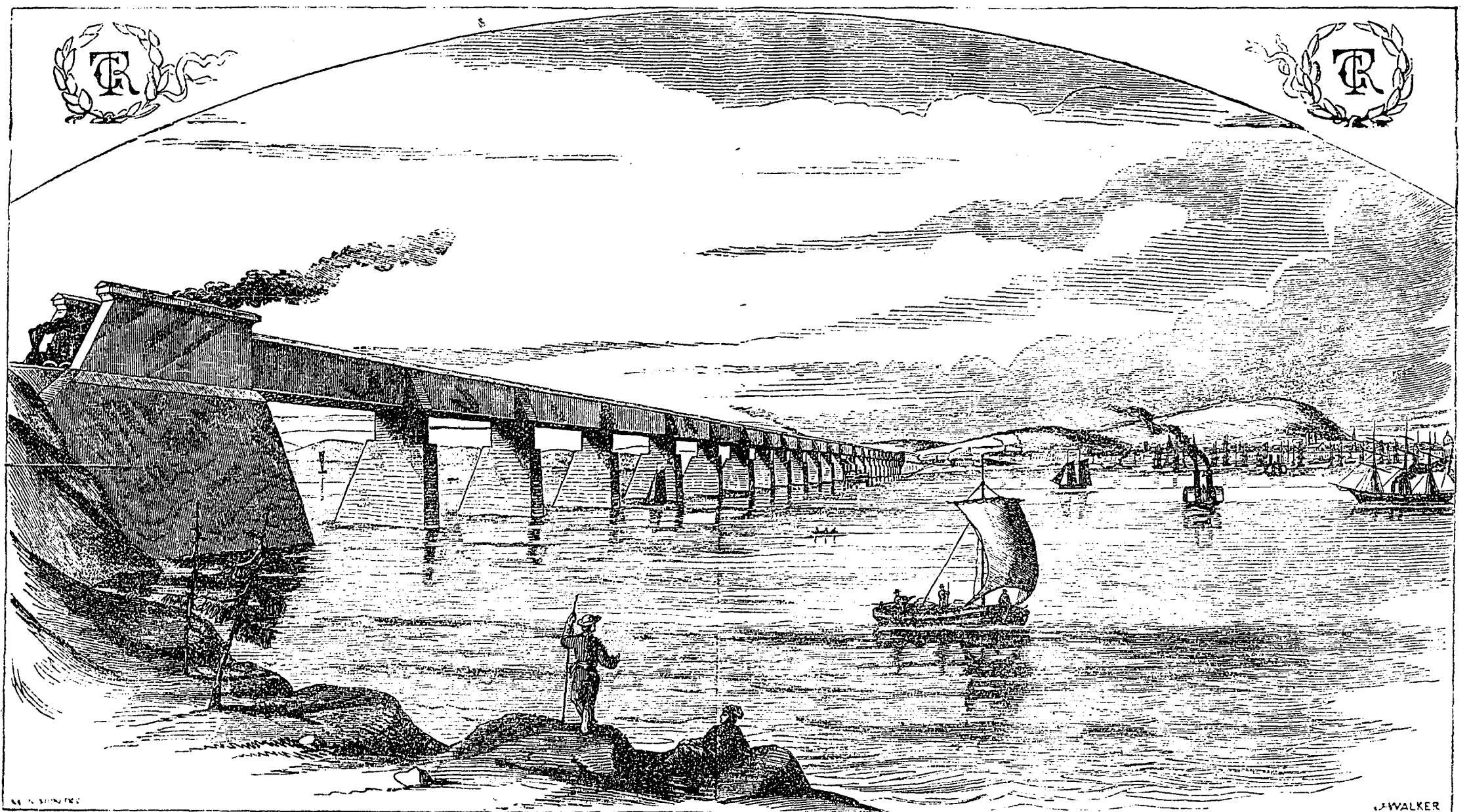
The English have the "Good-bye," a corruption of the words "God be with you," and some others; but that which exhibits best the character of the English is "How do you do?"

The Commanz vous portez vous? of the French, "How do you carry yourself," is equally characteristic of the free and easy Frenchman.

Make good use of time, if thou lovest eternity. Yesterday cannot be recalled—to-morrow cannot be secured—to-day is only thine;—if once lost it is lost forever.

A young lady explained to a printer, the other day, the distinction between printing and publishing, and at the conclusion of her remarks by way of illustration, she said, "You may print a kiss upon my cheek, but you must not publish it."

On returning home after his duel with young O'Connell, Lord Alvanley gave a guinea to the hackney-coachman who had driven him out and brought him back. The man, surprised at the largeness of the sum, said, "My lord, I only took you to—" "My friend," interrupted Alvanley, "the guinea is for bringing me back—not for taking me out."



VICTORIA BRIDGE.

## THE VICTORIA BRIDGE.

This stupendous work, now so near its completion that it is confidently expected to be ready for public accommodation in the ensuing autumn, will render the Railway from the seaboard to the upper lakes, one unbroken line, one continuous route from *Portland to Sarnia*. Yes, the long talked of structure is so far advanced, that its being fully completed is only a question of a few months! And then, the noblest bridge of which the world has ever seen will span the noblest river of the world!

It is no stretch of boldness to claim this priority for the St. Lawrence. More than two-and-a-half times the length of the Danube, one fourth the extent greater than the Mississippi—the Amazon but a few miles exceeding it—where is there a stream to be found with a greater variety of scenery, or a climate of greater salubrity than the St. Lawrence? The lakes which form a continuation of it are inland seas, bearing thousands of craft of every description, and of every variety of build and tonnage. They bid fair to be the seat of fisheries—a commerce in themselves. For a thousand miles in this fertile valley now dwells a busy, energetic population, marked by a high civilization, who have pushed up to its very source. The tributaries are in themselves second only in magnitude to the parent stream; and on the area thus drained, large cities have risen up, each year increasing in opulence and magnitude, while the waters which flow by them are as clear as crystal, and supply every want. It seems indeed but a poetical corollary, that where nature to the west has formed that marvellous wonder, the Falls of Niagara, men to the east should raise up by art, as a co-mate, that stupendous pile, the Victoria Bridge.

## ITS HISTORY.

It will not be out of place to say a few words upon the circumstances and period when this idea first became a recognised necessity in the public mind.

In examining into this part of the subject, it is necessary to go back some twelve years, when an effort was made to commence the St. Lawrence and Atlantic Railway. As one turns to those days, it seems that the Province has advanced a century. At that period the Railway from Laprairie to St. Johns—which was worked only during the summer months, and that at the rate of twelve miles per hour—and the six miles of Railway to Lachine, formed the whole of our Railway system.

