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## ROUTE DOWN THE ST. LAAWRENCE.

## TRIP DOWN THE ST. LAWRENCE.

from niagara falls to montreal and quebec,

Via the Lakes and Rapids.
Whilst other tours, in different parts of the United States and Canada, have their attractions - particularly, by railroad-and severally present sufficient inducements for a visit from the tourist; none, we believe, presents so great a varicty of scenery-and that of the finest character, accompanied by comfortable locomotion and a few exeiting incidents on the way-as are to be met with on the trip from Niagara to Montreal and Quebec via Lake Ontario-down the Rapids of the noble Nt. Lawrence-through the Thousand Islands, and the various other lakes, canals, etc., on the route.
This route may be taken either by steamer all the way from Lewiston or Nitsira, or from there to Toronto, Kingston, Cape Vincent, or any of the other points of stoppage on the river hereafter stated; after visiting which, the tourist can embark on board the ateamer again at any of the stopping places, and proceed on his journey.
To render this trip as intelligible as pwsible, we propose placing the names of each place of interest, on both sides of the river, in such order that the stranger will at once be able to know on which side each town is situated. This will be seen at once by making a division in the page, representing the channel of the river, with the towns, rapids, lakes and canals placed in their relative positions; so that, with the distances and routes given elsewhere, we hope to render such information as will be useful and interesting to the reader. We shall take Lewiston as the starting point.

## ROUTE FROM LEWISTON (NIAGARA) TO QUEBEC.

TOWNS AND STOPPING-PLACES.

Cavadian, or nortil bank of river.
Queesstown, a village situated nearly epposite to Lewiston. Its chief oljects of attraction are the handsome Suspeusion Bridge, with Brock's Monument, situated on the heights, from which a most magnificent view of the lake and the surrounding country is obtained.

## american, or solth bank of riyer.

Lewister is the point from which the steamer starts-being at the head of river navigation-about 7 miles from Niagara Falls, and 7 miles from the mouth of the river. whence it falls into the lake. The Buffalo, Niagara Falls and Lewiston Railroad terminates at this place.

## LAKE ONTARIO.

Tris is the smallest and most easterly of the fire great lakes which communicate with the St. Lawrence, and divides the State of New York from Canada, on the north. It is 190 miles long, and its greatest breadth 55 miles. Its greatest depth is 600 feet, and it is navigable in every part for the largest-sized ships. It is never entirely closed with ice, and rarely freezes, even in the coldest weather, except in shallow flaces along the shore. In summer time, a sail upon this lake is delightful, especially to the ander, who, if he chooses to cast his lines into its usually phacid waters, will find no dearth of tish, which abound here in great varity. On either side of the lake are seen numerons towns and villages, several of which are of considerable business importance. We apprend brief notices of the most noted of these places.

CANADIAN SIDE.
In proceeding along the north, or Canadian, side of the lake, the first point touched is

AMERICAN SLDE.
The first stopping-place on the American, or south, side of the Lake is

Youngstown, 6 miles below, and 1 mile

Torosto, the second most important city in Canada. This city presents a much finer appearance from the lake than when appronched by railway. Turonto boasts of a large number of fine buildings and elegant clurches, as well as of extensive and tasteful blocks of business atores; and the beanty of their appearance is much enhanced by the larere number of trees, and the quantity of shrubbery that adorns many of its strects. King street, its principal thorouglafire, is two miles long, and is lined on both sides with handsome stores and public buildings.

Learing Toronto, the first town of any particular not , on the Canadian side, is

Pont Whrmy, 29 miles below. This is the chief town in Ontario County, and contains near 4,010 inhabitants. It is a station on the frand Trunk Railway, and is a stopping-place for steamers from Toronto to Rochester, etc.

Oinatim, 4 miles below, is a fine town of 3 , \%io inhabitants, on the Graml Trunk Railroad, and communicating with the interior town by lines of stages. A great quantity of flour is shipped from here.

Bowmantile, 10 miles below, lies a Jittle back of the lake, to which it is conneted by Darlington Harbour. In $1 \$ 50$, the place was incorporated a village, since which period its growth has been very rapid. The town has excellent water power within and around it. The country around is unsurpassed for fertility and salubity ly any in Canada. It has a population of about 5,000.

Porer Hope is about 20 miles below Bowmanville, and, like it, is a station on Hec Grand Trunk Railroad. It is also connected by railway with hinlay, 40 miles, and with Peterborough, 29 miles distant. Steamers also ply betwen this place and several towns lying north, on Lake sturgeon. Port Ilope is built on an acclivity, the summit of which is capped with beneh and pine, and clothed with villas, embowerel among the trees. The principal street runs from the harbour to the top of the hill, and is lined with elegant steres, beautiful dwellings and commodious hotels. The Town Hall and Montreal Bank form prominent objects to a spectator placed upon the quay. And the graceful
above, old Fort Niagara, at the mouth of the river, and which possesses a fine natural harbour, open at all seasons of the year. The river is here about half a mile in width, across which a ferry plies to the rillage of Niagara, on the Canadian side.

Fort Nagana.-In fassing into the lake, this old relic of former times is erpeciatly noticeable. As early as 1679 , this spot was in losed by La salle, the explorer of the Mississippi. In 1705, a pallisade fort was construeted by the French. In 1759, it was taken by the British, who, in 1796 , gave it into the hands of the Americans. In 1813, it was taken again ly the British, and recaptured by the Americans in 1815. There is no doubt that the dungeons of this old fort have hicen the scenes of horrible suffering and of crime, from the times of the old Indian and French wars, up to the days of the Revolution. In its close and impregnable dungeons, the light of day never shone; and here, doultless, many a poor prisoner has been compelled to undrero the "torture," in addition to his other nameless sufferings.

As, after entering the lake, no place of much importance is reached for some bours, the tourist should embrace this opportunity of getting a good view of the scencs he is about leaving. On a clear day, a fine view is presented of Brock's Monument, and the grand heights of Queenstown, 9 or 10 miles distant, which rise nearly 500 fret above the waters of the lake.

After passing several small settlements, we reach

Charlotte, or Port Genesee, at the mouth of the River Genesee, port of entry for Rochester, 7 miles distant, and 87 miles from Niarara. This town possesses a safe harbour, being protected by two long piers, on one of which is located a lighthouse. A rumber of steamers run daily - from here to seseral of the principal places on botin sides of the lake.

The Falle nf Gevesere - These beautiful falls, second only to Niagara, are objects worthy of notice. The banks of the Genesee, just above Charlotte, rise from 50 to 150 feet in height. The river is narigable as far as Carthage, which may be called a suburb of Rochester. From this
curve of the viaduct, resting on piers of solid masonry, over which the Grand Trunk Railway is carried, teuds to enhance the picturesqueness of the view. The town is surrounded by a rich agricultural district, diversified by hill and dale, wood and stream; the cridence of which is the number of wagons-crammed with quarters of fat beef, mutton and pork, turkejs, chickens, egys butter, vegctables and fish-to be seen coowding the Town Hall Square on Saturdays.
The lumber trade carried on at this port is also very extensive. Population about 8,000 .

Coblrg, 8 miles below Port Hope, is the terminus of the Cuburg and Peterborough Railroad. It has a good harbour, and does an extensive shipping business with Rochester, and other cities on the opposite side of the lake. Victoria College, established by act of the Provincial Legislature, in 1842 , is in this town. It also contains the most extensive eloth manufactories in the Province. There are also iron, marble and leather manufactories, with a number of breweries and distilleries, 9 gord hotels, and 60 or 70 substantial stores. Population about $6,0 \%$.

Colbonae, 14 miles below Coburg, is a fourishing town, having a fine back country, whose produce finds quick sales in its markets. It has a good landing for steamers, many of which touch here on their passages up and down the lake.
A good business is done in this town in euring white-fish and salmon-trout, which abound in the lake, and are taken in great quantities. A stage-route is establi-hed between this place and Norwood, 32 miles distance. Fare, $\mathrm{T}_{2} 2$.

