



THE  
TRAVELLER'S GUIDE

TO THE  
City of Montreal,

*Containing a list of the various places of interest in and  
about the City—Table of Distances,—Railroad  
and Steamboat Routes,—Tariff for  
Carriages, Cabs, &c.,*

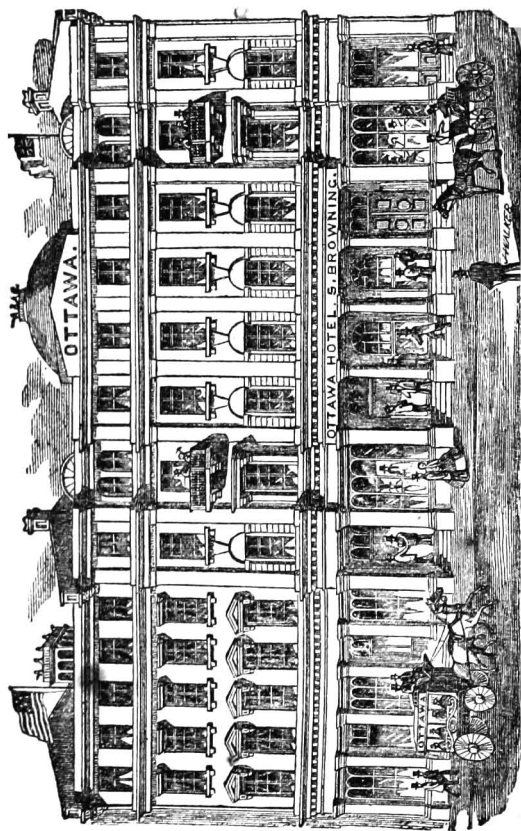
PREPARED FOR GUESTS OF  
"THE OTTAWA HOTEL,"  
S. BROWNING, PROPRIETOR.



MONTREAL:

Printed by M. LONGMOORE & Co., at the Montreal Gazette  
Steam Press, 22 Great St. James Street.

1860.



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THE  
**OTTAWA HOTEL,**  
**GREAT ST. JAMES STREET,**  
**MONTREAL.**

S. BROWNING - - - - - PROPRIETOR.

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THIS HOTEL is pleasantly situated on Great St. James Street, convenient to the Post-Office, the Banks, &c., and offers superior attractions to the man of business or the pleasure seeker. During the past winter it has been considerably enlarged and improved; and is now capable of accommodating comfortably two hundred guests. The rooms are light, lofty and airy. The proprietor has been for a number of years in high favor with the travelling community in the United States and Canada; and the excellent arrangements and regulations of the House render it decidedly one of the most agreeable Hotels in Canada. The assistants have the advantage of large experience, and second effectively

the endeavors of the proprietor to make the OTTAWA a HOME to the traveller.

For the accommodation of his guests, the proprietor has prepared a synopsis of the places of interest in the city, which will be found in the following pages.

He trusts to merit a continuance of that liberal share of public patronage which it has been his good fortune to enjoy for so many years past.

SAMUEL BROWNING,

Proprietor.

Montreal, 1860.

## TRAVELLERS' GUIDE.

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The CITY OF MONTREAL is the largest and most populous city in British North America. In approaching the city from the river, the traveller is struck with the peculiar beauty of the large cut-stone buildings which front on the majestic River St. Lawrence, on whose banks they are reared, resembling, in their solid masonry and elegance, the buildings of European cities. The great Victoria Bridge, under whose arches the steamers pass on their way to the city, excites the wonder and astonishment of all. The wharves are superior to any on this continent, while the local advantages of the city for trade and commerce (being at the head of ship navigation) are unsurpassed, affording strong inducements to capitalists for investing their funds.



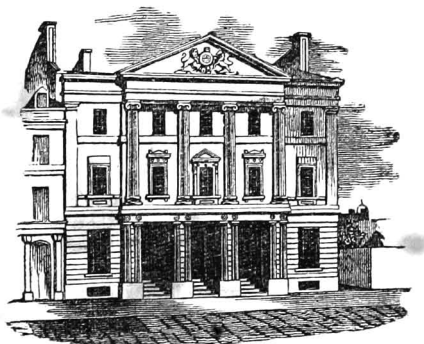


## Places of Interest, Public Buildings, &c.

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Among the many substantial and elegant edifices in the City may be mentioned :—

THE BANK OF BRITISH NORTH AMERICA, on Great St. James Street, next to the Post Office, is a handsome building, of cut stone, and built in the Composite style of architecture.



BANK OF BRITISH NORTH AMERICA.

THE ONTARIO BANK occupies a portion of a magnificent cut stone building on the corner of the Place d'Armes and Great St. James Street.