In those days travelling was considered an effort; in some months of the year the mails took six days to pass from Toronto to Montreal, and really one travelled at the risk of life, and the trade which, before the days of Railways, had turned by the Ottawa and St. Lawrence to Montreal, passed through the State of New York to the commercial capital of the Union. In this position of affairs the mercantile community of Montreal projected the St. Lawrence and Atlantic Railway. We are not writing a history of that work, but were we doing so, it would be one record of difficulties and trials; of hopes which at the time appeared desperate, and which indeed were only conquered by invincible determination and unceasing energy. The line, however, was completed; and although when commenced, it was felt that a connection between Montreal and the Ocean was the thing to be desired, as the work came to completion,

it was seen, that in reality it only formed the first link in the chain of Railways; for in winter they were as remote and as unconnected with the West as ever. The arguments accordingly worked itself to the natural conclusion; and it was recognized that even were the present Grand Trunk Railway in existence, the line would only indifferently supply the commercial requirements for its construction, if the St. Lawrence divided it into two parts. Then arose the question, can the St. Lawrence be bridged? And here it is our pleasing, as we believe it to be our imperative duty, to inform the reader, that to a distinguished Merchant—citizen of Montreal, the Honorable JONAS YORKE, belongs the merit of having first recognized, agitated, and urged the commercial necessity of this work.

The first formal preparation to carry out such a scheme appeared in a Montreal newspaper called the *Economist*, published in 1846, and the particular article referring to our subject appeared on the 26th June in the same year. This article was written by the Hon. JONAS YORKE, and the immediate result was the formation of a Committee to enquire into the feasibility of the undertaking, of which Committee Mr. YORKE was Chairman, who employed Mr. Gay, an eminent engineer of Pennsylvania, to survey and report on its feasibility. That gentleman located the bridge in his plan across Nun's Island. In the same year Mr. A. C. Morton, the then engineer of the St. Lawrence and Atlantic Railway Company, also surveyed and laid down several lines of soundings for a bridge, and located the same below Nun's Island. Although the enquiries thus set on foot were satisfactory as to its being practicable, to erect the bridge, the question—owing chiefly to a succession of years of Commercial depression—did not take a sufficiently firm hold of the public mind till the year 1851, when Mr. YORKE's watchfulness again shewed itself by the introduction into the instructions to Mr. Thomas C. Keefer (who was charged with the survey of the Montreal and Kingston Railroad). Finally in the year 1853, under the large and liberal financial administration of INSPECTOR GENERAL HICKES, (now Governor General of the Windward Islands), the Victoria Bridge was included in the government policy for the construction of the Grand Trunk Railway. At this eventful period Mr. YORKE's labours began rapidly to fructify, and now the great idea of his practical brain had assumed a form and fixedness with which his name will ever be associated, and which will mark his character for intellect and energy, not only in his own time and that of his children, but in the far distant future.

To Alex. M. Ross, Esq., the Chief Engineer of the Grand Trunk Company, is due the conception of the design and plan of the present magnificent work.

Next we have to introduce the name of Mr. JAMES HODGES—the Engineer who acted on the part of the Contractors, Messrs. PIRN, BRASSEY & BETTS—under whose management the works have been prosecuted with such great energy and ability. The whole period, which on completion of the work will have been devoted to it, will be six years. Commencing in 1854 it will be finished in 1859; but undoubtedly its progress has been impeded by the monetary crisis, which have affected the affairs of the Company, for it might have been fully two years earlier completed. Thus the amount of

work performed in 1856 was equal to that effected in 1854 and 1855. In 1857, but a very trifling addition was made to the amount of the previous year, whereas, in 1858, as much work was done as in the two preceding years. When we say that the cost of the Bridge is \$7,000,000, we give only a faint idea of the responsibility of directing so great a work. The very force on the River during the last season was a small army. It consists of six steamboats, seventy-two barges, besides several small craft. These measured about 12,000 tons. The steamboats were in the aggregate 450 horse-power.

They were manned by	500 men
In the two stone quarries were	450 "
On the various works engaged as artisans and laborers	2000 "
Total laborers and artisans	3000

To this strength must be added 142 horses, variously employed, and 4 locomotives; the amount of wages being daily \$5,000.

The whole of this force was handled by the assistants of Mr. HODGES, of whom he was himself the motive power, laying down the laws by which they were to be governed, and creating the discipline by which they were to be guided with admirable skill and management; and while dealing with the amount of labor, it will not be amiss to set against it the amount of material. In round figures there will be 3,000,000 cubic feet of masonry, 10,000 tons of iron in the tubes; 2,000,000 rivets, each one fastened by a peculiar process, and 168 acres of painting. The tubes being painted four times in oil and color, and each coat giving 32 acres. These figures convey some idea of the forethought and practical combination which are necessary to carry out a design profitably to a contract.

There have been trying times during the last five years, as any one may readily conceive, and Mr. HODGES may not have spared others; indeed it was not possible to do so, but he never spared himself. Where there was difficulty and danger—there he was to be found, and no man has been asked to go, where he would not have followed.

We do not say that Mr. HODGES is the only one connected with the Bridge, who has his reminiscences tinged with sadness, for all connected with it have had their anxieties; but he has played no insignificant part in its progress, and should equally participate in the common triumph. We must not omit to state that during the last six years the water has been carefully marked in its daily height and temperature. The temperature of the atmosphere and all meteorological phenomena have been carefully observed. It is premature to speak of this part of the subject; but, from the observations made, there is a fair inference that there is a governing law in the matter of the rise and fall of the river. At least, the phenomena would so indicate; but they require a special and careful analysis, before anything be said on the subject.

## THE BRIDGE—DESCRIPTION.

The Bridge contains 25 openings of 242 ft., with the exception of the centre span, which is 330 ft. hence the length of tube is 6,600 ft., approached by embankments, the Montreal end being 1,200 ft., the southern shore of 800 ft., which, including the abutments, makes a total of 9,084 ft., or 17 miles, nearly. The abutments are at the base each 278 ft. long, divided into

cells of 24 ft., with intervening tie-walls of 5 ft., but at the top they correspond exactly with the length of a tube, 242 ft., in length, and indeed are carried up to the same height, the cells being filled with gravel. To resist the thrust of the ice, both the abutments and piers are furnished with a cutwater, which meets the pier proper thirty feet above summer water, the whole height of the abutment being 36 ft., above summer water, the centre pier being 60 ft.; hence the Bridge rises in a grade of 1 in. 132, or 40 ft. to the mile, the centre again being