Leaving Colborne, the stemmer soon reaches the widest part of the lake, and, running a distance of some 25 miles, passes Nichultes Point and Sland, Wicked Point, and Point Peter, on the latter of which is a fine light-house. This light is a conspicuous object to mariners, who, when off Prince Edward's, the main-land, experience the full force of eaticrly and westerly winds.
Duck Islant, which is attached to Canada, is another noted object for the mariner, either ascending or descending the
place, to Rochester proper, there are a succession of falls and rapids, some of the former being very grand and imposing. The falls at Carthage are 75 feet, whe a little further up is 20 feet, and the sreat falls-within the city, a few feet from the - Central Railroad Bridge-is 90 fect. It [ $\boldsymbol{A}$ was at these latter falls that the once fa 0 mous sam Patch made his last lear, by which he lost his life. He commencel his singular career by plunging from the Pawtucket Falls, in Rhode Island, and afterwards continued to jump from all the high $\approx$ bridges, and other elevated points in the country, including Niagara, without meet$\geqslant$ ing an accident. It is supposed that he was intoxicated at the time he made his
4 last jump, and hence lost lis balance during his descent, and struck the water horizontally, which must have knocked the breath entircly out of his body, as he was not seen to rise after striking the water, alchough 10,000 spectators were anxiously looking for his appearance. Ifis dead body was found some miles below the falls.

Further up the river, near the town of Portase, N. Y., there are the beautiful falls, respectively, 60,00 and 110 feet, all $\Rightarrow$ within the space of 2 miles, each differius in character, and each having peculiar - attractiurs. But more wonderful, than the falls, are the stupendous walls of the river, which rise almost perpendicularly, to a height of 401 feet, and extend along the stream, for 3 miles, with almost as much regularity and symmetry as if constructed by art.

Leaving the mouth of the Geneser, the steamer passes the small town of Pultue?ville, and some other lesser settlements, and reaches the mouth of

Great hudus Bay, which is 5 miles loug Z and 3 miles in breadth, and makes an excellent, safe harbour, the entrance of which
$<$ is protected by substantial piers, built by the United States.

Sodus Pont is a emall town, an l port of entry, situated at the mouth of sodus Bay.

Little Sodus Bar, 14 miles below Great Sodus, is another good anchorage groumb, for vesels to ride, in times of severe weather.
Oswego is on both sides of 9xwers

Lake, as it is the first important island met, in the passage from the head of the lake, on the Canada side. In former years, immense quantities of wild ducks gathered upon this island, and hence its name.

Aluenst Island, also belonging to Canuda, lies a little further on. It is a large budy of rery fertile land, which is under a good state of cultivation. Beyond this island, we come to the end of the lake, and soon enter the mouth of the St. Lawrence River. We now pass two islandsGivet and Wolf-which are the first of that astonishing group known as the "Thousand Islands." We next come to
kingston, which is probably the finestlookins city in Canada, although not doing a business equal to Montreal or Toronte. A tourist, speaking of this city, suys:
" The view of the city and surrounding scenery is not surpassed by the approaches to any other city in America. A few miles above Kingston, the waters of Lake Ontario are divided by the first of the long series of islands so well known to tourists as the 'Thousand Islands,' of which Simcoe and Grand, or Wolfe Islands, opposite the city, may be looked upon as strongholds designed by nature to withstand the eneruaches of the waves of Ontario. On approaching from the west, by water, the firsi object that attracts the traveller's attention is Fort Henry, with the naval station of Fort Frcderick at its base, and its attendant battlements, fortifications, towers and ruluabts."

Fort Hexry is a favourite resort for visitors, and its elevated position affords the bist riew that can be had of the city, lake and surrounding country.

The principal public buildings are the City Hall, Court-House, Roman Catholic Cathedral, Queen's College, Roman Catholic College, General Hospital, Penitentiary, 16 or 18 fine churches, bankinghouses, etc. The City LIall is one of the finest edifices in Canilala, built of cut limestone, at an expense of near $\$ 100,000$. It has a spacious hall, holding over 1,000 1risons. There are 20 stearners, and about 50 sailing vessels, owned here; and these, besides other Canadian and American craft, are mostly occupied in

River, at its entrance into Lake Ontario and is the largest and most active city or the lake. There are from 15 to 20 flour. ing-mills, making over 10,000 barrels of flour per day when in operation, and about a dozen elevators, with storageroom for $2,000,000$ bushels of grain. It is handsomely built, with streets 100 feet wide, crossing each other at right angles. The river divides the city into nearly two equal parts, which are connected by two bridges, abore ship narigation.

The number of vessels which arrive and depart from this port is very large. It is estimated that one-half of the entire trade of Canada with the Uuited States is carried on with Oswego. A railroad, 36 miles in length, connects Oswego with Syracuse. The Oswego Canal also con$\leadsto$ neets at Syracuse with the Erie Canal. Oswego ranks as one of the greatest grain markets in the world, being second on this continent only to Clicago. From her poF sition, she must continue to hold her advantage, and, in spite of all rivalry, will always command the greatest portion of Canadian trade. The population of Oswego is about 20,000 .

Leaving Oswego, we pass Mcxico Bay, into which empties

Salmos River, at the mouth of which is a small town, called Port Ontario. Salmon River Falls are classed among the greatest natural curiosities of the country. The current of the river is disturbed, about 6 miles from its mouth, by 2 miles of rapids, which terminate in a fall of 10 feet. At high water, the sheet is 250 feet in width,

-     - but, at low water, is narrowed to about half that extent. At the foot of the falls the water is very deep, and abounds in r fine fish, such as salmon, trout and bass.

Sacketris Harbour, 45 miles north of
z Oswego, posesses one of the most secure harbours on the lake. During the war of 1812, with England, it was used as the rendezvous of the American fleet on Lake Ontario. A large war-ressel, commenced at that time, still remains here under cover. Madison Barracks, garrisoned by United States troops, is situated v exr the landing.

Black River, just beyond, is 120 miles loug, but its navigation is much impeded by a succession of rapids and falls. It
carrying passengers and produce which come from inland by the Ridean Canal, and from the Bay of Quinte, to the different purts on the lake.

There are several mineral springs in Kingston, which have attained some celebrity for their medical properties. One of these, situated near the Penitentiary, is said to resemble the celebrated Cheltenham Springs, in England. Another, whose waters are unusually strong, and, by anafyzation, have been found to contain valuable medical virtues, has been likened to the Artesian Well at St. Catherine's.
gives, however, great water power, and its banks are covered with prosperous d towns and villages.

Chaumonr Bay, just above Black River, abounds in a variety of fine fish, large quantities of which are taken by established fisheries.

Cafe St. Vincent is nearly opposite Grand or Wolf Island, and is the northern terminus of the Watertown and Rome Railroad. In the warm months, this place is much resorted to by fishing and pleasure parties, being contiguous to the "Thousand Islauds."

## THE THOUSAND ISLANDS.

These Islands, which have obtained a world-wide celebrity, consist of fully 1800 islands, of all sizes and shapes-from a few yards long, to several miles in length; some, presenting little or nothing but bare masses of rock, whilst others are so thickly wooded over, that nothing but the most gorgeous green foliage (in summer) is to be seen; whilst, in autumn, the leaves present colours of different hues of light crimson, yellow, purple and other colours scarcely imaginable, and yet most difficult to describe.
The tourist who is fond of practising the " gentle art," will find any quantity he is able and willing to fish for-the river abounding in fish of the most marvellous quantity and size. The angler will find plenty of excellent accommodation at Ciayton or Alexandria Bay, with boats, etc. To enjoy a day or two amongst the Thousand Islands to the most advantage, is for the tourist to take up his quarters for a few days at either of these places, and sail amongst the islands with a row-boat. The tourist who is acquainted with the islands on "Lomond's Silver Loch," opposite Luss, in the Highlands of Scotland, will have some idea of what the Thousand Islands are - only that the latter extend fully 50 miles along the channel of the St. Lawrence, with some of the islands of much larger dimensions than those either on Loch Lomond or Loch Katrine. Names are given to some of the islands, whilst several have light-houses erected upon them.

With these remarks, we will now proceed, as if on board the American steamer, down the American channel, through them-there being one channel for the Canadian Company's boats, and another for the American Company's.

Leaving Kingston, the tourist in the Canadian Company's steamer will proceed on for six miles, and enter the regions of the Thousand Islands. For a description of the scenery of the route, we quote from a Writer who thus describes it:
"These islands appear so thickly studded, that the appearance to the spectator, on approaching them, is as if the vessel steered her course towards the head of a landlocked bay which barred all further progress. Coming nearer, a small break in the line of shore opens up, and he enters between what he now discovers to be islands, and islands which are innumerable. Now, he sails in a wide channel be-

Leaving Cape Vincent, the steamer now proceeds towards the islands, and, after winding her course amongst them for about twenty miles, reaches the stopping. $E$ place called

Clayton, a small, well-built village, from which a considerable lumber trade is carried on, several rafts of which may probably be seen in French Creek, close at hand, ready for being "run" down the St, Lawrence to Montreal or Quebec. Several of the finest steamers which navigate the St. Lawrence were built here.

