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 and combinesSIMPLICITY, SAFETY, AND ECONOMY,

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 It is devoid of Smell, Smoke, or Flicker, and givesa Steady, Cheap, and Brilliant Gas Light.
LAMPS FOR PRIVATE USE, CHURCHES, PURLIC ROOMS, WORKSHOPS, SALOONS, BRIIWERIES, DISTILLERIES, STEAMBOATS, LIGHTHOUSES, STURES, COUNTRY RESIDENCES, AND EVERY OTHER PURPOSE.
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 WICKS, CHIMNEYS, LAMPSHADES, CIIMNEF CLEAVERS, LAMP TRIMMERS.

##  STOVES, \&C. \&C.

JAMES FAIRIE,
55 St. Francois Xavier Street, Montreal (A fow doors from Notre Damo Street.)

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## S. WGFFivida \& Co.


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Bag to call attantion to thair magnificant stock of fine
 OPERL, MRLVE \& TOURL.'L"S GLASSES,

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And nore especiaily to at fine asontment of the celebrated

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in grle, sllver \& sterl frames.
And an entirely Now and Magnificent Stack of
STERGjDJ? 3 AND STERESjOPIC VIEWS.
The whole of the Stork is entitely new. and marked at exceediagly moderate prices.
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Desirms of seeing one of the most choice and recherche assortments of We?ntras.

JEVTLLERT,
SHMFFIELD ELECTRO FLATE, AND RICH FANCY GOODS,
Will be well repaid the tronble of a visit to the establishment of A. 上IOFJINUJNG;

KO, 170 NOTRE DAME STREET.
An Annual Visit to Eirope enables the proprietor to offer evrything that is novel and tisteful as soun as it is introduced in Londun and Paris, whilst special attention is given to the catufal selection and constant supply uf a large assortment of Gold and silver Watefos (in cercy stye) by the most eminent makers. London manductured Guld Chains for Ladies and Gentlemen. Standiad Gold Jewellery, of erery description, of the most minue and beantitul styles, plain and set with precions stones. English Standard Silver Ware; S luer Nounted scoteh Pebble Jewelley; best Shetield Electro Plated ware of every destription. $\sin ^{2}$ lue largest and best assortment of Dressing Case in Canada; Tourists' Travelling Bage, and necessaries of frery desireable style. Every description of Mane Tourists and Opera Glasses, Telescopes, Microscopes, Suectacles, \&c. A mugniticent assortment of fine French Fans, Sterescopes and views in immense vaitit, ligether with a very large and choice selection of Englisib, Geman and French Fancy Gools too ravinis to be enumerated, many of which are of so elegant, novel and beautiful a description as to be well worthy a vinil.

## THE CANADA ROSE,

The most beautiful novelty of the day, forming one of the most. charminge Souvenirs of Montreal and Camada, is published, and can be obtained only at this retablishment. Price, 25 ennt:
A. HDFPNUNG,

170 Notre Dame Etreet,

## MOORE'S

## HAND-BOOK

OF

## Blantronl, ©ubbrt, and ©itanan;

CONTAINING 4 BRIER DESCRIPTION OF THOSE CITIES,
4 ND
THE CHIEF PLACES OF INTEREST.
giving, axbo,
TARIFT OF FARES, $\triangle N D T H E$ HOURS OF $\triangle R R I V A L A N D ~ D E P A R T U R E$ OF THE RAILWAY TRAINS AND STEAMERE;
rates of postage, coinage,
AND OTHER USEFUL INFORMATION.
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1860.

## NEW DRY GOODS



## ATT H. \& H. MERRILL'S

FOR THE SUMMER SEASON, 1860,
Just received by the North Briton, North Inmrican, and Bohemian, and other vessels, compri-ins:

New Spring Dresses, New Bonnets,
New French Prints,
New Spring Mantles,
New French Muslins,
New Spring Sbawls,
New Parasols,
New French Cobourgs,
New Damask Linens,
New Linen Handkerchiefs,
New Kid Glores,
.iew White Shirtings,

New Silk Dresses, Nert Ribbous,
New Muslin DeLaines, Nerv Spring Mantle Cloths, New Coloured Silks, New Filled Shawls, New Poplin Ircsses, New French Brilliants, New Towellings,
New Gingham Shirtings,
New Irish Linens.

10fi piecos more of those splendid Black French Glace Silks, to be sold at tis. 3 d . 1 er yard, worth 108.

Montheal, April, JSio.
190 Notre Dame Street.

## BY APPOINTMENT.



WM. BENJAMIN \& CO.,


196 NOTRE DAME STREET, MONTREAL.
(Established 1830.)
W. B. \& Co. have always in Stock the Largest and Richest

Assortment of

| SILKS, | POPLINS, |
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in the province of Canada.

They are constantly receiving the latest NOVELTIES

From England, France and Germany, which for Variety, Elegance and uniform Good Value, are unparalleled on this Continent.
[3- Visitors to Montreal are respectfully solicited to call and examine the Stock at this Establishment.

## J0HN PAPE \& Co.,


$298 \frac{1}{2}$ Nutre Dame Street, and 93 McGill Street, Beg to intimate to the public generally that their SPRING and SUMMER STOCK is very extensive and well assorted,
Consisting of every Norelty of Design, together with all New Fabrics suitable for the coming season.
THE SHAWL,
MANTLE
AMD
DRESS DEPARTMENTS
WILL REPAY A CAREFUL INSPECTION,
And cannot be surpassed by any house in the trade.

# A COMPLETE ASSORTMENT OF <br> STIPLLEPHIOYBRY GOODS. <br> OTTTLT OINTHETERCME <br> ALL GOODS SOLD FOR CASH <br>  






## MONTREAL.

The Island of Montreal, upon which the largest and most populous city of Canada is built, lies at the mouth of the Ottawa River, at its junction with the St. Lawrence. The Ottawa comes down from the North-west, and sweeps round the Island, forcing the St. Lawrence to the South side. The waters of the two do not mingle together for a distance of 80 miles. The Island is rich and fertile, and was a favorite hunting ground of the Huron Indians, who had a fortified village at Hochelaga, near where the City of Montreal stands. The name of this village has given the title to a delightful volume on Canada, by the late MajorWarburton. The City stands at the base of Mount Royal, a magnificent hill wooded to the suromit, on the slopes of which many of the merchants have erected splendid residences, and from which delightful views are obtained of the magnificent river and the surrounding campaign, which stretches away for miles till it is dimmed by distance, or lost in the horizon. The mountain is intersected by a steep road, leading to the pleasant little village of Côte-des-Neiges, and from the western side the eye scans the Lachine rapids, and Ste. Anne's, where Moore wrote the celebrated boat song The City is tolerably regularly built, and already possesses
wharves which are unsurpassed on the continent for solidity and strength, while they are so conveniently planned that vessels of very large size lay alongside and discharge or take in cargo. In approaching the City from Quebec, by the river, the traveller is delighted to observe a line of humble but cleanly looking dwellings painted in gay colours, which stretches along for several miles. These are the Quebec Suburbs, and Hochelaga, almost wholly peopled by French. On the left hand lies the small pretty islet of St. Helens, which belongs to the Government. The mantle of foliage with which it is covered in the summer, conceals the stern preparations of war it contains, for it is fortified very strongly, and guarded by a detachment of the troops in the barracks. Opposite to it, a block of formal, dismal looking buildings denote that they are designed for the use of the military, and the sentry pacing bere and there, with measured tread proclaims the fact. A little farther up he sees the City Hall, where the City Fathers meet, with its dome, covered with tin plates which glitter in the sun. A handsome cutstone building, stately and imposing in appearance, it stretches along the River side. Undrneath it is fitted up as a market place, and here the habitants resort for the purpose of disposing of their produce. It is called Bonsecours Market, after the Church of Notre Dame de Bon Secours, which is near to it. Bonsecours presents a lively scene on market days, when the farmers congregate, and the stranger is amused by the quaintness of their costumes, and the abundance of gestures they exhibit, as they press their articles upon their customers. Thence, running beside the wharves, is a range of solid stone buildings, occupied as stores and places of business, making a fine sweep along the banks of the River to Custom Hous

IMPGRTEL OF BRITISI AND FOREIGN


168 fotre dame street, montreile.
Direct Importations-connexion with some of the First Houses in Europe-a long experience in the business, and the frequent arrival of Steamships to this Port, enable me to place before my customers the

LARGEST \& CHOICEST Assortment of

## NEW \& RASHIONABLE GOODS

## In this line to be found in Canada.

Every description of LACE and EMisLIODERT from the beast expensive article of BRITISH ILANUFACTURE to the more eostly and rerherche of the CONTLNENTAL FABRICS.

The attention of IILLINERS and HERCHASTS゙generally, is invited to the advantages of a "hoice Assortment at all seasons, supplied direst from the FIRST MAREETS, and offered at the
lowest possible advince for casil.
HHOLESALEAND RETAL.
ESTABLISHED 1849.
Sontreal, May, 2860.


Square, fronting which is the wharf of the Quebec Steamers.
In Customhouse Square is the Montreal House, an excellent Hotel, much used by Americans traveling in the Summer months. The Customhouse stands in the middle of the Square, and in front of it there is a small garden, with a jet d'eau. Still farther up the banks are the wharves intended for the use of the Ocean Steamers, at the foot of McGill Street. As yet, however, they are only in a state of preparation; but when completed they will form spacious docks, facilitating the landing and loading of cargo, as the Steamers will be laid close alongside the wharf. Here the Lachine Canal commences, and the terminus of the Grand Trunk Railway, which crosses at Windmill Point, is to be placed at the bottom of McGill Street, baving tracks along the wharves, thus affording abundant room for the immense stores of cargo from the west, which will be brought down by the railroad. When all these operations have come to a close, Montreal will not be surpassed by any city in its traffic accommodations.
St. Anne's Market is a little way up McGill Street, on our right hand, and it forms one side of Commissioners Street. This Market is not so well fitted up as Bonsecours, but it is next in size, and here the inhabitants can purchase all the necessaries for the table, and also country made straw hats and other articles. On the other side of the Market, and facing it, is the Grey Nunnery, a large building enclosed by a wall, and having a garden around it.

McGill Street is a wide and excellent street, running northwards in the direction of the mountain, which appears to be at its bead. As we look up the street the outline of the mountain stands before us in bold relief a gainst the sky, with its rounded bluff, abrupt and precipitous, covered with
foliage, while here and there the bare brown rock jutting out, forms a striking contrast to the verdant leaves of the trees and shrubs. McGill Street is the boundary of the city proper, on the west, and has on its other sile Griffintown and the St. Antoine suburbs. St. Paul, Notre Dame, and Grcal St. James Streets, strike off from it on the east, the two latter lying upon the top of an elevation, which runs the whole length of the City. Commissioners Square and Haymarket Square are at its head; and on the other side of Haymarket Square is Beaver Hall Hill, adorned by several elegant Churches,-St. Andrew's Church (Presbyterian), Zion Church (Independent), and the Unitarian Church. Victoria Hall, the Parade Room of the Volunteer Rifles, is also at the head of the Square. The Garazzi riots took place in front of Zion Church, several years ago, when some persons were shot by the military.

St. Paul Street is entirely occupied by Warehouses and Stores, and is the principal business street of the City. It runs parallel with Commissioners and Notre Dame Streets to Dalhousie Square, and is intersected by various smaller strects, such as St. Peter Strcet, St. Francis Savier Street, \&c. The wholesale trade is carried on in these localitics. In St. Sacrament Street, which crosses from St. Francis Xavier to St. Peter Street, stands the Merchants' Exchange, the Rialto of Montreal. It is a handsome building, very conreniently planned, and covers, with the space behind, about balf an acre of ground. It is in the modern Italian style of architecture, and has a Reading Room, Committee Rooms, \&c., all well suited for the purposes for which they were intended. The building, however, is not seen to advantage, being in a narrow street, where its proportions are bidden from view. Opposite the Exchange is the Telegraph

## THE

# HRITISII AMERICAN ADVERTISING AND CIRCULAR DCLIVERY AGESCY, 

22, ST. FRANCOLS XAVIER STREET,

MONTREAL.

The Proprietor of the Hand Book begs respectfully to call the attention of Merchants, Hotel-Keepers, Advertisers, and the Public in general, to the above Agency, which has been established to meet the growing demand of the business community.

He is prepared to forward Advertisements, in English or French, to the whole of the Canadian Newspapers, and to secure their publication with accuracy and dispatch.

The system for delivering Bills, Circulars, \&c., throughout the city and district, is practical and complete; and the principal hoardings and dead walls have been specially retained for the purpose of afflxing posters.

Arrangements have been made with the various Railway and Steamboat Companies for the exhibition of Show Cards on the Steamers, and in the Cars and Stations, so that the widest publicity will be effected.

Offering such manifest advantages for the encouragement of business enterprise, the Proprietor commends the Agency to favorable notice.

ROBERT MOORE.

## IMPORTANT TO LADIES.

Trade Mark.
Trade Mark.



Tprevent misrepresentations regarding CLARK'S CA-BLE-LAID THREAD, we have to state tbat our Father is the oldest member of the Clark Family and Maker of that celebrated THREAD, and we are determined to maintain, as he has done, public confidence and support.

Our Thread is enclosed in the original Blue Wrapper, and labelled with the name of our Firm in full; and, by being caraful to observe on each reel :-J \& R. CLARK \& CO.'S Paisley Cable-Laid Thread,-Ladies will be protected against imposture and Threads false in length and inferior in quality.

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S T . P E T E R \quad S T R E E T
$$

㽗ONTREAL。

Office, also a fine building, but having the same disadvantage in point of position.

Passing from McGill Street along Notre Dame Street, the first object which attracts the attention, is the Recollet Church, at the corner of St. Helen Street, with its front to Notre Dame Street. This is the oldest Church in the City, having been built in 1725. Bonsecours Church, the next oldest, was built in 1772 . It has an ancient, quaint appearance, with its portico, and its high stone wall, closing it in from the busy world around. A few trees and shrubs flourish in front of it , and heighten the appearance of quietude which it has. In our onward progress we find that improvements are going on, the intention evidently being to attain greater width, for we observe blocks of elegant new buildings erected a short distance back from the line of the older houses, which stand out so much as to make the street inconveniently narrow. It is evident from these old houses that Notre Dame Street was planned at that ancient period when cleanliness and fresh air were not classified as luxuries. But that time has passed now, let us hope never more to return, and we see that the children of this generation are wiser than their fathers, for there is a strong desire to attain both these blessings. The great requisite for making Notre Dame Street one of the finest in the city, is greater breadth, and this could be got all along by pulling down the old houses and building others on a line with these handsome structures we see. But moving ou we cross St. François Xavier Street and notice the Seminary of St. Sulpice built at the corner of it, having on the front wall one of the two public clocks the city can boast of. The Seminary is an unprepossessing building of rough stone, and washed with lime. The garden of the Seminary is large, extending almost to St. Paul Street.

A high wall is built around the parts facing Notre Dame and St. Francis Xavier Street, running a considerable length down the latter. Beside the Seminary, and contrasting strongly with it, is the French Parish Cburch, one of the finest buildings in Montreal. It fronts on Place d'Armes, and has a spacious porch. It is flanked by two towers 240 feet high, and in them there is a fine peal of bells. The Church is about the same in length as the towers are in beight. From the summit of the towers a fine view of the city and surrounding country is obtained. It was at first intended to make this church very much larger than it is at present, in fact to extend it almost to St. Paul Street, and to build it in the form of a Maltese Crose, so as to make it a cathedral for all Lower Canada; but the plan was given up and altered to the present structure. In front of the Church is Place d'Armes, commonly called French Square, with its plot of garden and its jet d'eau in the centre. On the opposite side of the square stand two elegant substantial buildings, the Bank of Moutreal and the City Bank.

Proceeding onwards in Nutre Dame Strect we notice on the left band side bandsome modern blocks of buildings such as the Crystal Block, side by side with, and forming a striking contrast to, the old Freach houses, with their small narrow windows, and quaint looking roofs, till we come to the large and stately Court House, which stands back from the street a considerable distance. Here the Courts of Law, civil and criminal, sit, and here also are the various offices attached to them, and the Pulice Magistrate's office and court. On the opposite side, stretching down to St. Paul Street is Jacques Carticr Square, named after the celebrated French narigator, at the head of which is the statue of Nelson standing on a pillar with his back to the River. The monument

## THOMAS WALKER \& CO.,

26 ST. FRANÇOIS XAVIER STREET, MONTREAL, WHOLESALE AND RETAIL

##  <br> MERCHANTS,

Have constantly on band for sale, either by the Gallon, Dozen, or Single Bottle, a well selected Stock, consisting of the choicest brands of

Brandy.
Rum.
Holland Gin.
London Old Tom.
Scotch Whiskey.
Irish do.
Old Rye do.
Bourbon do.
Port Wines.
Sherries.
Madeira
Claret.
Champagne.
Mosselle.
Hock.

Bass \& Co.'s and Allsop \& Co.'s India Pale Ale.
Younger \& Co.'s Edinburgh Strong Ale, in qts. \& pints.
Barclay \& Co.'s and Trueman \& Co.'s London Double Brown Stont.
Guinness \& Co.'s and Mander's Dublin Stont.
Lachine Ales and Porters.
Quebec do. do.
Montreal do. do.
Penner's \& American Cider.
Stougbton and Rob't Thin's
Aromatic Bitters.

## STIRLING \& WILLIAMSON,

## IMPORTERS OF <br> 

286 NOTRE DAME ST., WEST END,
(Opposite the Recollet Church,)
Would respectfully invite the attention of Ladies and Gentlemen visiting the city, and the public generally, to their very large and well assorted stock of Goods, all of which has been carefully selected by one of the firm in the European markets, which will be sold at the lowest remunerating prices They also feel grateful for the very liberal patronage they have received for the past two years, and assure the public that no effort slall be wanting on their part to ensure a continuance of the same. Their Stock consists in part of

| Dresses, | Merinoes, | Ribbons, | Hosiery. |
| :--- | :--- | :--- | :--- |
| Delaines, | Crapes, | Bonnets, | Shawls, |
| Cashmeres. | Flowers, | Straw Hats, | Prints. |
| Cobourgs, | Feathers, | Gloves, | Long Cloths, |

Sewed Muslin Sleeves, Collars and Chemisettes; Silks, Satins, Damasks Cloths, Cassimeres. Loeskins, Tweeds, Vestings; Haudkerchiefs, silk and cotton; Opera Ties, Veils, Merino Undershirts and Drawers, Scotch Hollands, I Irish Linen Hollauds, Ginghans, Regattas, Sheeting, Linen and Cotton Table Covers, and an endless variety of Trimmings, Smallwares, \&c.
CARPETS, DRUGGETS,

They would call particular attention to their Shawl, Dress, Mantle and Cape Departments.
Tho 'Trade liberally dealt with.

> STIRLING \& WILLIAMSON, 286 Notre Dame St., Montreal,

Bas on its pedestal, representations of three of the battles Which the hero fought, but is very much defaced by time and the severe frost of the Canadian winter. Various efforts have been made to raise funds for the purpose of putting it in thorough repair, but without much success, as it sill stands in all its dilapidation, an unsightly object. The Governor's Garden is on the other side of the street, and the old Gorernment Kouse, where the French Governors heid their levees and transacted business, still stands a littie farther on, to the right hand side facing it. The old building is now converted into the Jacques Cartier normal school. Belind it, however, the Government offices remain. Stili farther on, we come to Dalbousie Square, where the Donegani Hotel opens its portals to receive strangers. Near here also are the bead quarters of the military, and the officers' rooms, while the barracks lie to the right fronting the River. St . Mary's Street is a continuation of Notre Dame Strect and leads into the Quebec Suburbs, where stands the jail, a substantiai building, firm and solid, but too small for the necessities of the district.

A little before we come to the Jail, on the opposite side of the street, is St. Thomas Church, Countess of Huntingdon's Connection. This Church was built by Thomas Molson, Esq., who has also erected Molson's College in the rear of it. The Church is a neat building, and is the only Cburch in Montreal which bas a clock in the tower. The College is a large, handsome quadrangular bnilding, and is devoted to teaching and training the youth of both sexes. The Rev. Alfred Stone, who is incumbent of the Church, is also Rector of the College, and under his superiutendence are a number of teachers, male and female, by whom useful knowledge and accomplishments are imparted to the boys and girls committed to their charge.

Notre Dame Street would be a much finer promenade if it Were all of one width, and that width considerably greatez than it is at present. It is proposed, however, to attain thiss object, and gradually properties on which the ofd houses were erected have been purchased, and the tenements pulled down to make room for much finer buildings, mores adapted to modern taste. In this way the Cathedral Block and others have been built on the proposed new line of the widtr of the street.

Retracing our steps a short distance, we tura down a cross otreet called Gosford Street, and enter the Cbamp de Mars at the east end. This is a spacious ground, and forms a fine: military parade; and here also the bustings are erected for the nomination of members of the Provincial Parliament. The Champ de Mars is about 500 yards Iong and 100 broad and is bordered on one side by a fine line of Poplar trees, and on the other by trees of different species. It is right ato the back of the Courts of Justice. A number of Russiar Cannon, trophies captured in the Iate Crimean war, lie on the south side, but they have never been mounted. At the south carner, fronting St. Gabriel Street, one of the oIdest Protes$\operatorname{tant}$ Churches in the city stands-St. Gabriel Street Free Church. Passing in front of this Church, a few steps bring us to the east end of Little St. James Street, much frequented by the legal fraternity, many of whom have their officess here. It in a narrow street, with little of intesest to note in it excepting the Natural History Society, and the Young Men's Church of England Society. At the west end ${ }_{x}$ Little St. James Street opens upon Place d'Armes at its north east corner, and brings us in front of the tren Banks which grace the north, as the French Church adorns the soutb side of the square. At the corner we have passed is the Plan-

## CARPET \& FLOOR CLOTH

WAREHOUSE.

## H. BENJAMIN \& CO.

Have always on hand the largest and most complete
assortment of


To be found in the Province.

## BRUSSEKS <br> 'XARESTRY.

VELVET.
And every other description of

## CARPET, FLOOR CLOTH, MATTINGS, and FURNISHING GOODS, <br> WHOLESALE AND RETAIL. CRYSTAL BLOCK, NOTRE DAME ST. MONTREAL.