level. The centre pier is 24 feet in width, the remaining piers are but 16 ft. These dimensions are directly under the girder, for at the foundation the piers are 22 ft. in width and at summer water 16 ft. Transversely the piers are 33 ft. under the girder. Thus the dimensions at the junction with cutwater is 16 x 33 ft., extending outwards to the foundation up stream makes the area of the course whence the cutwater is commenced 16 x 90 ft. For the foundations vary. In some cases, they were as low down as 23 ft. below the water, and to obtain good and perfect foundations was a work of very great difficulty. Indeed here lay the whole solution of the problem. If perfect stability could be obtained for the structure, so that all ordinary disturbing causes would be of no account, the pressure of the ice was the only immediate danger to be met. But that in Canadian Engineering was already a *fait accompli*. Indeed it is a matter of wonder how "ice-breakers" do protect the slightest structure, if the whole be properly calculated; as, on the other hand, compact masses of masonry fail to withstand even limited pressures of ice, if the precaution of turning the ice back on itself be omitted. For the effect of the ice-breaker may be so described, in itself being a simple addition to the pier projecting outwards in an angular form, both sides sloping upwards at an angle of 45°. No dread is felt about withstanding the ice. There was a great deal of dreary nonsense written at the time, below even the general average merit, of *amateur* newspaper-writing about *frasse* ice; and certainly it influenced, for the time, those melancholy minds who seem sent into the world to presage misfortune; and as public opinion was much watched by those who were connected with the bridge, every thing of this sort had to be read and pondered over. For there is a responsibility which leads the experienced engineer to turn a deaf ear to no one. What are called suggestions he receives in abundance. Every one deals with him as public property, and writes to him in private, courteously, or through the newspapers, rudely, as the fit takes. But no one who was at all acquainted with the peculiarities of the Canadian climate, and with the success which had been obtained in dealing with those peculiarities, at all feared the influence of the ice. The foundations were, however, the sheet anchor in the theory of statistics, as in practice they formed the security of the mass. There was a certain force which required to be resisted by a certain inertia.

It had been supposed that the bed of the river was rock, which the scour of the rapid stream had kept clear from all deposit; but it was discovered on the contrary to consist of boulders packed with gravel, and that material called hard pan, an indurated clay mixed with stone, varying from six to ten feet in depth. Nor must we omit mention of the quick sand which

intervened frequently. All this had to be taken out, so that the bed proper of the river—the rock—could be reached, on which the foundations had to be commenced. This was the crisis of the work; for, until the masonry was above water, the parties labored night and day. It must be recollected that during this period, the current was running past the works at ten and twelve miles an hour; for, owing to the contractions of the water way by the coffer dams, the speed of the river was thus accelerated. These dams were of two kinds floating dams, and the ordinary coffer dams.

## DAMS.

Before, however, entering upon the subject of the dams, a few words about the mode of laying off the work are necessary. We have alluded to the elaborate survey made on the ice by Mr. THOS. RUMBLE, in 1853, by which the exact and precise depths of the river were determined, and on the map the location of the bridge was made, the usual reference points being preserved, by which the exact site could be obtained on the ground. The working season of 1853, immediately preceding the winter survey, was passed in preparation; and it was in the winter following 1853-4, that the first steps were taken to lay off the abutments and piers on the line already traced during the summer. This work was done on the ice, the distances being carefully measured, and on the centre of the pier being found, "guides" were framed so that a long iron rod could be lifted and let fall in the one spot, technically called "jumped," until a hole was drilled into the rock into which a bolt was inserted and driven. By these means, the precise centre of the pier was established within a few inches; for in all cases on pumping out the water from the dams the bolt was found, practically speaking, establishing sufficiently the position of the pier. It has been said that the dams were of two kinds, each having its advantages and disadvantages. The floating dams were, in themselves, framed structures of no mean character, and consisted of two parts. One part, which for the moment we will call three sides of a square figure—the sides being larger than the head—the other piece forming the square. But in order to turn off the current, the head of the square was formed of two minor sides turned to an angle up stream. They were carefully and strongly framed; and, being caulked, floated of themselves. To place these dams in the proper position, the piece of three sides was taken by a steamboat in tow, and when the dam was approximately in position, determined instrumentally from the shore, a sluice gate was opened, and the water passing within it, it sank at the required place. The tail piece was subsequently towed into position. Necessarily a great margin, as to area had to be left, in case of want of success, in sinking the crib, at the exact spot. At the foundation, the piers were 22 x 90, whereas the cribs were 120 by 210, which area was of perfectly still water. Operations could accordingly at once be commenced. A dam proper was constructed within this workable water, and on its completion the pumps were set to work. The other form of dam was the ordinary cribbing of the country; and owing to the rapidity of the stream, unusual care and tact had to be observed in its construction. It was commenced with some preliminary cribbing, if we may use the word, 20 wide and 100 long; constructed in approximate



position as to the site of the pier, and placed transversely to the stream above the site of the bridge.

Thus we have the solution of the same problem of obtaining quiet water in a different way, and with it a *point d'appui* for the commencement of operations. Boats' crews could easily land here—and with them workmen—and this preliminary dam once in, it was easy to extend wings back over the area of the pier. But these dams were in themselves undertakings, for they consisted of two rows of cribbing fourteen feet wide each, with 7 to 8 feet of "puddle" (that is to say a thick clay rendered impenetrable to water by labor, by beating it well together,) between them and that part which was turned up stream was a regularly built up ice-breaker, to withstand the ice of the winter if necessary. The comparison between these two classes of dams may thus be made. The floating dam may be used several times; indeed one has been used four times, and it admits of the masonry being completed in one season, and what is more, early in the season, and it has been found to answer best in deep water. Its disadvantage is that it could not be made sufficiently strong to resist the shove of the ice in the winter; hence it had to be removed before the severe weather came. Consequently when the period arrived to construct the tube, the side of the pier was naked, and there was no point from whence the scaffolding to support the tube truss could start. With the Cofferdam this foundation existed, and hence it was necessary to frame one centre scaffolding only; whereas with the floating dams three such constructions were necessary, viz., the centre frame and the scaffold foundation, at the side of each pier. Nor was this consideration an unimportant one, for such foundation was obtained by sinking scows, and driving piles around them to keep them in position. Otherwise the operations were identical. From either dam framing was carried up, above the height of the pier, and on the capping pieces was run a Railway, to admit of the passage of a travelling machine which, mounted with a crab, admitted a contrary passage on itself. Hence stones of twenty tons were moved into position as easily as a lb. weight is thrown into a scale. On the platform of the dam were constructed sheds to cover the steam engine, the blacksmith's shop, the store room and carpenter's shop; and thus the scene was presented of these isolated areas of an acre and a quarter dotted along the river, busy with life and animation, and showing the work in its various stages. The dam perfected—the staging constructed, the travelling machine in position—stone delivered ready for the mason to lay—the anxious moment commenced; that of pumping out the water and getting in the foundation. Not that the labor was great in removing the water, but that the application of the test, to show the dams were water-tight and if the water would not force its way up from below, naturally created anxiety. Nothing could be better than the pumps used. They were worked centrifugally and threw 800 gallons a minute, passing up stones 6 inches square—the diameter of the pipe—and it was moreover one of those portable affairs that a man could take on his shoulder and move from one place to the other. It was calculated that these pumps lowered the area of the dam at the rate of 2 ft. an hour. Therefore in 8 or 10 hours the dam was empty. On the southern bank of the river where the work was under the direction of Mr. CHAFFEY, the scaffolding was not used, but a compound derrick, worked by a high pressure engine, supplied its place. Much ingenuity was shown in obtaining this motion, as the stone could be placed by it in any position, for the derrick had in itself a motion which admitted of precisely determining the stone's position. Its limit, however, did not extend to handling seven tons.