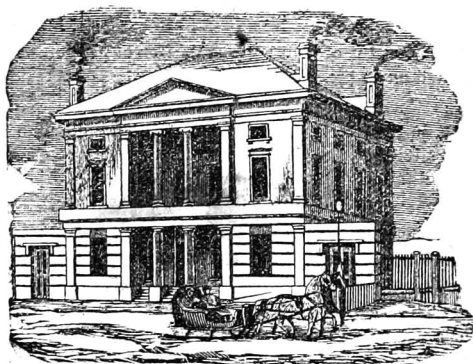
THE CITY & DISTRICT SAVINGS' BANK also occupies a portion of the above building, together with the LONDON AND LIVERPOOL INSURANCE COMPANY.

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

THE MECHANICS' INSTITUTE, a very fine building, situated on Great St. James Street, of cut stone, is three stories high, built in the Italian style. The Reading Room is well supplied, and the Library good. The Lecture Room is 60 by 80 feet, and 18 feet high, neatly finished.

THE MERCANTILE LIBRARY ASSOCIATION, Odd Fellows' Hall, opposite the above.

MONTREAL EXHIBITION BUILDING.—The form of the building is that of a cross. The dimensions of the nave are 84 feet on St. Catherine and Cathcart Streets, with a length between those streets of 184 feet. The two transepts are 60 by 20, giving an extreme length in this direction of 124 feet. The framework of the structure is of iron, enclosed in brick. The facing of Toronto white pressed brick; the whole of the remainder of the exterior being made up of real and false windows alternating, giving the edifice a light and pleasant aspect. Two galleries, twenty feet wide, extend all the way around the interior of the building, affording an immense extent of space for exhibition purposes, as well as for the Museum, which is to succeed the Exhibition.



CITY BANK, PLACE D'ARMES.

THE CITY BANK, on the East side of the Bank of Montreal, is built of cut stone, in the Grecian style, and is worthy of note.

THE BANK OF MONTREAL, in the Place d'Armes, opposite the Roman Catholic Church. This Bank is built of elegant cut stone, and is of the Corinthian order.

THE PEOPLE'S BANK, on the West side of the Bank of Montreal, is also built of cut stone, and was formerly occupied by the Bank of Montreal. A handsome building.

MOLSON'S BANK, also situated on Great St. James Street, is a very handsome building, facing the Wesleyan Church.

THE BANK OF UPPER CANADA and THE COMMERCIAL BANK are also on Great St. James Street, nearly opposite to Molsons Bank.

**THE MUSEUM OF THE NATURAL HISTORY SOCIETY** is situated on Cathcart Street, above Beaver Hall.

**THE COURT HOUSE**, on Notre Dame Street, is of cut stone, in the Grecian Ionic style. The ground plan is 300 by 125 feet, and the height 76 feet. The open space in front is tastefully-planted with trees.

**NELSON'S MONUMENT** is situated on Jacques Cartier Square, nearly opposite the Court House.

**THE GENERAL HOSPITAL**, situated on Dorchester Street, is a fine cut stone building, and is one of the many prominent Institutions of the city.

**THE ST. PATRICK'S HOSPITAL**, at the West end of same street, is an elegant structure, occupying a commanding position.

**THE PROTESTANT ORPHAN ASYLUM**, St. Catherine Street is a well-conducted charity, sustained by benevolence of private individuals.

**THE LADIES' BENEVOLENT INSTITUTION**, for the relief of widows and half-orphans, is a large building in Berthelot Street, managed solely by Committees of Ladies.

**THE JAIL** is a substantial cut stone building, surrounded by a high wall, and is worthy of a visit. It cost \$200,000.

**THE WHARVES** of the City are unsurpassed by any on this continent, being of solid masonry, and being about two miles in extent.

**THE LACHINE CANAL** is among the public works particularly worthy of note, and of which the city may well feel proud. Its massive masonry commands universal attention.

**THE VICTORIA BRIDGE**, the most stupendous structure in the world, spans the St. Lawrence opposite the city. This Bridge is built of iron, on the tubular principle, and

rests on 24 stone piers. The entire length, from river bank to river bank, is nearly two miles. The entire cost of the work is about seven million dollars! It is supposed that in its erection 250,000 tons of stone and 7,500 tons of iron have been used. The centre span is 330 feet: there are 12 spans on each side of the centre, 242 feet each. The length of the abutments is 242 feet each. The height above summer water level in the centre opening is 60 feet, descending to either end at the rate of 1 in 130. The contents of the masonry is three millions of cubic feet. The weight of iron in the tubes is 8,000 tons. The following are the dimensions of tube through which the trains pass in the middle span, viz: 22 feet high, 16 feet wide; at the extreme ends 19 feet high, 16 feet wide.—See page 36.

MOUNT ROYAL CEMETERY is on the East side of the Mountain, about two miles from the city; it is much visited by strangers.