N. P.-The Trade supplied.


CHAS. ATKINSON \& CO.
(Successors to Wm. Thompson \& Eons,)
c. ateinson. JOE C. THOMPSON.
tagenet water depot. This mineral water is brought from Plantagenet, a small place in the direction of Ottawa, and is sold for three coppers a glass. In the depota good supply of papers is kept, so that, in the words of an advertisement the visitor is at liberty "to strengthen the mind and body at the same time." Compain's Cosmopolitan Hotel stands also on the same side. This Hotel has been recently fitted up, and is conducted on the European principle. It is large and well managed. Crossing the Square on the north side we enter Great St. James Street, wide and excellent, running from Place d'Armes to McGill Street. The buildings here are almost all built with stone, and there is much uniformity in the structure of them. At the corner of St. Francis Xavier Street is the Post Office, baving entrances from both these streets. It is a large and substantial building, fitted up in the interior with pigeon-holes numbered, so that a person renting one of them obtains all his letters or newspapers, by merely mentioning the number of his box to a clerk in charge. At the other corners of St. Francis Xavier Street, is the Savings Bank and the Bunque du Peuple, while beside the Post Office in GreatSt. James St. stands the Bank of British North America. The St. Lawrence Hall, under the management of Messrs. Hogan \& Co. is directly opposite. This Hotel extends as far as Craig Street, the communication between the front and rear parts being by a covered archway across Fortification Lane. The St. Lawrence Hall is much frequented Nearer to McGill Street, on the other side, is the Ottawa Hotel, which is also a first class house, largely patronized. Mr. Samuel Browning is proprietor of this Hotel. The other buildings in this street are the Wesleyan Methodist Church with its fine front of the Grecian order of architecture; it is capable of holding 3000 persons with comfort. The Me-
chanic's Institute and the Mercantile Library Association almost face each other. Poth are literary institutions, having a good selection of newspapers and magazines, and also a Library. Strangers are allowed admission, on entering their names in a book kept for that purpose. The entrance fees are comparatively small. The American Presbyterian Church stands at the western extremity of the street. It is a plain and modest building. Behind the Mercantile Library is Nordheimer's Music Hall handsomely decorated with al fresco painting. It is a fine hall, well worthy inspection.

Descending the ridge on the north side, we enter another fine large street called Craig Street. It commences at St. Antoine Street on the west and extends to Colborne Avenue on the east, running parallel with Notre Dame Street. Formerly Craig Street was the bed of a rivulet, but the stream has been converted into a sewer to carry off the waste water. Branching off from the north side of Craig Street, are a great many other streets rising up on the slopes of the mountain. The houses are almost entirely used as dwellings. St. Lawrence Street is the principal business street in this part, and is filled on either side with shops and stores. In the middle of this street stands the St. Lawrence Market. Not so large as either Bonsecours or St. Ann's Markets, it is still a great accommodation for the inhabitants. By way of St. Lawrence Street we go to the Mount Royal Cemetery, and also around the Mountain.

St. Antoine Street runs west from Craig Street into the suburbs, and the farther it goes, the more is taste displayed in the buildings, it being inhabited by many of the wealthier classes. At the west end it comes very close to a precipitous rock which rises up between it and Sherbrooke Street. There are gardens laid out with terraced walks here, and orchards

## W. \% J. MUIR,

## Allerthaut cailors,

85 GREAT ST. JAMES STREET,
Would respectfully invite your attention to their Superior Selection of

## SPRIIIG IID SILIHER GOODS,

£ust received via the "Nova Scotian" and "Nonti ArrraOAn," which comprise the

## best and nevest rabrics and sithes

brought out in the ENGLISH and FRENCH markets.
No effort has been spared on our part to make our EstabLishment equa! to any in the Trade; and our experience hass qualified is to comprelend and satisfy the widest diversity of tastes. Particular attention is requested to our

## PRINCE OF WALES SUITS.

Our Priees will be found, in considerstion of the quality of our Goods, to be very moderate, and a liberal discount allowed for Cash.

We would therefore solicit an early call.

## \$5, Great St. James Street, \} Montreal.



FOR SALE BY THE SUBSCRIBERS;
RODS-"English" and "Conroy's" Salmon, Trout and Troling.
REELS-"Couroy's" and best English made.
LINES-Water-Proof Hair and Silk, finely tapered.
Salmon, Trout and Bass Flies, Casting Lines, Troling Tackle, Artificial Minnows, Patent Speon Trolling Hatts, \&c., de. BENNY, MACPHERSON \& CO., Rontreal, $2 \times 5$ h April, 1860. 562:St. Paui Street:

## GALBRAITH \& BROWN,



Continue to occupy their well known Old Stand in the $^{\text {on }}$ Mechanics' Institute Building,

## GREAT ST. JAMES STREET.

Their Stock of Goods is meli selected, of the latest styles: and best quality for Gentlemen's wear.

Their long experience, and success in the business, is sufficient guarantee to their customers for the faithful execution of all orders entrusted to them.
if Orders in Militany and other Uniforms $_{2}$ executed in the best style,
of fine fruit trees, which bear excellent apples. The side walks of the street are shaded from the sun by rows of Maple trees, which give a cool and refreshing shelter from the heat of his rays. The buildings here are mostly elegant and there are one or two fine squares. Before the houses in many places there are little plots of garden ground, each fenced in with a railing, and filled with a variety of flowers to please. the eye and delight the olfactory nerves with their agreeable odour. Running parallel with St. Antoine Strect, but farther up the mountain side are Dorchester, St. Catherine and. Sherbrooke Strects, and several avenues and squares. This part of the city is the finest and of course the most aristocratic. The same praise may be given to these streets for beauty and elegance which we have given to St. Antoine Street. They are in the city and yet in the country, and combine all the pleasure of a rural residence with the comforts and conveniences of the town. Christ Cburch or the Episcopalian Cathedral stands in Union Square. It is a beautiful edifice in the mediœval Gothic, with its tall spire tapering upwards through the air. This Church is one of the finest among the many fine buildings in Montreal, and is excellently situated for the display of its fine proportions. It is indeed a model of ecclesiastical architecture, and when the grounds are all laid out and finished will command the attention as being a perfect gem. It is built in the cruciform style, and is handsomely decorated within, as well as comfortably seated, and contains a magnificent organ, built in England.

Among the other Churches in Montreal worthy of inspection is St. Patrick's Roman Catbolic Church, corner of Lagauchetière and Alexander Streets which has a noble front of imposing appearance, and which, with its handsome ap roaches by broad stairs is a splendid model of ecclesiasti-
cal architecture. But one building which ought to be visited is the McGill College, situated at the side of Sberbrooke Street and University Avenue. This is a fine large institution, and besides lecture and other rooms, it contains residences for the Professors. It was built in accordance with the terms of a bequest made by the Hon. James McGill who left a large sum of money for that purpose, which was increased by subscription till it sufficed for the purpose of endowing the college, with the aid of a grant from Government.

As we descend the mountain, McGill College stands on our left hand. Farther up the side is the Reservoir of the Montreal Water Works, constructed for the supply of the city. The water is drawn from the river, above the village of Lachine, and is pumped up to the Reservoir by a powerful waterwheel, which is kept in motion by the water it draws. The Reservoir is cut out on one side from the rock, and is divided into two compartments, capable of containing fifteen millions of gallons of water. The elevation of the Reservoir above the city is so great, that the most of the fires are extinguisbed by the use of the Hose, without the force pumps being brought intc requisition at all.

In Sherbrooke Street, at the head of Bleury Street, are the Botanic and Zoological Gardens, under the management of Mr. J. E. Guilbault. The gardens are laid out with great taste, and form a pleasant recreation ground for the inhabitants. These are well worth a visit.

All along the slopes of the Mountain are many fine edifices embowered among the trees; in truth, one cannot pass along in any direction, without being struck with the charming beauty of the scenery, while through the opening of the streets many views are gained of the magnificent $\mathrm{St}_{\mathrm{o}}$

# THE <br> <br> OTTAWA HOTEL, 

 <br> <br> OTTAWA HOTEL,}

## Great St. James Street, Montreal.

The Proprietor of this well known Hotel takes this opportunity of announcing to travellers, that extensive alterations and improvements having recently been made throughout the house, he is now prepared to accommodate, comfortably, as large a number of visitors as any other first class Hotel in the City.

Situated on the most fashionable street in the city, within a minute's walk of the French Parish Church, contiguous to the various Banks, in sight of the beautiful Mountain, a short distance from the Victoria Bridge, the Champ-de-Mars, and other prominent places of interest or business, this House is admitted, by all its patrons, to be the most desirable in Montreal.

Omnibuses and Porters are in attendance at Railroad Depots and Steamboat Landings.

㑔 3 Particular attention is directed to the fact that the Proprietor of the Ottawa Hotel utterly discards the employment of RUNNERS, being satisfied to allow the success of his House to depend upon its own merits.

MEAL HOURS:
Breakfast from Seven to Nine o'clock. Dinner from One to Three o'clock. Tea from Six to Nine o'clock.
抎 Rooms may be secured by Telegraph.

$$
\text { S. BROWNING, } \underset{\text { Proprietor. }}{ }
$$



This Hotel contains upwards of One Hundred Apartments and the situation is most central, being in the immediate neighbourhood of the Banks, Express and Post Offices, and other Public Institutions; and for a healthy location is unsurpassed, having the beautiful French Square in Tocrt, and also a splendid Jet d'eau, where erery wees juwg the Summer season a splendid Brass Ban i oiscourses sweet music.

## A RESTAURANT

is attached to the Establishment, where Mea's can be had at any hour, according to the Daily Bill of Fare.
N. B.-Table d'Hote at one o'clock P. M.

Carriages in attendance at the Cars and Steamers, belonging to the Hotel.

Lawrence rolling along its tide in solemn dignity to the ocean.

And now, having feasted our ejes on this side let us propose a drive around the Mountain. No sooner said than done, and here we are in a caleche traversing the long line of St. Lawrence Street, till after we pass the tollgate we turn off to the left and ascend gradually the Mountain side, and the road takes us up to Mount Royal Cemetery, a large Necropolis tastefully laid out, having many fine tombs, and adorned with flowers and shrubs and winding walks. Returning at a little distance down, a road branches out again on the left hand, and now we traverse along, while that portion of the Island which extends up the Ottawa opens to the view, with the Isle Jesus in the distance, and St. Anns at the junction of the two rivers. The country round looks rich and fertile, varied with trees and dotted with farms. Winding down the western side we arrive at the pretty little village of Cote des Neiges, lying in the bosom of the Mountain, and sheltered by its branching arms from the north and east. From the village there are two roads into Montreal, one around the base of the little Mountain as it is called, and one over the defile which separates the mountain proper from the one just mentioned. As the latter road ascends the eminence it curves to avoid too steep a grade and gradually we reach the summit, at which a tollgate is placed. Here we are quite shut in on all sides, but watch! as our vehicle turns yonder corner ahead. There lies the city at our feet with its spires and houses and streets. There arise the two towers of the French Cathedral and yonder are the tall masts of many a gallant vessel which, after battling the breeze, now lies quietly at the wharf, and discharges the valuable cargo it has brought eafely into
port. Beyond is St. Helen's Island, and, to the right, the Victoria bridge trails its length across the river for nearly two miles. It is a distant view we are taking of it, and not from the most favorable position, so we will resume our downward progress by which we reach the city in safety.

The Victoria Bridge is a wonderful triumph of human science and art over nature, and the obstacles it presents in the way of progress. To bridge a river nearly two miles wide and twenty five feet deep, with a current running in some places at the rate of eight miles an hour, it appears, at first sight, madness to think of it. But the madness was thought of, and planned, and built, and finished, and England's heir apparent is coming out to sanction it, by formally opening the way through that Iron Tunnel. The Bridge is built upon twenty four piers of solid cul stone, strongly bound together, with abutments to fend off the large mass of floating ice which is carried down every spring by the current. Upon these piers are built iron tubes with their plates strongly rivetted together and as strongly fixed to the piers. The roof is covered with tin plates to protect the iron from the weather, and both in the iron and tin, sufficient allowance is made for expansion and contraction. The Engineers, who came out to examine it, before it was banded over to the Grand Trunk Railway Company, expressed their firm opinion as to its strength and solidity. There is a single track for the cars running tbrough the centre, and two spacious side walks for the use of foot passengers. Seen from the river this structure has a fine appearance and seems to bid defiance to all the force the ice can bring against it.

Now we shall bid adieu to the fine city of Montreal and start on our journey for Canada's ancient capital, Quebec, the strongest fortress on this continent.

## ALBJON MOTEL,

## MONTREAL,

DECKER, BAILEY \& CO., Proprietors,

Is pleasantly situated at the head of ST. PAUL STREET, amongst the largest wholesale bouses in the city. It has (with business men generally, and especially with the best Merchants of both Provinces) become so great a favorite, that it is now acknowledged to be THE Business Hotel of Montreal.

To meet the extensive increase, during the last year, in the business of the house, the Proprietors have built a large addition. The Dining Room has been extended and made more commodious; there have been completed, in the new wing, a great number of well ventilated sleeping rooms, and the house throughout has been refitted, and now contains many improvements and conveniences hitherto unknown to its guests.

The whole of the beds have, at a great expense, been furnished with NEW

## 

The Proprietors expect that, by continuing their personal management of the concern, "Tar Albion," to say the least of it, will continue to be, as it now is, the best Dollas and $a$ Half Hotel in Canada.

## COLEMAN'S



CORNER OF CUSTOM HOUSE SQUARE.

THIS spacious Hotel is conveniently and prominently situated, commanding a beautiful View of the St. Lawrence, und is unsurpassed by any house in the city for its style, ficish, and arrangements for Travellers or Visitors to the City, on business or pleasure.

The Proprietor, baving made extensive arrangemeuts for the accomodation of his guests, and being determined that "that none shall go away dissatisfied," anticipates the continuance of that liberal share of public patronage which has hitherto been bestowed on him.
J. WARREN COLEMAN, Proprietor.

## G. D. D ODD S, <br> SUCCESSOR TO

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## WRRGMANT TAALOR, Wholesale and Retail Clother,

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Fine Table Cutlery, Scissors and Pocket Knives, with a large variety of

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## Cathedral Block, Notre Dame Street, Centre.

## Q UEBEC.

Having bid adieu to Montreal, here we are in the cars driving along behind the snorting, puffing Steam Engine "thorough bush, thorough briar," on our downward jounney. At the south side of the Victoria Bridge, the railroad to Rouse's Point and the United States, effects a junction with the Grand Trunk at the village of St. Lambert.-The Rouse's Point road would take us south to the town of St. Johns, at the outlet of Lake Champlain, but as our will is, to desoend the St. Lawrence, and not to cross the Line, we prefer sitting in the cars of the Grand Trunk. However, we may as well say, that on the Rouse's Point road, there is much interesting and varied scenery, of which the forest commands a large share. The same thing may be said of the most of the Eastern Townships, as the country undulates, and is varied by mountain scenery. The Richelien, which takes its rise in Lake Champlain, and falls into the St. Lawrence at Sorel, is a very beautiful river, and the fine Lake Memphremagog, near which stands the town of Stanstead, is a magnificent sheet of water. Lake Memphremagog, although far surpassed in magnitude by those "inland seas" in Upper Canada, more than rivals them in the beauty of itg scenery. The
bold blunt outlines of the mountains, the varied hues of the foliage which creeps up their sides, the long deep gorges, descending to the edge of the water, and the lake itself, lying in deep repose in its quiet bed, make up a picture, which is scarcely equalled by the scenery of any other locality.

But to return to our journey, -starting from St. Lambert, in a short time we arrive at Longueil and pass through a dead level country, excellently suited for farming, but with nothing to interest the eye of the Tourist in the uniformity of its tame surface, till we come to a fine iron bridge across the Richelieu. Immediately after crossing the bridge, the road takes a quick turn, and enables us to obtain a fine view of the stately proportions of the structure, as well as of the river it spans; while the stream turns and winds with many a curve, on its way to pay its tribute to the Father of Waters, irrigating the fine alluvial country through which it flows, and imparting to it the joy of perpetual freshness and beauty. The scenery also changes, for there is the mountain of Belœil rearing its rocky and precipitous bulk upwards. The train passes close by its base and we can better estimate its vast proportions. There used to be a large gilt cross upon the top, but time and the seasons have done their work of destruction, and it is in a state of complete dilapidation. Leaving the mountain, the scenery changes again to the same dull uninteresting level, till we come to St. Hyacinthe, a peculiarly French town, containing a population of about 5000 . On we dash into the wild bush of tamarac, brown ash, stunted fir, and wild birch, scaring the denizens of the forest with the coughing of our panting iron horse, and the thunder of the wheels of our cars, till by a gradual incline we reach the beautiful valley of the $S t$.

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${ }_{B}$00\% \&8ROM MAZMAS. $\mathrm{B}^{\text {EG most respectfully to announce to the public that they }}$ have commenced business in that Store, No. 301, NOTRE DAME STREET (West End), and, from the experience they have had in the Trade, they will guarantee to give an article superior to any that is got up in the Province.

All orders punctually attended to on Reasonable Terms.
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Made of the best material and by First Class Workmen.

Francis, a quiet and gentle stream, which flows noiselessly onwards; and shortly afterwards we arrive at Richmond Junction, where the branch line from Quebec connects with the main line to Portland. Still we travel through the woods, and have time to Jawn and stretch ourselves at the view of the dreary monotony of the country. But again We reach, and dash over, another iron bridge which spans the foaming rapid of the Chaudiere, whose waters boil and hiss, as they hurry to precipitate themselves over the Falls of the Chaudière a little below. Shortly after, the whistle of the engine gives forth its waraing, and the train stops at Point Lévi or South Quebec, and on the other side we see the "grim feature" of the gigantic fortress.

But to change our route, and with our route our mode of progress. Let us go down the river. Taking our passage by the Steamer, we pass down to Custom-House Square and find our Boat lying alongside the wharf in front of it. Passing on board, we cast loose, and slowly at first, we move along, steam and the current taking us down; but soon full speed is set on, and quickly we leave behind us the city of Montreal, with its tinned roofs glittering in the beams of the evening sun, for the steamers start in the afternoon and sail all night reaching Quebec in the morning. This arrangement is not suited to the pleasure seeker, as the night and darkness deprive him of a view of the banks; but, after all, the lose is not great, as there is a sameness in the dull, flat, level country through which the river flows, and in the villages and farmbouses, which at intervals dot its banks, that when he has seen one part, he may take it for granted he has seen the whole of the route. It will not be necessary therefore to do much more, than merely mention a few of the places we pass, at which the Steamer stops. The first
of these is Sorrl or William Henry, a pretty town with a population of about 3000 . It is 45 miles below Montreal, and is situated at the junction of the River Richelieu with the St. Lawrence. The town contains several buildings of good style, the principal of which are the English and Roman Catholic churches. Below Sorel about five miles, is the commencement of Lake St. Peter, formed by the expansion of the river to the breadth of 9 miles, and extending to the length of 25 miles. The expansion is so great that the Lake is quite shallow, and till recently vessels of upwards of 600 tons cauld not come through. A new channel has however been discovered and deepened, and now vessels drawing 19 feet of water can safely pass. This work has been done, at the original expense of the city of Montreal, and is proving of vast benefit, for the Ocean Steamers now come op easily, and discharge and load a great part of their cargoes. It was owing to the energy of the Hon. John Young that this great scheme was originated, and carried through to its present state of progress.

Half-way between Montreal and Quebec, is the town of Thren Rivers, situated at the confluence of the St. Manrice with the St. Lawrence. It is only bere, that the waters of the Ottawa and the St. Lamrence may be said to have min-gled,-all the way down to this place, we can easily notice the difference in the colour of the water on each side of our vessel. Three Rivers is a well laid out town, and has several Gue buildings, as the Courthouse, the Jail, the Roman Catholic Church, the Ursuline Convent, and the English and Wesleyan Churches. It is one of the oldest settled towns in the Province, having been founded in the jear 1618. It has a population of about 5,800 . The last place at which the

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This Establishment contains a delightful Prom enade, Lawn and Grove of Forest Trees, a Gymnasium (a most complete one,) Tight and Slack Rope, Bowling Saloon, Quoit Ground, and a variety of other amusements. A Museum and a large collection of Curiosities is attached to it ; a large Pavillion and Scenery for Concerts, \&c.

Also, a large assortment of Fruit and Forest Trees, Ornamental Plants, Dahlias, Roses, Poultry, Birds, \&c., always on hand for sale.

## J. E. GUILBAULT, Manager.

N. B.-Norseries situated at St. Catherine.
steamers stop before reaching Quebec is Batiscan, a small town of no importance. Batiscan is about 117 miles below Montreal.

But youder comes the powerful king of day,
Rejoicing in the east. Thomson.
and we start from bed, and having performed the necessary matutinal exercises, we emerge from our cabin and pace the deck, for the scenery begins to open upon our view, and it is of a very different character from that we have been passing through for these last 100 miles. Here, the banks begin to rise up from the water, at first, in gentle undulations, and then more boldly, till they end in high cliffs, which frown upon the steamer as she hurries along beside them. The bed of the river becomes narrower, and the water looks darker, by the shadow of the rocky promontories flung upon it. It does not need to be mentioned, for We have an instinctive conviction of the fact, that here commenced the series of movements which ended in the capture of Quebec, by the immortal Wolfe, on the memorable 20 September, 1759. It was here he landed, and those rocks he, with his gallant little force, scaled, to meet, and fight, and conquer, the chivalrous Montcalm, and alas! in the outbursting of his fame, and just as his glory was beginning to brighten, was he cut down in the prime of his years. Raise the stone on the spot where the hero breathed his last, and inscribe on it, the joy and the griefl" Here died Wolfe victorious." "Victorious," there is the joyl "Here died Wolfe,' there is the grief!

Now we arrive safely at the quaint looking city of Quebec, struggling up the rocky side of the height, on which sits the fortress, extending a protecting arm over the irregular and wayward town.

Truly, as we step ashore, our first impressions of Quebec are not those derived from the view of an object oapable of imparting pleasure. The Lower Town is built, apparently where the inhabitants thought they could secure a position, without regard to appearance, or to the wishes of their neighbours. The streets are steep and tortuous, twisting about, here and there, in the attempt to secure a passage through the French-looking houses, which, on their part, seem to manifest a strong desire to throw every obstacle in the way, they possibly can. From the strong declivities which descend on every side, one would think that there was not much necessity for regulations, in promoting cleanliness, as the first heary shower sends a flood from above which washes away all the filth that would otherwise accumulate, with the speed of a torrent. It does not require much rain to wash most of the streets of the Lower Town, but they soon get dirty again from the constant traffic which strives, and pushes, and winds its way along. The Lower Town is the mercantile part of Quebec, and extends along the shores, from the foot of the rocky height on which the fortress is built, to the River St. Charles, where it joins with the St. Lawrence. In the busy months of summer, the streets are crowded, and it requires some little manœuvering, to pick our way along. Here are the stores, and offices, and ship building yards, and the wharves are all full of noise and bustle and "hurrying to and fro." But as we ascend the steep streets which lead to the Uppe: Town, our impressions undergo a change, till on arriving at the esplanade, we look around with wonder and delight. Still above us is the haughty keep, looking stern and grave, as a warrior ought, and below is the town we have left, in all its bustle, the stately ships lying alongside the wharves, or sleeping at
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Every Article of the Best Quality.
their anchors, and, on the other side, the bold promontory of Point Levi, while down the broad and deep River, the fine island of Orleans divides the channel, and to our left the St. Charles discharges its volume of waters into the larger stream, and still further down on the same side, the road which leads across the Montmorenci, a short distance before it throws itself into the St. Lawrence, over a precipice 250 feet high, while the bold bluff banks, and the mountains in the background, ably complete the picture. The Upper Town of Quebec is handsome and elegant, and forms a striking contrast to the Lower. The houses are generally tastefully built, and there are fine streets and gardens, elegantly laid out, extending to the foot of the glacis of the stronghold. By applying to the Town Major, we get a pass to allow us to see the fortifications, and slowly we wind our way up the steep ascent. Ererything luas regular and stiff military precision about it, and the strength of the works becomes more apparent the bigher we ascend. The road we are travelling can be swept, by cannon placed for that purpose, and the guns show their iron mouths out of the embrasures of the battlements. The space occupied by the fortifications is about forty acres, and everything necessary for protection and safety has been done. There is abundance of military stores, and also of provisions, while water can be had from within the castle. Cape Diamond rises abore the precipitous rock, and its guns command the shipping, and also Point Levi; and from one of the guns stationed here, is the proclamation of morning and evening made. It is a fearful height to look down from, and the appearance of everything is much diminished. It must be a terrible trial for the sentries who have to watch on a cold winter's night, when, lower down, the thermometer
ranges $30^{\circ}$ below zero. The whole of the spacious buildings must be seen to be duly appreciated, for description cannot give a proper idea of the strength of this towering stronghold. The view from Cape Diamond is a very fine one, being much more extended than the one from the esplanade, we have previously described, but the features of the scenery are the same.