MASONRY.

Three millions of cubic feet of masonry in the Victoria Bridge! That is to say if turned into lineal measure, it would reach 510 miles; or as a solid would form a pyramid 215 ft. high having a base of 215 ft. square. These figures will give some idea of the solidity of the structure, and the warrant that exists for its endurance for all time. The stone itself is mostly quarried from Pointe Claire, and forms the first in the series of the Lower Silurian, and is known by the geological term of Chazy, resting immediately on the calciferous sand-rock and the Potsdam sandstone. At Pointe Claire very extensive quarries have been in operation since 1853, and the Engineer student will be well repaid by visiting them, for stones are taken out in as large masses as in any quarry in the world. We see the proof of this fact in the dimensions of the piers. The courses being 3 ft. 10 in. and 3 feet 2 feet 6 inches to above water level, and thence verging into a course 18 in. under the plates, being in length from 7 ft. to 12 feet. One course of ashlar of 3 feet 10 in. was examined by the writer, the perimeter of the pier at this point measured 200 ft. It consists of 32 stones, the highest of these weighed 7 tons, the heaviest 17, the average weight of the whole was 10 1/2 tons. Such work, may indeed be termed Cyclopean. Each course, to the top of the cutwater is fastened by a dog-wedged bolt of 1 1/2 inch iron—that is to say a bolt with the base slit to receive a wedge into which an iron prism is inserted. Thus prepared, it is passed down until it reaches the bottom of the hole drilled to receive it, when the bolt itself is driven upon the wedge—thus widening out the end of the bolt, so that it never can be again drawn out, passing through two whole courses into the third below it. Thus every three courses are distinctly dowelled together, and the

whole mass of work being likewise laid in the best water-lime, and carefully grouted, is formed into one solid mass; for horizontally the joints are likewise kept cramped together by plates 12 in. x 5 in. of 1/2 inch iron.

TUBES.

Each tube covers two openings, that is to say, it is fixed in position in the centre, and is free to expand or contract on the adjoining two piers. They are 16 in. x 19 in. at the ends but they gradually increase to the centre, at which point they are 16 feet x 21 ft. 8 in. The length will accordingly be

On centre pier	16 feet
Two openings each of 242 min.	484
Resting on E pier	8
W pier	8
	516 feet.

The expansion rollers are seven in number, in each set of 6 in. diameter, in a cast iron frame rolling on planed bed plates the rollers themselves being turned and the beds planed they run as smoothly as on glass. The weight of each tube, with all its appurtenances of 516 feet, is about 644 tons, that is to say for each opening 322 tons. The construction of this character of work is now so well known that much allusion is not necessary. Moreover it is simple in the extreme, being formed of boiler plate rivetted together with angle irons and lateral and transverse braces. The skill lies in reducing this boiler iron to such dimensions that there is no unnecessary material, to add to the weight and to the expense, and yet obtaining a sufficiency of strength. We are not going into the theory of beams, but it is evident to any one breaking a stick that a strain on a beam proving too much for its strength, crushes the top—compresses it—and tears asunder the bottom; whereas the sides are merely rent away. Accordingly where the sides of the tube require strength, is at the abutment. Thus it will be seen that for the top and bottom of the tube the greater strength is at the centre, whereas the sides have most material where the span starts.

Thus, taking our data in all cases from the centre, the following shows the component parts of the tube:

TOP PLATES.			
SECTIONAL AREA.			
From Centre	Length of Division	Strips T irons and angle irons.	Thick-ness of plates.
1	11 ft.	125	217 1-16 5-8
2	"	125	211 7-16 5-8
3	"	114 3-8	200 13-16 5-8
4	"	107 1-16	191 1-34 9-16
5	"	87 1-2	172 3-15 1-2
6	"	75	159 5-16 7-16
7	"	58 11-16	134 3-8 3-8
8	"	58 1-4	108 1-2 6-16
9	"	50	105 1-4 1-4
10	"	50	98 1-4 "
11	"	50	"
Bearing	80	"	"

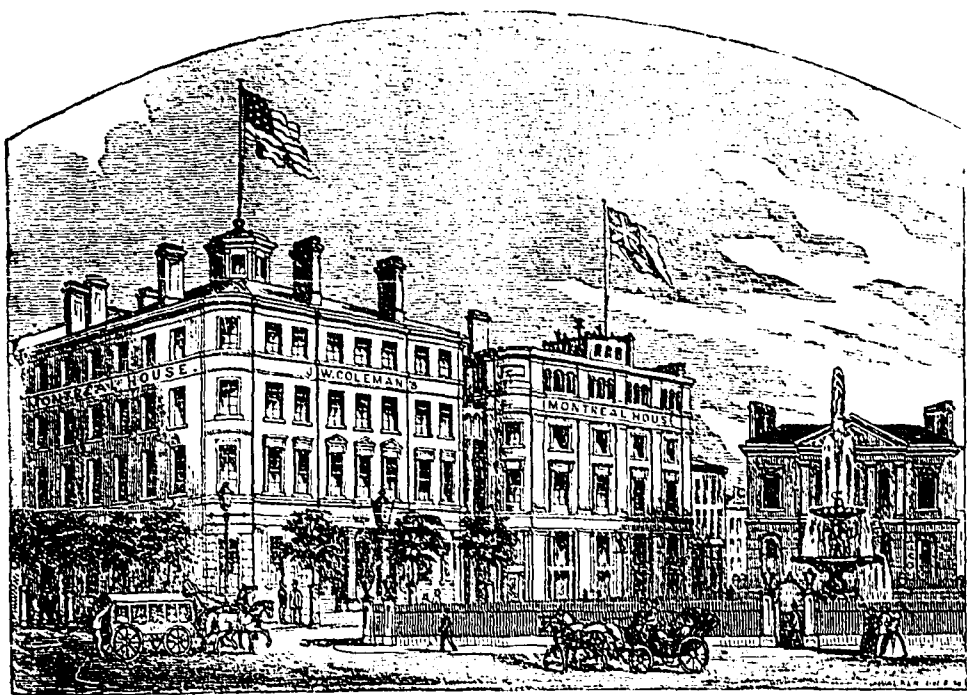
BOTTOM PLATES.			
From Centre.			
1	19 6	187.50	201.25 3-8 51-16
2	14	137.50	185.25 5-16
3	14	125	182.75 5-16
4	14	112.50	166.75 5-16 1-4
5	14	87.50	145 1-4 3-16
6	14	85.50	118 5-16
7	14	50	92 1-4
8	17 6	50	92 1-4
Bearing	92 8	50	92 1-4

SIDE PLATES.