Alexandra Bay, 12 miles from Clayton, is soon reached-in approaching which, the tourist will admire the exquisite


## ROUTE DOWN THE ST. LAWRENCE.

tween more distant shores; again, he enters into a strait so narrow that the large pad-dle-boxes of the steamer almost sweep the foliage, on either side, as she pursues her devious course. Now, the islands are miles in circumference; and again, he passes some which are very small, shaded by a single tiny tree occupying the handful of earth which represents the 'dry land.' On all, the trees grow to the water's edge, and dip their outer branches in the clear blue lake. Sometimes the mirage throws its air of enchantment on the whole, and the more distant islands seem floating in mid-heaven-only descending into the lake as a nearer approach dispels the illusion, and when the rushing steamer breaks the fair surface of the water in which all this loveliness is reflected, as in a mirror."

Brockville (Canada West) is the country town for the united counties of Leeds and Grenville. A steamer plies to Norristown, on the American side. All the American as well as Canadian steamers touch here. The tourist cannot fail to admire the fine location of Brockville, and its numerous tastefully laid out gardens, stretching down to the river's edge, as well as some neat built villas on the banks. Named after Gen. Brock, whose monument, at Queenstown Heights, commemorates his $\mathrm{f}_{\mathrm{n}} 1 \mathrm{l}$ in battle there in 1812. Distant from Kingston 48 miles by rail, and Montreal 105 miles. The steamer, after lenving Brockville, proceeds for 12 miles, and reaches the town of
Prescotr, which is situated almost immediately opposite to Ogdensburg. At Prescott, both lines of steamers touch. From there, branches of the railroad to Ottawa City-the future capital of Cana-da-a visit to which will well repay the tourist. 55 miles to Ottawa per railroad. Considerable amount of business is done with Ogdensburg, opposite, to and from which plies two ferry steamers, Population about 4,000. 113 miles from Montreal by rail.

One mile below Prescott is "Windmill Point," being the ruins of an old windmill, where, in 1837, the Canadian patriots, under a Polish exile name Von Shultz, established their headquarters, but were subsequently driven from it, with great loss.
scenery which now opens up to view on every turn which the steamer takes. From Alexandria Bay, some of the finest views of the islands, to our mind, are to be seen; whilst from the high points near the village, upwards of one hundred of the islands can be counted in one view. The situation of Alexandria Bay must always render it a favorite place with the tourist who delights in romantic situations or good sport. After steaming along for other 22 miles, the last of the Thousand Islands is seen, and the steamer touches on the Canadian side, at the thriving and prettily situated town of Brockville (Canada West).

Morristown is situated exactly opposite Brock ville, with which it is connected by
$\rightarrow$ steam ferry every half hour, 1 mile distance.

The American steamer, after leaving Brockville, proceeds on to

Ogdensburg, now an important link in the chain of communication between the United States and Canada, with a railroad to Lake Champlain ( 118 miles off), and which also connects at Rouse's Point with the other lines, to Boston and New York, as well as to Montreal. A considerable trade is done at Ogdensburg, whilat the situation of the town is one of the prettiest on the whole route. Settled by the French in 1748, attacked by the
\& Mohawk Indians in 1749, and, on the defeat of Montcalm at Quebec, the settlement was abandoned by the French.

After Ogdensburg, comes Waddington, opposite to Ogden Island. Thirty miles further on is Louisville, from which stages run to Messiaa Springs, 7 miles distant.

The American steamer proceeds onwards to the first rapid in the route, known by the name of Gallop's Rapids, succeeded by others of lesser note. (See Descent of the Rapids.)

Four miles further on is Chimney Island, on which stands the ruin of an old French fortification. A short distance from there is Chiryseler's Farm, where a battle was fought between the Americans and the British, in 1813, at the time when the Americans, under Gen. Wilkinson, were descending the river to attack Montreal, but which attempt was afterwards abandoned.

## ROUTE DOWN THE ST．LAWRENCE．

## DESCENT OF THE RAPIDS．

## at long sallet．

These Rapids，universally allowed to be the most extensive and the most exciting to be found on this continent，extend in continuous lines for a distance of nine miles－the stream being divided near its centre by an island．The channels on both sides are descended with safety，al－ though steamers usually pass on the south side，which is a trifle narrower than the other．The current moves along this chan－ nel with astonishing velocity，drifting rafts at the rate of 12 or 14 miles an hour，the waters alone moving at least 20 miles an hour．It needs not the aid of wind or steam to descend these swift－sweeping waters，and hence when vessels enter the current they shat off steam，and trust to the guidance of the helm only as they are borne on their rapid voyage by the force of the stream alone．Nature presents but few eights more grand and beautiful than is presented from the deck of a steamer when descending these rapids．The un－ equal movement of the waves，as they plunge from one edily to another，causes the boat to rise and fall with a motion not unlike that experipuced on the ocean after a gale of wind has disturbed its bosom． The constant roar of the waters as they dash and leap along their furious course， filling the atmosphere with misty foam； the wild and tumultuous force with which wave struggles with wave to reach the depths below；the whirlings of the yawn－ ing eddies，that seem strong and angry enough to engulph any and every thing that ventures within their embrace，and the ever－changing features，form and course of the writhing，restless strean，all unite in presenting a scene of surpassing grandeur．

The navigation of these rapids，although generally conducted with entire safety， requires，nevertheless，great nerve，force and presence of mind on the part of the pilots－generally Indians－who essay to guide the staggering steamer on its course． It is imperative that the vessel should keep her head straight with the stream，for if she diverges in the least，so as to present her aide to the corrent，she would be in－

## ROUTE FROM PRESCOTT．

## DOWN THE RAPIDS．

The steamer，after leaving Prescott， proceeds，passing，on its way，between Chimney Island and Drummond＇s Island －－now steering for Tick Island，thence reach rapids，being those between the town of Cornwall and Cornwall Island． （The $u p$ steamers enter in at Lock 15 ，at Cornwall，and passing along the canal， with its eight locks，find an exit at Lock 22．）For a description of the passago



## ROUTE DOWN THE ST. LAWRENCE.

stantly capsized and lost. In order to prevent such catastrophies, boats traversing the rapids have their rudders constructed in such a manner that any amount of power can be brought to bear upon them at any moment. Not only is the wheel gaided ly strongly-wrought, but pliable chains, which are managed from a position near the bows, but a strong tiller is adjusted at the stern, which requires the aid of four powerful men, while two are working at the wheel, to keep the vessel's head in its proper direction.

The greatest danger attends the adventurous raftsmen, whose skill, courage and physical strength are perhaps not excelled by any similar body of men in the world. But, despite all these advantages, many a raft has been broken, and many a gallant raftsman's life has been lost upon this remorseless tide of waters.
down the Long Sault Rapids, see the opposite column on this page. For illustration of the same, see engraving.
$\mathrm{S}_{\mathrm{t} .}$ Regis is an old Imlian village, one of the historical incidents connected with which, is a marauding excursion made by the st. Regis Indians, into Masstehusetts, to recover a bell for their elurch which, having been captured on its way to Canada from France, was purchased for the church of leerfield, Massachusettsbut retaken from thate by the said Indians, who elaned it as theirs, and who murdered, in the dead of night, 47 , and captured 112, of the unsuspecting and innocent citizens of Derfield. Haviur obtained the bell, they carriel it, suspended from a pole, on their shomblers, for 150 miles, and it now hansa in the Catholic Chureh of st. Regis, built alwut 160 year, ago.

Steamers in their passage up the St. Lawrence, when they come tor the rapids, past, round them, by entering the stupendous canals which have luen made for the purpusi of enabling them to pass up, as well as down, the river-although it is in the pariner down the river, such as we are now describing, in which all the beauty ambenjoment of the trip is to be seen and realized. Having passed through that most exciting part of the whole trip, we now arrive at the town of Cornwall, at the foot of the Lotresult Rapisten the Canada side.

Connwall is the boundary line between the United States and Canala, su that, after this point, all the points of interest remaining are now within the British possessions. Here the Cornwall Canal may be seen, 12 miles lons, ly which vessels pass up-as already mentioned.

## LAKE ST. FRANCIS.

After leaving Cornwall, we proceed on, passing St. Regis Island, situated in mid-channel, until we enter Lake St. Francis, passing between the Squaw's Island and Butternut Islands, with lighthonse to the north, in Lancaster Shoal. The steamer now steers close to the floatiug light, onwards to Cherry lsland Light, and pasing Mceriers Point Lishlat, on the mainland, (north shore,) sails on towards the Rapids of Coteau du Lac.