The fortress is of an irregular triangular shape, impregnable on two sides, while the third, facing the plains of Abraham, is strongly fortified in a line of well armed ramparts. Looking down from the battlements we gaze, with mingled feelings of gratitude and sorrow, on the field where the decisive battle was fought, one hundred years ago. Hear the lamented Warburton* as he describes, in eloquent language, the scene of the battle and the death of Wolfe.
"For a few years, and for a great purpose, England was given one of those men whose names light up the page of history; he was humble and gentle as a child, graceful in person and manners; raised by transcendent merit in early manhood, he had done high service at Minden and Louisburg; the purpose was accomplished, and the gift resumed at Quebec, when he was about thirty two years old. This was Wolfe; to him was the expedition entrusted.
" He took possession of the Island of Orleans, and occupied Point Levi with a detachment His prospects were not encouraging: the great stronghold frowned down upon him, from an almost inaccessible position bristling with guns, defended by Montcalm, with a superior force of a gallant army, and inhabited by a hostile population. Above the city, steep banks rendered landing almost impossible; below,

[^0]
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Visitors to the City of Mondreal, and Merchants frome the Country are respectfully invited to call and inspect her stock, whish they wil3 find of a quahty and elerance of style rot to be surpassed in Montreal.
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## Painters, Glaziers \& Paper-Hangers,

BOMAVEMFTRE BYOLDMC
Corner of Banaventure Strest and Haymarket Square, Montreak,
the country, for eight miles, was embarrassed by two rivers, many redoubts, and the watchful Indians. A part of the fleet lay above the town, the remainder in the North Channel, between the Islands of Orleans and Montmorenci ; each ebb tide floated down fireships, but the sailors towed them ashore, and they proved harmless.
"The plan which first suggested itself was, to attack by the side of Montmorenci, but this the brave Montcalm was prepared to meet. On the 31 July, a division of grenadiers landed below the falls; some of the boats grounded on a shoal and caused great confusion; so that arrangements, excellent in themselves, were in their result disastrous. The grenadiers, with an indiscreet ardor, advanced against the entrenchments, unformed and unsupported; a steady and valiant defence drove them back; a storm threatening, and the loss being already heavy, the general reembarked the troops with quiet regularity. The soldiers drooped under their reverse, but there was always one cheerful face, that of their leader; nevertheless, inward care and labour wasted his weak frame; he wrote to England sadly and despondingly, for the future was very dark, but he acted on an inspiration. His generalswere brave men, and suggested daring plans; he seized the boldest counsel, risked the great venture, and won.
"On the night of the 12 September, the fleet approached the shore below the town, as if to force a landing. The troops embarked at one in the morning and ascended the river three leagues, when they got into boats, and floated noiselessly down the stream, passing the sentries unobserved. Where they landed a steep narrow path wound up the side of the cliff, forming the rivers bank; it was defended bravely against them, but in vain. When the sun rose, the army stood apon the plains of Abraham.

[^1]A. McPHERSON,


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"Five days after the battle, Quebec surrendered, on such terms as generous victors give to gallant foes. The news af these events reacked home bat forty-eight hours later than the first discouraging despatcin, and spread universal boy for the great triumph, and sorrow for its price. Throughout broad England, were illuminations and songs of triumph, except in one country village; for there Wolfe's vidowed mother mourned ber only child."

So tells the kind and gentle-hearted Gearge Warburtom the story of Quebee 2 century ago.

Upon the heights of Abraham,
Death claimed aed got a noble prey;
Two beroes of great chivalry,
Fought and died one glorious day.
Wolfe, bravest in a nation brave;
Montcalm, the chivalrous and true;
In bold attack, death seized on one,
In bold defence, the other too.
Raise high the stone, and let the scroll,
"Wolfe died in victory's arms," now teli ;
But of defeated glory too, Speak it, how noblest Mon'tcalm fell, One died victorious, o'er his grave Each noble heart in sorrow weeps; Disaster seized Montcalm, but still, Sad tears are falling where he sleeps.

History lifts her voice aloud, And elaims for each the silent tear: For vietor, vanquisned, whose blood Peured for the cause to honor dear.

Brare Wolfe, we mourn thy early loss;
We weep for thee, most brave Montcalm;
We raise on high one monument,
Your noble memories to embalm.

Let us turn away from the scene, and descend from the grim and stern keep, which watches in gloomy digaity orer the city. But it is not so easy to get out of the reach of military preparations, for at every step we take throughout the town, we find ourselves in presence of a wall, or cannon, or sentry, or a group of soldiers, while the proud Union Jack waves aloft on the rampart heights.

There are several fine walks and drives out from the city, and much interesting and varied scenery, which those who delight in the beanties of Nature cannot fait to find much enjoyment in. And many pleasant country excursions can be made, to places remarkable either for loveliness or for water-falls. All around the country there are very fine water-falls. We have already incidentally mentioned two, the Montmorenci and the Chandiére. The Falls of Montmorenci form a picturesque object, when seen from the middle of the St. Lawrence, the White foaming vater pouring itself sheer down a precipice 250 feet high, in one unbroken stream. They are about ten miles below Quebec ; and are both during the summer and winter, a favorite picnic scene for the inhabitants. And pleasant it is to drive out, and descend to the foot, and look at and listen to the water as it falls in monotonous cadence down from the height, and seems in haste to meet and mingle its waters with the larger stream; and when the sunbeams glance upon the white foaming mass, and light it op wita


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prismatic glory, we feel all the sublime beauty of the scene absorbing our senses in one mingled feeling of wonder and delight. On the south side, a few miles up the river, and a short distance in the country, brings us to the beautiful Falls of the Chaudiére, which, although they cannot match those of Montmorenci in bulk of water or depth of fall, yet more than rival them in the romantic loveliness of their scenery. The height of the falls is abont 100 feet, but the rocks overhang, so that the stream plunges in a zigzag course here and there, and half shrouded in spray, boils and whirls about in the strangest manner. It is this last peculiarity which has given the name to the Falls, the Chaudiére or Boiling Pot, and the resemblance is strong. The water continues this dance near the Falls for sometime, and then hurries away, as if ashamed of its madness, through a gorge between the hills, to the Saint Lawrence. Above, wherever there seemed to be room to grasp, mosses, lichens, and creeping plants have got hold, and hang over the cliffs in fantastic drapery, while firs, pines, and cedars, clustering down to the very edge of the stream, fill up the picture.

Quebec is now the seat of Government, it having been removed from Toronto last winter, and is a very busy city when the Parliament is assembled, as it is at present. Spencer Wood, the residence of the Governor General, was a very pretty spot but unfortunately it was recently burned down.

The Houses of Parliament, and indeed the most of the public buildings, are not characterized by much beauty or elegance. Plainness and substantiality have been more cultivated than taste. The Roman Catholic Cathedral is a large building, commodiously constructed, and capable of containing 4000 sitters. It is well fitted up inside, and has several fine old paintings, and a good organ. The English

Cathedral has more pretensions to elegance, and is also provided with a good organ. There are several other Churches such as the Scotch Presbyterian Church, the Free Church or St. Johns, the Wesleyan Methodist, the Congregational and the Baptist.

Quebec is well provided with Hotels, such as Russell's Hotel, in Palace Street, Upper Town, which is admirably conducted, both as regards accomodation, abundance, and comfort; the Clarendon House, St. Lewis Street, Upper Town, and Dexter's, are most excellent Hotels.

Point Levi or South Quebec, as it may be called, lies on the south side of the River on the top of a steep rocky ridge, forming the other side of the deep gorge through which the St. Lawrence pours its flood. It would almost seem as if some grand convulsion of nature had rent asunder the rocks, and cast them on either side, to allow the stream to pass through. Point Levi is a prettily siluated village, and is rapidly growing up into a business town, its increase being facilitated by the branch of the Grand Trunk Railway having its station here, and communicating along the South shore to Rivière du Loup.

The Isle of Orleans lies in the middle of the river, and divides it into two, the north and south channels.-It is a pretty large island, being 19 miles long, by about five wide, and is very fertile. It has a population of about 6000 . About 24 miles below Quebec on the north side of the St . Lawrence, in the midst of exquisite scanery, to which they add grace, are the Falls of Ann's, on the river of the same name. And the Lake St. Charles to the north of Quebec abounds in fine trout, and is much visited by the brethren of the gentle craft.

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And now we will leave Stadacone (what a pity the fine sounding Indian name was ever changed to Quebec!) and take a trip either by Steamer or Railroad to where the grand and majestic, but gloomy Saguenay pours, in sullen stateliness, his waters into the St. Lawrence. By the Railway we are hurried along the southern shore, through a country vastly different from that we traversed in coming from Montreal to Quebec. The dull level flats have changed into an undulating country, and to the southward and northward, and eastwards, magnificent mountain ranges extend as far as the eye can reach. Yonder are the hills from which the rivers of Maine take their source far away to the southward; on the northern side are the Laurentine Mountains, a gigantic assemblage, fronted and overtopped by Cape Anne and Cape Tourment, which are well fitted to be the leaders of such a giant army, rising as they do nearly two thousand feet above the tide. Onward we rush spanning mountain streams, and passing farm houses till the Hotel at Rivière du Loup, 114 miles below Quebec receives us. Or, we walk on board the fine Steamer Magnet, and soon as we get under weigh, open up the Falls of Montmorenci in the distance, and then skirting the shores of the Isle of Orleans, we hasten down on the bosom of the mighty River, and find ourselves in a labyrinth of smaller islands, which, all around, raise, their green heads from the water, and bask in brightness and beauty in the sun. Threading our way through these spots of loveliness, we come abreast of the quarantine station, where all vessels are examined, to find out whether the passengers have brought any infections disease across the deep. Here upwards of 6000 Irish immigrants were buried in one spot. The Island is very beauliful, with its village, and its neat little Church, which seem as if, by a
hard struggle, they had at last gained standing room upon the unruly rocks. We pass the Pillars, and now the stream is open, and with the exception of a distant Island standing alone, we see only the rocky shores of the St. Lawrence jutting out into headlands on either side, or retiring into bays, while, here and there, a brawling brook tumbles its puny tribute into the majestic stream, which receives it with uninterrupted composure. Now we pass River Ouelle, where there is a landing, on the south bank, and, on the opposite side, Malbaie, much frequented by the Stadaconians, for the invigorating effects of sea water bathing. All along our way downwards, the shores are studded with farm houses, which have a lively appearance, from being painted white. We reach Rivière du Loup, and the steamer lays alongside, to start again in the middle of the night, in order to reach the entrance of the Saguenay, at dawn the next morning. As the light breaks in the eastern sky we see Red Island rugged and bare, standing sentinel at the entrance of the River, while farther down, and nearer the shore we have left, is Green Island. Beyond Red Island rise two mountains whose summits recede from each other while their tawny sides seem striving to meet at the base, but never can, for between them the Saguenay, more than tbree hundred and fifty fathoms deep, rolls its dark waters, to stain with their sombre hue, the clear stream of the Saint Lawrence. The entrance to the River is comparatively narrow, but soon the banks, on either hand, retire and open up into a spacious basin. At the entrance, on the lower bank of the River, is the village of Tadoussac, a post of the Hudson's Bay Company, who have a resident here. The village is adorned by a little antique looking Church, said to be one of the mostancient on the continent. It is a small


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> W. P. PICKERING, 2 Manager, Montreal Branch,
building, suited to the size of the congregation who worship in it. There is also a salmon fishery at Tadoussac. The buildings of the Company comprise the Resident's house, and the stores, and are surrounded by a railing. There is a flagstaff in front, flanked by two pieces of artillery. The rocky sterile island L'Islet, separates Tadoussac from the Saguenay. Just within the entrance is the little village of L'Ance à l'Eau, built upon the rocks. Passing along, we see the remarkable mountain Tête de Boule. Standing apart from its fellow rocks, it seems as if it were a solitary hermit, voluntarily withdrawn from their society. Rising sheer up more than 1000 feet, a solid mass of primitive granite, with its round head sometimes cloud-capped, and at others shewing its bald and bleak scalp, with here and there a few stunted pines, which contrive to gain a meagre subsistence from it, it is an object of wonder.

And then, again, the rocks on either shore, tremendous masses, jut out their points or draw back their crevices, as if some giant hand had seized their tops and wrenching them asunder, had opened a deep gorge for the river to pass through, without caring to smooth down the marks of the rupture. Tall and gloomy, rising fifteen hundred to two thousand feet, rough, bare and precipitous, they spread an air of gloomy grandeur over the black and sluggish waters, which lazily trail their course along at their base. And the rent does not stop at the surface of the water but goes down, deep, deep down, fifty, sixty, or one hundred fathoms, so that the largest man-of-war could graze the rocks with her side and yet find abundance of water to float her, were she ten times bigger than she is. The scene is magnificently stern, and it only needs a thunder storm to make it terribly sublime. Then, the lurid clouds cap the summits of the
rocks, and half obscure the day, the stern cliffs grow grimmer and sterner still, and the water becomes of an inky blackness. Suddenly, it is lit up by one grand gleam of lightning, and then the roar of the thunder awakens echoes, which like ten thousaud bandogs startled from slumber, roar the thunder over again-one after the other, taking up the growling reverberation, till the whole scene becomes, as it were, one great body of sound, and then the rush, rushing of the rain, darting downwards with an angry hiss, completes the gloomy picture. Flash after flash, roar after roar, echoed and re-echoed as if the universal harmony of nature were rudely broken, and changed into one great mass of chaotic discord. Above, below, around, everywhere, the growling tumult is heard, till the stunned senses seem incapable of action, benumbed by the terrific clatter and clash which drive them into utter helplessness. And now, the storm has passed away, the angry clouds betake themselves to other regions, growling as they go, while back again, as if in defiance, the wrathful echoes reverberate the sound. The sun bursts forth and the rocks dry their wet flanks in his beams and all is peace again.

But let us proceed upwards, and now we come to St. John's Bay on the south shore, where there is a village, mostly inhabited by lumberers. On our way up, we pass the Picture rocks or the Profiles, so callod from the resemblance they bear to the human face. After we pass St. John's, about six miles, we come upon two magnificent crags, called Eternity Point and Cape Trinity, names suggested, doubtless, from the solid firm appearance of duration and unchangeableness they bear. It is impossible to look upon the imposing grandeur of these peaks, standing stern and rigid, without deep emotions of reverential fear and wouder. These are fitting

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A. DAVIDSON PARKER, Sec'y.
emblems of eternity, while we feeble mortals pass away and are forgotten. Statue Point next meets our eye, so called from a Gothic niche in its side, eight hundred feet above the water, in which there used to be a figure having some resemblance to the human form, leut which has now crumbled away. Mysterious cavern, untrodden by human foot, unscanned by human eye, it stands and will stand for ever. Then we pass a perpendicular rock rising to the height of nine hundred feet, called the Tableau.

Gloomy grandeur has hitherto been the characteristic of the scenery, but now, without losing much of its grandeur, it has more of the picturesque and beautiful, as we enter Ha-Ha Bay, a splendid harbour, nine miles long, and six miles wide. Openings of valleys are seen, with good arable land and abundance of trees, which give varied beauty to the banks, and eause many exclamations of delighted wonder to escape involuntarily from our lips. About seventy miles from Tadoussae is Chicoutimi, where is another post of the Hudson's Bay Company, and where the Steamboat navigation ends. Fifty miles above is the Lake St. Johns, through which the Saguenay runs, not, as some works have it, from which it takes its source. The sources of the Saguenay are some smailer lakes a great distance inland. It is then called the Chomouehouan and runs through Lake Miskouaskane or Great Lake, and thence it flows in a winding strear into and through the Lake St. Johns to its outlet in the St. Lawrence.

We bid farewell to the gloomy mysterious Saguenay, by quoting Mrs. Leprohon's beautiful poem.

## the river saguenay.

> Few poets yet in praise of thee, Have tuned a passing lay, Yet thou art rich in beauties stern, Thou dark-browed Saguenay.

And those bright eharms that surely form For earth her rarest crown,
On thee with strangely lavish hand, Have all been showered down.

Thine own wild flood, so deep, so dark, That holds the gaze entbralled, As if by some weird spell, at once, Entranced yet not appalled;

Seeking in vain to pierce those depths, Where wave and rock have met, Those depths which by the hand of man, Have ne'er been fathomed yet.

And then, thy shores-thy rock-bound shores, Where giant cliffs arise,
Gaising their untrod, unknown heights, Defiant to the akies,

## 

 OF LIVERPOOL AND LONDON. CAP』TAB: TWO DILLIONS STERLING, and Large RESERYE FCNDS.
## FIRE DEPARTMENT:

This Company continues to Insure Buildings and all other descriptions of Property against loss or damage by fire, on the most Favorable Terms.
All just losses promptly settled, without deduction or discount, and withont reference to England.

The large Capital and judicious management of this Company insures the most perfect safety to the assured.

No charge for Policies or Transfers.

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The following advantages, amongst numerous others, are offered by this Company to parties intending to insure their lives:

Perfect security for the fulfilment of its engagements to Policy-holders.

Unusual important facilities and privileges to the assured.
Pavorable rates of Premium-payable yearly or half-yearly, at option of assured.
Half Credit System, when desired, on Assurances of 2500 stg. and upwards.
$\Delta$ high reputation for Prudence and Judement, and the most liberal consideration of all questions connected with the interests of the assured.

Thirty days grace allowed for parment of renewal premiums, and no forfeiture of policy from unintentional mistake.
Policies lapsed by non-nayment of premiums may be renewed within three months, by paying the premium, with a fine of ten shillings per cent. on the production of satisfactory evidence of the good state of bealth of the life assured.

Participation of Profits by the assured, amounting to two-thirds of its net amount.
Large Bonus declared 1855, amounting to $\mathscr{L}^{2}$ per cent. per annum on the sum assured, being on ages from twenty to fort 5,80 per cent, on the premium. Next division of profits in 1860.
All Medical Fees paid by the Company. Stamps and Policies not charged for.

Medical Referee-W. E, Scott, M. D.
Montreal, March, 1860.

H. L. ROUTH, Agext.

## (Th) (iucen Gisurante dompany. CAPITAL: $\mathscr{E} 00,000$ STERLING,

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FIRE and LIFE INSURANCE, and ANNUITY BUSINESS, in all its branches, at moderate rates of Premium.

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In case of the Assured heing desirous, from any cause, to discontinue the Premiums on any ORDINARY Life POLICX, the Company will after the Policy has been in force Three Years, grant a PAID UP POLICY for the Total amount of Premiums paid in, and any Bouss that may have been added.

On Policics for the whole term of Life, One Half of the annual Premium may remain on Credit for the first Seven Years at Five per Cent Interest.

Three Fourths of the net Profits are returned to those Policy-hoiders who are assured on the Participating scale.

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Insurances upon every description of Property will be effected on the most favourable terms.

LOSSES liberally and promptly settled.
Losses by CAS EXPLOSION paid for.
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No charfe made for Policies.
N.B.-Claims arising under insurances, in either Department, effected by this Company in Canada, will be promptly settled by the Directors, without reference to England.

## Canada Roard of Directors:

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A. MACKENZIE FORBES, Resident Secretary and General Agent. Offce Union Buildings, St. Frangois Xavicr Street, MONTR區A』

And casting from their steep, stern, brows,
Shadows of deepest gloom,
Athwart thy wave till it doth seem,
A passage to a tomb.

Such art thou in thy solitude, Majestic Saguenay!
As, lonely, aye! and sternly rude, As in time past away.

When the red man in his fragile bark, Sped o'er thy glassy wave,
And found amid thy forests wild, His cradle, home, and grave.

All, all is changed-reigns in his stead, Another race and name,
But in thy lonely grandeur still, Proud River, thou'rt the same!

Mrs. J. L. Lephrohon.

GIREATM IBTITTAIIN
MUTUAL LIFE ASSURANCE SOCIETY OF LONDON.
REDUCTION OF PREMIOM $32 \frac{1}{2}$ PER CENT. SURPLUS FUND sin43,000.

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FIRE INSTTRANCE COMPANY<br>OF HARTFORD, Conn.

CA1'ITA工, \$40O,OOO.
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10 ST. HELEN STREET,


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## fitio and ifife 옹surance ghssociations.

## CHIEF OFFICES:

UNITY BUILDINGS, CANNON STREET, LONDON.
Capital, $22,500,000$ stg.
NUMBER OF SHAREHOLDERS OVER FOUR THOUSAND.
Fire Income,.............................................................. $\$ 335,000$
Reserve Fund,.......................................................... 52,805
Life Income, ............................................................... 137,500
Life Assurance Fund, ................................................. 333,657

## pire insurances effected on most pavomable TELRS.

[近 The last Reports presented to the Shareholders show that nearly THREE HUNDRED FIRE CLAIMS were settled during the preceding year.

Annual Premiams to Insure £100, whole Life:

| Age. | With Bonus. |  | Without Bonus. |  |  | Age. | With Bonus. |  | Without Bonus. |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | £. s. | $d$. | £ |  | $d$. |  | ${ }^{\text {f }}$ s. | $d$. | ${ }^{2}$ | s. | $d$. |
| 15 | 114 | 3 |  |  | 4 | 40 | $3 \quad 3$ | 10 | 2 | 17 | 4 |
| 20 | 118 | 4 | 1 | 13 | 11 | 45 | 315 | 7 | 3 | 8 | 2 |
| 25 | 22 | 8 | 1 |  | 10 | 50 | 411 | 1 | 4 | 2 | 6 |
| 80 | 28 | 2 | 2 |  | 11 | 55 | 511 | 5 | 5 | 1 | 4 |
| 35 | 215 | 0 | 2 | 9 | 3 | 60 | 618 | 7 | 6 | 6 | 7 |

Prospectuses to be obtained, and all information respecting the Company's business will receive prompt attention on application to the Manager, or any of the recognized Agents of the Company.
head office, canada:
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W. P. REYNOLDS, Manager in B. N. A.

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P1

## And Dealers in Newspapers and Magazines, <br> WHOLESALE AND RETALL.

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## Strangers visiting the City are respectfully invited to call.