THE CHAMP-DE-MARS is a favorite promenading place, being the general Parade and Review Grounds of the Military.

THE PLACE D'ARMES is a handsome Square, between Notre Dame and Great St. James Streets, and facing the great Roman Parish Church.

A FAVORITE DRIVE is that round the Mountain. The distance being about nine miles, commands one of the finest views of beautiful landscapes to be found in America. Next to this drive, the one on the Lower Lachine Road, leading to the village of that name, is recommended. Leading along the banks of the river, it presents scenery of unsurpassed beauty and grandeur; and if the proper time is selected, a view may be had of

the steamer descending the rapids. Many other favorite drives could be enumerated and described, if space were found in these pages. But there are few places on the American Continent where more interest or pleasure to the traveller can be found than in the city and vicinity of Montreal.

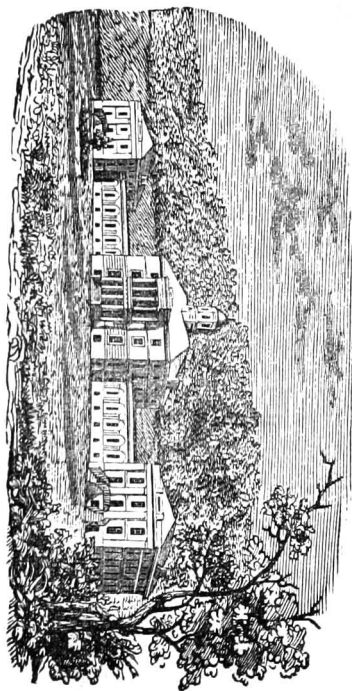
THE CITY WATER WORKS tap the St. Lawrence near the Lachine Rapids, about six miles from the city, the water being conveyed through a viaduct and large pipes to two Receiving Reservoirs for the supply of the city, at the base of the Mountain, about two hundred feet above the level of the river. These reservoirs contain about twenty millions of gallons. The water is taken by an aqueduct from the St. Lawrence, about a mile and a half above the Lachine Rapids, where the elevation of the river surface is about thirty-seven feet above Montreal harbour. It is conducted for a distance of five miles through an open canal [forty feet wide on the water surface, and eight feet deep at the lowest stage of the river] to the River St. Pierre, at the outskirts of the city. Here at the termination of the aqueduct, a capacious basin is formed in order to give surface area sufficient to prevent the head being suddenly drawn down by the large quantity of water required to start the wheels. The aqueduct intersects three streams, which are carried under it by syphon culverts, and is crossed by twelve bridges. More than half of the aqueduct is through cutting from 10 to 23 feet in depth, one and a quarter miles of which are through solid rock, seven to fourteen feet thick, the width of the cut being thirty-four feet. At the termination of the aqueduct is the wheel-house,--two iron water-wheels, twenty feet diameter and twenty feet broad are erected, the bottoms of which are placed

twenty-two feet above Montreal harbor, in order to escape the back water caused by the winter rise of the St. Lawrence. The water is admitted and discharged from the wheel-house through submerged archways, under covered frost-proof passages, extending above and below the building. About a hundred feet from the wheel-house the pumping main branches into two lines, each twenty-four inches diameter, which are continued under the Grand Trunk Railway, the River St. Pierre, and the Lachine Canal, [which latter is passed by a culvert, at a level of twenty feet below the surface], and shortly after ascends within six feet of the natural surface, where the two mains are connected again, and a single one only is continued to the Reservoir, at the base of the mountain. They are excavated out of the solid rock, and have a water surface of about ninety thousand square feet, two hundred and five feet above Montreal harbor, with a depth of 25 feet, containing about fifteen millions of gallons. They can be filled by the two wheels in seventy-five hours' pumping, the wheels also providing the consumption of the city during that period. These works were commenced in June, 1853, and the first water was pumped into the Reservoirs September 11th, 1856. Cost of the Works, including land purchases, machinery, reservoirs, interest, discount, &c., \$1,500,000.

THE GREY NUNNERY is situated on Foundling Street, and is designed for the care of foundlings and the infirm.

THE HOTEL DIEU NUNNERY, on St. Joseph and St. Paul Streets, is designed for sick persons.

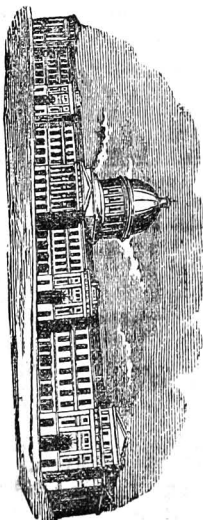




**McGILL COLLEGE.**  
**The McGill College is an Institution of very high repute, founded by the Hon. James McGill, who bequeathed a valuable estate and £10,000 for its endowment. It is delightfully situated at the base of the Mountain, and commands an extensive view.**

**THE MERCHANTS' EXCHANGE**, on St. Sacramento Street, is a very fine cut stone building, occupied by several Insurance Companies and Mercantile Offices. Also a superior Reading Room, and a large Hall for meetings of the Board of Trade.