## COTEAU R.APIDS AND CEDARS RAPIDS.

At the Coteau du Lac Rapids, a clubter of sixteen islands interrupt the regular navigation, but through which the skilful pilot steers first down the rapid between the mainland and Giron Jsland, thence down again between French Island and Maple and Thorn Islands, and again between Prisoner's Ieland and Broad Island,

Cotenu du Lac "is a small village situ-- ated at the foot of Lake Nit. Francis. The I) name, as well as the style of the buildings, $\because$ denotes its French origin. Just below the < village are the Coteau liapids."

Cedars Rapins are situated between the village of Cedars (north showr) and village of St . Timolhé, (south shore,) with 8 or 10

## ROUTE DOWN THE ST. LAWRENCE.

and emerging into smooth water alongside of Grand Island, until, shortly after, the Cedars Ripids are reached.
Cedars.-This village presents the same marks of Frenth origin as Cotean du Lac. In the expedition of fien. Amberst, a detachment of three lundred men that were sent to attack Montreal were lost in the rapids near this place. "The passage through these rapids is very exciting. There is a pecular motion of the ressed. which, in desennline, setms like settling down, as she grlides from one ledge to another. In pawing the rapids of the split Rock. a pwow unaequainted with the naviration of thee rapids, will almost involuntarily hold lis breath until this ledge of rocks, which is distinctly seen from the deck of the stather, is pased. At one time the wesmen simes to be running diroctly upon it, and you feel certain that she will strike; but a skilful hand is at the helm, and in an instant more it is prased in safety."
small islands in the chansel where the rapids are.

On the south side of the river is Beauharnois.
Beamanoms" is a small village at the fonot of the Cascades, on the south bank of the river. (Here up vessels enter the Beauharnois Canal-with nine locks-and pass around the rapids of the Cascades, Cedars and (intean, into Lake St. Francis, a distance of 14 miles.) On the north bank, a branch of the dtawa enters into the St. La wrence."
After passing down the rapids at Ce dars, the steamer again enters the smooth waters of the it. Lawrence, only, however, to be soon once more broken in upon by the Cascade Rapids.

## THE C.ASC'ADE RAPIDS AND LAKE ST. LOUIS.

The Casesme Rums are situatw between Cascude's Point and Buisson Pointe, in which
 the north sile of these $: \operatorname{l}^{\text {infl2 }}$, the majestic river Ottawa comes sweeping along, and round both sides of Jole l'emol, and here joins i-sie with the st. Lawrence, in Lake st. Louis. A smonth and pleasant sail of 24 miles alung Lake St . Louis will be enjoyed, until the last rapids of all are reached, viz., Lachiue.
The stambert track peceeds thenght Lake St. Louis, passing three floating light-ships and the town of Lachine, on north lank, and Caughawaga, on south baut of river.

La Cume. This village is nine miles from Montral, with which it is monneted by railmar. "The La Chime Rapints begin just bolow the town. The current is here -.. swift and wid, that to avoil it a canal has hern eut around these mpids. This canal is a sherombus work, and reflects much credit upon the allerey and entryprise of the prople of Mantreal.
At La Cline is the revidence of Sir Gomare Kimporn, fowemor of the Hussunts Bay Company, and of the officers of this, the chief puet of that compuration. It is from this puint that the orders from head-quarters in Lumdon aresent to all the many posts throughout the vast torritery of the company ; and uear the end of April

Cauginawag. - "This is an Indian village, lying on the south bank of the river, near the entrance of the La Chine Rapids.
$\oplus$ It detived its name from the Indians that
$\Rightarrow$ had hecu converted by the Jesuits, who - were called "Cunghumus, ${ }^{-}$", or " praying E Indians." This was probably a misnomer, $=$ for they were distinguished for their pre$\rightarrow$ datory incursions upon their neighbours $A$ in the New Eneland provinces. The 4. Indians at Caurhatwara subsist chiefly - ber navigatine bareos and rafts down to E Montreal, and, in winter, by a trale in moc$\because$ casins, snow-shoes, etc. They are mostly Roman Catholies, and possess an elegant elurch."

Many of the Canghnamaga Indians are

eacla year a body of trained voyageurs set out lience in large canoes, called maítres canots, with packages and goods for the various pists in the wilderness. Two centuries ago, the companions of the explorer Cartier, on arriving here, thought they had diseuperel a route to China, and expressed their joy in the exclamation of La Chine! Ilenor the present name, or so at least says tradition."
to be met with on the steamers, and in the streets in the cities of Montreal, Quebec, and even in New York, selling their fancy bead-work, etc.
La Prairie is some spren miles below Caughnawaga, or Village of the Rapids, after which the steamer sails on for a few miles, and reaches the City of Montreal.

## LACHINE RAPIDS.

Previcta to entering the Lachine Rapids, the tourist may obserre the entrance to the aqueduct of the water-works which supplies Montreal with water-a gigantic undertaking, and affrding the citizens of that city a never-fuiling, unlimited supply of good aqua.
There are seven small islands in the channel of the Lachine Rapids. The steamer passes on between Isle du Diable, Isle au Heron and Isle Boket, and after passing down the rapids, the steamer proceeds along, passing near to Nun's Island, belonging to the Grey Nundery, Montreal, and one of the many islands which belong, and yield large resources to, the nunneries, A slight rapid, named

Noman lapmo is sailed through, and, after passing that great monument of engiveering skill, the Victuria Bridge, the steamer lands her passengers at the wharf of the City of Suntreal.

## MONTREAL TO QUEBEC.

## MONTREAL TO QUEBEC.

Tne tourist who is desirous of proceeding on his voyage at once, only staying until after he has visited the commercial capital of Canada, and enjoyed the matriticent view from the mountain behind the City of Muntreal, or from off the top of the Notre I inm: in Place d'Armes, will find the Quelec steamers-comfortahly fitted up and well armintectready to start every evening about six oclock. From the fact of the wamers sailing both from Montreal and Quebec in the evening, a short time durins daylight is only left for the trareller to sec much of the river and its banks between these two cities. This need hardly be regretted, however, so much, as the scenery, for the most part, is tame and uninter, sting -the chief attractions being the neat and picturesquely-situated French-Canadian rillaces, which are situated on its banks, here and there, the tin-covered sifres of their churche's in the clear moonlight night-the sailing of the steamer swiftly down the strean. and the beautiful moonlight on a still summer's night-all contribute to reuder such a trip pleasant, and a change from what is almost nowhere else to be enjeged in any other trip which can be taken in Canali.
Leaving Montreal, therefore, by the steamer, a good riew of the city and St. Hulen's Island-in the middle of the stream-is to be seen. The island is furtified, and commands the passage of the river.
The Rapids of St. Mary are just below St. Melen's Island, and, although not diticume, are very troublesome to the river craft, which are much retarded in their moverucuts by these obstinate rapids.
The first village passed is that of Longueil-three miles below Montreal, on south ide of the river-the terminus of the Gram Trunk Railruad to Portland and Quebec.
Longue Ponet and Pornt atx Trimide, on the Island of Montreal, are suceesirely passed on the left, and Buccheryicle on the oppo-ite shore.

The Island of $\mathrm{s}_{\mathrm{t}}$. Theresa is 15 miles below the city, and near the mouth of ofana River.

Vancuses on the south-east side of the river, is a beautiful village, which is witen resorted to on account of the mineral springs to be found in its ricinity.

Willam IIexny, or Sintel, 30 miles below Varennes, is a town of eqme 3000 inhabitants. It stands on the site of an old fort built in 1665, at the mouth of Richelieu River, and the first fermanent settlement was made in 1685 . The "fort" was taken, and ocepind in May, 1776, by a party of Americans, in their retreat from Quelee, on the death of deit. Juntgomery.

Leaving Richelicu River, which is the outlet of Lake Champlain into the St. Lawrence, we pass a succession of small islands, and enter

## LAKE ST. PETER'S.

Tus lake, which is formed by an expansion of the tiver, is alout twenty-five miles lencs and nine miles broad, but is, for the most part rather shallow. Recent improvements, however, have rendered the navigation such that the largest sailing vessels, and the Canadian and Liverpool steamers now pass up during the summer se:tson to Montreal. Jik. all the other lakes, that of St. Peter's assumes a very different appearance in the summer trawn, during mild weather, from what it does during a gale of wind. Then it presents all the appearance, as well as the dangers of the sea, and rafts on their way down the river are frequently wrecked on its waters-the violence of the winds and waves being such as th render the rafts umanageable, and part them asunder, to the loss sometimes of life as wril as the timber.

On the south bank of the rirer is the small village of Port St. Francis, 82 mics from Montreal.