## OTTAWA.

Leaving the romantic scenery of Quebec and the River Saguenay, we retrace our route, and reach Montreal again in safety. But not to rest, for the Ottawa river, and city, invite us to view the beautiful scenery of the first, and the picturesque position of the latter. And here, again, we have a choice of routes. There is first, the Grand Trunk Railway, by which we can either catch a steamer at Ste. Anne's, and then ascend the river; or go on to Prescott, and speed across the country direct to the city, by the Ottawa and Prescott Railway. But the best route, though we have mentioned it last, is to take the train to Lachine, and there stepping on board the steamer, sail up the river. By this last route we have a better opportunity of seeing the beautiful scenery of the St. Lawrence and Ottawa rivers, as they first meet. It is bright morning, and the sun glances slantingly along the majestic waters, tinging with golden light the tips of the wavelets as they rise, one after the other, to greet his rays. A faint mist, like a delicate veil, spreads over the bosom of the river, on which one or two islets repose, as childhood sleeps on its mother's bosom, yet it does not conceal the enchanting beauty of the scene, but adds grace and loveliness to the charms, which it vainly strives to hide.

It is soon dissolved, and the light breeze which has sprung up, carries it all away.

Away we go, stemming the current, until in due time, we reach Ste. Anne's, where are a succession of rapids, which we avoid by going through a lock, 45 feet wide and 180 feet long. More islets are here, round which the Ottawa bubbles and struggles in its course, while the pretty village of Ste. Annes reposes in quiet beauty upon the bank. This village is considered the starting point for the Ottawa River, by all orthodox voyagcurs, as the last charch on the island of Montreal is situated here, and is, moreover, dedicated to their tutelary saint, from whom also the village takes its name. Emerging from the canal, again we enter the Ottawa, having left the St. Lawrence far astern, and after sailing about two miles, we find the shores recede on either hand, to about eight miles wide, and this recession continues for a distance of ten miles, for we are in the Lake of the Two Mountains, so called from two mountains on the north side rising four to fire hundred feet from the water. The river divides here into two branches, that which we have just come up, another which diverges towards the northeast, and forms the western boundary of the Island of Montreal. There is the Isle Jesus and beside it Pigeons Island, on which are the ruins of an Indian village. For the purpose of guarding against the incursions of the Indians, the French built a fort on the Island of Montreal, opposite to the village, but both village and fort have now fallen into decay, and large trees are growing inside the ruined walls of the latter. Here is also situated the Indian Village of the Two Mountains, inhabited by the remnants of two tribes, the Mohawks and the Algonquins, as the village of Caughnawaga, opposite to Lacbine, is by a remnant of the Iroquois. A Roman Catholic Church

## Ifytcruational inifi gssurame Socitty,

142. STRAND, LONDON.

Established in 183s.



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FROM a Recent Examination of the Books and Policies of this society, by two of the most experienced Actuaries in London, the large sum of $\$ 460,000$, appears as a surplus fund at the credit of the Society, after makiug ample allowance for re-insuring their risks, Proprietors Capitals, \&c., dc. This result is arrived at from estimating the Secieties investments at 5 per cent, which they are fully wartanted in assuming as a basis for theír calculations.

Since these valuations were made in England, they have been verified in Amarica, by Professor Pierce of Harvard College, Massachusetts, and there is good reason to anticipate a still more favourable statement from the success of the past year's business.

Proposals for Life Risks taken on the most favourable terms, at the Office of the Agency here.

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divides the settlements, as the people are all baptized into that Church. Three or four chapels stand on the mountain side. The highest peak of the mountain is called Calvary and on certain religious fetes of the Church it is frequented by both white and Indian. At the head of the Lake of the Two Mountains the banks contract, so that the river is not more than half a mile in width, and it continues thus narrow, for about a mile, when there is again an expansion, for the length of nine miles, forming the Upper Lake of the Two Mountains. On the southern bank is the mountain of Rigaud, where there is also a settlement of the same name. The river again contracts to the breadth of half a mile, and continues, sometimes broader sometimes as narrow, until at the end of eight miles we reach Carillon, and here again the navigation is impeded by rapids. However, human ingenuity has succeeded here as well as elsewhere in overcoming this difflculty, and a lock and canal carry us along for the distance of twelve miles, when we again seek the stream. A railroad has also been formed between the two stretches of navigable water, and by it, as well as by the canal, we arrive at Grenville, whence we proceed by steamer to Ottawa which we reach before daylight has faded into darkness.

Yonder is a raft of wood coming floating down, manned by hardy voyageurs who have built their wooden hut upon the timber island they have made. Far, far, back, in the thick and dark woods, have they toiled through the inclemency of winter, gathering together the huge monarchs of the forest; far, far back, where the bears prowl, and the gaunt and hungry wolves" make night hideous" with their howlings; while the hardened snow has covered the ground many feet deep, and the frost spirit has
" Bound the waters in icy chains By a spell unseen yet strong"
and the cold is keen, cutting, and piercing, such a cold as can only be felt when the thermometer ranges $30^{\circ}$ or $40^{\circ}$ below zero; in this wild scene, in this severe season, they have toiled, felling the huge trees and fitting them for the market. And now, one by one they have launched the logs, and fastening them strongly together have committed them to the river to bear them down. They have sent them rushing crib after crib adown the slides, which have borne them along and plunged them again safely into the dark deep water. Refastened, and their hut rebuilt and their low masts with broad square sails all arranged, there they go night and day, watching the floating treasure which serves them for a habitation, until they reach a market, where it is broken up and sold. Hardy, daring fellows are the voyageurs, simple and kind withal. Though their manners are homely their hearts are warm. Heaven speed them down the rapids to a safe arrival and a profitable sale of their hard earned produce.

Both from Grenville and Carillon and halfway between them are roads leading back into the mountains, for the great range commencing at Labrador and uniting with the Rocky Mountains, runs through this country. The interior of this region is dotted every where with small lakes, which here and there form variety to the scenery. In the Township of Wentworth alone, there are upwards of sixty, plentifully stocked with red and grey trout, inviting the disciple of Isaac Walton to pursue his favourite amusement. Lake Louisa, or Abbott's Lake, is perhaps most worthy of notice among them all, especially as it is more accessible than any. It is a beautiful sheet of water, clear as crystal, so that at the depth of twenty feet, the pebbles which shew the bottom may be counted. It is surrounded by rocks and

## Q $\boldsymbol{Q} \boldsymbol{B} \boldsymbol{B} \boldsymbol{B}$

## H. \& M. BENJAMIN,

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TO
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honourable the legislative council and ASSEMBLY.

Their assortment is always replete with every novelty from the English and French markets.

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CARPETS \& ELOOR CKOTHS.
Upper Town Market Place.


> PALACE STREET,


## MOURS OF MEALS.


[5] Dinner in the afternoon for Ladies and Gentlemen who depart by the Steamboats or evening Trains.

## PLACES OF INTEREST IN AND ABOUT QUEBEC.

Citadel,
Governor's Garden, Durham Terrace, Grand Battery, Freach Cathedral, English Cathedral,
Seminary Chapel, (fine paintings,)
Where Montgomery fell, Plains of Abraham and Monument where Wolfe fell at the taking of Quebec, in 1759.

Drive out the St Louis and in through the St. Foy's Road.
Falls of St. Anne's.
Falls of Montmorenci, and Natural Steps.
Indian Village of Lorette and Falls.
Chaudière Falls. Lake St. Charles and Beauport abound with Trout, and are within two hours' drive of the City.

THE Proprictor of the above establishment is authorized to state, that the Regimental Colours are Trooped on the Esplanade every Wednesday at 10 A.M. And the 17th Regiment will Parade on the Plains of Abraham every Thursday, at the same hour. The Nilitary Band will also play in the Governor's Garden every Monday and Wednesday afternoons from 4 to $6 \frac{1}{2}$ P.M.
gountains, which here jut out far into the water, and there recede in indentations sometimes as deep as half a mile, forming pleasant little bays. The lake is about four miles Jong, by three in breadth, and is altogether the very facsimile of the largest of the lakes of the North of England. It is abundantly stocked witi fish, principally the grey trout or Zunge. The Red Trout is also found in it, but not so plentifully. To reach it, we start from Carillon in the train for Grenville, after engaging a buggy to meet us about four miles off. Then we proceed at right angles with the Railway, all the way through the Township of Chatham, and a mile and $x$ half into that of Wentworth. And now we get our tacklo in order, and our hooks ready to beguile the hungry trout, in order to appease our own hunger. There, the cast is made, and we wait in calm yet eager expectation. Sudden, a twitch is felt, a nibble, and a glorious nibble too. Softly, softly, or Fou lose the captive after all. Play him with a firm yet gentle hand till he is tired out, then wind up your reel short, and with a light heave, there he wriggles on the bank, twisting and turning his glossy sides. Give him a knock on the head, and place him in your basket; a poble fellowtwo pounds weight at the very least.

But leaving our piscatorial amusements, let us resume our route. Opposite Carillon, on the south bank of the river, is Point Fortune, where a stage awaits passengers going to Caledonia Springs, by L'Orignal, a distance of some 18 miles, through a very inweresting country, giving some very picturesque views. The springs are much frequented by irvalids during the summer montbs, for the sake of the mineral waters; and perhaps as much for the sake of the aumerous enchanting scenes around the village. There is 2n excellent Hotel here, where much comfort can be enjoyed.

Caledonia Springs is quite a gay place during the season, from the many persons who crowd to it to repair the fatigues of a winter's dissipation, and to regain the bloom of health.

Here we are at Grenville on board the steamer, and traversing the waters of the Grand River, as the Ottaws is called, and we ascend it for a distance of 63 miles. As we hurry on with the restless speed of steam, we have abundant opportanities of examining the picturesque banks of the river on both sides, until we come close up to the city. See yonder, that white curtain hanging orer the steep bank on the south side. As we near it, it changes and we can see it is not a curtain, but a waterfall, being none other than the Rideau Falls. There it falls, gracefully as flowing drapery falls from the shoulders of a Queen, a most beautiful sight. The body of water is not so large, and the height of the fall, 30 feet, is not so great as to warrant the appellation grand, but what it wants in grandeur is amply made up in beantyGently, gracefully the water pours over, and mingles with that of the Ottara beneath, Fith just as mueh moise as is necessary to add to the effect. We obtain a fine view of it as the Steamer passes close by. And now we reach Ottawa Gity, picturesquely built upon three separate bluff or ledges forming the river bank on the south side. Right before us is an imposing scene, second only to Niagara in grandeur and magnificence. The Chaudiere Falls are immediately above the City, and there with thundering cadenee the waters precipitate themselves down the presipice of forty feet in height and gathering into a basin, boil, and seethe, and hiss, and whirl around in mad excitement, while the spray arises and the sunbeams gleaming upon it form an almost perpetual rainbow. A fine bridge spans the river just below the Falls, from which a magnificent view of them,

##  <br> Cuarkinow hoiss, <br> ST. LEWIS STREET,

## TPP區

THIS spacious Hotel is prominently situated, commanding a beautiful and extensive view of the St. Lawrence; is unsurpassed by any House in the City for its locality, size style, finish and arrangements for Travellers or Visitors to the City on business or pleasure.

For the accommodation of his Guests, the Proprietor has prepared a short list of the places of interest in and about the City, all of which are in the immediate vicinity of this Hotel:-
Citadel,
Governor's Garden,
Durbam Terrace,
Grand Battery,
French Cathedral,
Seminary Chapel, with its fine Paintings,
Where Montgomery fell;
Plains of Abraham, and Monument where Wolfe fell, at the taking of Quebec, in 1759.

Drive out the St. Louis and in through St. Foy'sRoad, Falls of St. Ami,
Falls of Montmorency, and Natural Steps,
Indian Village of Lorette, and Falls.
Chaudiere Falls,
Lakes St. Charles and Beauport abound in Iront, and are within two hours' drive of this city.

Good Carriages, with careful and intelligent Drivers, can be had at all Times, by application at the 0ffice.

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BREAKFAST from 8 to 10 ; LUNCH from 12 to 2 ; DINNER at 6 ; TEA at 8. DINNER, on SUNDAY, at 2 o'clock, TEA at $60^{\prime}$ clock.
Trusty Porters, always in attendance, at the Cars and Boats. H. O'NEILL, Proprietor.


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This old estalished and well known Hotel, situated in the pleasantest part of Upper Town, is extensively patronized by the Commercial and English Traveller.

This Hotel is generally recommended for its moderate terms and excellent accommodation.

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## MARKET SQUARE,

LOWER TOWN,



For business or pleasure, this Hotel is second to none. Being in close proximity to the Railroad and Steamboat Landing, makes it the most desirable locality for the travelling community.

The Bill of Fare is equal to the best house in Canada, and every possible attention is paid to strangers, at reasonable charges.
is obtained. Beside the Grand Farl there is also Little Chaudiere on the northern side, and here a curious phenomenon presents itself. The great portion of the waters which precipitate down the latter, find their way underground where none can trace their course. The following description quoted from Bouchette will give us some idea of the singular scene. He says, "The Little Chaudiere may without much difficulty be approached from the Lower Ca nada shore, and the spectator, standing on a level with the top of the fall, and on the brink of the yawning gap into which the floods are headlong plunged, survers the whole length of chute, and the depths of the cavern. A considerable portion of the waters of the falls necessarily escapes subterraneously, after their precipitation, as a much greater volume is impelled over the rock than finds a visible issue. Indeed this fact is not peculiar to the Little Chaudiere, but is one of those curious characters of this part of the Ottawa of which other singular instances are observed; the waters in various places being swallowed by deep but narrow rents and fissures, leaving their natural bed almost dry, to dash on through some subterraneous passage that defies the search of the explorer. There are in the Falls of the Chaudiere materials for much geological speculation, and the mere admirer of nature's scenic wonders and magnificence will derive much gratification and de'ight by the survey and contemplation of their manifold eeauties." On the northern bank, a slide has been made so that the timber can be sent from above to below the foaming waters without endangering either it being broken by abrupt and rude collision with kindred logs below, or shattered upon the rock. These slides are frequent in the Upper Ottawa, the rocky state of the river necessitating their construction; and they aro
admirably adapted, carrying down the logs of timber safely, and without any damage to prevent a sale in the market. But to return to the city.

Ottawa is situated on the bold bluffs which form the south bank of the river. Like Quebec it is divided into Upper and Lower Towns; although some make three divisions adding the Middle, and perhaps this last division has the advantage of being more correct. The Upper Town, as its name implies, occupies the highest part of the rocky banks, and the Middle and Lower Towns are contented with a less elevated position. The Rideau Canal joins the Ottawa River, through a gorge between the towns, by a succession of Locks. This Canal, connects the Ottawa with Kingston and Lake Ontario, through a series of Lakes and streams. It is 135 miles long and forms a triangle with the St. Lawrence and the Ottawa rivers. The Opper terminus is about 180 miles from Montreal while the lower is 120 miles. A handsome bridge spans the gorge and forms a connection between the towns. As a City, Ottawa has perbaps the most beautiful and picturesque situation of any in the Province. Built beside the magnificent Chaudiere, upon a rocky elevation, commanding a fine view of the surrounding country, as far as the eye can reach, it is almost equal to Quebec itself. The fine far-stretching campaign, opened up to a great extent by hardy settlers, who have cleared for themselves a home, and farm ; the villages nestling among the trees, the deep dark forests extending on either hand, as yet apparently untouched by the woodman's axe, and the magnificent river, all command by turns the delighted attention, and call forth unmingled exclamations of pleasure. The City itself is well built, and the elevations of the ground bave been taken advan.

CANADA


## geverll emtir haiver.

The undersigned begs to call the attention of the Canadian Public to the tacilities offered to parties desirous of Selling, Purchasing, Leasing, or Investing in Real Estate, through this Agency.

## A GENERAL REGUSTER

Is kept of all Properties entrusted to him, for either of the above purposes, and Circulars are also issued periodically from his Office, containing a description of such Properties, free of charge-a commission being exacted only on effecting a sale.

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For further information, be begs to refer to the above Gircular, issued throughout both the Provinces of Upper and Lower Canada. 1
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Will have my latest and very important improvement, the Insulated Iron Frame and Rim, makine it the most durable Pianoforte now made, is made to stand the wear of schmol practice, and will remain in tune and order for an ext raordinary length of time : finished in cases of solid Black Walnut, which style of furniture is becoming very fashionable. Perfect satisfaction will he guaranteed to every purchaser, or the money and all expenses will be refunded.
Persons, on application by mail or otherwise, will be furnished with illustrated Price Lists, Circulars, \&e., containing every information relative to my LARGE PIANOS, Grands, Squares, and Cottages, $6 \frac{1}{3}$, G2, and 7 octaves.

WM. H. MANBY, Manufactory and Warerooms,<br>No. 15 St. Denis St., Montreal.

March, 1860.
tage of, to heighten the effect. The Houses of Parliament are building now, the foundation stone having been laid a few weeks ago. When the Government removes to Ottawa, it will add greatly to its attractions, as the magnificent range of buildings will fitly adorn the romantic site upon which they stand. The County Buildings, one or two Banks, several good hotels, and Churches of various denominations are situated here.

What the Rideau Canal does for Kingston, the Ottawa and Prescott Railroad does for Prescott-forms a connecting link with Ottawa city. This line is fifty-four miles in length, and connects at Prescott with the Grand Trunk Railway, and also, by means of a ferry with Ogdensborgh on the United States shore, whence a railroad extends as far as New-York.

From Ottawa, many very pleasant excursions can be made into the country, both by Stages and Steamboats, running to different parts, so that every facility is afforded for enjoying to the utmost extent the romantic scenes which abound on every side. The only difficulty one has, is created by the want of time to go over the country thoroughly.

About 7 miles from the City on the lower side is the village of Plantagenet, celebrated for its mineral springs. It is a pretty little place, and like its neighbour the Caledonia Springs is much frequented during the summer months. There is an Hotel here where good accommodation is afforded.

The Gatineau River, springing from Lake Gatineau, near the sources of the St. Maurice (which latter river falls into the St. Lawrence at Three Rivers), a fine stream, flowing through a thickly wooded country, joins the Ottawa at Hull a little below the city. On the banks of the Gatinear River are situated the Mills of the same name. These Mills
are very complete with all the necessary apparatus for sawing the timber and preparing it for the market, taking it in its rough state from the river, squaring it off, and then discharging it back again to be made up into cribs and float. ed down to the Ottawa, and thence to Montreal or Quebec.

There is a good macadamised read from the City to Aylmer, where the navigation of the Upper Ottawa commences. Aylmer is situated at the outlet of Lake Chaudiere, about nine miles from Ottawa. It is a prettily situated little town of about 1000 inhabitants. From Aylmer there is water conveyance by means of steamers to Joachin about 150 miles above the city of Ottawa. In consequence, however, of the rapids, three steamers are employed, viz, one from Aylmer to Chats, one from Arnprior to Portage du Fort, and one from Portage du Fort to Joachin. These vessels are a great accommodation, but they are notsufficient for the traffic ; for the extensive lumbering establishments on the Upper Ottawa have increased the trade so much that they are not capable of meeting its full requirements.

Pembroke, about 100 miles from Ottawa City, is a rising place, forming as it does the terminus of the Brockville and Ottawa Railroad. This village is chosen as their residence, by some of the principal lumber merchants of the Ottawa River, and is excellently situated for that purpose, being as it is in the heart of the lumber country. It contains a population of about 800 inhabitants.

Looking at the Ottawa altogether, it is perhaps one of the finest and most picturesque of all the rivers of Canada; And when we consider that it draing a country of about $80,-$ 000 superficial miles, we cannot but think that many more years will not pass over, without a vast change for the better in the land. Clearances effected, and comfortable farms

## F. W. HENSHAW, gENERLL COMHISSION AGEMT,

 No. 7 ST. SACRAMENT STREET,

BEGS to inform Mercbants, Farmers, and Dealers in Produce generally, in Canada and elsewhere, that having been long established in business as a COMMLSSION AGENT, he has the honour of offering his services to parties who may desire to find a reliable consignee for their property in this cit5. Manufacturers and dealers in POT and PEARL ASH, and other PRODUCE, will find it to their advantage to consign to this agency, as with an intimate knowledge of the markets, the utmost satisfaction in sales can be secured, and on the most favourable terms of Commission.

Parties at Port Huron and the Far West wishing to consign their produce to this city, via the Grand Trunk Railway, will please communicate with Mr. JOMN HALL, G.T. Agent at that place, who will have same forwarded with dispatch, and senders will at same time advise the undersigned by mail, enclosing railway receipt for the articles sent.


The Undersigued has been appointed Agent for the
BOSTON AND SANDWICH

## GTAABE WOMMEATMY,

And the Sample Room is open for inspection in this city, where orders are respectfully solicited.
F. W HENSEAW.

## DIE SINKING

And

## 

The subscriber begs to inform his friends and the publie in general, that in addition to his Stock of ordinary Printing Presses and Types, he has added to his Establishment a very superior

## EMBOSS PRINTING MACHINE,

the best in Canada; and is now prepared to do all kinds of Embossed Priuting on Cards, Bill Heads, Envelopes, Gummed Labels, \&c., in the best style, and at, very moderate prices Brass Dies used in Seal Presses can be printed in any colour. Initials and Crests embossed on envelopes and on paper. SEAL PRESSES furnished to order.

The Subscriber also takes this opportunity of returning his sincere thanks to his friends for the patronage already bestowed upon bim, and begs to assure them that no effort will be wanting or his part to merit a continuance of their support. Or jers respectfully solicited for all kinds of
which will be exccuted with neatness and despatch, and at low rates.

## JOHN WILSON, <br> General Job Printer,

 Corner of McGill and Commissioner Sts.N.B.-Brass Engravings, accompanied by an order, may be sent by Express, according to direction; and parcels will be sent to all parts of Canada, free of charge, and bills collected and Dies retuaned (by Express) on delivery of Comls.
and dwellings erected, on a soil abundantly fertile, with still a background of unlimited forest for the successful prosecution of the lumber trade, when we look at all these facts, the conclusion to which we must inevitably come, is, that Prosperity is written in legible characters upon the broad expanse of country stretching around us. Hard toil, there will, there must be, sufferings and privations, scanty and homely fare, loss of the comforts of cultivated life; but the future stands out bright and true, displaying the scroll with the simple legend written thereon, Prosperity. Already the project has been mooted, of a railroad or canal to connect Georgian Bay on Lake Huron, bs way of the French River and Lake Nipissing with the Ottawa, and thus shorten the route to the Great West by several hundred miles. It may not be so soon, as some would wish, but it will be broached and talked of, and begun and completed; and then it will be the shortest and most complete route that has ever been planned. The establishment of the seat of Government at Ottawa, will also, when it is carried into effect, tend to open up the country, and the increase will be great.