Beginning at the centre, and strengthened by lateral irons inside and out, placed at distances of 3 ft. 6 in. The first space, 35 from centre is formed of 2-4 plates or 4.16. The second space of 45 5-16 plates or 5-16. The third " 45 3-8 " 6-16. The remaining space " " 8-16. The immediate part of the tube resting on the pier being likewise strengthened by increased lateral bracing. The tubes themselves are constructed in position, and the difficult and expensive process of floating them from the shore and lifting them by hydraulic pressure is thus dispensed with. Where the coffer dams are in use, the framing is carried up from them; and in the centre, a scow is anchored and piles driven in around it, on which the scaffolding rests. It is here that the difference between the two systems of dams is apparent. In the one three scows secured with piles is necessary; in the other but one. On these supports a truss is formed, which is in itself a bridge on which the tube is put together.

PRESENT CONDITION OF WORK.

The abutments and piers are all complete, with the exception of Nos. 14 and 15, which are built 6 ft. above water level, and No. 11 pier which was purposely left untouched in order to leave one channel open for rafts—the water-way being narrowed between the piers already constructed by the coffer dams. The two former will be finished in 20 days after the working season commences, the latter by beginning of September. Of the tubes 16 of the 25 are fixed and finished in position. The centre span is completed. And on or about the 1st day of October in the year of our Lord 1859, this wondrous work will be in full play—bearing the tread of the mighty steam steed—conveying man, and all the materials of man's varied business on this great continent from the ocean's shore to the fresh-water seas of the remote west. It is expected that the LEVIATHAN steamer bearing thousands from the old world will have arrived at PORTLAND not long after this great celebration; and thus will AMERICANS be called upon at one and the same time to render hearty homage (as we are sure they will) to the mechanical genius of their brethren of the English dominions as shown so wondrously in these joint works. We are prevented by a proper feeling from speaking with confidence of another expected event,—one which greatly interests Canadians. We refer to the rumor that a PRINCE OF THE BLOOD will be present at the opening of the BRIDGE. Our advice upon this subject is derived from no private or official source, and is therefore not to be urged too boldly; but there is much reason to hope that the PRINCE OF WALES will be amongst us; and that our admiration of the power of science as exhibited in the VICTORIA BRIDGE will be invoked simultaneously with an outburst of loyal joy at the sight of VICTORIA'S SON.



COLEMAN'S MONTREAL HOUSE.

THE above cut represents the well known and highly popular MONTREAL HOUSE, than which there is not a more agreeably situated establishment in the city. It is unsurpassed as to scenic advantages, having in front a neat park with a *jet d'eau*, and commanding from at least fifty front rooms an extensive view of the river and opposite shore. The VICTORIA BRIDGE is also seen in *extenso* from nearly all the rooms of the house, and is within *five minutes' drive*. The grand FRENCH CATHEDRAL, in which not less than 12,000 people are seated during the celebration of High Mass on each Sunday, is within one block of the hotel. The Banks and other public institutions are also within easy distance—the farthest can be reached in less than five minutes. The furniture of this establishment is all new, and of the most modern style. Indeed the MONTREAL HOUSE embraces all the qualities desirable to the pleasure tourist; and the American traveller may possibly find it convenient to meet in the *lodge* and manager a countryman of somewhat extensive experience on both sides of the *line*.

OWL'S HEAD Mountain House, KEPT BY A. C. JENNINGS, AT LAKE MEMPHREMAGOG, CANADA EAST.

THE OWL'S HEAD MOUNTAIN HOUSE is now open for the reception of guests, and in future it will remain open the year round, thus affording the fashionable and pleasure traveller, and American and European Tourists an opportunity of visiting this delightful, wild and romantic region, (which is called the Switzerland of America) at all seasons of the year, on point of beauty and attraction. Lake Memphremagog has no superior on the American Continent. The lake is completely Mountain locked from the summit of the Owl's Head which is the highest Mountain, the view is most beautiful and extended, on a clear day with the aid of a glass you can distinctly see the entire ranges of the white and green Mountains, the city of Montreal, Lakes Willoughby, Champlain and Massawapsee, the rivers St. Lawrence and St. Francis, and other interesting localities, at a distance of from ninety to one hundred miles, thus presenting the most extended and beautiful Mountain view on this continent. The ascent and descent is accomplished with little or no fatigue, and the bridle path will be found in good condition. The Lake is about forty miles in length, and from six to eight miles in width, and is everywhere dotted with beautiful islands; the Lake abounds with fine fish of every variety, Salmon, Trout, silver Trout, brook or speckled Trout, Perch, Pike, Lung &c. &c., are taken in abundance; the lovers of fishing, hunting, sailing, bathing, &c. &c., will find themselves at home, and no pains shall be spared to render the pleasure traveller and American and European Tourists, who wish solid home comforts. The Lake is of very easy access, by rail from all points, from Montreal or Quebec, by the morning train of the Grand Trunk Railway to Sherbrook Station, thence by stage 14 miles to Magog, where they take the Steamer Mountain Maid, and arrive at the Mountain House in time to dine. From the White Mountains by taking the morning train on Connecticut and Passumpsic River Rail Road you can reach the Mountain House the same evening, passengers from New York, the South and West, take the 8 A. M. train of the New York and New Haven Rail Road and arrive at the Mountain House next morning. OWL'S HEAD MOUNTAIN HOUSE, Lake Memphremagog, May 1st, 1858.

A. P. SAVAGE, METROPOLITAN SALOON, 153 NOTRE DAME STREET, MONTREAL.

INTERNATIONAL HOTEL, R. B. COLEMAN PROPRIETOR, NIAGARA FALLS.

RUSSELL'S HOTEL, QUEBEC.

THE undersigned respectfully inform their Friends and the Public that their Hotel has been thoroughly renovated, repainted, and newly furnished throughout this Spring, and is now open for business. W. RUSSELL & SON.

LAKE GEORGE, FORT WM. HENRY HOTEL, DANIEL GALE PROPRIETOR.

CLARENDON HOUSE, ST. LEWIS STREET, UPPER-TOWN, QUEBEC.

THIS spacious HOTEL is prominently situated, commanding a beautiful and extensive view of the River St. Lawrence and the surrounding country, and is in the immediate vicinity of all the points of interest in and about the City; consisting in part of the Durham Terrace, Governor's Garden, Esplanade, &c. H. O'NEILL, PROPRIETOR. Quebec, June, 1859.

UNION OFFICE! PASSENGERS FOR NEW-YORK, BOSTON, WORCESTER, ALBANY, TROY, Saratoga Springs, Schenectady, And all intermediate places.

On and after MONDAY JUNE 20th leave Montreal by Steamer IRON DUKE, connecting with Train at St. Lambert.

MORNING EXPRESS, 6.45 A. M., Arrives at Rouses Point 8.30 a. m., Northfield 12.00 (dine) W. R. Junction 2.25 p. m., Boston 8.15 Littleton and White Mountains same evening. Also, at Burlington 11.00 a. m., Rutland, 2.15 p. m., (dine) Troy 7.15, Albany 7.20 connecting with H. R. Steamers arriving in New-York early next morning.

EVENING EXPRESS, 3.15 P. M., Arrives at Rouses Point 5.15 p. m., Burlington 8.15 Rutland 11.15 (Lodge) Boston 2.30 p. m., and Troy 8.28 a. m., Albany 9.00 New-York H. R. Railroad 1.30 p. m., next day. Also, at Northfield 9.47 (supper) W. R. Junction 12.32 (Lodge) Boston 1.00 p. m., New-York 4.33 next day.