## montreal TO quebec.

Proceeding on for other eight miles, the steamer stops at one of the oldest settled towns in Canada, viz:

Three Mivers, 90 miles from Montreal, being half way between Quelvec and Montreal, Situated at the confluence of the St. Lawrence and River St. Maurice. Population about mon. The most prominent buildings are the Roman Catholic and Protestant churches, a ronvent, jail, and court-house. Founded in 1018. After leaving Three Rivers the steamer procests onwards, and shortly passes the mouth of the St. Maurice River, which enters the $\mathrm{s}_{\mathrm{t}}$. Lawrence from Camada. The beautiful stream runs a course of some 400 miles in a - M1lateast direction, frequently expanding and forming lakes of various sizes. Its banks :re sen rillly very high, varying from 200 to 1,000 feet, and covered with thick groups of valieratel trees. It has a number of falls and cascades, and is adorned with several small i-himls. Its principal tributaries are the Ribbon and Vermillion, running from the west, and the Windigo and Crocle Rivers, from the east. The next town reached is

Liaticas, on the same side of the river, 117 miles from Montreal, and the last stoppingplace before arriving at Quebec. Batiscan is reached at an early hour in the morning.

Ricaeliev Rapids.-The channel of the river where these rapids occur is very narrow and intricate, lage irregular rocks being visible in many places during low water. betenn lights are placed at the most dangerous points, to aid the mariner in davigating those difficult ${ }^{\text {nassigres, }}$, which extend a distance of 8 or 9 miles.
l'ursitif our course, we pass the small settlements of St. Marie, St. Anne, Point Aux Trembles, and l'ut Yeuf, on ti a north, and Gentilly, St. Pierre, Dechellons, Lothinière, and H. Croix. o. the soath side of the river. Nearly opposite St. Croix is Cape Sante.

Cape sivte is about 30 miles alowe Quebee, on the north side of the river ; a small setthement ailerl ist. Trois being on the oppsite shore. The banks of the river rise here almint perpendicularly to a height of 80 feet above the water, and extend back for many miles with an almost level surface.

Cape lincge, 8 miles above Quebec, is next passed on the left, when the citadel of quelwe comes into view, presenting a sight at once grand and deeply interesting, from its bisturical arseciations.

Cnacdiere River, on the right, has a number of beautiful falls a short distance from its ante:nc. into the it. Lawrence.
Werr's Cove, 2 miles above Quebec, is historically famous as the place where the immorta! Wolfe landed with his gallant army in 1750, and aseended to the Plains of Abraham, where the heroic chief fell mortally wounded, just at the successful termination of one of the most daring enterprises ever chronicled in the annals of warfare.

On the "pmaite side of the river is Point Levi, a small town of about 1500 inhabitants. Here is the Gucbee station of the Grand Trunk Railroad.
${ }^{11}$ approaching Quebec the chartacter of the country again resumes a more picturesque appearance-the high banks and finely-wooded country showing to great advantage. Within a few miles of the City of Quebec some private residences may be seen embosomed amid the foliage, in romantic situations, on the heights above, on the north side of the river, and on nearing the city the port of New Liverpool may be seen on the right-hand, or south side of the river, with some large ships lying at anchor there, as well as all the way between there and Quebee; where, during the season of open navigation, immense numbers of large ressels may be seen waiting to discharge their cargoes, and load the timber sf Cimada for transportation to all parts of the world, but more particularly to Greenwh, on the liver Clyde, (Scotland,) and Liverpool, on the Mersey; (England).
l'revinus to arriving, the spot may be seen on the face of the embankment where the gallant Montgomery was killed whilst attempting to storm the citadel at that point.

The steamer, after rounding the high eliffs and Cape Diamond, takes a sweep round in the river, and lands its passengers, about seven oclock in the morning, at the base of the Citadel of Quebec-the "Gibraltar of America."

## CITY OF QUEBEO-CANADA EAST.

Associated as Quebec is with so many scene of military glory, of success as well as defeat, it must at all times possess a peculiar interest to almost every one. On its fields, and
 around its battlements, some of the bravest of the sons of Great Britain and Ireland, America and France, have fallen, and around its citadel, some of the most daring exploits have taken place, stanling on a bold and precipitous promontory, Quebec has not inappropriately been called the "Gibraltar of America," with which the rames of the brave Wolfe, Montcalm, and Montgomery must ever remain connected.

The citadel stands on what is called Cape Diamond, 350 feet above the level of the sea, and includes about 40 aeres of ground. The view from off the citadel is of the
most picturesque and grand character. Thece will be seen the majestic St. Lawrence, winding its course for about 40 miles, whilst the background of the panoramic scene is filled up by extensive plains, running backwards to lofty mountains in the distance, with Point Levi opposite, and the Island of Orleans in the distance, whilst the junction of the River St. Charles, and the Great River, furm that magnificent sheet of water, where numerous vessels are to be seen riding at anchor during the summer season.

A walk around the ramparts of the citadel will well repay the stranger, by a magnifisent change of scene at every turn he takes. The city itself bears all the resemblance of a

## QUEBEC, PLAINS OF ABRAHAM, ETC.

strongly fortified and ancient city, and, in that respect, so very different from the newly sprung-up cities, westward. The streets are generally narrow, and, in some parts, very steep, in walking from Lower Town to Upper Town, more particularly. Lower Town is where all the shipping business of the port is carried on, chiefly lumber-in export-and every description of gouls-in import. At Quebec, the greater portion of the immense lumber-district of the Uttawa finds a market; vessels coming to Quebee, in ballast and cargo, return with the loge staves, and deals of the up-country. The population of Quclee is largely infused with French Canadians, and in passing along its streets, nothing, alnost, but the French language is heard.

The most interesting places and objects of interest in and around Quebec will be fonnd as fullows:-

The Plains of Abraham, a short way out of the city, westward, where the celebrated battle was fought between the troops of Britain and France, led by their heroes Wolfe and Montealm. A monument is crectel on the spot where Wolfe fell, with the inscription, "Here Wolfe died virtorious."

The ("italel, situated on the highest point of Cape Diamond, and commanding the most exton-ive vicw to be had.

The Esphanale, lectween the ramparts and D'Autueil street, used for drilling the troops.


DURHAM TERRACE AND THE CITADEL, QUEBEC.

The Public, or Palace Garden, in Upper Town, fronts Des Curriers street. One of the innt interesting objects of historical interest is the granite monument erected to the joint memory of the two opposing heroes, Wolfe and Montealm, who both fell in battle. It is placed in what is called the Palace Garden, finely shaded with trees. It was erected in 1827 ; the Earl of Dalhousie, then Governor-general of Canada, laying the foundation-stone amid great masonic honors. The chaste design of the monument, which is 65 feet high, is


WOLFE AND MONTCALM'S MONUMENT.
quebec.
from the pencil of Captain Young, 79th Highlanders, and the concise but eloquent inscription is by Dr. J. C. Fisher, at one time connected with the Quebec press, for which inscription he was a warded a gold medal. It reads as follows :

WOLFE-MONTCALM.
MORTEM VIRTUS COMMUNEM;
fanam historia ;
monumentum posteritas.
DEDIT.
A. D. 1827.

Which, being rendered into English, means: "Military virtue gave them a common death hist $\boldsymbol{\sim r}$ a common fame; posterity a common monument."

QUEBEC.
$D_{16}$ ham Terrace, from which one of the finest and most extensive views is to be had. A great resort of the citizens during the cool evenings of summer. At one time the site of the Castle of st. Louis.

The Lurime Hospital, situated on the peninsula near Cartier's Bay; the spot where Jiterus: Cirtier, the discoverer of the St. Lawrence, spent the winter of 1535 and ' 36 .

Thr Linins of the Intendant Palace, near Craig street, may interest the antiquary in such matlers. Montealin's Head-quarters, on the heights of Bcauport, a short way east of Denuport's Mills. Montmorenci House, situated cluse to the bank of the river, near the Fails of Montmorenci, once the residcnce of the late Duke of Kent, father of her present Majesty Queen Victoria. The Quebec Exchange, an excellent reading-room, well supplied with Canadian, Americas and British newspapers. Free to strangers.