But we will now take a glance at the Grand River, commencing with its sources 100 miles above Lake Temiscaming. And as we find it better done, than we can do, by Bouchette, who travelled up the River in 1832, and has given us a graphic description of its scenery, we will avail ourselves of his labours in the following quotation.
"Issuing from Lake Temiscaming upwards of 350 miles northwest of its junction with the St. Lawrence, and having its remotest sources nearly 100 milea beyond that lake, the Ottawa river flows majestically through a fine and fair country as yet in a state of nature, although, generally speaking, remarkably well adapted to the purposes of agriculture and
settlement. From the Falls and Portage des Allumettes distant about 110 miles above Hull, the River becomes better known, as it is usually frequented thus far, by timber contractors, who derive their valuable supplies of timber from those remote districts of the Ottawa. The fur traders extend their explorations considerably beyond this point, and a trading post, for that object, is established on the shores of Lake Temiscaming.
"At the Allumettes the Ottawa is divided into two cbannels; the one to the northwest, the other to the southwest of a large island, in length about 15 miles by an average breadth of four. The southerly channel expands below the falls and rapids of the Grand Allumettes to the width of three or four miles, and forms the Lake des Allumettes, at the head of which an arm of the river opens an entrance to the Mud and Muskrat Lakes; the latter, by far the largest of the two, has a solitary settlement on its sonthern shores, the proprietor of which is an individual of the name of John Persons, whose thriving farm offers a fair exemplification of the fertility of the soil in that part of the Ottawa. Eight miles below the junction of these channels is situated the Hudson's Bay Company's Post of Fort Coulange, where one of the agents of the Company resides.
"Four or five miles above Fort Coulange. the river again forms two channels, the extensive island by which they are sepmated extends in extreme length about 20 miles, and its average breadth is about seven. Neither channel is free from impediment to its navigation; but though rapids and falls are frequent in both, that lying to the $n: r$ rh is the broadest and most praticable, and the route invariably pursued by voyageurs. The first and longest carrying place, descending from the fort, is the Grand Ca'umot, twenty-one

## FERRIER \& CO., 

WIMOM
No. 15 St. Francois Xavier St.,
RETAIL DEPARTMENT,
No. 298 Notre Dame Street, West.


ALEX. BRYSON \& Co., AUCTIONEERS AND


$$
\text { No. } 275 S T . P A U L S T R E E T \text {, }
$$

瞈 $\mathbb{C N T R E A D}$
wholesale agents for dawson's
Superior Warranted PLANES.

# H. B. SMITH \& CO., 

 dios. 256 and 91 Comunissioners ©fl., importers of

#  STOME \& BLCNINGIIM. WIRR, Wholesale and retail. 

May, 1860.

## S. J. LYMAN \& Co.,


(Wholesale and Retail.)
TMPORTERS of Drugs, Chemicals, Perfumery, Surgical Instruments H Hye Sintsand Semds. $S \in l_{1}$ ]roprietors of Arctusine or Canada Bears (irease, and of Elliolt's Dentifrice. Euglish and French Perfumery, Spouges, Brushes, Cologne, de.

Prescriptions accurately dispensed. PLACE D'ARMES, MONTREAL.

## CANADA LEAD PIPE CO.,

mandfacturers of

miles below it ; here the river penetrates a ridge of high and broken mountains, and forms a succession of cascades, varying from six to ten feet in height, at the foot of which the current resumes its gentleness to the Portage $d^{\prime}$ 'Argis, one mile above the Portage de la Montagne.
"From the latter to the Portage $d u$ Sable, on the north bank of the river, at the eastern extremity of the Island, is four miles. This portage is nearly twenty chains in length, and passes over a rising ground 25 or 30 ft . above the water's level. The cascades, which it avoids, do not exceed eight feet perpendicular height, but they are much broken and divided by rocky islets, and are extremely wild and romantic.
"From these Cascades to the foot of the Chenanx, a distance of 10 miles, the river is singularly diversified by numerous beautiful islands richly clad wi h trees of luxuriant foliage. Clustered in various parts of the river these islands divide it into as many channels, through which the waters are impelled with different degrees of violence, according to the narrowness to which their bed is contracted, and the obstructions they meet with in their rapid course.
"The banks of this part of the river are composed of white marble which can be traced two or three miles along the margin of the stream, and which appear to extend considerably in depth on either shore. The specimens taken from different parts of the quarry on the banks of the river were of a soft and coarse texture; but there is reason to believe that upon further penetration a superior description of marble would be found, infinitely more durable and suscentible of a higher polish. Four or five hundred sards above the line of Clarendon, and in the Township of Litchfield, is Bissets Chantier, consisting of a loghouse, a small
clearing, and an area of one or two acres in culture This romantic and interesting little spot is situated at the foot of the Rapids du Furt, and agrecably relieves the eye from the monotony of sarage nature, whose characters, however beautiful or grand, are often gloomy. This small settlement is already very much frequented in winter by traders and voyageurs, as a welcome asylum from the inclemency of the weather.
"At the foot of the Chenaus, opens to view the magnifcent lake which derives its name from the Rapides des Chats situated at its eastern extremity. In extreme length it is fifteen miles, and in mean breadth about one ; but its northern shore is deeply indented ty several sweeping bays, by which extensive points are formed, sometimes contracting the lake to a width of scarcely one mile, whilst at others it $i_{3}$ nearly three. The surfacs of the water is prettily studded with occasional islands, richly wooded, and so situated as to diversify most agreeably the natural beauties of the soft and sweet scenery of the lake. The calms of the Ottawa are peculiarly glassy and beautiful, and its waters are much estcemed for their softness.
> "In descending the Ottawa, it is interesting to bear in mind that upon our right we have $\mathrm{L}_{\mathrm{p}} \mathrm{per}$, and on our left Lower Canada; hence comparisons may be instituted between the settlements of one Province upon the banks of that magnificent river, with those of the other. The shores of Lake Des Chuls are woody, and generally flat to the northward with a pebbly or rocky beach; to the southward they are higher and in some parts even bold, attaining an elevation of 80 to 100 feet. The' first settlement presenting itself, in passing down this lake, is a comfortable frame dweiling house and rural appendages on the south shore; and

## A REAXKY GOOD CKGAR

CAN BE OBTAINED AT

## The $\mathbb{C}$ ity $\mathfrak{C i n a r}$ Store

## 257 NOTRE DAME STREET,

(Two doors east from St. Peter Street,)
montreal
J. T. WRIGHT, Proprietor.'
J. T. W. begs to assure visitors to Montreal. that they may always depend on gettine the choicest Plug and Cut Totacen froin him, as no inferior or donlestic manufactured goods are kept at the City Cigar store.

257 Notre Dame Street, (Cast,) 2d Door from St. Pcter Strect, Montreal.


The subscribers beg leave to call the attention of the Trade to their Stock of

## Boots ant ghorg,

which they bave on hand, and are getting up under their own superintendence, by the very best workmen, and of the best materials. They sell on the most liberal terms that can be offered. Wholesale only.

Orders from the country punctually attended to. MULARKEY \& Co., Corner of Lemoine and McGill Sts., Montreal.

# OTTUWI VILLEY HIARELE WORKS, ARNPRIOR, C.W. 

THESE WORKS, for Quarrying and Manufacturing the already popular

## 

are now in full operation, and the Subscriber is prepared to execute in the BEST STYLE every description of Ornamental Marble Work, from the simple Pier-Table, or Washstand, to the most elaborate MANTLE PIECE or MONUMENT. This Marble obtained the

## Hirst Prize \& Biploma at the late Provincial Exhibition,

And the fact of its having received the preference over a others, for the Marble Works of the

## NEW HOUSES OF PARLIAMENT

AND

Is a sufficient proof of its beauty and adaptability for Ornamental purposes.

I[ $\sim$ Designs and prices furnished on application to the Proprietor,

WILLIAM KNOWLES, Ottawa Val'ry Marble Works. ARNPRIOR,C. W.

## Encourage llome Productions and Home Manufactures.

four miles lower down, on the same side, is the house and farm of one Andrews, settled in the Township of Horton, at the mouth of the River Bonne Chere. The lake is here one mile in width, and opposite is the Clarendon Landing. No settlement on the Clarendon shore can be discovered from the Lake, as the colony of emigrants located there in 1829-30 are in the third, fourth, fifth and remoter concessions; but in the front of Bristol, one or two wretched hovels are discernible on the margin of the lake. Kinnel Lodge, the residence of the Highland Chieftain Macnab, is beautifully situated on the southern bank of the lake, about four or five miles above the head of the Chats Rapids. A short distance east of Kinnel Lodge is the mouth of the Madawaska river; and nearly opposite, apparently a speck on the margin, is the miserable habitation of a bois brulé, one of that class of people known under the denomination of squatters. This is the broadest part of the lake; but about a mile lower down it contracts abruptly from the southward; by the intervention of Government Island, between which and the north shore, dash in swift and violent eddies the Rapides des Chats. These rapids are three miles long, and pass amidst a labyrinth of varied islands, until the waters are suddenly precipitated over the Falls of the Chats, which are from sixteen to twenty feet in height. There are fifteen or sixteen falls on a curved line across the river, regularly divided by woody islands, over one of which is effected the portage in passing from the top to the bottom of the Falls. Thence to Mondion's point in Onslow is buta short distance; and here is seen one of the original northwest-posts, established on the Ottawa, at the most flourishing period of the Hudson Bay Company's existence. The dwelling house and store bear evidence of their antiquity, from the dilapidated state they are in, and
the soil is too poor about the point to invite the resident agent to the culture of the farms.
"From the foot of the Chats to the head of Lake Chandière is computed to be six miles. Here a presqu'ile from the northward of an island, called the Six Mile Island, contracts the channel, which is very shoal : and half a mile below the island are the settlements of Bolus and Vignola, in the Township of Onslow.
"Lake Chaudière that now opens before, has the advantage of the Lac des Chats in magnitude: but its views are less diversified by jutting points and picturesque islands. Both contain $\Omega$ sufficient depth of chanuel to float boats drawing from four to eight feet of water; and it is to be hoped that ere long the benefits of steam navigation will be extended to this interesting portion, as successfilly, as it has been below Hull. Lake Chaudière is 18 miles long by an extreme breadth of five miles. The shores to the north increase in boldness and elevation in approaching Hull; to the southward they are, generally speaking, more bold and elearated, and much better settled. At the southeast end of the lake rapids again impede the navigation and continue successively from the head of Rapides des Chencs to the Chaudière Falls."

The description of Bouchette's in the year 1832, is the best we have seen, of the fine scenery of the Ottawa river. Of course there lave been many alterations and iniprovements since then, hamlets, and rillages, and towns rising up in all directions, and Bytown itself, formerly onls a collection of huts has grown to be a city of so much importance as to be selected for the Seat of Government of the two Provinces under the designation of Ottawa City. May improvement go on steadily, and yet more rapidly than

# PORTRAITURE. 

## $\mathbb{W}$ 。 $\mathbb{N} \bigcirc \mathbb{N B}_{\mathbb{M}} \mathbb{N}$ 。 <br> PHOTOGRARHKK ARTEST,

Nos. $9 \& 11$ BLEURY STREET, MONTREAL.

0
WI Yf to the continuel increase to his business, Mr. NOTMAV (has been indenced to enlarye his studio, and the entrance will now be by No. 9 instead of, as formerly, No. 11, Bleary Street.

## Photorraphs Untouched. Praitarnplatin Grayons.  UPTOEULL LENGTEIEHFE-SEZE.

Ambroytypes and Miniaturey in Frames, Cases, Lockets, sic.
PIINTINGS, PHOTOGRAPHS, TATIVERPLOTVPES. \&C., COpied, Enlarged or Feduced and Colored to vilual those taken from Life.

STEREOSCOPIC PORTRIITS\& (iROUPS, quite a favourite style.
Stereoscopic Vieus of Canada, comprising the leading Cities, River and Lake Scenery;

## 

Mr. N. is publishing a Catalogue, and would call particular attention to the instantaneous Vicws, and also the reduction in price to 40 cents each or 34.50 per duzen.

Mr. Notman has a stafp of Artists for this department alone, and new views are heing continually added to his present numerous collection. anong which are many laree photorraphy of the above places and scenery.

Parties are freely invited to visit his Studio, which will be found both pleasant and interesting.

No Specimens outside. Nos. $9 \& 11$ Bleury Street.

## SCHOLASTIC DEPARTMENTS

OF TIIE

## THOMAS MOLSON COLLEEE,

QUEBECSUBURDS, MONTREAL.

## 1859-'60.

## YOUNG GENTLEMENS' DEPARTMENT;

THE FOLRTII TER I of the THIRD SESSION will commence on the lith Al'RiL, 18Gu, and terminat. on the Dsth JUNE, 1860 . The session is divith into four equal Terms.
The Course of 'stady will include the Greek, Latin. Fronch and Eng-
 Arithustic, Writins, Drawing, and Vocal and motrumental Music.

TEAMS:
Autumnal Term from the...................... 1 th Aur. to the 4 th Nov., 1860.


FIE:

$\leftrightarrow$ In addition to which, 50 cents per term will be charged for Stationery, and su cents per term for Fuel. The whole payable in advance

## YOUNG LADIES' DEPARTMENT:

The Session and Terms will be the same as those of the Young Genthenans In pathent ; andthe 'ourse or sindy will include the Latin, Frenchand Encrish Lanshages, Mistory, ( corraphy, Natural Philosophy, Arithuctic, Whatig, Hrawing, Wcal and Instrumental Music, Plain and Ornatmental Needle Work, se.

HEES.

Fifty cents additional per term for Stationery, and 50 for Fuel.
Applications for admission must be made to the Rev. ALFRED STUNE, No. 3 Molson Terrace.
The Professors Lave accommodatious for Loarders.
$\mathscr{G} \rightarrow$ Pupils are received during any part of the term, and are required to attend only those pla es of Worship which their Parents prefer.
before, till those 80,000 miles shall be the support of a bardy and vigorous population.

And now having accompanied us so long in our tours through Montreal, Quebec, the Saguenay and Ottawa, and listened with so much patience, gentle reader, we draw to a close. Trusting we have not wearied you too much, with a hearty God speed ycu, we bid you adieu for the present, in the hope, that you may have experienced so much gratification in our company, as will induce you on a future occasion, to traverse with us the upper St. Lawrence, Laze Ontario and Niagara Falls. Gentle Reader, adieu!



## JOHN IUATHEWSON \& SON

Hare constantly on hand an extensive Stock of


Of their own manufacture, consisting of

## COMMON SOAP.

STEAM-REFINED PALE SOAP, (unrivalled for Family use.
LIVERPOOL SOAP, (warranted superior to any of the imported brands.)

## TALLOW, WAX, WICK, \& ADAMANTINE CANDLES.

Special attention is invited to their


Now so extensively used by Railroad and Steamboat Companies. Also,

| W. P. ELEPHANT OIL. | SOLAR SPERM OIL. |  |  |
| :--- | :--- | :--- | :--- |
| No.1 LARD | " | MACHINERY | " |
| W.P. WHALE | $"$ | W.P.SPERI |  |

## STEAM SOAP, CANDLE, \& OIL WORKS, INSPECTOR \& COLLEGE STS., MONTREAL.

## TO BUSINESS MEN.

It is a fací which cannot be denied, that the advertisement nas become a necessity to the successful conduct of business. Formerly, the customer sought out his tradesman, but in the present day, the tradesman not oniy manufactures his goods, But introduces then to the notice of the public. He may Turnish goods of the best description, and yet utterly fail of his purpose, unless he bring them conspicuousiy before the notice of others. Next to furnisking good articles at a modezate price, the secret of success is in their being judiciously and thoroughly advertised. The mere signboard is insufficient for the purpose; it suffices only to attract the resident in the neighbourbood, or the casual passer-by. The tradesman must widen bis sphere of infuence by carrying the knowledge of his business fur and near; and thus procure a market, where, without the aid of advertisement, his wares would never have been Enown.

## tel wise man of business will not aliow his printer to nemain idele.

By making a judicious use of the handbill, the circular, the prospectus, the pamphlet cataloguc, and the Newspaper be will succeed, at all times, in lseeping his business before

## 114

the public. While he is attending to the wants of the customer, through such agency, he is soliciting the custom of a thousand others. One of the most successful business men of the day states, that he owes a large fortune to the unlimited use of "printers" ink." The tradesman, the inventor, the manufacturer, and others, will find it not only valuable but indispensable; such men would be as likely to succeed without energy and industry, as without a liberal and judicious employment of the means to make tbeir productions or profession known. Lemosthenes is said to have asserted that three things were essential to the success of the public orator, viz: "Action! Aetion! Aetion!" and it certainly may, with equal if not greater trutb, be said of business success, that the three things most essential to its attainment are " to advertise! to advertise 1 to advertise 1 "

## ADVERTising lays the foexdation of commercial scceess.

Alvertising lays the foundation of commercial success. Provided the article is in request, and a reasonable profid can be made on the prices advertised, the adrertisement cannot fail of its object. The successful tradesmen are ever found to be the largestadvertisers. The showcard and the posting bill, as well as the newspaper, will invariably tell who are doing the most extensive business. While many large bouses owe their very existence to the publicity secured by this means, all tradesmen require more or less of such publicity, if they wish to extend, or even to sustain their business in this time of universal competition.

ADFERTISING SHOLLG EE THOROUGHLY DONE.
Nothing should leave the house of the tradesman or the warehouse of the merchant, without containing an adver-

## RICHARD BIRKS,



## 77 McGILL STREET




Careflely preidired.
Genuine Drugs, Einglish Chemiculs, Pofumery, Sorps, Brushes, Comls, dec. dre.

## 

No. 125 NOTRE HAME STREET,
 Hair, Tooth, Nail, Shaving, Clotis \& Hat trushes, Combs, Dressing Cives, C'oluge Extracts, Pomatums, HONEY SOAPS,
 And every article for the Toilet of the best description at the
 TO BE HAD AT PALMER'S No. 125, Notre Dame Strect.
PAEMER'S NEW ATMPREVED hatre DYE, For sale privately, apply at No. $12 \bar{j}$ Notre Dame Street.

## 116 MOORE'S HANJ-BOOK OF <br> J. D. HENDERSON,

Wholesale and Retail Dealer in

## FOREIGN \& DOMESTIC



BONAVENTURE BUILDING, MONTREAL.
N. B.-NETSPAPERS and PERIODICALS constantly on hand.

## R. H. HAMILTON, 

And Customs and Forwarding Agenito Gr. Trunts'y Co.

7 COMMON STREET, (HACiNG THE RIVER,)

First Class storur for Goods in bond or free.
Marine Insurance Aljuster. Jiferer-limard of Trade, Montreal.

1. C. MACIROW' MIVTHL,

And

CENTRE TOWN, OTTAWA CITY, CANADA WEST.
tisement of some sort or other. Advertising like all things else, in order to be well done, should be thoroughly done. The Billgead, the Note Heading, the Label, the Caid and the Circolar, should all be made to contribute to the publicity of the business.

ADVERTISING SEOLLD ALSO BE CONTINCOCS.
Another matter to which the attention of advertisers should be directed, is the necessity of continucus effort to keep their names and their wares before the public. Advertising to be successful, must be continuous. Spasmodic effort is worse than useless, and it is likely to disgust and dishearten by its unproductiveness and inefficiency. Nicholl's of London, England, is an example of continuous advertising and every eye in that city of nearly $3,000,000$ inhabitants is familiar with his "c for 40 s ," meaning that he sells six shirts for that s.m. His success has been proportionate to his advertising. One of the most notable of advertising magnates is said to bave tried the experiment of "total abstinence"; but his coffers at the end of the ycar of trial, instead of showing an increase as the result of the experiment were deficient some $£ 500$, though a similar amount bad been withheld from the usual advertising channels. This circumstance mas be sufficient warning against a like error on the part of others who may be less favourably situated, and to whom such an experiment might prove more seriously disastrous.

ADVERTISEMENTS SHOULD BE FREQUENTLY CHANGED.
Of almost equal importance is the necessity of new attractions for readers. Novelty in advertisements, as in all else under the sun is essential to success; though novelty must
not be made a substitute for originality. The oft told tale of "wondrous cures," and "matchless opportunity" will fall unhecded upon the careless ear; old forms of appeal will be passed, and the accustomed resorts will be neglected for others of greater novelty and interest. Old claims to support may indeed be urged; but it must be shown that success in the past has not produced indifference to the ever varying requirements of a changeful public. It may be evident that it is an old friend who sulicits notice, but it should be an old friend with a new face-or younger aspirants for favor will undoubtedly secure the largest share of patronage. New inventions, or at least fresh and novel recitals of the claims of the old, should ever be sought for by him who would be a successful aspirant for the support of the public. Hence the necesity for judicious changes and continuous variety; and hence, also, the value of a practised and intelligent printer and advertising agent, who can suggest as well as execute, and to whom a hint will be sufficient to ensure a fulfilment, of the wishes of his customers.

## MODES OF $\triangle$ DVERTISING.

One of the best modes of advertising is by the pamphlet. Its portability insures its preservation, and it enables the adrertiser to give a detailed list of the articles he has on sale, and their rarious qualities and different prices. The handbill is frequently thrown aside without effecting the purpose intended, while the book claims consideration and gains permanent notice. By judicious typographical arrangement, and by the introduction of illustrations either of the articles for sale, or of the premises in which they are sold,-the pamphlet is made both attractive and readable,

##  <br> No. 34 DORCHESTER ST., MONTREAL, C. E.

## MRS. R. W. COWAN,

(formerly madenoiselle susanne higgs,)
Whose native tongue is French, proposes to open on the lst of May next, an Establishment for the study of that Language, in which it is to be spoken exclusircly. Having had successful experience as a teacher for some jears, and feeling convinced that an Institution such as this, under Protestant supervision, is greatly needed, she is eacouraged to attempt its establishment, by the urgent solicitations of many friends. Mrs. Cowan has received from the Rev. Samuel C. Jackson, D. D., Assistant Secretary Massachuzetts Board of Education, the following kind Testimonial :-
"You have my ready and cordial assent to use my name in your proposed circular, in commendation of jourself and of your enterprise, in any such way as you may deem proper. Having entire confidence in your personal qualifications from my acquaintance with you as a teacher in our Seminary, and believing that your undertaking may be useful and successful, I am bappy to give you any benefit you may derive from my encouragement."

Terms, including Board, Regular Lessons in French, ind the use of a Piano. Eigiteen Dollars per month, payable in advance.
Montreal, 1st March, 1860.
REFERENCES:
Rev. S. C. Jackson, D. D., Andover. Rev. E. J. Rngors, Chapiain to H Prot. $\Delta$. ifurd, Galesiourg, Ill. John Dougall, Esq., Montreal. James Court, Esq. Rev. Henry Wilkes, D. D, "
M. Forees, Montroal.

Rev. P. Wolfe, Montreal.
Rev. J. E. Tanner, Pastor Reformed French Church, Montreal.

## LEVEY'S

CENUINE

## Havail Cicar TOBACCO AND SNUPF

IVAREHOUSEX
149 NOTRE DAME STREET HONTREAL。
AND
FABRIQUE STREET, QUEBEC.
(Establis표el 1812)
A very choice assortment of CIGARS of the most favorits brands; very fine TOBACCOS of every description; a very large assortment of

I'LAIN AND SILVER-MOUNTED

:SNUFF ROXES, CIGAR CASES, CIGAR TUBES,
Tobacco Pouches, Jars, and an extensive collection of every description of

## TOBACCONIST GOODS

are always kept on hand at the above favourite Establishment.
and readily answers its purpose of thoroughly introducing its contents to general notice.

Where bold, striking and conspicuous announcements are required, nothing answers so well as the Poster; and to display well, by large and attractive type, and by variety of colours, is one of the most essential qualities of good printing.

Where quantity and cheapness are essential, in order to introduce into every quarter a knowledge of the advertised commodity, nothing is more useful than the Handbill. It is the cheapest of all modes; and by it the million is readily reached. It is the Handrill which constitutes the printer's "marvel of cheapness" as it can be produced with so much facility.