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



**THE ST. ANN'S MARKET** is situated on Commissioner and McGill Streets, and is a very handsome brick building.

# The Churches.

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## ROMAN CATHOLIC.

THE FRENCH OR ROMAN CATHOLIC PARISH CHURCH is the most prominent edifice in the city; situated in the Place d'Armes, it forms one of the most prominent attractions to the stranger. It contains 1244 pews, and will seat over 8000 persons. The towers are 290 feet high. The North-east tower contains a chime of bells, while the North-west contains a monster bell—the largest in America—weighing 24,000 pounds. The tower is open to the public at a small fee; from the top is presented a splendid panoramic view of the Island of Montreal, well repaying the fatigue of ascent. The organ in this Church (built by Mr. S. R. Warren, of Montreal) is the largest in America, and will cost, when completed, \$20,000.

THE ST. PATRICK'S CHURCH, situated on Lagauchetiere Street, is a very fine building, and contains a splendid organ (Warren's.)

THE ST. PETER'S CHURCH, Visitation Street, contains also a fine organ by Warren.

THE BISHOP'S CHURCH, St. Denis Street, is just being finished for the third time: it having been destroyed by the great fire of 1852, and again in 1858.

THE RECOLLET CHURCH, in West Notre Dame Street, is one of the antiquities of Montreal.

**THE BONSECOURS CHURCH**, St. Paul Street, is the oldest Church in the city.

**THE GREAT ROMAN CATHEDRAL**, in course of erection, is intended to be an imitation of St. Peter's at Rome, and will be nearly as large. Its situation is in the St. Antoine Suburbs, the present residence of the Roman Catholic Bishop.

**THE RECOLLET CHURCH**, west Notre Dame street, is a commodious stone building of ancient architecture, and the oldest church but one in Montreal. When church accommodation was very limited nearly a century ago, divine service was held in this building on Sundays alternately by the various denominations of Christians resident in Montreal. It will seat about 2,000 persons.

**ST. ANN'S CHURCH**, Griffintown, is a large and commodious stone building, capable of seating over 3,000 persons; it is in the Gothic style of architecture, and is the most striking edifice in the quarter of the city in which it is situated.

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## **PROTESTANT CHURCHES.**

### **EPISCOPAL.**

**CHRIST CHURCH CATHEDRAL.**—The foundation stone of this important and graceful structure was laid by the [Anglican] Bishop of Montreal, on the 21st of May 1857. Its site is at the junction of Union Avenue and St. Catherine Street. The plan of the Church is cruciform, and of the early decorated style of architecture. Care has been taken by judiciously disposing the masses of the building to secure a fine outline, as well as a complete ecclesiastical architectural effect. The tower and

spire are placed at the intersection of the four arms of the cross, with vestry attached, yet separate. It is built of Caen stone, and Montreal limestone, the latter being obtained from the neighboring quarries, and the former from Normandy. The following are the dimensions of the building:—

Length [inside].....	187 feet.
Width of nave.....	78 “
Transept including Tower..	99 “
Height of Tower and Spire..	224 “

The upper stage of the tower will contain a peal of bells, and immediately above the corbel-table the clocks will be placed. This fine building, it is believed, is unsurpassed on the continent in correctness and beauty of design and elegance and completeness of detail.

TRINITY CHURCH, St. Paul Street, is about being demolished, the increased congregation having purchased ST. JOHN'S CHURCH, Gosford Street. Rev. Canon Bancroft, M.A., Incumbent. Hours of worship 11 a.m. and 7 p.m.

ST. GEORGE'S CHURCH, St. Joseph Street, is a Gothic edifice, affording sittings for about 1,500 persons. Rev. Canon Leach, D. C. L., Incumbent; Rev. W. Bond, Assistant Minister. Hours of worship 11 a.m. and 7 p.m.

ST. STEPHEN'S CHURCH, Dalhousie Street, Griffintown, [Rev. J. Ellegood, Incumbent], and ST. LUKE'S CHURCH, Dorchester Street East, [Rev. F. B. Tait, Incumbent], are about the same size as St. George's, each containing handsome organs by Warren. Hours of service 11 a.m. and 7 p.m.

There is also a small Church at Hochelaga [the original site upon which the City of Montreal was founded], the services of which are conducted by the Rev. Mr. Rogers, Military Chaplain; and a temporary building at Point

St. Charles, supplied by ministers from different Churches alternately.

THE COUNTESS OF HUNTINGDON CONNEXION CHURCH is situated in St. Mary Street, and was built by Thomas Molson, Esq. The services are very similar to that of the Church of England. Rev. Alfred Stone, Incumbent. Hours of service, 11 a.m. and 7 p.m.