The Livecrsity of Qubec, Hope strect, Upper Town, a massive gray stone building.
Court House and City Holl, st. Louis street.
Jail, corner of Ann strect. Cost $£ 60,000$ ( $\$ 300,0 \mathrm{OH})$.
The Jesuit Barracks, Lunatic Asylum, Music Hall, and the Protestant and Catholic churehes form the remainder of the principal buildings in the city.
"A morning's ramble to the Plains of Alraham will not fail to recall historical recollections and to gratify a taste for beautiful scenery. On leaving the St. Lcuis Gate, let the traveller ascend the counterscarp on the left, that leads to the glacis of the citadel; and hence fursuing a direction to the right, let him approach one of the Martello Towers, whence he may enjoy a beautiful view of the st. Lawrence. A little beyond let him ascend the right bank, and he reaches the celebrated Plains of Abraham, near the spot where General Wolfe fell. On the highest ground, surrounded ly wooden fences, can clearly be triceel out the redoubt where he received the fatal wound. He was carried a few jards in the rear, and placed against a rock till he expired. It has since been removed. Within an enclusure lower down, and near to the road, is the stone well from which they brought him water. The English right nearly faced this redoubt, and on this position the French left rested. The French army arrived on the Plains from the right of this position, as it came from Beauport, and not from Quebec; and, on being defeated, retired down the heights by which it had asecoded, and not into Quebec. In front of the Plains from this position stands the house of Marchmont. It is erected on the sight of a French redoubt that once defended the ascent from Wolfe's Cove. Here landed the British army under Wolfe's command, and, on mounting the banks, carried this detached work. The troops in the garrison are usually reviewed on the Plains. The tourist may farther enjoy a beautiful ride. Let him leave by St. Louis Gate and pass the Plains, and he will arrive at Marchmont, the property of John Gilmour, Esq. The former proprietor, Sir John Harvey, went to considerable expense in laying out the grounds in a plasing and tasteful manner. His succesoor, Sir Thomas Nocl Hill, also resided here, and duly appreciated its beauties. The view in front of the house is grand. Here the river widens, and assnmes the appear ance of a lake, whose surface is enlivened ber numerous merchant-ships at anchor, and immense rafts of timber floating down. On leasing Marchmont he will pass some beautiful villas, whose park-like grounds remind one of England, and from some points in which are commanded riews worthy of a painter's stinly. Among these villas may be mentioned Wolfesfield, Spencer Woorl, and Woodfeld. The last was originally built by the Catholic Bishop of Samos, and, from the several additions made by subsequent proprietors, had a somewhat irregular, though picturesque appearance. It was burnt down, and rebuilt in a fine regular style. It is now the residence of James Gibb, Esq.
" In this neighbourhood is situated Mount. Iermon Cemetery. It is about three miles from Quebee, on the south side of the St. Lewis road, and slopes irregularly but beautifully down the cliff which overhangs the $\mathrm{S}_{\mathrm{t}}$. Lawrence. It is thirty-two acres in extent, and the grounds were tastefully laid out by the late Major Douglass, U. S. Engineers, whose taste and skill had been previously shown in the arrangement of Greenwood Cemetery, near New York."

## QUEBEC, LAAKE ST. CHARLES, ETC.

Learing this beautiful locality, the walk continues to the woods, on the edge of the banks rising from the shore.

The tourist, insteal of returning by a road conducting through a wood into St. Luuis Road for Quebec, would do better by continuing his ride to the Church of St. Foy, from which is seen below the St. Charles, gliding smoothly through a lovely valley, whose sides rise gradually to the mountains, and are literally covered with habitations The villages of Lorette and Charlesbourg are conspicuous objects. Before entering the suburb of St. John, on the bunks of the st. Charles stands the General Hospital, designed, as the name implies, for the disabled and sick of every description.

A day's excursion to Indian Lorette and Lake St. Charles would gratify, we doult not, many a tourist. It will be necessary to leave by 6 o'elock, A. m., and to take provisions for the trip. After leaving the Palace Gate, the site of the former intendant's palace is passed. Mr. Bigot was the last intendant who resided in it.

The most pleasant road to Lorette is ulong the banks of the St. Charles. On arrising at the village, the best view is on the opposite bank. The fall is in the foreground, and the church and village behind. The villagers claim to be descended from those Hurons, to whom the French monarch, in 1651, gave the scigniory of Sillery. In the wars between the French and English, the Hurons contributed much to the suceess of the former, as they were one of the most warlike tribes among the aborigines of this continent. At present, they are a harmless, quiet set of people, drawing only part of their sulsistence from fishing and hunting. A missionary is maintained ly government for their religiolls instruction, and the schoolmaster belongs to the tribe. Here may be purchased bows and arrows, and moccasins very neatly ornamented by the squaws.

On arriving at Lake St. Charles, by embarking in a double canve, the tourist will have his taste for picturesque mountain secnery gratified in a high degree. The lake is four miles long, and one broad, and is divided into two parts by projecting ledges. The lake abounds in trout, so that the angling tourist may find this spot doubly inviting. On the
 most interesting settlements in Canada. It has two churches, one of which is the centre of the surrounding farms, whence they all radiate. The reason for this singular disposial of the allotments, aroze from the absolute necessity of creating a neighbourhood. For this purpose, each farm was permitted to occury only a space of three acres in front by thirty in depth. The population was in these days scanty, and labourers were diffient to be procured. By this arrangement, a road was more equally kept up in front of each farm, and it was the duty of every proprietor to preserve such road. Another advantare was the proximity of the church, whence the bell sounded the toesin of alarm, whenever hostile attempts were made by the Indians, and where the inhabitants rallied in defence of their possessions.

Within the citadel are the various magazines, store-houses, and other buildings required for the accommodation of a numerous garrison; and immediately overhanging the precipice to the south, in a most picturesque situation, looking perpendicularly downwards, on the river, stands a beautiful row of buildings, containing the mess rooms and barracks for the officers, their stables, and spacious kitchens. The fortifications, which are contivued round the whole of the Upper Town, consist of bastions connected by lofty curtains of solid masonry, and ramparts from 25 to 35 feet in height, and about the same in thickness, bristling with heavy cannon, round towers, loophole walls, and massive gates recurring at certain distances. On the summit of the ramparts, from Cape Diamond to the Artillery Barracks, is a broad covered way, or walk, used as a place of recreation by the inhabitants, and commanding a most agreeable view of the country towards the west. This passes over the top of St. John's and St. Louis Gate, where there is stationed a sergeant's guard. Above St, John's Gate, there is at sunset one of the most beautiful views imaginable. The St. Cbarles gambolling, as it were, in the rays of the departing luminary, the light still lingering on the spires of Lorette and Charlesbourg, until it fades away beyoud the lofty mountains of Bonhomme and Tsounonthuan, preseut an evening scene of gorgeous and sur
passing splendour. The city, being defended on its land side by its ramparts, is protected on the other sides by a lofty wall and parapet, based on the cliff, and commencing near the St. Charles at the Artillery Barracks. These form a very extensive range of buildings, the part within the Artillery Gate being occupied as barracks by the officers and men of that distinguished corps, with a guard and mess room. The part without the gate is used as magazines, store-houses, and offices for the ordnance department.
The circuit of the fortifications, enclosing the Upper Town, is two miles and three-quarters; the total circumference outside the ditches and space reserved by goverument, on which no house can be built on the west side, is about 3 miles.
Founded upon a rock, and in its higliest rarts overlooking a great extent of countrybetween 300 and 400 miles from the ocean-in the uidet of a great continent, and yet displaying fleets of foreign merclantmen in its fine capacious bay, and showing all the bustle of a crowiled sea-port-its strects narrow, populous, and winding up and down almost mountainous declivities-situated in the latitude of the finest parts of Europe-exhibiting in its environs the beauty of an European capital-and yet, in winter, emarting with the cold of Sileria-gorerned ly a people of different language and habits from the mass of the population-opposed in religion, and ret learing that population without taxes, and in the full enjoyment of every privilege, civil and religious. Such are the prominent featares which strike a stranger in the City of Quebec!"
The etranger can have no difficulty in finding the various places and objects of interest in, and arrum the city, and by taking a caleche, and making a bargain beforehand, will be able to see a great deal in little time, and at no great cost.
For particulars of the Falls of Montmorenci, and River Saguenay, seepreceeding paces.

## MONTREAL.

## CITY OF MONTREAL, C. E.

Tae stranger, on appronching Montreal, either from Quebec by the steamer, or crossing over from the opposite side of the river, in coming from the States, will at once be impressed favorably with the situation of the city, the business-like appearance it presents, and the picturesque scenery by which it is surrounded.
Montreal is the most populous city in Canada, and in every respect must take the first rank in the province. It is situated on the Island of Montreal-which is represented as the garden of Canada, being the richest soil in the province-at the head of ocean steamship navigation, and beyond which no large sailing vessels go, although smaller vessels pass on, via the cauals and St. Lawrence, to the west.
The city is built of a gray limestone, having very much the appearance of Aberdeen granite, with buildings of great solidity and excellence in design. The chief business street is that of Notre Dame, whilst Great st. James street exceeds it in handsome buildings, besides being much broader. (See engraving.)
The wholesale stores are situated on the wharres alongside the river, and streets running parallel therewith.
Montreal is the port at which arrives the great bulk of the importations from Great Britain and other places abroad, being there either re-sold or transhipped to all parts of Canada East and West; consequently a Jarge wholesale trade is carried on at Montreal in all descriptions of goods.