In conclusion the British American Advertising Agency cannot too strongly urge upon the attention of their readers the value and importance of the various hints already given It is not too much to say, that if the suggestions here submitted, were attended to, hy the intelligert man of business, conscientious in the fulfilment of his engagements to his great patron The Public, they would unfailingly lead to present success and ultimate competence.

## WHITE'S PATENTED INSLUTED METHLLE SOLSS,

Petnc an improvement in the manufacture of BOOTS and SIJHES, which will prevent damp or heat foom penetrating to the feet, or the electricity of the body to the earth. These Boots and Shoes preserve their original form, prevent corns, chilblains, and otherwise sore feet, and are much easier to the wearer, and much more durable, than any others.

PATENTED 14th MARCH, 1860, BY

## CEORCE WKLKLAM WHKTE,

MONTREAL.
Among the giant strides that have been made in Arts and Manufactures during the past century, no branch has, strange to say, been perhaps more neglected ur overlooked than that of the manufacture of this article, yet in no manner can the public comfort, health and economy, be more surely obtained than by due attention to a proper covering for the feet. The question ariees, Is leather more impenctrable to damp, or are boots and Shoes more durable than they were a century past? Fact: are stubborn things, and one elicited will in answer to this enquiry reply, No. No improvement lias been made except in obtaining a fine exterior, and this leads to the conclusion that leather cannot le made impervious to damp, or more durable than it has been, and is not as a whole good for the manufacture of Boots and Shoes. Again, as is atlmitted, the human body contains a surplas of positive electricity which the geucral negative state of the Earth tends unduly t" diminish, hence the propriety of wearing some insulating substance between the fret and the ground, there by further avoiding the disagreeable, and in this country, most dangerous and unhealthr effects of damp feet. GEORGE WILLIAM WHITE, Montreal.

## THE ROYAL FAMILY.

Her Most Excellent Majesty Alexandrina Tictoria. By the Grace of God, of the United Kingdom of Great Britain and Ireland, Queen, Defender of the Faith. Her Majesty, the only daughter and heir of the lat. Prince Edward, Duke of Kent, fourth son of Geurge III. and of Victoria Maria Louisa (Princess Dowager of Leiningen) Duchess of Kent, and sister of the King of the Belgians. Her Majesty was born at Kensington Palace, on the 24th of Miry, 1819 ; baptized on the 2tth June, 1819 ; ascended the Throne on the demise of her uncle, King William IV. 20 th June, 1837 ; and was crowned at Westminster, on the 28th June, 1838. Her Majesty was married at St. James' Palace, on the 10th February, 1840, to Francis Ahert Augustus Charles Emanuel, Duke of Saxe, Prince of Coburg and Gotha, who was born August 26, 1819.

Issue.-Victoria Adelaide Mary Louisa, Princess Royal, born 21 st November, $184^{\prime \prime}$; married 25th January, 1858, at the Chapel Royal, to His Royal Highness Prince Frederick William Nicholas Churles of Prussia.

Albert-Edward, Prince of Wulcs, born 9th November, 1841.

Alice-Maud-Mary, born 25th April, 1843.
Alfred-Ernest-Albert, born 6th Augast, 1844.
Helena-Augnzta-Victoria, born 25th Miy, 1846.
Louisa-Caroline-Alberta, born 18th March, 1848.
Arthur-William-Patrick-Albert, born 1st May, 1850.
Leopold-George-Duncan-Albert, born 7th April, 1853.
Beatrice-Mary-Victoria-Feodore, born 14th April, 1857.

PROVINCE OF CANADA.
seat of government, quebec.
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R. T. Pennefather, Governor General's Secretary.

Capt. Retallack, 63rd Regiment, A.D.C., Military Secretary, and principal Aide-de-Camp.

Colonel Irvine, Provincial Aide-de-Camp.
Lieut. Col. Duchesnay, Extra Provincial Aide-de-Camp.
Civil Sechetany's Office.-R. T. Pennefather, Secretary; Henry Cotton, Chief Clerk, John Kidd, 2nd Clerk; Phillip Hill, Office-keeper ; George Boxall, Mcssenger.

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Attorncy General East ........... Hon. George E. Cartier.
Attorney General West........... Hon. John A. Macdonald.
Commissioner of Crown Lands. ... Hon. P. M. Vankoughnet.
Commissimer of Public Works...Hon. John Rose.
Speaker of Legislatire Council...Hon. N. F. Belleau.
Provincial Secretary.............. Hon. Charles Alleyn.
Postmaster General .............. Hon. Silucy Smith.
Minister of Finance ............... Hon. A. T. Galt.
Receiver General.................Hon. George Sherwood.
Solicitor General East, ............ Hon. L. S. Morin.
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## MONTREAL

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Would invite to an examination of the beautiful designs they exhibit, both in
CARPETINGS AND OIL CLOTIIS,
Which ther will cut to suit the dimensions of any apartments. The principal Mauufacturers in England, Scotland, and the United States, are represented in their Stock. Every article connected with this particular business may be procured at their Warerooms on liberal terms.

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The subscribers woald invite the attention of merchants to their Stock of Fancy and Staple Dry Goods.

Britisn, French, German, American and Canadian Manufactures in Woollens, Silks, Linens and Cottons, constantly on hand. Teris liberal.
R. CAMPBELL \& CO.,


Religious and Sational Societies, Militia and Fire Compains, \&c., requiting Banners, will be supplied on reasonable twems, and their crdews cxceuted promptly.

Montreal, May, 1860.

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AND

## PICTURE FRAME MANUFACTORY.

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Manufacture everything in the above line in the best style, and at the lowest rates.
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THE want of such an Establishment in Montreal, where parents could procure Clothiny suitable for the younger menbers of the family, has induced the undersigned, in addition to his Merchant Tailoring busines, to we hivallition to produce, both Ready Made wh to mensur, Bois' elorillive in New and Original Designs, in the saure style as are to be met with in the large houses in London and Now York. banies an! Gentlemen will be ahle to select from a large Stoek of PLAN and FANCY JMCKLOS, PANDS, \&e, suitable for Boys from 5 to 15 years of age, at Jinderate Prices, with the advantage of New Style, New Materials, and First Class Worknanship.

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Just received, a laree assortnent of NEW GOODS for gentlemen's wear, consistinf of WEST OP EXiLANDCLOTHS, TWEEDS, \&e.. in all the New Styles, which ie will maketo Order in the same superion mamer which has ginel him so largo an amount of patronage.
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MASONIC REGALIAS always on hand or to Order.

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CORNER ST. JEAN BAITISTE STREET,
Entrance, First Door St. Jlan-Baptiste Street, Montreal. R ESPECTFLLLY informs her numerous friends and the ladies of R the city remraly that she it in receipt of all the New slyles for DRESNiS, MAN'TLIS, de., for the present season.
A DRLSS or MANTLE made in a few hours if required.
FASHIONS from Paris Weekly.
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|  | MONTREAL, | QUEBEC, AND | OTTAWA. | 133 |
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## BARLEY \& GILBERT,

## EXGIIEERS IND SHIP BUILDERS,

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## IRON OR WOW BITAMER

With Warranties of Speed and Consumption of Fuel;

## STEAM EICIINES AND BOILERS, WATER AND GAS PIPES,

 MILL IRONS. GASGMCHERS? Castings and Forgings of all Descriptions, sk., se., see.LEGISLATIVE COUNCIL OF CANADA.
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## POST OFFICE DEPARTMENT. LETTEA RATES.

Letters posted in Canada, addressed to any place within the Province, pass if prepaid, for 5 cents per $\frac{1}{2}$ oz., but if posted unpaid, such letters are charged 7 cents per $\frac{1}{2}$ oz.
On Letters to Nova Scotia, New Brunswick, and Prince Edwards Island, the rate is 5 cents per $\frac{1}{2} 02$. with optional prepayment.

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 (1) POT:Corner of Anderson and Lagauchetiere Sts., West End,
(Four doors East of Bleury Street,) MONTREAL.


These Machines have taken the First Prize for three successive years, and are now admitted, by parties who have been testing them for the last four or five years, to be the best and cheapest ever offered to the public, whether for Light or Heavy Sewing, such as Shirt Work, Dress Making, Tailoring, Shoe Binding and Foxing, Hemming and Felling, Harness Work, private families, or manufacturers.
The Machines sold by the Subscriber are all of his own Manufacture.
His sole reliance being placed in their superiority, he most respectfully disclaims any connection with any other manufactory, house or agency, foreign or domestic.
The particular points in which the Machines of the subscriber excel, are their simplicity, durabiiity, speed, and economy of needles and thread. Numbers have been working one and two seasons without breaking a single needle. These Machines work without noise.

PR 3 They are not for sale at any other place than at his Office and Machine Shop, as above.

Numerous and highly respectable references kindly permitted, to private Pamilies as well as to manufacturers in the different branches above mentioned, in this City and Province, can be given.

Purchasers thoroughly instructed gratis. Every Machine warranted.
Silk Thread and Needles constantly on hand.

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Corner of Notre Dame and McGill Streets, MONTREAB。
F. X. $\overline{L O}^{0} \overline{I S} \mathrm{E} L \mathrm{LE}$,


AND
General Outfitting Warehouse.
THE sulwribre keeps coustantly on hand a select Stock of Cloths, Cassimeres and Vestings, which are made to order on short notire, and in the latest styles. Also, Ready-Made Clothing and Furvishing Goods.
F. X. LOISELLE.
T. X. L. is Agent for the MONTHLY REPORT OF FASHIONS.

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 Tricriricerinn
The rate on Letters to the United Kingdom is
By Canadian Packet......... $12 \frac{1}{2}$ cents per $\frac{1}{2}$ oz.
By Cunard Packet............ 17 " "

Letters for the United Kingdom must be prepaid, or they will be charged a fine of Gd. Sterling, on arrival in England.

Letters for British Colonies beyond sea, and Foreign countries, via England, must be prepaid.

The rate on Letters for the United States (except California and Oregon) is 10 cents per $\frac{1}{2}$ oz.

The rate of Letters for California and Oregon is 15 cents per $\frac{1}{2} \mathrm{oz}$.

REGISTRATION CHARGRS.
For the registration of a Letter addressed to any place in
British North America, the charge is........ 2 cents. For the registration of a Letter to the United King-
dom, . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . 12 $12 \frac{1}{2}$ cents.
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States ............................................. . . 5 cents.
miscellaneods charges.
The charge on Parcels by Parcel Post to any place in Canada is 25 cents per lb. (with 5 cents additional if registered.)

One cent per oz. payable in advance by Postage Stamp, is the rate on Printed Circulars, Prices Current, Hand Bills, and other printed matter of a like character, and on Books, bound or unbound, when posted at a Canadian Post Office, addressed to any place in Canada, British North America generally, or the United States.

The charge on Books, \&c., by Book Post to England, is 7 cents on packets notexceeding 4 oz . in weight, $12 \frac{1}{2}$ cents on $\frac{1}{2} \mathrm{lb}$. packets, and $12 \frac{1}{2}$ cents additional for every additional $\pm$ lb. These charges must be prepaid.

BOOK POST WITH FRANCE.
For a packet of printed matter, or single Newspaper, Book, \&c., not over 2 oz. 4 cents.


And so on increasing 17 cents for each additional $\frac{1}{2} \mathrm{lb}$.
The Book Post regulations between Canada and England apply to matter between Canada and France.

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NEWSPAPERS AND PERIODIOALS.
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Newspapers published in Canada may be sent by post from the office of publication, addressed to any place in Canada, at the following rates, if paid quarterly in advance, by either the Publisher at the Post Office, where the papers are posted, or by the Subscriber at the delivering Post Office.
For a paper published 6 times a week, 40 cents per quarter.

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When the above rates are not paid in advance by either publisher or subscriber, such papers are charged one cent each on delivery.

TRANSLENT NEWSPAPERS.
Transient Newspapers.-That is to say, Canadian Newspapers posted otherwise than from the office of publication, and American or British Papers posted or reposted in Canada must be prepaid one cent each, by postage stamp, of they cannot be forwarded, except only British Newspapers distributed to regular subscribers by Canadian Book-sellers or News-Agents-such papers pass free as they would do if received in the Canadian Packet Mails.


## W. H. WESTON,

## 22 GREAT SH. JAMIES STREET, HONTREAL,

 IMPORTER AND MANOFACTURER OF
##  WHOLESALE AND RETAIL.

Also, on hand an excellent aud well assorted stock of Meersceitum and Fancy Clay Pipes. Inspectiou invited.

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# WINES, SPXRXXS. <br> TOBACCOS, LICHT GROCERIES, \&C. 

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NEWSPAPERS BY MAIL FROM ENGLAND OR UNITED BTATES.
Newspapers received from England by the Canadian Packet Mails are delivered free.

Newspapers from England by the Cunard Packet Mails are charged 2 cents each on delivery. (This is the American Transit charge.)

United States Newspapers, brought by Mail into Canada, are charged one cent each on delivery.
periodical publications.
The rate on Periodical Publications is, if not exceeding 3 oz. in weight, 1 cent, over 3 oz .4 cents. If prepaid by postage stamps from the Office of Publication Periodicals published in Canada may pass for 2 cents each.

Periodicals printed in this Province, other than Newspapers, when specially devoted to Elucation (both religious and general) to Agriculture, to Temperance. or to any brauch of science, and addressed directly from the office of publication to be transmitted to any Post Office in this Province, are exempt from charge.

Transient Periodicals-including Canadian Periodicals not prepaid the commuted rate from the office of publication, nor exempted by the preceding clause, and all other periodical'publications posted in this Province, must be prepaid by stamp the full rate at the time of posting.

Periodicals received in the Mails from the United States are charged with the rates named in the frist clause of this section.

POSTAGE STAMPS.
Postage Stamps of the respective values of 1 cent for Newspapers; 5 cents for ordinary Prorincial Letters; 10 cents for United States Letters; $12 \frac{1}{2}$ cents for Canadian Packet, and 17 cents for Cunard Packet, are provided for sale to the public.

PENAL OLAOSES.
The Act contains the following penal clanses:
To enclose a letter or letters, or any writing intended to serve the purpose of a letter, in a parcel, posted for the Parcel Post, shall be a misdemeanour.

To enclose a letter or any writing, or to make any written marks to serve the purpose of a Letter, or to enclose any other thing in a Newspaper, posted to pass as a Newspaper, at the rate of postage applicable to Newspapers (except in the case of accounts and receipts of Newspaper Publishers, wbich are permitted to pass folded within the Newspapers sent by them to their subscribers) shall be a misdemeanour.

## MONEY ORDERS.

Money Orders payable in the Province may be obtained at the Money Order Offices, at the following rates:

Commission chargeable upon Money Orders.
Under and up to $\$ 10 \ldots . . .$.
Over $\$ 10$ and not exceeding $\$ 20 \ldots \ldots . .10$ "
" 20 " " $30 \ldots \ldots . .15$ "
" 30 " " 40........ 30 "
" 40 " " 60........ 45 "
" 60 " " 80........ 60 "
" 80 " " 100....... 75 "
N.B.-No half cents to be introduced into the orders.

No single order can be issued for more than $\$ 100$.
Money Orders, payable at any Money Order Office in Great Britain and Ireland can be obtained at any Canadian Money Order Office.-The orders are drawn in Sterling, the Commission chargeable being for $£ 2$ and under, one shilling sterling ; from $£ 2$ to $£ 5$, two shillings. No order can be drawn for more than $£ 5$, but any number of orders of $\pm 5$ each may be procured;

## JOHN LANGFORD,

## 

98 McGILI ST., MONTREAL,
Next door to Henry Morgan \& Co.
A variety of School Books and Periodicals always on hand.
Libraries and small parcels of Books, bought, sold and exchanged. Map Mounting, Paper Hanging and Picture Framing cheaply and expeditiously executed. Second hand Novels sold at half-price.

WHERE TO DINE!
IEI I $\mathbb{H}$ IEI $\because$

ST. ALEXIS STREET,
(Off Notre Dame Strect.)
MONTREAL.
Opposito Alexander's, Coufectioner.
ALEX. MCGIBBON,
DEALER IN
Gurocries, ©itimes, Piquors, Ales, PROVISIONS, dec., Corner of NOTRE DAME and ST. GABRIEL STS., MONTREAL.

Sole Agent in Montreal for the sale of McEwan's Celebrated Finnan Haddies. and "Parson's" Superior Hams and Bacon, Stilton Cheese, \&c. McKINNON'S Assorted BISCUITS, $\}$ Supplied Wholesale at ManR. \& W. SHIEL'S CONFECTIONERY, $\}$ ufacturers Prices.

## JOHN RENSHAW,

 craig street, rear of wesletan church. House, No. 4 George St., Griffintown. Always on hand, Maple, Black Birch, Beech, Tamarac, Bemlock, Sawed Lumber, \&c.

## JOHN LOVELL, PRINTER, PUBLISILR, BOOKBINDER,

 AND
## BLANK BOOK MANUFACTURER, $\mathscr{O}$. Micholas efrect, E(bontreal,

Respectfully directs attention to his Establishment as above. haying a vers large

HE IS ENABLED TO UNDERTAKE ALK KINDS OF

## BOOK AND JOB PRINTING

AND

## BOOKEIBINDING,


The strictest attention given to all orders, and all work done in his Establishment at the
VERY LOWEST CEARGES.

## BOOK AND JOR PRXNTXNG

 EAECUTED ONSteam Power presses, And with strict regard to Economy in the Charges. Monteeal, May, 1860.

## ARRIVALS AND DEPARTURES OF MAILS AT MONTREAL.


(1) Conductor's Bag open till 7.45 A.m. 2) do do 8.15 A.3.

(3) Conductor's Bag open till 7.45 A.M. and 4. 15 P.M.

GREAT BRITAIN.-Letters and Newspapers by CANAdian ocean Steamship Oo., must be posted every FRIDAY afternoon.

By CUNARD LINE of Steamers, viâ New York and Boston, Letters must be posted every MONDAY afternoon.

TARIFF OF COACHES, CABS, AND CALECHES. PER HOUR.

COACHES or Four Wheeled Cabs or corresponding winter vehicles drawn by two horses.-For the first hour 5s. $=\$ 1$. For each subsequent hour 3 s .9 d . $=75 \mathrm{c}$., and pro rata for intermediate quarters of an hour.
CABS, two or four wheeled or corresponding winter vehicles drawn by one horse. -For one or two persons, for the first hour $2 \mathrm{~s} .6 \mathrm{~d} .=50 \mathrm{c}$., and for each subsequent hour $2 \mathrm{~s} .=40 \mathrm{c}$. For three or four persons, for the first hour 3s. $9 \mathrm{~d} .=75 \mathrm{c}$., and for each subsequent hour $2 \mathrm{~s} .6 \mathrm{~d} .=50 \mathrm{c}$., and pro rata for intermediate quarters of an hour.

CALECHES.-For one or two persons, for the first hour 1s. $10 \frac{1}{2} \mathrm{~d}$. or $37 \frac{1}{\mathrm{c}} \mathrm{c}$., and for each subsequent hour 1 s .6 d . or 30 c . For each person over that number 5 d . or $7 \frac{1}{2} \mathrm{c}$. extra, pro rata for intermediate quar ters of an hour.

## W. A. LITTLE,

## 普ithographer,

 255 NOTRE DAME STREET, MOMTBEABO
MAPS, $\overline{P L A N S}^{\circ}$,
ORNBMERTEE RHSURENGE CASES,
cIrculars, invoice headings, CARDS,
CHEQUES, NOTES, DRAFTS,
Yiills of ©xxhange, LDabels,
 AND

EVERY DESCRIPTION OF THE ABOVE.
The Trade supplied with
HITTLEE'S


## NOTICE.

THE

## CANADIAN



Beg to notify the Trade that their Works at

## EDWARDSBURGH, C. W.,

For the Manufacture of

## BS M MT FROM INDIAN CORN,

Are now nearly completed, and they expect next month to be prepared to offer the different qualities

## AT LOWER PRICES

than they can be imported.

## SOLE AGENT, ALEX. WALKER,

ST, PETER STREET, MONTREAL.
30 th April.

TARIFF OF COACFES, CABS, AND CALECHES,

| Time allowed to go ant back again. Half an Hour. | Coaches <br> or four wheeled Cabs <br> or correspouding winter vehicles, drawn by two horses. |  |  |  |  |  | Cahs <br> 2 or 4 wine led or corresponding winter vehicles, drawn by ont horse. |  |  |  |  |  | Calechas, |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Places. | Forl or 2 persons. |  |  | For 3 or 4 persons. |  |  | Fur 1 or 2 persons. |  |  | For 3 or 4 persons. |  |  | For 1 or: 2 persons. |  |  | For 3 or 4 persons. |  |  |
|  | s. |  | cts. | s. | d. | cts. | s. | d, | cts. | s. | d. | cts. | s. | d. | cts. | s. | d. | cts, |
| From ans plact to any other, within the same division and back again | 1 | 3 | 25 | 2 | 0 | 40 | 0 | $7 \frac{1}{2}$ | 126 | 1 | 0 | 20 | 0 | 6 | 10 | 0 | 10 | 182 |
| From ally division to any place within the next division and back again | 1 | 101 | 37 | 2 | 6 | 50 | 1 | 3 | 85 | 1 | 10t | 372 | 0 | 10 | 18, | 1 | 3 | 23 |
| From the first to third division, or from third to first division and back again. | 2 |  | 50 | 3 | 6 | 65 | 1 | $10 \frac{1}{2}$ | $37 \frac{1}{2}$ | 2 | 6 | 50 | 1 | 3 | 25 | 1 | 1024 | 371 |

TARIFF OF CARTAGE.



2H\% NOTREE DANE STREET, IMPORTERS AND DEALERS IN

## ENGLISH, FRENCH, \& GERMAN, FANCY COODS.

rump peacrinax os
§tanmè © Tracei (boods for ©ernbroidery,
RECEIVED MONTHLY FROM PARIS.
Ladies' own Material Stamped or Printed if desired.
TREMNSETERMING。

| Berlin Wools, | Combs, Brushes, |
| :---: | :---: |
| " Patterns, | Buttons, |
| " Bead Work, | Baskets and Basket Work |
| French Stamped Patterns, | Desks, Portfolios, |
| " Embroidery, | Artists' Materials, |
| " Applica, | Glass Shades, |
| Flosses, Silks, | " and Flowers, |
| Chenilles, Cottons, | " and Ornaments, |
| Threads, | French and German Leather |
| Flower Materials, | Goods, |
| Potichomani Vases and Ma- | Work Boxes, |
| terials, | Portmonaies, |
| Jewellery, Cutlery, | Travelling Bags, |
| Perfumery, Stationery, | Wallets, |
| Beads, Toys, | Accordeons, |
| Hom@opathic Medicines, | Games. |

## MONTREAL AND NEW YORK

## §trant jncing mut sicuring ©ilorlis. YOSEPH BOESE.

FROM BERLIN,

## 17 ST. JOHN STREET, MONTREAL, <br> Corner of Hospital st., near the Transcript Office,

Has made such improvenents in his Establishment as will fully meet the wants of his customers. His place is fitted up with Steam on the best American plan, and as he has had much experience in tho first establishments of Philadelphia and New York, he is enabled to guarantee the most perfect satisfaction to all who employ him.
All kinds of silks, Cotton and Woollen Goods Dyed in the most satisfactory manner.