#### PRESBYTERIAN.

THE UNITED PRESBYTERIAN CHURCH, Lagauchetiere Street. Rev. William Taylor, D.D., Minister. Hours of service 11 a.m. and 7 p.m.

THE AMERICAN PRESBYTERIAN CHURCH, Great St. James Street. Rev. James B. Bonar, Pastor. Hours of service 11 a.m. and 7 p.m.

THE ST. ANDREW'S CHURCH, Beaver Hall Hill. Rev Dr. Mathieson, Minister. Hours of service 11 a.m. and 7 p.m.

ST. PAUL'S CHURCH, St. Helen Street. Rev. William Snodgrass, Minister. Hours of service, 11 a.m. and 7 p.m.

PRESBYTERIAN FREE CHURCH, St. Gabriel Street. Rev. A. F. Kemp. Hours of service, 11 a.m. and 7 p.m.  
Cote Street, ..... 11 a.m. and 7 p.m.

#### UNITARIAN.

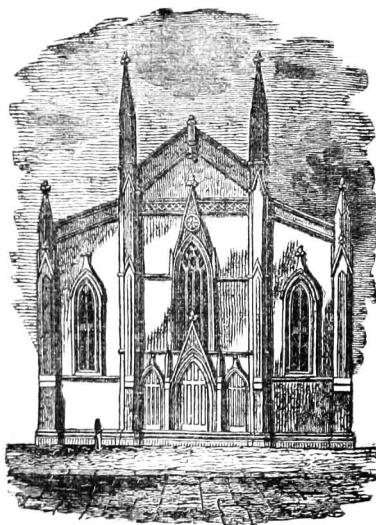
THE UNITARIAN CHURCH, Beaver Hall Hill. Rev. John Cordner, Pastor. Hours of worship, 11 a.m. and 7 p.m.

#### CONGREGATIONAL.

ZION CHURCH, Radegonde Street, is of the Congregational body. Rev. Dr. Wilkes, Pastor. Hours of service 11 a.m. and 7 p.m.

#### BAPTIST.

THE BAPTIST CHURCH is in St. Helen Street. Service 11 a.m. and 7 p.m. Rev. John Goadby, Pastor.



WESLEYAN CHAPEL, ST. JAMES STREET.

#### WESLEYAN.

THE WESLEYAN body have handsome edifices in Great St. James Street; in Gabriel Street, Griffintown; in La Gauchetière Street, Quebec Suburbs; and in Beaudry Street, Quebec Suburbs. Ministers: Rev. John Gemley, Rev. J. B. Howard, Rev. E. B. Ryckman, B.A. Service at the above places, 10½ a.m. and 6½ p.m.

**METHODIST NEW CONNEXION**, Panet Street, Quebec Sub-rbs. Rev. J. Rogers. Service 10½ a.m. and 7 p.m.

Dupre Lane, off College Street. Rev. Wm. McClure. Service 10½ a.m. and 7 p.m.

#### FRENCH PROTESTANT.

**THE FRENCH EVANGELICAL PROTESTANT CHURCH** is in Dorchester Street, corner of St. Charles Barommee Street. Rev. Phillip Wolff, Pastor. Service 11 a.m.

#### JEWISH.

**THE OLD JEWISH SYNAGOGUE** is in St. George's Street, near Pres-de-Ville. Rev. Dr. DeSola.

**THE NEW JEWISH SYNAGOGUE** is in St. Constant Street St. Lawrence Suburb. Rev. Mr. Hoffnung.





## Railroad and Steamboat Offices.

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CHAMPLAIN & ST. LAWRENCE RAILROAD OFFICE, 67 Commissioners Street.

NORTH AND SOUTH THROUGH LINES, *Rutland and Burlington Railroad, and Lake Champlain and Lake George Steamers Offices*, 68 Commissioners Street.

VERMONT AND CANADA RAILROAD, 68 Commissioners Street.

PLATTSBURGH AND MONTREAL RAILROAD, Bonaventure Street Depot.

GRAND TRUNK RAILROAD OFFICE, Great St. James Street, opposite OTTAWA HOTEL.

AMERICAN LINE OR RIVER ST. LAWRENCE AND LAKE ONTARIO STEAMER OFFICE, 24 McGill Street.

ROYAL MAIL THROUGH LINE, 40 McGill Street.

OTTAWA STEAMER OFFICE, Bonaventure Street Depot.

QUEBEC STEAMBOAT OFFICE, 66 Commissioners Street.

☞ STAGES AND OMNIBUSES to and from the Cars and Steamers call at the OTTAWA HOTEL.

☞ Parties on pleasure or on business who desire carriages, will be accommodated by leaving their orders at the office of the OTTAWA HOTEL—Mr. HYNES, book-keeper.