In the conglomerate mass of buildings there concentrated, are stores, churehes, groceries, and nunneries, all intermixed with each other, whilst in the streets may be seen the manufacturer's cart driving alongside of the Catholic priest in his "buggy," the merchant's clerk hurrying on past a sister of charity or nun at large, and Frenchmen, Scotehmen, Germans, and Americans, all elbowing each other in the busy streets of the city par excellence. No better sample of this heterogeneous gathering is to be seen than by paying a visit to the Rue Notre Dame, or Bonsecours Market, where, on a Saturday night, a mixture of English, French, German, and broad Scotch, will fall upon the ear with peculiar effect.

Although one of the finest views of the city is obtained from off the mountain, uridulitedly the most extensive one is to be had from the top of the Catholic cathedral, in the Place d'Armes. By paying $1 s$ stg. you will be conducted to the top, and, if a fine day, the view is such as will well repay the ascent.

There are some very handsome churches in Montreal. At Beaver Hall, St. Andrew's Church (Presbyterian), and the Unitarian Church there, form two of the most prominent in the city, situated as they are on a considerable elevation, on rising ground. The public buildings of Montreal are substantial and elegant, and consist of -

## PUBLIC BUILDINGS.

The Nev Court Hocse, on Notre Dame street, and directly opposite to Nelson's Monument, is of elegant cut stone, in the Grecian Ionic style. The ground plan is 300 feet by 125 feet; height, 76 feet.
The New Post-office, on Great St. James street, is a beautiful cut stone building.
Tine Mricuants' Excunvge Reading Room, situated on St. Sacrament street.
The Mechanics' Instrtute, a very fine building, situated on Great st. James street, of cut stone, 3 stories high, built in the Italian style. The Lecture Room is 60 by 80 feet, height 18 feet, neatly and tastefully finished.

The Mercantile Library Assoclatioy, Odd Fellows' Hall, opposite the above.
The Bank of Montreal, Place d'Armes, St. James street, opposite the Cathedral, an elegant cut stone building of the Corinthian order. (See engraving.)
Tire Crri Bank, next to the aloove, in the Grecian style, of cut stone and worthy of note.
Tile Bang of Berimir Norta America, Great St. James street, next the Pust-office, is a bandsome building of cut stone, and built in the composite style of architecture.


## MONTREAL-VICTORIA BRIDGE.

Tre Bonszcours Market, on St. Paul and Water strcets, is a magnificent edifice. (See engraving.)
The St. Ann's Mariet, opposite the Grey Nunnery.
The Grey Nunnery is situated on Foundling street, designed for the care of foundlinga and infirm.

The Hotel Dieu Nunnebry, on St. Joseph and St. Paul streets, designed for sick and diseased persons.

The Convent of tife Sisters of the Sacred Heart is situated at St. Vincent de Paul, 9 miles from Montreal.

Academy of the Sisters of the Congregation de Notre Dine, now Maria Villa, about 3 iniles from Montreal, was formerly the residence of the Goverior-General.
The McGile College.-This is an inistitution of very high repute, founded ly the Jom, James McGill, who bequeathed a valuable estate and $£ 10,000$ for its endowment. The buildings for the Faculty of Arts are delightfully situated at the base of the mountain, and command an extensive view.
The Musfem of the Nathral Mestoiy of Montreal, is situated in Litle St. James street, and is free to strangers.
The New City Water Wonks-These works tap the St. Lawrence at the Lachine Rapids, some 6 miles above the city, and will cost, when fully completed, nearly $\$ 1, \% 10,010$. The 2 receiving reservoirs, for supplying the city are about 2 gig feet above the level of the river, and hold 20,000,000 gallens.
Trie Jail-This is a eulstantial stone building, surrounded by a high wall, and is worthy of a visit. It has recently been crected, at an expense of $\$ 120,(a n)$.

The General Hospital, on Durchester street, is a fine cut stone building, and is one of the many prominent institutions of the city.
Ter St. Patnich's Hospital, at the west end of the eame street, is an elegant structure, and occupies a commanding position.
The Protestant Orphan Asylim, situated in Catherine street, is a well-conducted charity, sustained by the benevolence of private individuals.
The Ladies' Benevolent Instimution, for the relief of widows and half orphans, is a large three-story building in Berthelot strect. It is managed solely by a committee of ladies.

Neisov's Moncment, Jacques Cartier square, Notre Dame street.
Tie Lachine Canal is among the public works wirtly of note.
Place d'Armes is a handsome equare, between Notre Dame and Great St. James strects, opposite the French Cathedral.

As a place of beauty and pleasure, the ride from the city to Mount Rovar will attract the traveller at all times. The distance around it is 9 miles, commanding ore of the finest views of beautiful landscape to be foumd in North America; and in returning, entering the city, a view of the St. Lawrence and of Montreal, both comprehensive and extended, that well repays the time and expense.
Moryt Royal Cemetery, about 2 miles from the city, on the mountain, is one of the places of interest about the city which many parties visit.

Tue Cianp de Mars is a publie parade ground, situated in Gabriel street, off Notre Dame. In the evenings, sometimes, the military bands play there, to a large concourse of the iohabitants.

## THE VICTORIA BRIDGE.

This gigantic undertaking forms one of the most interesting and wonderful features con nected with the city, at Point St. Charles.
It is being built for the purpose of enabling the Grand Trunk Railway to form a continuous railroad communication with the railroads of the United States, instead of passengere being obliged to cross the river in steamers, as at present.

The width of the river where the bridge is being built is very nearly 2 miles.


CITY OF MONTREAL.


SOUTH SIDE OF GREAT ST. JAMES' STREET.
The first building on left side of the street is the General Post-office-5 5 by Ini) feet-built in the Italian style. The third building in view is the Bank of British North America-which, with the Post-oftice, forms two of the finest buildings in the street. Still further on, is the Mechanics' Library, a subtantial, plain, square block, with an excellent reading-room, library, and hall for lectures, etc.


PLACE D'ARMES, ST. JAME' STREET.
The bullding with the beautiful flutell culumn of the Corinthian order, represented abore, is the liank of Montreal-one of the finest buildings in the city. The next building to it is the City liank of Moutroat, an establishment with a much plainer exterior, in thGrecian style. Still further on, are some very ciegatht stores, with the Westeyan Chapel in the distatace, Hawer the far end of the street.


The current of the river is very rapid-with a depth of from 4 to 10 feet, excepting in the main channel, where it is from 30 to 85 feet deep.

In the winter, the ice is formed into a great thickness, and frequently immense piles accumulate-as high as 30 to 40 feet. Thus piled up in huge boulders, the water rushes through them at a fearful rate, driving the blocks of ice along, and crushing all before them.
The bridge will consist of 24 strong piers, standing $24 \geqslant$ fett apart, excepting the centre span, which is 339 feet wide. They are all perpendicular on three sides, and slope down to the water-edge against the current, so as to withstand the force and action of the floating masses of iee, on its breaking up. Each pier is estimated to withstand the furce of $T 0,600$ tons of ice at one time.

Resting on these piers, and running from abutment to abutment, is the bridge, which consists of $a$ hollow iron tube, 22 feet high, and 16 feet wide.

The centre epan is to be 50 feet above the average level of the water, thence sinking towards each end 1 foot in 130 , thus making the height of the abutments about 8 feet.
The estimated cost is about $£ 1,250,000 \mathrm{stg}$. The weight of the iron in the tubes will bu 8,00 tons, and the contents of the masonry will be about $3,000,000$ cubic feet. The whole will the completed in the autumn of 1859 or spring of 1800 . As is well known, the engineer of this greatest bridge in the world is Mr. Rubert Stephenson of Newcastle-upon-Tyne.

## TRIP FROM MONTREAL TO OTTAWA.

## MONTREAL TO OTTAWA, C. W.

Thrs beautiful route may be traversed either by rail from Montreal to Prescott Junction, and thence by rail'to Ottawa, as deseribed elsewhere; or it may be taken by way of rail to Lachine, steamer from Lachine to Carrillon, rail from Carrillon to Grenville, and Grenville to Ottawa by steamer again. By this route it will be seen that there are several changes to be maste, which cannot be avoided, on account of the rapids on the river, which cannot be "run" by the steamer.