Gentlemen's Clothing Dyed and Cleaned in the first style.
WILLIAM GEMMILL,


##  O9 McGIII STEREMr.

 W R.C. has to inform his customers and the public in erneral that Wo he has now received his stock of spring and summer Goods, TWEEDS, COATINGS, cisslameres, VETTICIS, de.
Having most accomplished cutters and faithful and expeditious Manufacturers, he is cualled to firnish to order at the shortest notice, Gent'ermen's, Youth's and boy's Garments of cvery description \& style.
As his Stock of Ready Made Clothing, which is manufactured with great care and nothing inferior to Custom Made, is daily increasing, he is now prepared to offer the same to Customers and Strangers visiting the City, at Prices a: moderate as any other house in the Trade.

## Remember the Boston Clothing Store, No. 99 McGill Street, (

Divisions referred to in the above Tables.
First Division.-That portion between Prince Street, St. Ann Suburb, thence by a direct line to St. Antoine Bridge, thence along Craig Street and St. Lewis Street to Lacroix Street, and thence to the River.

Second Division.-That portion of the City bounded by the boundary of the above described flrst division and McCord Street, Mountain Street to St. Catherine Street, thence in a straight line along St. Catherine Street, to its junction with Papineau Road, and thence down Papineau Road to the River.

Third Division.-That portion of the City beyond the last described division, and within the City limits.

## TARIFF OF PILOTAGE.

Between the Harbours of Quebec and Montreal 12 Vic., c.. 117, section 28.

From the Harbour of Quebec or below Portneuf, and above the Harbour of Quebec on either side of River St. Lawrence.

For a vessel not exceeding 200 tons re-
gister, upwards....................... $44 \quad 0 \quad 0 \quad \$ 1600$
For a vessel not exceeding 200 tons register, downwards.
If above 200 tons, and not exceeding 250 tons register, upwards........ 5
If above 200 tons, and not exceeding 250 tons register, downwards. ... $310 \quad 310 \quad 1400$
And if above 250 tons register, upwards $\begin{array}{llllll}6 & 0 & 0 & 24 & 00\end{array}$
And if above 250 tons register, down-

[^2]From the Harbour of Quebec to Three Rivers or any place above Portneuf, and below Three Rivers.

For a vessel not exceeding 200 tons re-
gister, upwards..................... 600002400
For a vessel not exceeding 200 tons re-
gister, downwards................ 40001600
And if above 200 tons, and not exceed-
ing 250 tons register, upwards.... $7 \quad 0 \quad 0 \quad 2800$
And if above 200 tons, and not exceed-
ing 250 tons register, downwards. . $410 \quad 0 \quad 1800$
And if above 250 tons register, up-
wards............................ $8 \quad 0 \quad 0 \quad 3200$
And if above 250 tons register, down-
wards............................. 5100 2200
From the Harbour of Quebec to the Harbour of Montreal, or to any place above Thres Rivers and below the Harbour of Montreal.

For a vessel not exceeding 200 tons re-
gister, upwards.................. 110004400
For a ressel not exceeding 200 tons re-
gister, downwards.
$710 \quad 0 \quad 3000$
And if above 200 tons, and not exceed-
ing 250 tons register, upwards.... 130005200
And if above 200 tons, and not exceed-
ing 250 tons register, downwards.. 815003500
And if above 250 tons register, upwards $16 \quad 0 \quad 0 \quad 6400$
And if above 250 tons register, down-
wards.
$10 \quad 15 \quad 0 \quad 4300$
If in tow of any Steamer one half of the above rates.


## T. SUTTON

R
ESPECTFUELY announces to the inbabitants of Montreal, that he has fitted up the above Rooms with every convenience for carrying on his business, where he hopes by attention to his patrons to merit a continuance of those favours so liberally bestowed upon him since he commenced business in this city.

## FRENCE AND ENGLISE PERPUMERY.

HAIR BRUSHES of the best English Manufacture ; Walking CANES. WIGS, BANDS, and PLAITS, 25 per cent. cheaper than elsewhere, and warranted a good fit.

## MORROW \& PERRY

WOULD call the attention of Country Merchants and others to their new and carefully selected assortment of choicest
tras, COFPEES, TRTMTR WUNES, BR NDIE OLIUORS, \&c., \&c., \&c.,
To be Sold at Prices that will surprise those who may favour them with a call.
No. 35 ST. LAWRENCE MAIN STREET,


Opposite the Bonaventure Building,
bONAVENTURE STREET, MONTREAL.
Monaments, Tombs, Grave Stones, and Cemetery Work in general, Also, Chimney Pieces, Washstand and Table Tops, Marble Door Plates, Paper Presses, \&c.

THOMSON \& KINCH, Proprietors.


GENERAL STATISTICS OF THE CITY．
Condensed from the published Census Returns of 1852 ：－
Number of Houses ．．．．．．．．．．．．．．．．．．．．．．7，744
＂Families．．．．．．．．．．．．．．．．．．．．．．．．．．． 9,990
＂Males ．．．．．．．．．．．．．．．．．．．．．．．．27，586
＂Females ．．．．．．．．．．．．．．．．．．．．30，129
＂French Canadians．．．．．．．．．．．．．．26，020
＂British Canadians．．．．．．．．．．．．．．．19，494
＂English，Irish，and Scotch．．．．．．17，744
＂Other countries．．．．．．．．．．．．．．．．．．1，457
＂Roman Catholics．．．．．．．．．．．．．．．41，466
＂Protestants ．．．．．．．．．．．．．．．．．．16，196
Total population of the City．．．．．57，715

## M00RES HAND－B00K

of

## Aloutreal，©autber， （Dithwa，

Is the best medium for Advertisers，as it has the

## LARGEST CERCULATEON

of any Periodical in Canada．
All communications or Advertisements for the next Edition are respectfully requested to be sent in as soon as possible．
22 ST．FRANCOIS XAVIER STREET，
机 ○ $\mathbb{N}$ 『兄

## 

Hon. Jonm Ross, President, Toronto. T. A. Brackweid, Vice.President, Montreal. W. Solncy, General Manazer, H. Baleey, Assistant Manarpi Mex ligaton, Gen. Freight Manager, "
J. Hartman, Auditor \& Gen. Ticket Agent, Montreal. S. T. Corser, Supt. Portland District, Portland, Maine. J. S. Martin, Supt. Mont. \&i Isi. Pond Dis., Richmond. S. T. Weuster, Supt. Montreal to Toronto, Montreal. C. R. Christie, Supt. Toronto \& Loudon Division. John M. Grant, Secretary, Montreal. TORONTO TO MONTREAL.
'fhe following Trains, going East, ruming by Montreal Time, the Toronto Time of Departure will be:-Express-4. 57 p.m. Mail-5. 47 pm. Mixed-10. $17 \mathrm{n} . \mathrm{m}$.

| MILES. | STATIONS. | FXPRESS. | MATL. | MIXED TRAIN. |
| :---: | :---: | :---: | :---: | :---: |
|  | Toronto, | 5.20 A.M. | 6.10 P.M. | 10.40 A.M. |
|  | U0n,............................................... | 5.25 " | 6.15 | 11.00 " |
| 11 | Scarboro', ....................................... |  | 6.35 | 11.43 " |
| 17 | Yort Union, |  | 6.49 | 12.10 P.M. |
| 21 | Frenchman's Bay, |  | 6.59 " | 12.30 '6 |
| 23 | Dutin's Creek, |  | 7.04 " | $1 \% .42 "$ |
| 29 | Port U'hitby, | 6.31 | 7.20 | 1.12 " |
| 33 | Oshawa, ..... | 6.41 | 7.29 " | 1.30 " |
| 43 | Jowmanville, .................................. | 7.03 " | 7.52 " | 2.15 |
| 47 | Neweastle,.. | $7.13{ }^{\prime}$ | 8.08 " | 2.35 " |
| 53 | Newtonville, |  | 8.15 | 3.00 |
| 59 | Fort Britain, |  |  |  |
| $6:$ | Port Hope, | 7.60 | 8.40 | 3.45 |
| 7 | Cobourg,......... $\left\{\begin{array}{l}\text { Arrive } . . . . . . . . . . . . . . . . . ~\end{array}\right.$ | 8.05 "t | 8.55 | 4.15 " |
| 77 | Cobourg,......... \{ Depart ................. | $8.20{ }^{8} 8$ | 9.10 | 4.25 |
| 77 | Grafton... | 8.37 " | 9317 | 5. 00 |
| 84 | Colborne, | 8.52 " | 9.47 | 5.30 " |
| 91 | Brighton,....................................... | 9.08 " | 10.05 | 6.05 |
| 101 | Trenton,....................................... | 9.28 " | 10.30 | 6.51 * |
| 113 | Belleville,........ $\left\{\begin{array}{l}\text { Arrive } . . . . . . . . . . . . . . . . . . . ~\end{array}\right.$ | 9,55 | 11.00 | 7.45 |




| $\begin{array}{lll} 10.17 & \text { A.M.........\|. } \\ 10.81 & " . . . . . . . . . ~ \\ 10.50 & " & \ldots . . . . . . \end{array}$ |  | 8. 35 9.05 A. 9. 9. |
| :---: | :---: | :---: |
| ............................. |  |  |
|  | 12.504.M. | 11.50 |
| 12.10 P.M.......... | 1.00 " | 4.30 |
|  |  | E. 45 |
| 1.13 ". ... ...... |  | 6.25 |
| 1.35 " |  | 7.10 " |
| 1.55 " |  | 7. 50 " |
| 2.05 " | 2.45 " ... | 8. 10 " |
| $2.10{ }^{\prime \prime}$ | 2.50 " | 8.30 " |
| 2.38 " ${ }^{\text {a }}$. | 3.15 " | 9.25 |
| 2.43 " |  | 9.35 " |
| 2.58 " |  | 10.10 " |
| 3.11 " | 3.47 "، .... | 10.85 " |
|  | 4.92 - ..... | 11.05 " |
| 3.01 4.01 | 4.37 ". | 12.13 P.M. |
| 4.25 "........ | 5.00 " | 1.00 |
| 4. 40 "1 .......... | 5.15 "1 | 1.15 " |
| 5.00 " | 5.30 " | 1.55 " |
| $5.14{ }^{\prime \prime}$ | 5.50 | 2.23 " |
| $5.52{ }^{\text {a }}$ | 6.30 | 8. 40 |
|  |  |  |
| 6.22 | 7.01 " | 4.49 " |
|  | $7.10{ }^{7}$ |  |
| 7.20 "." | \$.00 $\quad 10$ | 6. 45 " |

191 'VMVLLO aNV 'pageno 'TVayinom
MONTREAL TO TORONTO.

| MILES | ETATIONS. | NIGIIT EXPRESE, | Day mall | MIXED TRAIN. |
| :---: | :---: | :---: | :---: | :---: |
|  | Montreal,...................................... | 9.00 P.M......... | 9.00 A.M. | +. 30 F.M. |
| 16 | 1'ginte Cinire, .................................. | $9.11)$ |  | 5.35 |
| 21 | St. Anme's,...................................... |  |  | 6.17 |
| $\because 4$ | Vandievil,....................................... | 19. U6 * | 9.56 | $6.28{ }^{\circ}$ |
| 59 | Codars, |  |  |  |
| 35 | liver lutyrs |  |  |  |
| 37 |  | 10.43 | 11. 26 | 7.20 : |
| 44, | River lieatudete, |  |  |  |
| 54 | I.amravtry.................................... | 11.97 is ........ | 11.0 ${ }^{10}$ | 8.30 " |
| 60 | summerstown, | 11.42 " $4 . . . .$. | $11.15{ }^{11}$ | $\begin{array}{ll} 2.55 & 6 \\ 0.20 & 6 \end{array}$ |
| 68 | Cornwall, ....... $\frac{\text { dirive }}{\text { ( vepat }}$ | 12.05 3 亿㿻. | 11.35 11.50 | $\begin{aligned} & 9.30 \\ & 9.45 \end{aligned}$ |
| 73 | Moulinettr,$\ldots \ldots . . . . . . . . . . .$. |  |  |  |
| 77 | lickensmis Lamding, | 12.45 " | 13, 18 F.M | 10.88 |
| 84 | Anttswilla, ............... |  | 12.24 | $10.05 \%$ |
| 92 | Williamslıurb, ................................ | 1.21 " $1 . . . .1$. | 12.48 | 11.35 " |
| 49 | Matihla, ,..................................... | 1.30 " ....... | 1.04 $\%$ | 19. $1778 . \mathrm{M}$. |
| 10.4 | Jidwardoburg, |  | 1.15 " | 12.35 " |
| 119 | Prescott Junction, |  | 1.33 " | 1.10 " |
| 113 | Presentt, | 2.10 " | 1.68 | 1, 20 " |
| 120 | Maitland,................... |  |  |  |
| 125 | Brockville, ...... Srrive | 240 | 2.15 | 8, 15 " |
|  | Brockille, ...... (Depart ... | 2.43 | 2.10 | 3.15 |
| 129 | Mallorstowti. |  | 2.30 | 4.15 ${ }^{\text {4...... }}$ |



The above Trains running by Montreal Time, the Toronto Time of their Arrival will be:-Express10. 87 4.M. Mail-10. 52 p.м. Mixed-8. 37 f.M.

89 I

\begin{tabular}{|c|c|c|c|c|c|c|c|c|}
\hline \multirow[t]{2}{*}{\begin{tabular}{l}
Ocean Stirs. \\
Special Mail \\
Train every \\
Prid. Night.
\end{tabular}} \& Mail. \& IDay Ex. to Yortland. \& Miles. \& ETATIONS. \& Miles. \& \begin{tabular}{l}
Night \\
Express.
\end{tabular} \& Mail. \& Lecal. \\
\hline \& \multirow{4}{*}{5. 00
S. 10} \& \multirow{4}{*}{8. 30 A. 40 . C .} \& \multirow[b]{4}{*}{\[
\begin{array}{r}
3 \\
6 \\
11
\end{array}
\]} \& Leave.] \& \multirow[b]{3}{*}{\[
\begin{array}{r}
293 \\
\hdashline 931
\end{array}
\]} \& \multirow[b]{3}{*}{\[
\begin{aligned}
\& 8.30 \text { A.M. } \\
\& 8.20
\end{aligned}
\]} \& \multirow[b]{3}{*}{\[
\begin{aligned}
\& 2.30 \\
\& 2.20 .{ }_{2} . \mathrm{M}
\end{aligned}
\]} \& \multirow{4}{*}{} \\
\hline \multirow[t]{3}{*}{7.45 P.M.} \& \& \& \& - Montreal \& \& \& \& \\
\hline \& \& \& \& ..st. Lambe Charons \& \& \& \& \\
\hline \& \& \& \& ....... Bou. Mountain \& \multirow{3}{*}{275} \& \multirow[b]{2}{*}{7.45} \& \multirow[b]{2}{*}{1.45} \& \\
\hline 8.30 \& 5.55 \& 9.15 \& \multirow[t]{2}{*}{\[
\begin{aligned}
\& 18 \\
\& 24 \\
\& 34
\end{aligned}
\]} \& ..... St. Hilairo \& \& \& \& \multirow[t]{2}{*}{} \\
\hline 9.00 \& 6.30 \& 0.45 \& \& st. Hyacinth \& \& 7.10 " \& 1.10 " \& \\
\hline \multirow[t]{2}{*}{} \& 6.45 \& 9.45
10.00 \& 31
38 \& Britania Mills \& 255 \& 6.55 " \& 12. 55 " \&  \\
\hline \& \multirow[t]{2}{*}{7.05
7.20} \& 10.15 " \& 44 \& . ...Upton. \& 249 \& 6.40 " \& 12.40 " \&  \\
\hline \multirow[t]{2}{*}{} \& \& \multirow[t]{2}{*}{10.30
11.00} \& \multirow[t]{2}{*}{50
62} \& Acton \& 243 \& 6. 25 \& 12.23 " \&  \\
\hline \& 7.55 \& \& \& Durham \& 231 \& 5.55 \& \& 或気 \\
\hline \multirow[t]{2}{*}{10.45} \& \multirow[t]{2}{*}{8.25
8.40} \& \multirow[t]{2}{*}{11.20
11.28

11} \& \& \& 221 \{ \& \multirow[t]{2}{*}{5.30
5.20} \& $\begin{array}{ll}11.50 \\ 11.25 & \text { A.M. } \\ 11.10\end{array}$ \& \multirow[t]{2}{*}{방둔을} <br>
\hline \& \& \& 72 \& Dep. ${ }^{\text {a }}$ (....Windsor \& \& \& 11.10 " \& <br>
\hline \multirow[t]{4}{*}{See Quebec District.} \& 9.25 \& 12. 10 P.M. \& 83
91 \& ....... Brompton Fail \& 202 \& 5. 010
4.37 \& \multirow[t]{2}{*}{10.22 "} \& \multirow[t]{2}{*}{} <br>
\hline \& \multirow[t]{2}{*}{9.38
9.45} \& \multirow[t]{2}{*}{12.25
12.30} \& \multirow[t]{2}{*}{97
109} \& .......... Sherbrooke \& \multirow[t]{2}{*}{196
193} \& 4.20 \& \& <br>
\hline \& \& \& \& Lemunxille \& \& \multirow[t]{2}{*}{4.15} \& $\begin{array}{rrr}10.05 & \text { " } \\ 4.58 \\ 4 .\end{array}$ \&  <br>
\hline \& \multirow[t]{2}{*}{10.03

10.10} \& \multirow[t]{2}{*}{| 12.45 |
| :--- |
| 12.65 |} \& \multirow[t]{2}{*}{} \& Waterville \& \multirow[t]{2}{*}{186} \& \& 9.40 " \&  <br>

\hline \& \& \& \& ......... Comptou \& \& \multirow[t]{2}{*}{3.50
3.30} \& \multirow[t]{4}{*}{9.30
9.30
9.10
8.45
8.40

8.00} \& \multirow[t]{3}{*}{$$
\begin{aligned}
& \text { ace } \\
& \text { ese } \\
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$$} <br>

\hline \& \multirow[t]{2}{*}{10.30

10.50} \& 1.15 " \& \multirow[t]{2}{*}{$$
\begin{aligned}
& 111 \\
& 119 \\
& 127
\end{aligned}
$$} \& .........Coaticook.......... \& \multirow[t]{2}{*}{\[

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\begin{aligned}
& 182 \\
& 17.4 \\
& 161
\end{aligned}
$$
\]} \& \& \& <br>

\hline \& \& \multirow[b]{6}{*}{| 2.15 |
| :--- |
| 3.00 |
| 3.32 |
| 4.0 |
| 4.00 |
| 4.29 |
| 4.41 |
| 4. |
| 4. |} \& \& \multirow[t]{2}{*}{i.... Boundary Line.......

irr.
Dep.} \& \& 2.30 " \& \& <br>

\hline \& 11.30 " \& \& 144 \& \& $$
149\{
$$ \& \multirow[t]{2}{*}{2.30} \& \& \multirow[t]{5}{*}{} <br>

\hline \& 8.05 " \& \& \multirow[t]{4}{*}{\[
$$
\begin{aligned}
& 158 \\
& 170 \\
& 183 \\
& 189 \\
& 104
\end{aligned}
$$

\]} \& \multirow[t]{2}{*}{| $\int_{\text {Dep. }}$ |
| :--- |
| North Stratford $\qquad$ Northumberland. |} \& 149 134 \& \& 7.03. \& <br>

\hline \& 8. 35 " \& \& \& \& 122 \& 1. 29 \& 6.35 " \& <br>
\hline \& 9.05 " \& \& \& ........West Milan \& 109 \& 12.57 "' \& 6.02 " \& <br>
\hline \& 9.19
9.33 \& \& \& Berlin Fa \& 103
97 \& 12.45
12.33 \& 5.48
5.35

\% \& <br>
\hline
\end{tabular}



## TORONTO TO DETREOTS.

| Miles. | STATIONS. | Day Express. | Nicht Express. | Mail. |  | Mixed. |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Toronto. | 10. 45 A.M. | 11.00 P.M. | 495 | P.M. | 7.20 | A.M. |
| 1 | ftirand Junction, | 10.51 | 11.06 | 4.31 | " | 7.26 |  |
| 5 | Garltun....... |  |  | 4.47 | " | 7.45 | ${ }^{\prime \prime}$ |
| 9 | Werton, | 11.13 " |  | 5.00 | " | 8.03 | " |
| 16 | Malton. |  |  | 5. 23 | " | 8. 32 | " |
| 29 | Fr:mmiton, | 11.45 " | 11.50 | 5. 40 | ${ }^{\prime}$ | 8. 58 | * |
| 27 | Norval. |  |  | 5.54 | " | 9.18 | " |
| 80 | Gengectown, | 12.05 I '. M . | 12.67 A.M. | 6. 05 | ${ }^{\prime \prime}$ | 9.31 | " |
| 32 | Limehouse: |  |  | 6. 19 | ${ }^{\prime \prime}$ | 9.45 | ${ }^{\circ}$ |
| 85 | \|cton Wrst, | 12. 23 |  | 6. 34 | " | 10.112 | ${ }^{*}$ |
| 42 | R'ckwood, |  |  | 6. 50 | " | 10.28 | $\stackrel{ }{4}$ |
| 50 | frumph, | 12. 5\% ${ }^{\text {a }}$ | 12.55 | 7.12 | " | 11.10 | ${ }^{\prime \prime}$ |
| 57 | Shantz, |  |  | 7. 31 | ${ }^{\prime \prime}$ | 11.40 | " |
| 59 | Breslan, |  |  | 7.36 | " | 11.48 | " |
| 64 | $\mathrm{B} \cdot \mathrm{rlin}$. | 1. 25 |  | 7.51 | " | 12.08 | P./. |
| 70 | Petwriurgh |  |  | ㅊ. 06 | " | 1283 |  |
| 73 | Batlou, | 1. 13 | 1.38 " | 8.14 | " | 12.45 | * |
| 76 | lamburgh | 1. 5.5 | 1.45 " | 8.22 | ${ }^{\prime \prime}$ | 13. 57 | " |
| \& | Shakespear | 2.14 |  | ¢. 69 | " | 1. 55 | " |
| 89 | Stratford, | 2.24 | 2.14 " | 3.53 | " | 1. 50 | " |
| 99 | St. Mary's, $\left\{\begin{array}{l}\text { Arrive } \\ \text { Vepart }\end{array}\right.$ |  | 2.38 <br> 2.43 <br> 18 | 9.16 | " | 2.40 3.14 | " |
| 110 | Thorndal | 3.40 |  | 8. 35 | " |  |  |
| 120 | London, | 4.15 |  | 9.15 | " |  |  |
| 11: | Lucan, |  |  |  |  | 4. 15 | ${ }^{\prime \prime}$ |
| 1-1 | Craiss, .. |  |  |  |  | 4.42 | " |
| 1:9 | Westwood, |  |  |  |  | 5.12 | " |
| 137 | Widder, | 4.33 | 4.12 " |  |  | 5.47 | ${ }^{\prime \prime}$ |
| $11 ;$ | Furrest, | $4.50{ }^{4}$ |  |  |  | 6.22 | ${ }_{6}$ |
| 159 | Perch, |  |  |  |  | 7.10 | ${ }^{6}$ |
| 169 | Sarnia,...... $\left\{\begin{array}{l}\text { Arrive. } \\ \text { Detatit }\end{array}\right.$ | 5.36 5.50 | $\begin{aligned} & 5.16 \\ & 5.30 \end{aligned}$ |  |  | 7.45 | 4 |
| 170 | Port Huron S Irriwe | 5.30 <br> 5.40 <br>  | 5.10 5.15 |  |  | 7.15 | A. M . |
|  | Smith's Creck,......... | 5.40 6.05 |  |  |  | 7.50 | " |
| 191 |  | 6.30 " |  |  |  | 8.27 | " |
|  | Vew hattimote, | 6.44 |  |  |  | 8.46 | * |
| 207 | Mrsunt Clemers, | 7.09 " | 6.45 " |  |  | 9.28 | * |
| 212 | Utira Jank. | 7. 23 " |  |  |  | 9.48 | " |
|  | Mhwathir. Junctim. | 7.51 " |  |  |  | 10.30 | " |
| 299 | Detroit Jun \{ Arrive. | 8.05 "' | 7.37 |  |  | 10.47 | * |
| 23. | netroit... ${ }_{\text {d }}$ Depart | 8.16 8.80 | 7.37 8.00 |  |  | 10.55 | * |

DETERORT TO TORONTO.