# MONTREAL TARIFF OF COACHES, CABS & CALESCHES.

TIME ALLOWED to go and back again. HALF AN HOUR.	COACHES.		CABS.		CALESCHES.	
	Or four wheeled Cabs, or correspond- ing winter vehicles, drawn by two horses.	Two or four wheeled, or corresponding win- ter vehicles, drawn by one horse.				
PLACES.	For 1 or 2 Persons.	For 3 or 4 Persons.	For 1 or 2 Persons.	For 3 or 4 Persons.	For 1 or 2 Persons.	For 3 or 4 Persons.
	From any place to any other within the same division and back again..... \$0 25	From any place to any other within the same division and back again..... \$0 40	From any place to any other within the same division and back again..... \$0 12½	From any place to any other within the same division and back again..... \$0 20	From any place to any other within the same division and back again..... \$0 10	From any place to any other within the same division and back again..... \$0 17
From any division to any place within the next division, and back again	0 37½	0 50	0 25	0 37½	0 17	0 25
From the 1st to the 3rd divi- sion, or from 3rd to 1st division, and back again	0 50	0 70	0 37½	0 50	0 25	0 37½

COACHES OR FOUR-WHEELED CABS OR CORRESPONDING WINTER VEHICLES DRAWN BY TWO HORSES.—For the first hour, \$1. For each subsequent hour, 75c., 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 50c., and for each subsequent hour, 40c. For three or four persons, for the first hour, 75c., and *pro rata* for intermediate quarters of an hour.

CALESCHES.—For one or two persons, for the first hour, 37½c., and for each subsequent hour 30c. For each person over that number 9c. extra, and *pro rata* for intermediate quarters of an hour.

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#### DIVISIONS REFERRED TO IN THE FOREGOING TABLES.

FIRST DIVISION.—From Prince's Street, St. Ann Suburb, by a direct line to entrance of St. Antoine Street, thence along Craig and St. Louis Streets to Lacroix Street and down to the River.

SECOND DIVISION.—The portion of the city bounded by the boundary of the first division, and McCord Street, Mountain Street, as far as its junction with St. Catherine, thence in a direct line along St. Catherine Street to its junction with Papineau Road, and thence down Papineau Road to the River.

THIRD DIVISION.—The portion beyond the second Division, and within the city limits.

# Table of Distances

## FROM MONTREAL

BY THE

## GRAND TRUNK & AMERICAN RAILROADS.

### MONTREAL TO NEW YORK

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

STATIONS.	Miles.	Aggregate Distance.
St. Lambert.....	1	
St. Johns.....	20	21
Rouse's Point.....	23	44
St. Albans.....	23	67
Burlington.....	30	97
Vergennes.....	21	118
Middlebury.....	13	131
Brandon.....	16	147
Rutland.....	17	164
Troy.....	84	248
East Albany.....	6	254
Hudson.....	34	288
Poughkeepsie.....	42	330
Peekskill.....	32	362
New York.....	41	403

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

## Grand Trunk Railroad.

### MAIN LINE.

MONTREAL TO	Miles.	MONTREAL TO	Miles.
St. Lambert (by V. Bridge)	3	Northumberland	183
St. Hilaire	18	Gorham	201
St. Hyacinthe	30	Shelburne	207
Upton	43	Bethel	222
Acton	49	Bryant's Pond	230
Richmond	72	South Paris	244
Sherbrooke	96	Oxford	251
Lennoxville	99	Mechanic Falls	256
Waterville	106	Danville Junction	264
Compton	110	New Gloucester	270
Coaticook	118	Yarmouth Junction	280
Island Pond	143	Yarmouth	281
North Stratford	158	Portland	292

### QUEBEC DISTRICT.

MONTREAL TO	Miles.	MONTREAL TO	Miles.
St. Lambert (by V. Bridge)	3	Becancour	127
Richmond	72	Methot's Mills	139
Danville	84	Black River	148
Warwick	96	Craig's Road	153
Arthabaska	104	Chaudiere	159
Stanford	113	Point Levi	168
Somerset	119		

### RIVIERE DU LOUP BRANCH.

POINT LEVI TO	Miles	POINT LEVI TO	Miles.
St. Henry	17	St. Rochs	79
St. Charles	25	Riviere Ouelle	92
St. Thomas	49	St. Paschal	101
L'Islet	63		