CONNELTIONS SURE. Leave White River Junction 2.40 p. m., for Littleton and White Mountains arriving early same evening. Fares by this route as low as by any other from Montreal.

DISTANCE From White River Junction to Wells River 40 miles; Littleton 60; White and Franconia Mountains 72.

Baggage checked through from Rouses Point. For Tickets and further information respecting the various Routes South and East apply at the Office of the Vermont Central and Rutland and Burlington Railroads, 65 and 67 Commissioners Street or to P. PICARD & JOSEPH GAUTHIER, agents at the principal Hotels and Offices. J. B. FLETCHER, General Agent Montreal, July, 1859.

MONTREAL AND CHAMPLAIN RAILROAD.

THE ONLY DIRECT ROUTE FROM MONTREAL TO BOSTON, NEW-YORK, Lake Champlain, Lake George, Saratoga, Troy, Albany,

ALL PARTS OF THE NEW ENGLAND, STATES, WHITE MOUNTAINS, &c., &c.

The Ferry Steamer "IRON DUKE," leaves at 6.45 a. m., connecting at St. Lambert with Train for Rouses Point, there connecting with Lake Champlain Steamer and Vermont Central Railroad for Burlington, Ticonderoga, Lake George, Saratoga, Troy, Albany, White Mountains, Boston, &c., arriving the same day, and at New-York early next morning. Also, at 3.15 p. m., making same connections through to Boston and New-York, arriving soon after noon next day.

Full information given at the Office of the Company, No. 64 Commissioners Street, opposite the Quebec Steam-Boat Basin. W. A. MERRY, Secretary. Montreal, July, 1859.

LAKE GEORGE.

SUMMER ARRANGEMENT FOR 1859. FROM MONTREAL, VIA ROUSE'S POINT, BURLINGTON, AND TICONDEROGA.

THE splendid Low Pressure Steamboat MINNE- HA-HA, Capt. JAMES GALE, will commence her regular Trips on the 1st day of June. GOING SOUTH—Passengers leaving MONTREAL in the Morning, via Rouse's Point, Burlington, and Ticonderoga, and arriving at Port Wm. Henry and Caldwell, at 6 P. M. Passengers by this route have a fine opportunity of viewing the unrivalled SCENERY OF LAKE GEORGE, and RUINS OF THE OLD FORTIFICATIONS. Passengers can leave twice a day for SARATOGA, TROY, ALBANY, and NEW YORK. Through Tickets can be had at the Office in Montreal.

LAKE CHAMPLAIN ROUTE FOR SARATOGA, TROY, ALBANY AND NEW-YORK.

IMPORTANT CHANGE OF TIME. TWO BOATS A DAY. THE MAGNIFICENT UPPER CAIRN STEAMERS United States, America and Canada.

On and after Monday, 20th June. Passengers leaving Montreal.

FIRST EXPRESS MAIL TRAIN At 6 o'clock, A.M., by Steamer IRON DUKE will connect at ROUSES POINT, every Day with one of the above Steamers, at 8 o'clock, A.M., which leaves immediately for WHITEHALL and arrives at 4.30 P.M. Take Cars and arrive at

SARATOGA	6 15 "
AT TROY	7 30 "
AT SCHENECTADY	7 50 "
AT ALBANY	7 40 "
And NEW-YORK	6 00 next morning.

SECOND EXPRESS TRAIN. Leave MONTREAL at 3 o'clock, P.M., connect at ROUSES POINT, every Day (except Saturday) at 5 o'clock, P.M., with one of the above Steamers which leave on the arrival of the Train from Montreal and Passengers after enjoying a good night's rest on Steamers unsurpassed for Comfort and Speed, Arrive at WHITEHALL at 5 00 A.M.

do SARATOGA	7 00 "
do TROY	8 28 "
do SCHENECTADY	10 00 "
do ALBANY	9 00 "
do And NEW-YORK by H. R. R. R.	1 30 P.M.

Or by TROY STEAMERS next morning. 6 00 A.M.

TICKETS GOOD UNTIL USED. BERTHS FREE ON LAKE CHAMPLAIN.

This Line connects at Troy with the Splendid Steamers "Francis Skiddy and Commodore!"

WHICH LEAVE EVERY EVENING FOR NEW-YORK BY THE Steamers on Lake Champlain have been thoroughly overhauled and refitted, and are in tip top condition.

For TICKETS and information apply at the Company's Office, 68 Commissioners Street, or of E. WHEELER, at the principal Hotels and Office. HIRAM TRACY, Agent. North and South Through Line. Montreal, July, 1859.

LAKE ST. PETE NAVIGATION COMPANY'S Steamer CASTOR.

CAPT. JOSEPH DUVAL. LEAVES Montreal every TUESDAY and FRIDAY at 2 P.M., and arrives on MONDAY and WEDNESDAY NIGHTS, at 12 o'clock, calling at the HARBOUR COMMISSIONERS' STEAM DREDDERS, BORRIS, MARKINGOE, RIVER DE LOUP, YAMACHICHE, PORT St. FRANCIS, and THREE RIVERS. Pleasure Seekers can leave Montreal every Saturday Evening, by Richelieu Company's Steamers, proceed as far as Three Rivers, and return early on Monday morning by the Steamer CASTOR. The Steamer L'ASSOMPTION, Capt. MALHOT, leaves Montreal every TUESDAY, FRIDAY, and SATURDAY, at 3 o'clock, and arrives on MONDAYS, THURSDAYS, and SATURDAYS, calling at BOULDER LAKE, LITTLE VILLAGE, and L'ASSOMPTION. The Steamer TERREBONNE leaves Montreal every TUESDAY, FRIDAY and SATURDAY, at 3 o'clock, and arrives every MONDAY, THURSDAY, and SATURDAY, calling at BOUCHERVILLE, VALENCE, LACHENAIS and TERREBONNE. The Steamer YAMASKA, Capt. SENECAL, leaves Montreal every TUESDAY and FRIDAY, at 4 P.M., and arrives every MONDAY and THURSDAY, calling at VERCHERES, SOREL and YAMASKA. The Steamer RICHELIEU, Capt. LAMOUREUX, leaves Montreal every TUESDAY and FRIDAY at 4 P.M. and arrives on THURSDAY and FRIDAY MORNING, calling at CONTEBECUR, SOREL, St. Ours, St. CHARLES, BRUEL, and CHAMBLEY. The Steamer L'ALBE piles DAILY to LA PRAIRIE, leaving Montreal at 4 P.M., and arriving every Morning at 8 A.M.

THE SAGUENAY!

THE Steamer "SAGUENAY" leaves Quebec for the RIVER SAGUENAY, every WEDNESDAY MORNING at EIGHT, and returns on Fridays in time for the Steamer leaving for Montreal,—connecting with the Steamers of the Richelieu Company, Royal Mail Line, "Quebec" and "Napoleon"; and on SATURDAY, to CACOUNA, and intermediate places.