GREAT WESTERE RAILWAY.
Trains ran by Hamilton Time.
TOBONTO TO HAMILTON.

| Miles. | STATIONS. | TORONTO TO HAMILTON. |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | Accomm. | Express. | Accomm. | Accomm. |
|  | Toronto, | 7.00 A.M. | 10.45 A A. | 4.45 P.M. | 10.00 P.M. |
| 7 | Mimico,................. | 7.23 |  | 5.06 " | . ${ }^{\text {a }}$ |
| 13 | Port Credit, ............ | 7.36 | 11.16" | 5.21 " | 10.39 |
| 21 | Oakville,................... | 7.55 | 11.36 " | 5.40 | 10.54 " |
| 85 | Bronte,................... | 8.04 | 11.45" | 5.49 | $11.08{ }^{\prime \prime}$ |
| 32 | Wellington Square, | 8.19 " | $12.00{ }^{*}$ | $6.03{ }^{\prime \prime}$ | 11.31 " |
| 35 | Waterdown, | 8.29 " |  | 6.12 " | - |
| 37 | Burlington Junction, | 8.37 | 12.13 P.M, | $6.20{ }^{\prime \prime}$ |  |
| 39 | Hamilton, ............... | 8.45 | $12.20{ }^{\prime \prime}$ | 6.30 " | $12.00{ }^{\prime \prime}$ |

HAMILTON TO TORONTO.


## RIVIERE DU LOUP BRANCF.

J. S. Martin, Superintendent, Montreal.

| Quebec to St. Paschal. |  | STATIONS. | St. Paschal to Quebec. |  |
| :---: | :---: | :---: | :---: | :---: |
| Mixed. | Miles. | trains | Miles. | Mixed. |
| *1.30 P.M. |  | Leave] ........Point Levi, Quebec............ | 101 | 11.30 |
|  | 8 | ...........Chaudiere Junction | 93 | 11.30 A.M |
|  | 17 | ................ St. Henry. | 84 | 10.32 |
| 2.57 " | 25 | ................ St. Charles | 76 | 10.03 |
| 4.30 " | 49 | ................st. Thomas | 53 | 8.30 |
| 5.14 " | 63 | ......................... I'Islet... | 39 | 7.46" |
| ${ }_{6.04}^{6.0}{ }^{\text {c }}$ | 79 | st. kochs. <br> River Ouelle | 123 | 6.56 " |
| ${ }_{7}^{6.45}{ }^{6} \times$ | 99 101 | River Ouelle St. Yaschal | 10 |  |

OTRAWA AND PRESCOTE RAYLWAY.
Robert Bell, President, Ottawa, C.W. Robert Kernahan, Vice-President, John R. White, Secretary and Treasurer. Benj. Frence, jr., Superintendent, Prescott, C.W.

| Prescott to Ottawa. |  |  | STATIONS. | Ottawa to Prescott. |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Mail. | Fares. | Miles. | trains | Miles. | Fares. | Mail. |
| P. M. | \$ c . |  | Leave] [Arrive |  | S c. | A. M. |
| 1.45 1.50 |  | 2 | ............Prescott .i......... | 54 52 | 1.75 | 10.15 10.10 |
| 8.13 | 0.25 | 9 | ........... Spencerville ... | 45 | 1.50 | 9.47 |
| 2.32 | 0.50 | 17 | ............. Oxford. | 37 | 1.25 | 9.27 |
| 2.49 | 0.75 | 23 | ......... Kemptville | 31 | 1.00 | 9.10 |
| 3.19 | 1.12 | 31 | ......... ...Osroode | 22 | 0.75 | 8.40 |
| 3.29 | 1.25 | 35 | ..............Kelly's | 19 |  | 8.30 |
| 8.39 | 1.37 | 38 | ...... North Ospoode | 16 | 0.50 | 8.20 |
| 3.58 | 1.50 | 43 | .........Gloucester | 11 | 0.37 | 8.07 |
| 4.319 | 1.75 | 54 | Ottawa |  |  | 7.30 |

[^3]MIONTEEAL AND CHAMPLAIN RAILWAY.
John Ostell, President, Montreal. W. A. Merby, Secretary,

## RODSE'S POINT DIVISION.

GOING SOUTH.


GOING NORTH.


## MONTREAL AND CHAMELAIN RAIEWAY.

CAUGHNAWAGA DIVISION.

| MOVING SOUTH. |  |  | MOVING NORTH. |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Miles | LEAVE | Mail Accom. | Miles. | Leate | Mail Accomm. |
|  | Montreal........... | 4. 00 P.3. |  | Province Line, | 8. 00 A 1 IT. |
| 8 | Lachine............. | 4.30 " | 3 | Heminingford,... | $8.15{ }^{8 .}$ |
| 15 | St. Isidore, ... | 5. 5.00 | 14 | Lapigeoniere, ..... | 8. 00 |
| 21 | St. Remi... | 5. 45 | 18 | St, Remi,.......... | 9.16 |
| 25 | Lapigeoniere,....... | 6.00 | 24 | st. Isidore, ....... | 9.40 |
| 33 | Johnsons, | $6.30 \%$ | $\stackrel{29}{ }$ | Cauplunavaga, ... | 10.00 |
| 36 | Hemining 0 ord, . . | ${ }^{6.45} \times$ | 31 | Lachine.......... | $1 \begin{aligned} & 10.30 \\ & 11.00\end{aligned}$ |
| 40 | Province Line, ar. |  | 40 | Montreal, Arrive |  |

## LACHINE DIVISION.

| FROM MONTREAL. | FROM LACHINE. |  |
| :---: | :---: | :---: |
| 7.00 A.s. | 8.15 A.M. |  |
| 9.30 " | 10.30 " | Or on arrival of Ferry Steamer. |
| 12.00 Noon. | 1.00 P.M. |  |
| 3.30 P.m. | 4.00 " |  |
| 6.00 * | 5.30 " | Or on arrival of Lady |
| 6.15 ، | 7.30 " |  |

# GRELI WESTERI RAILIVII 

OF CANADA,
From Niagara Falls to Detroit,

WITH BRANCHES FROM

## HaMILTON TO TORONTO, FROM LONDON TO SARNIA, AND FROM HARRISIURG TO GUELPH.

The Great Western Railway Main Line from Niagara Falls to Detroit, in connection Eastward with the New York Central, Hudson River, and Boston and Worcester Railroads, and Westward with the Michigan Central, and Detroit and Milwaukee Railroads, is the quickest and most direct route from Boston, New lork, Albany, Buffalo, and the States of Maine, New Hampshire, Vermont and Massachusetts, to Chicago, Milwaukee, St. Louis, and all parts of the Western States of Michigan, Wisconsin, Minnesota, Indiana, Illinois, Iowa, Missouri, Nebraska and Kansas.

Trains on the Toronto Branch connect at the Union Station, Toronto, with trains of the Grand Trunk Railway for Kingston, Montreal, Oltawa, and Quebec, and all parts of Eastern Canada and Portland, U. S.

Through Tickets can be purchased and baggage checked between all principal places on this route, and for all points East and West.

Freight from New York, Boston and Portland, has quicker dispatch for the West by this route, being all rail, than by any other line.

The United States Mails are carried by this Railway.
C. J. BRYDGES,
$\left.\begin{array}{c}\text { Hamilton, C. W., } \\ \text { April, } 1860 .\end{array}\right\}$

> Managing Director.

## ONLY DIRECT AND MAIL ROUTE FROM MONTREAL

## T0. <br> 

tROY, SARATOGA, LAKE GEORGE, \&c. VIA

## MONTREAL AND CHANPLAIV R. R. TO ROUSE'S POINT, Connecting twice each day with

## The Splendid Lake Champlain Steamers

AND THE
Vermont Central, and Ratland and Burlington Railroads.
This Route is a delightful one for the Pleasure Tourist, or Business Traveller, combiuing comfort with ease, elegance, safety and despatch; affording the quickest Line to the Cities of NEW YORK and BOSTON, and the only Route to

LAKE GEORGE, SARATOGA, \&ce, \&c.
TIME.
Montreal to Boston, . . . 13 hours.

| * | New York, by Railroad, |  |  | 16 | a |
| :---: | :---: | :---: | :---: | :---: | :---: |
| 6 |  |  | Railroad, | 24 | 4 |
| d | Lake George, | . . | . . | 8 | 46 |
| * | Saratoga, |  | - | 11 | 4 |

Office of the Montreal and Champlain Railroad Company,
No. 64 Commissioners' Street,
Opposite the Quebec Steamboat Basin.
W. A. MERRY, Secretary.

## OTTAWA\& PRESCOTT <br> 

## RAILWAY.

SUNONER ARRANEENENT, Commencing MONDAY, 7th 睤ay, 1860 .

THE MAIL AND EXPRESS TRAIN
Will leave OTTATH at ILA.M., arriving in PRESCOTT at 1.30 P.M., connecting with the Grand Trunk Mail Trains East and West.
Passengers will arrive in Montreal at 7 P. M., and Toronto at $10 \mathrm{P} . \mathrm{MI}$.
Returning will leave Prescott at 2.30 P. M., bringing Passengers from Montreal and Toronto, and Arriving in Ottawa at 5 P.M.

## NOTICE. <br>  NOTICE. <br> STHSTELD, SIPFPORD \& CHIMBLL FRAITGNAY.

0N and after MONDAY, March 14, 1860, Trains will leave West Farnham at 7.15 A.m. and 12.15 p.m., connecting at St. John's with the Trains of the Montreal and Champlain Road for Montreal and Rouse's Point Returning will leave St. John's at 9.45 a.m. and 6.15 P.m., or on arrival of the Trains from Montreal.

The Trains will stop to take on and let off passengers at St. Brigide and the Soixante.

A daily Line of Stages leaves West Farnham Depotat 10.30 a m., or on arrival of Morning Train, passing Cowansville, Knowlton in Brome, to Georgeville in Stanstead, and from Cowansville to Richford, Vermont, from Sweetsburg to Weat Shefford, Waterloo to Frost Village. Returning, reaches West Farnham at 12 Noon, in time for the Train to Montreal.

Stage leaves West Farnham after arrival of Cars from Montreal, at 10.30 A.m., on TUESDAYS, THURSDAYS, and SATURDAYS, passing Hurlbert's Corner, East Farnham, West Shefford, Waterloo, Frost Village, Stukely, to the Outlet of Lake Magog, connecting with the Stages for Sherbrooke and Stanstead. Returning, leares the Outlet of Lake Magog, passing the above places to West Farnham MONDAYS, WEDNESDAYS, and FRIDAYS, arriving at West Farnham at 12 o'clock Noon, in time for the Cars for Montreal.

Stages leave, after the arrival of the Evening Train at West Farnbam, for St. Cesaire, and arrive, returning in time for the Morning Train, at 7.15 P.m. daily.

Passengers for the Townships will find this a cheap and expeditious route.
A. B. FOSTER, Manager.

## MONTREAL OGEAN STEAMSHIP

$$
C O M P A N Y
$$

## SUMMER ARRANGEMENT, 1860.



This Company's Line is composed of the following First Class Powerful Screw Steamers, viz. :

Bohemian, North Briton, Nova Scotian, North American.

Carrying the Canadian and United States Mails. SAILING
FROM LIVERPOOL EVERY WEDNESDAY, and
FROM QUEBEC EVERY SATURDAY,
In connection with the Grand Trunk Railway of Canada.
(For Rates of Passage, \&c. see noxt page.)

## 

## RATES OF SEA PASSAGE．

FROM LIVERPOOL TO QUEBEC．
CABIN，from $£ 1515 \mathrm{~s}$ ．to $£ 1818 \mathrm{~s}$ ．Str－according to accommodation． （Children under 12 years of are 30s．per year in After Cabin，and 25s．per year in Forward Berths．）
Third Class， 477 s ．Stg．Children 7 years and under 12 ，es 10 s ．Stg， 1 year and under 7，£3 10s．Stg．Under 1 year，free．

FROM QUEBEC TO LIVERPOOL．
CABIN，from $\$ 66$ to $\$ 80$ according to accommodation．Children under 12 years of age $\$ 6$ per year in After Cabin，and 55 per ycar in For＊ ward Berths．Under 1 year，free．
Third Class，830．Children over 1 year and under 12，\＄2．50 per year． Under 1 year，free．

A duly qualified SURGEON accompanies each vessel．The forego－ ing Fares include PROVISION゙S，but not Wiues or Liquors．

Steerase Pavsonsers are provided with Berths，but must provide themselves with Berdding，and Cating and Drinking Utensils．

Twenty cubic feet of Luggage allowed to each First Class full passenger－Fifteen feet to each before the Gangway－ and Ten feet to each in the Third Class；all above that will be charged One Shilling and Sixpence per foot，payable be－ fore being shipped．

All Heavy Luggage must be on board the day previous to sailing，and passengers are requested to look after its being properly shipped，as the Company do not hold themselves responsible for the same．证灵 Baggage not wanted during the voyage should be marked＂Below，＂in order that it may＂ be stowed away．All Baggage at the risk of the owners thereof．No sick persons will be allowed to embark in these Steamers．让孚 No passage secured until paid for．

䂛 For the accommodation of Passengers，the undersign－ ed will grant Drafts at Sight，on the Liverpool Agents，for any sum they may wish to take with them．
［䦽 All Parcels for these Steamers should be forwarded through the British and Americau Express Company．

Return Tickets issued at reduced rates．

$$
\begin{gathered}
\text { EDMIONSTONE, ALLAN \& CO., } \\
\text { Corner of Youville and Comnion Streets, Montreal. } \\
\text { M }
\end{gathered}
$$

,WITH

IS INTENDED TO SAIL REGULARLY BETWEEN
MONTREAL; QUEBEC AND GLASGOW,As UNDER:
FROM QUEBEC:
UNITED KINGDOM,' Tuesday, 15th May.
JOHN BELL, ..... Tuesday, 12th June.
UNITED KINGDOM, Tuesday, 10th July.
JOHN BELL, Tuesday, 7th August.
UNITED KINGDOM, Tuesday, 4th Sept.
JOHN BELL, Tuesday, 2d October.
UNITED KINGDOM, Tuesday, 30th Oct.
UNITED STATES, ..... Tuesday, 13th Nov.
FROM GLASGOW:
UNITED KINGDOM, Saturday, 14th Aprij.
JOHN BELL Saturday, 12th May.
UNITED KINGDOM, Saturday, 9th June.
JOHN BELL, Saturday, 7th July.
UNITED KINGDOM, Saturday, 4th August.
JOHN BELL, Saturday, 1st Sept.
UNITED KINGDOM, Saturday, 29th Sept.
UNITED STATES, Saturday, 13th Oct.
FARES:-Saloon Cabin \$60; Intermediate \$30; Steerage $\$ 25$.Apply toHANDYSIDES \& HENDERSON, Glasgow.HOBT. SHAW \& Co., Quebec,
Or to

C. \& D. SHAAYT,<br>7 Oommon Street, Montreal.

# 1860 ONEQUALCED 1860 STEAMBOAT ARRANGEMENT. ROYAL MAIL THBOUGH LINE, <br> AND 

## 

Forming a Direct Line between
Quebec, Montreal, Kingston, Toronto, Niagara, and Lewiston.
This magnificent Line, composed of the following First Class Steamers :

| KINGSTON, | [Iron] |
| :--- | :---: |
| Capt. Kelley, |  |
| PASSPORT, |  |
| " | [Iron] |
| BANSHEE, | Harbottle, |
| CHAMFION, | " |
| Sinclair, |  |
| NEW ERA, | " |

GOING WEST, leave the Canal Basin, MONTREAL, at 9 o'clock EVERY MORNING, (Sundays excepted, and LACHINE on the arrival of the Train leaving the Bonaventure Street Station, at NOON,

## FOR KINGSTON AND INTERMEDIATE PORTS,

Connecting at Ogdensburgh with the large and magnificently furnished Lake Ontario Express Steamers:
NEW YORK, . . . . Capt. Van Cleve,
NORTHERENER, . . . . 66 Kilby,
For Brockville, Alexandria, Clayton, Cape Vincent, Toronto and Lewiston; counecting at Toronto with the Grand Trunk and other Railways for Hamilton, Stratford, London, Sarnia, Detroit, Chicapn, Milwaukee, St. Louis, Galena, Green Bay, St. Pauls, \&c., and at Niagara and Lewistos with the Railways for Niagara Falls, Buflalo, Clevcland, Toledo, and Cincinnati.

## founal fthil drount gint, <br> AND <br> LILE OTTARIO EXPPRESS STEMIERS

## GOING EAST,

The Steamers leave the Quebec Steamboat Basin EVERY EvENING, (Sundays excepted,) at 7 o'clock,
F
(1) R

1

B
 7

Running through without stopping,
Connecting with the splendid Iron Steamer MAGNET, for River Ouelle, Murray Bay, River du Loup, Tadousac, and Ha Ha Eay, every Tucstay and Friday Morning.

This Line of Steamers is unequalled, and from the completeness of its arrangements, running in connection with the
Grand Trunk Railway, and the Richelien Co. Steamers, and the Tickets being AVAILABLE BY RAIL OR BOAT, to or from any place on the Route, present advantages to Travellers, which none other can afford.
Passengers taking the Morning Train of the Grand Trunk Railway, connect at Brockville with the Express Steamers, passing through the Thousand Islands, arriving at Toronto the following morning at 6 o'clock.
If. Through Tickets, with any information, may be ob40 tained of C. F. MOCRLE, at the Hotels, and at the Office, 40 McGill Street.

Roval Mail Through 40) Meçill street, Montreal, 1st May, 1860.$\}$

## ALEX. MILLOY, Agent.



## 1860. AMERJSAN 1860. LINE OF STEAMERS,

FOR
0gdeusburgh, Presrott, Brockville, Kingston, Oswego, Rochester, Toronto, Iamilton, Lewiston, Niagara Falls, Buffialo, Clevelaud, Detroit, Chicago, Milwaukee, AND ALL WESTERN PORTS. TiIE FIrst CLass river line steamers


Capt. J. H. DewITT. capt. J. RANKIN Formi a daily line, leaving the CANAL BASIN at EIGHT oclock, and Lachine on arrival of the Cars, which leave Moutreal at 9.30 A . M. Matilda, Prescott,
And connect af Prescott with Prescott and Ottawa Railroad, and at Ogdensburgh with the splendid Lake Steamers

## bay STate, ontario, cataract, and niagara.

Running by the South Shore, calling at Brockville, Morristown, Alexandria Bay, Clayton, Cape Vincent, Kingston, Sackett's Harbour, Oswexo, Rochester, Toronto, and Lewiston.

This line presents every inducement of ease. comfort and convenience to Travellers for pleasure, and is at once the cheapest and most expeditious for the Emigrant with Bagrage, furniture, horses, \&c.

FREIGIIT for Ottawa City and intermediate Stations taken at low rates and forwarded with despateh.
Further information and Tickets to be had at the Office of Mr. T.
Ducharme. Agent, or Joseph Rousseau, Ticket Agent, 22 Great St. James Street, at the Hotels, and on board the Steamers. Office foot McGill Street.

## RICIELIEU COMPANY.



BETWEEN

## NOTTRELL IID OIIBELC

STEAMERS

## 

LEAVZ QUEBEC AND MONTREAL ALTERNATELY
EVERY EVENING,
At Seven o'clock.

CAge Richelieu Company,
Montreal. May. $\mathbf{1 8 6 0}$
J. LEVY, Agent.

## 1860. FORWARDING. 1860.

## をixivz sox sofis e coo

(LATE JONES BLACK \& CO.)
FORWARDERS
BETWEEN
MONTMREALE MPOMONTM, IRAMTILTON ANTD


## CALIING AT LNTERMEDIATE PORTS.

WE have also made arrangements with the several Railroad C'ompanies, so that we are enabled to forward Goods at Through Rates for all places here below named. By sending their Goods by our THROUGH FREIGHT LINE, Merchants will find that they will get them forwarded to the place of destination with despatch, and at a very cheap rate of freight.

Ports on Lake Ontario and River St. Lawrence. Toronto, Hamilton, Port Dalhousie, Cobourg, Port Hope, Kingston, Newcastle, Darlington, Bowmanville, Oshawa, Whitby, Bronte, Oakville, Port Credit, Wellington Square, Brockville, Gananoque, Prescott, Ogdensburgh and Ed-
wardsburgh.

Ports on Canada Shore of Lalce Erie.
Port Stanley and Port Dover.
Places on Welland Railway.
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[^0]:    * Hochilagl.

[^1]:    " Montcalm found he was worsted as a general, but it was still left to him to fight as a soldier; his order of battle was promptly and skilfully made-the regular troops were his left, resting on the bank above the river, the gallant Canadian Seigneurs with their Provincials, supported by two regiments, formed his right; beyond these menacing the English left, were clouds of French and Indian skirimishers.
    " General Townshend met these with four regiments; the Louisbourg Grenadiers formed the front of battle, to the right, resting on the cliff; and there also was Wolfe, exhorting them to be steady, and to reserve their discharge. The Freach attacked; at forty paces they staggered under the fire, but repaid it well; at length they slowly gave ground. As they fell back, the bayonet and claymore of the Highlanders broke their ranks, and drove them with great carnage into the town.
    " At the first, Wolfe had been wounded in the wrist, another shot struck him in the body, but he dissembled his suffering, for his duty was not yet done. Again, a ball passed through his breast, and he sank. When they raised him from the ground, he tried with his faint hand to clear the death-mist from his eyes; he could not see how the battle went, but the voice which fell upon his dying ear told him he was immortal.
    "There is a small monument on the place of his death, with the date, and this inscription: "Here died Wolfe victorious." He was too precious to be left, even on the field of his glory. England, jealous of his ashes, laid them with his father's, near the town where he was born. The chivalrous Montcalm was also slain. In a lofty situation on Cape Diamond a pillar is erected "To the memory of two illustrious men, Wolfe and Montcalm."

[^2]:    wards,

    400
    1600

[^3]:    * Tuesdays, Thursdays, and Saturdays.
    $\dagger$ Mondays, Wednesdays, and Fridays.