### BROCKVILLE SECTION.

MONTREAL TO	Miles.	MONTREAL TO	Miles.
Blue Bonnets.....	5	Collins' Bay.....	180
Pointe Clare.....	15	Earnestown.....	188
St. Anne's.....	21	Napanee.....	199
Vaudreuil.....	24	Tyondonaga.....	209
Cedars [road to].....	29	Shannonville.....	213
Coteau Landing.....	37	Belleville.....	220
River Beaudette.....	44	Trenton.....	232
Lancaster.....	54	Brighton.....	242
Cornwall.....	68	Colborne.....	249
Moulinette.....	73	Grafton.....	256
Dickenson's Landing.....	77	Cobourg.....	263
Aultsville.....	84	Port Hope.....	271
Williamsburg.....	92	Port Britain.....	274
Matilda.....	99	Newtonville.....	280
Edwardsburg.....	105	Newcastle.....	286
Prescott Junction.....	112	Bowmanville.....	290
Prescott.....	113	Oshawa.....	300
Maitland.....	120	Port Whitby.....	304
Brockville.....	125	Duffin's Creek.....	310
Lyn.....	129	Frenchman's Bay.....	312
Mallorytown.....	137	Port Union.....	316
Lansdown.....	146	Scarboro.....	320
Garnetoch.....	155	York.....	330
Kingston Mills.....	169	Toronto.....	333
Kingston.....	173		

### Boston Route.

MONTREAL TO	Miles.	MONTREAL TO	Miles.
Rouse's Point.....	44	Fitchburg.....	282
Burlington.....	98	Groton Junction.....	297
Rutland.....	165	Worcester.....	308
Bellows Falls.....	218	Lowell.....	314
Keene.....	249	Boston.....	332

### New York Route.

MONTREAL TO	Miles.	MONTREAL TO	Miles.
Troy.....	218	New York.....	408
Albany.....	254		

### Connecticut Valley Route.

MONTREAL TO	Miles.	MONTREAL TO	Miles.
Brattleboro .....	242	Hartford .....	341
Northampton .....	292	New Haven .....	377
Springfield .....	315		

### \* Western Route.

MONTREAL TO	Miles.	MONTREAL TO	Miles.
Schenectady .....	248	Detroit .....	759
Buffalo .....	529	Ypsilanti .....	789
Suspension Bridge ..	530	Ann Arbor .....	796
St. Catharines .....	541	Jackson .....	834
Hamilton .....	573	Albion .....	854
Dundas .....	578	Marshall .....	866
Galt .....	601	Battle Creek .....	879
Preston .....	608	Kalamazoo .....	902
Paris .....	602	Niles .....	950
Woodstock .....	621	New Buffalo .....	977
Ingersoll .....	630	Michigan City .....	887
London .....	649	Calumet .....	1028
Chatham .....	713	Chicago .....	1041

### \* Route via Lake Shore.

MONTREAL TO	Miles.	MONTREAL TO	Miles.
Cleveland .....	719	Cincinnati .....	967
Pittsburg .....	851	Louisville .....	1104
Columbus .....	857		

### \* Chicago Route (West).

MONTREAL TO	Miles.	MONTREAL TO	Miles.
Toledo .....	824	Galena .....	1235
Chicago .....	1064	Rock Island .....	1246
Milwaukee .....	1149	Alton .....	1323
Lasalle .....	1179	St. Louis .....	1345
Peoria .....	1225	St. Paul .....	1609

\* These distances are given entirely by Railroad. The distance is less by Steamboat.

## Montreal & New York and Plattsburg and Montreal Railroads.

MONTREAL TO	Miles.	MONTREAL TO	Miles.
Lachine .....	8	Hemmingford.....	36
Candiacwaga.....	10	Moore's Junction....	42
St. Isidore.....	15	Sciota.....	47
St. Remi.....	21	West Chazy.....	52
Lapigeoniere.....	25	Beckmantown.....	57
Sherrington.....	30	Plattsburg.....	62
Johnson's.....	32		

For Tariff and running time of these respective Routes, the public are kindly referred to their Offices, which are named in another page, &c., &c., &c.

There is a Through Express Train, without detention, from Rutland to Detroit and Chicago, *via* the Great Western Railroad; also *via* the Lake Shore Railroad to Cleveland, Cincinnati, Pittsburg, Toledo, Michigan City, Lafayette, Indianapolis, Louisville, Cairo, &c. Tickets can be procured to all the principal Western Cities, AND HOLD GOOD UNTIL USED.