Table of Distances,

FROM MONTREAL, BY THE Grand Trunk and American Railroads.

MONTREAL TO NEW YORK. Via Champlain & St. Lawrence, Vermont & Canada, Rutland & Burlington, Western Vermont and Troy & Boston, or Saratoga & Washington, Rensselaer & Saratoga, and Hudson River Railroads.

Table with columns: STATIONS, Miles, Aggregate Distance. Lists stations from St. Lambert to New York with distances.

Change Cars at Rouse's Point, Burlington, Rutland and Troy.

Grand Trunk Railroad.

MAIN LINE.

Table with columns: MONTREAL TO Miles, MONTREAL TO Miles. Lists stations from Longueuil to Portland with distances.

QUEBEC DISTRICT.

Table with columns: MONTREAL TO Miles, MONTREAL TO Miles. Lists stations from Longueuil to Somersford with distances.

BROCKVILLE SECTION.

Table with columns: MONTREAL TO Miles, MONTREAL TO Miles. Lists stations from Pointe Claire to Kingston with distances.

Boston Routes.

Table with columns: MONTREAL TO Miles, MONTREAL TO Miles. Lists stations from Rouse's Point to Boston with distances.

New York Routes.

Table with columns: MONTREAL TO Miles, MONTREAL TO Miles. Lists stations from Troy to Albany with distances.

Connecticut Valley Route.

Table with columns: MONTREAL TO Miles, MONTREAL TO Miles. Lists stations from Brattleboro to Springfield with distances.

Western Route.

Table with columns: MONTREAL TO Miles, MONTREAL TO Miles. Lists stations from Schenectady to Chicago with distances.

Route via Lake Shore Railroad.

Table with columns: MONTREAL TO Miles, MONTREAL TO Miles. Lists stations from Cleveland to Columbus with distances.

Chicago Route (West.)

Table with columns: MONTREAL TO Miles, MONTREAL TO Miles. Lists stations from Toledo to Peoria with distances.

Montreal & New York and Plattsburgh and Montreal Railroads.

Table with columns: MONTREAL TO Miles, MONTREAL TO Miles. Lists stations from Lachine to Johnsons with distances.

Montreal & New York and Plattsburgh and Montreal Railroads.

Table with columns: MONTREAL TO Miles, MONTREAL TO Miles. Lists stations from Lachine to Brockville with distances.

RAILROAD & STEAMBOAT OFFICES.

Montreal and Champlain Railroad, 64 Commissioner Street. W. A. Merry, Secretary. Vermont Central and Rutland and Burlington Railroad Office, 65 & 67 Commissioner Street.

The Metropolitan Saloon, established by the proprietor, A. P. Savage, 158 Notre Dame Street, is unrivaled as a Restaurant in this city.

COLEMAN'S MONTREAL HOUSE.—It gives us much pleasure to insert in our columns the following notice from the Montreal Herald, of this deservedly popular Hotel, which we fully endorse.

TO MY COAT.

ONE OF BERANGER'S MOST FAMOUS SONGS. Though hardly worth one penny song, Thou'rt dear to me my poor old coat.

I've not forgotten the birthday eve When first I donned thy glossy sleeve, When joyful friends, in merriment wine,

Never, my coat, hast thou been found, Bending thy shoulders to the ground, From any upstart "Lord" or "Grace"

Wild forest flowers—no Monarch's dote— Adorn the modest button hole: If but for that, old as thou art,

Poor though I be, my good old friend, No gold shall bribe our backs to bend: Honest amid temptations past,

A traveller relates the following: Mr. Barnes, wife, and two children, his niece and another young lady, with the writer, formed a party leaving Memphis for Clarksville,

"Why, my dear, the boat will sink in less than three minutes." "Well," she replied, "I think I can be out before that time."

Dragging her along, he rushed almost frantic with excitement, to the young ladies' room, and found them very quietly combing their hair!

"For heaven's sake!" says he, "young ladies, what do you mean? The boat will sink in two minutes, and here you are combing your hair."

A CANNON-BALL IN THE HAT.

An anonymous writer, generally supposed to be the Rev. Henry Ward Beecher, after describing how, when a boy, he stole a cannon-ball from the Navy Yard at Charlestown, Mass., and with much trepidation, and more headache, carried it away in that universal pocket of youth, his hat, winds up with the following reflections which, though philosophically trite, are conveyed with enough force and freshness:

When I reached home I had nothing to do with my shot. I did not dare to show it in the house, nor tell where I got it, and after one or two solitary rolls, I gave it away on the same day to a Prince Streeter.

But, after all, that six-pounder rolled a good deal of sense into my skull. I think it was the last thing that I ever stole, (excepting a little matter of heart, now and then,) and it gave me a notion of the folly of coveting more than you can enjoy, which has made my whole life happier.

I have seen a man put himself to every humiliation to win a proud woman who has been born above him, and when he got her, he walked the rest of his life with a cannon-ball in his hat.

I have seen young men enrich themselves by pleasure in the same way, sparing no pains, and scrupling at no sacrifice of principle, for the sake, at last, of carrying a burden which no man can bear.

All the world are busy in striving for things that give little pleasure and bring much care; and I am accustomed, in all my walks among men, noticing their ways and their folly, to think, there is a man stealing a cannon-ball; or there's a man with a ball on his head—I know it by the way he walks.

Paddy's Pig.—I did meet with a few extraordinary men in Sydney. There was one, a merchant-prince, who made it a boast that he had never given away a shilling in his life.

1859. SUMMER ARRANGEMENT. 1859. FOR MONTREAL! KINGSTON, OGDENSBURGH, TORONTO, QUEBEC, WHITE-MOUNTAINS, PORTLAND, SARATOGA SPRINGS, LAKE CHAMPLAIN, LAKE GEORGE, ALBANY, TROY, BOSTON.

NEW-YORK.

ENGLISH THROUGH LINE OF EXPRESS STEAMERS! The Only Line of "Express" Steamers on Lake Ontario and River St. Lawrence.

They are nearly new, Large and Commodious and were built expressly for "Pleasure Travel" over this Favorite Route.

FOR THROUGH TICKETS (State Rooms Included) and correct information, apply at the only authorized office for this Company on the corner between Cataract and International Hotels, Main Street Niagara Falls.

S. D. HAMLIN, } Agents. M. D. PALMER, }

CHARLES LAURANT, LIVERY & EXCHANGE STABLES, BONAVENTURE STREET, MONTREAL.

CARRIAGES can be had with skillful Drivers at the shortest notice.

MONTREAL AND QUEBEC ROUTE.

SEASON OF 1859. RICHIEU COMPANY'S ROYAL MAIL LINE OF STEAMERS TO QUEBEC.

STEAMER QUEBEC, Capt. A. M. RUDOLF, leaves Montreal every MONDAY, WEDNESDAY and FRIDAY, at 7 P.M., connecting with the MONTREAL OCEAN STEAMSHIP COMPANY'S VESSELS, sailing every Saturday Morning.

STEAMER NAPOLEON, Capt. COLE, leaves Montreal every TUESDAY, THURSDAY and SATURDAY, at 6 P.M. These steamers call at SOREL, THREE RIVERS, BATISCAN and QUEBEC.

RICHIEU COMPANY'S STEAMER VICTORIA, CAPT. CHARLES DAVELING. LEAVES MONTREAL every TUESDAY and FRIDAY at 3 P.M., for SOREL, and arrives every MONDAY and THURSDAY, calling at St. SULPICE, LAVALTRIE, LANGLOIS, BERTHIER and SOREL.

ONE PRICE CLOTHING STORE, JAMES O'HEIR, 68 W'GILL STREET, 68. MONTREAL. MANUFACTURER OF READY-MADE CLOTHING of every description, at the lowest Cash Prices.

MARBLE PAPER. THE Undersigned having added to his Printing and Book-binding business, the manufacture of MARBLE PAPER, and having secured experienced Workmen, is prepared to execute all orders with which he may be favored, in a superior manner.

CASH HOUSE. M'DUNNOUGH, MUIR & CO. SILK MERCHANTS, HOSIERS & HABERDASHERS.

BRITISH, FRENCH AND FOREIGN DRY GOODS, SMALL WARES AND TRIMMINGS, MUIR'S BUILDINGS, 185 NOTRE DAME STREET, Two Doors East from Place D'Armes, and near the French Church, MONTREAL.

WOULD respectfully invite the attention of Visitors to their rich and varied Assortment of Check, Brocade, Moire, Antique, and Tartan Silks; Ladies' Dresses, Irish Tabrics, Spun Silk and Wool Tartans; Crapes, Satin, Tulle, Silk Tissue and Broche Shawls; Boys' and Girls' (Hats); Breeches; Ladies' and Gents' Hosiery and Underclothing; Gloves, Laces and Sewed Work, &c., &c., recently selected by one of the Partners in the British and Paris Markets.

A. HOFFNUNG, IMPORTER OF ELECTRO-PLATED WARE, AND FINE FRENCH FANCY GOODS, STEREOSCOPIES & VIEWS. TOGETHER with a large assortment of novelties suitable for presents and souvenirs of Montreal. 170 NOTRE DAME STREET, Montreal, June, 1859.

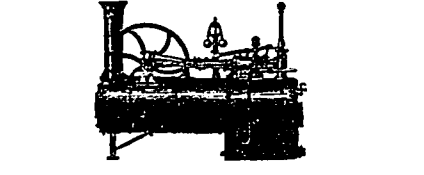
ESTABLISHED 1818. SAVAGE & LYMAN, MANUFACTURERS AND IMPORTERS OF WATCHES, CLOCKS, JEWELLERY, AND SILVER-WARE, CATHEDRAL BLOCK, Notre Dame Street, MONTREAL.

SUPERIOR Plated Goods, Fine Cutlery, Teapots, Cans, Fans, Dressing Cases, Paper-Mache and Military Goods, Moderator Lamp, &c., &c. Montreal, June, 1859.

CHAS. CHILDS, MANUFACTURER AND DEALER IN BOOTS, SHOES, MOCCASSINS, &c., 203 NOTRE DAME STREET, MONTREAL. June, 1859.

JAMES PARKIN, LACENIAN, 168 NOTRE DAME STREET, MONTREAL, IMPORTER OF BRITISH AND FOREIGN LACE AND EMBROIDERY.

BY frequent and direct Importations from the first Houses in London, Paris and Brussels, I am enabled to place before my customers the Newest and most Fashionable Goods at the LOWEST POSSIBLE PRICE. WHOLESALE & RETAIL. ESTABLISHED 1849. Montreal, June, 1859.



PORTABLE STEAMENGINES!

OF THE STYLE FORMERLY MADE BY THE Lawrence Machine Shop, LAWRENCE, MASS.

Table with columns: CYLINDER, BOILER, Weight, Horse Power, Price. Lists specifications for various steam engines.

CLARKE, BENNET & CO., (LATE R. DEAN), FIRST PRIZE Trunks & Bellows. 245 NOTRE DAME STREET, MONTREAL.

JOHN AITKEN, SON & CO., HAVE just to hand the most splendid and beautiful Work in EMBROIDERY AND BRAIDING WORK EVER SHOWN IN CANADA, CONSISTING IN PART OF: Infants' Cloaks and Capes, Pelisses, Frocks, Squares, &c., &c.

LADIES' UNDERCLOTHING. And the new style of LADIES' CLOAKS, LADIES' MORNING AND BREAKFAST GOWNS, in some elegant styles. The Price astonishingly low. JOHN AITKEN, SON & Co., Shirt Makers, &c. 211 & 213 Notre Dame Street.

W. H. BOYD, GUN MAKER, AND Fishing Tackle Warehouse, 127 NOTRE DAME STREET, MONTREAL, IMPORTER of Gun Powder, Patent Shot, Percussion Caps, and every article for Sporting Purposes, and sold at the most reasonable terms. Guns Stocked and Reloaded to Shoot close and strong Barrels, Patent Breeched on the most reasonable Terms. Fishing Tackle, &c., &c. Montreal, June, 1859.

G. LEVEY, IMPORTER OF HAVANA CIGARS, TOBACCO, MERESHAUM PIPES, CIGAR CASES, &c., &c. 140 NOTRE DAME STREET, MONTREAL. June, 1859.

JOHN HENDERSON & CO., HATTERS & FURRIERS, CRYSTAL BLOCK, MONTREAL. Constantly on hand, a large assortment of HUDSON'S BAY FURS, INDIA CURIOSITIES, HATS, CAPS, &c., &c. JOHN HENDERSON, June, 1859. E. MORRIS

HOLLAND & CO., IMPORTERS OF ENGLISH, FRENCH AND AMERICAN FANCY GOODS, JEWELLERY, RUBBER COMBS, WALL PAPER, &c., &c. 253 St. Paul and 9 & 11 St. Francois Xavier Streets, MONTREAL.

JAMES GARRATT, Watch-maker and Jeweller, 214 NOTRE DAME STREET, Corner Place d'Armes, opposite the French Cathedral, MONTREAL.

IMPORTER of London made Jewellery, Watches, Plated Ware, Cutlery, Clocks, French Goods, in great variety. N.B.—Watches, Clocks and Musical Boxes, and Jewellery neatly repaired. Montreal, June, 1859.

PHOTOGRAPHIC PORTRAITS BY G. C. DOANE, TEN years established DAGUERRETYPE, AMBROTYPE and CALOTYPE ROOMS, No. 2 Place D'Armes, Montreal. The Public are respectfully invited to call. Show Room on Ground Floor.

Plated Ware, Cutlery, Clocks, French Goods, in great variety. N.B.—Watches, Clocks and Musical Boxes, and Jewellery neatly repaired. Montreal, June, 1859.

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