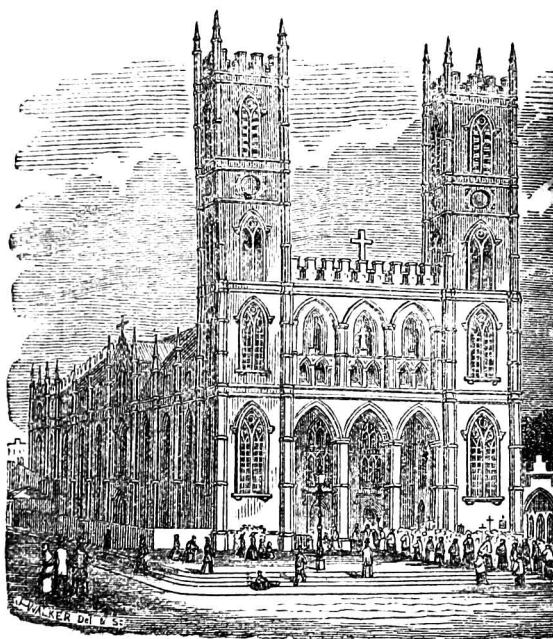
### Distances from

MONTREAL TO	Miles.	MONTREAL TO	Miles.
Quebec.....	169	Niagara Falls.....	423
White Mountains.....	202	Buffalo.....	447
Portland.....	292	Toronto.....	333
Boston.....	330	Detroit.....	565
New York.....	400	Chicago.....	849
Philadelphia.....	490	St. Louis.....	1053
Baltimore.....	588	Ottawa City.....	120
Washington.....	628		

## CURRENCY.

Canada £, \$4; Canada Shilling, 20 cents; Canada Six-Pence, 10 cents; Seven-Pence Half-Penny, 12½ cents; One and Three-Pence, 25 cents; Two and Six-Pence, 50 cents.





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## THE MONTREAL WEEKLY GAZETTE

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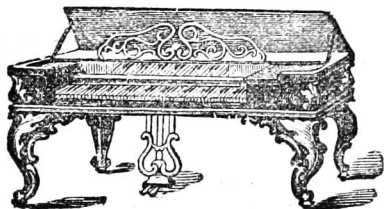
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## THE VICTORIA BRIDGE.

---

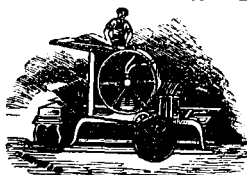
The following interesting particulars of the Victoria Bridge, and the materials used in its construction, are taken from "*A Glance at the Victoria Bridge and the Men who Built it*," by Charles Legge :—

First stone No. 1 Pier laid 20th July, 1854.  
 First passenger train passed 17th December, 1859.  
 Total length of Bridge, 9184 feet lineal.  
 No. of Spans 25 ; 24 of 242 feet ; one of 330 feet.  
 Height from surface of water to underside of centre tube 60 feet.  
 Height from bed of river to top of centre tube 108 feet.  
 Greatest depth of water 22 feet.  
 General rapidity of Current 7 miles an hour.  
 Cubic feet of Masonry 3,000,000.  
 Cubic feet of timber, in temporary work, 2,250,000.  
 Cubic yards of clay used in puddling dams, 146,000.  
 Tons of iron in tubes, say 8250.  
 Number of rivets, 2,500,000.  
 Acres of painting on Tubes, one coat 30, or for the four coats 120 acres.  
 Force employed in construction during Summer of 1858, the working season extending from the middle of May to the middle of November.  
 Steamboats, 6, Horse-power, 450, .. } 12,000 Tons.  
 Barges, 72, ..... }  
 Manned by..... 500 sailors.  
 In Stone Quarries,..... 450 men.  
 On Works, Artizans, &c... 2090 do.

---

Total 3040 men.  
 Horses, 142    Locomotives, 4.

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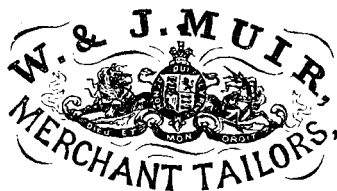
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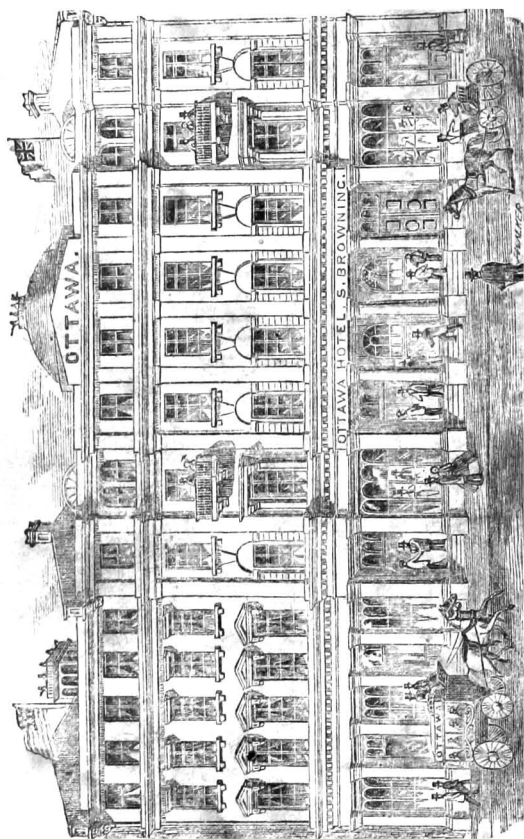


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