This route is one so little known, that, notwithstanding the disadvantages which chand. ing so often presents, we have thought it alvizable to give a brief account of the trip to Ottawa, as made by us last June, addressing ourselves as if the readrr were going. lomceeding in cab or omnibus to Griffintown-1立 miles from ${ }^{\text {pustoffice, Montreal-you }}$ arrive and book at the Lachine Railroad Depot; fare fhrough to Ottawa, tirst class, $\mathbb{\$}$ : ; second class, $\$ 2$. Strange to say, no haggaye is "checked through," on this route as via Grand Trunk railroad, or the other lines in the United States.

Started on the cars, therefure, with a etring of tickets to and from the different points on your way, you soon reach Lachine, nine miles off. At Lachine you change cars, and stop on board the stramer "Lady Simpson" in waiting, and once under weigh, you get a fine view of the mighty st. Lawrence, with Lake it. Lunis close at hand.

Not hons after the stemmer starts, breakfast, will be announced, which nay he partaken of, if you had not got it before you started from Montreal. An excellent breakfint for 1s. $1\left(1 \frac{1}{2} d\right.$. currency, ( $1 \mathrm{~s} .6 / \mathrm{l}$. str., ) or $37 \frac{1}{2}$ cents. If a fine morning, suu will be dolighted with the sail, as the stamer skims alous the shore of the Island of Mantreat, till she reaches St. Aune's, at the extreme cormer of that island. At Sit. Anne's, the steamer leaves the St. Lawrence, and passes throurh the locks there, and is then on the bowon of the ofttawa. You will scarcely be able to imagine it to be a river; in rality, it forms the Lake of the Two Mountains, being one of the numerous lakes which the Ottawa may be said to be a succession of.

At it. Anne's you will artan excellent view of the substantial stone bridge of the Grand Trunk Railway, which here croses the otawa, and which furmsa strikine eontrast to the mistaken frilicy of the railway companies in the [fited states in building so many "rickety" wooden bridges-with their warnings up of fine of so much if you trot a horse wer then-and which in going over so many accidents havenement, Here, powibly, you may ohreper urianst one of the piers of this heridge, a portion of a large raft, which, in "running" the rapids last scason, became unmanarable and thashed up aggimst the bridge —scattering the raft io all directions-to the great loss of the proprictor of it. some of the logs may be seen yet, resting up against the piot of the liridge, as if trying to clear all before them, and the gigantic pier standing $u_{I}$, in its mighty strength, as if lidding them float quietly past.
St. Anne's is the spot where the prot Mowre located the seene of his celelmated Canadian Boat Solig.

CANADTAN bOAT song.
BF TIOMAS MOORE.
Faintly as tolls the evening chime,
Our voices keep tune and our oars keep time;
Soon as the woods on shore look dim,
We'll sing at St. Anut'x our parting hymn.
Row, brothers, row, the stream runs fant,
The hapids are near, and the daylight's past.
Why should we yet our sail unfurl?
There is not a breath the blue wave to curl; But when the wind blows off the shore, Oh ! sweetly we'll rest our weary oar.

Blow, breezes, blow, the stream runs fast, The Rapids are near, and the daylight'spast.

## TRIP UP THE OTTAWA.

> Ottawa's tide! this trembling moon
> Shall see us float over thy surges soon.
> Saint of this green isle! hear our prayers,
> Oh! grant us cool heavens and favoring airs.
> Blow, breezes, blow, the stream runs fast,
> The Rapids are near, and the daylight's past.

Started from Sit. Anne's you shortly reach a beautiful expansion of the Ottawa-which forms here what is called The Lake of thic Two Mocsians-named from the two mountains which are seen to the north, rising four hundred to five hundred feet high.

After sailing a short time, and with your face to the bow of the steamer, you will observe, to the right, where this great river-coming slowly and silently along-is divided by the Island of Montreal ; the one fork of the river which you obscrve to the north-east, winding its way fast the island, after which it makes its acquaintance with the st. Lawrence, to the north-east of Montreal. The other fork, or division on which you have just started from, at ist. Annes, meets the it. Lawrence there; although, strange to say, the waters of these two immense rivers-as if not relishing the misture of each other, and thus forming one-continue their separate and undivided distinctness for miles, till they meet with such rough treathent, from cither torrents, wind, or waves, that they join issue, and form at last, oneimmense river in the st. Lawrence, in which the beautiful but majestic Ottawa is Ewallowed up.

In the last report on the Geological Survey of Canada, the following remarks on the component parts, and other peculiarities, of the Ottawa and St. Lawrence occur:-
"The water of the Ottawa, containing but little more than one-third as much solid matter as the St. Lawrence, is impregnated with a much larger portion of organic matter, derived from the decomposition of regetable remains, and a lare anount of alkalies uncombined with chlorine or sulphuric acid. Of the alkalies determined as chlorids, the chlorid of potassium in the (1ttaw:a water forms thirty-two per cent, and in that of the St. La wrence, only sixtern per cent.; while in the former, the silicia equals thirty-four per cent, and in the latter, twentr-three per cent, of the mineral matters. Tlie Ottawa drains a region of crystaline rocks, and rectives from these by far the greater part of its waters; hence the salts of potash, liberated by the decomposition of these rocks, are in large proportion. The extenise vecetable decomposition, evidenced by the organic matters dissolved in the water, will also have contributed a portion of potash. It will be recollected that the proportion of prita-h zalis in the chlorids of sea-water and saline waters, generally, does not equal more than two or three per cent. As to the St. Lawrence, although the basin of Lake Superior, in which the river takes its origin, is surrounded ly ancient sandstones, and by crystalline recke, it afterwarls flows through lakes whose basins are composed of palwozoic strata, which abound in limestones rich in gypsum and salt, and these rocks have given the waters of this river that predominance of soda, chlorine, and sulphuric aeid which distinguishes it from the gttawa. It is an interesting geographical feature of these twor rivers, that they each pass through a series of great lakes, in which the waters are enabled to deposit their suspended inpurities, and thus are rendered remarkably clear and transparent."

The two rivers thus not mixing at onere is owing, we prome to the specific gravity of the one being much heavier than that of the other. The two are disticetly seen flowing down tugether, by the difference in their color.

The lake you are now upon-if a fine morning, and in summer-will be as calm as a mill[wnd, and, with its wooded islands, and nimery-wonded country round about, forms a seene of the filest character. Each turn the steamer takes, it opens up with it new beauties. Sometimes, however, the lake, now so placid and beautiful to look upon, is raised like $n$ raging sea, rendering its navigation not so casy, as many a $\boldsymbol{j}^{\text {wior }}$ raftsman has found to his cost, whilst navigating his treasure of lumber to Quebec or Lachine. You may, possibly, see some of these rafts of lumber as you pass along. Nowhere in the whole of America, we believe, will you see such magnificent and valuable rafts of lumber as on the Ottawa. The rafts on the Delaware, Ohio, and Mississippi, which we have seen, are nothing to com.

## TRIP LP THE OTTAWA.

pare to them-either in size or in the value of the wood of which they are composed.
Passing onwards on the lake, you will ohserve The Indian Village, at the base of the Two Mountains. There reside the remnants of two tribes, the Iroquois and Algonquins.

On the sandy soil belind the village, the Indians have their games, foot races, etc., cte.
After passing there, the steamer will probably stop at Vaudreul, at the head of the Lake of the Two Mountains. Proceeding on from there, the steamer will steer for Point Anglais, (English Point,) and from there cross over to the settlement of Regacd, and a hill of the same name, on the river Le Graisse.

After enjoying the beaities of the scene on every side, you will shortly find yourself at Carrillon. Opposite Carrilion is situated Point Fortune, the station which leads per stage to the Caledonia Springs, unless passengres wish to go there from LOriginal, which you will reach, by-and-by, by taking the ears at Carrillon, the point you have now reached.

At Carrillon you will leave the steamer, walk up to the train which is in readiness to convey you from there to Grenville. On alighting from the steamer, look after your bag-gage-see it placed on the cart whieh is to convey it from there to the train-and then see it placed on the train.

You will have a few minutes to wait at Carrillon, during which time you can be surveying the beautics of the scene around you-and get a peep of the rapids which here pass from Grenville to Carrillon, where you are.
"All aboard," as the conductor says; the bell on the engine rings, and you are on the high road to Grenville.

This road passes through farms in all stages of clearing-the numerous shanties betokening that they are held by their original proprietors, who are struggling to see them all cleared some day, and present a very different scene from what they do at present. Paszing through, therefore-dismal enough swamp-some giod land-farms cleared and un-cleared-youarrive at Chatham Station (C. E). You will remember that you are now in Canada East-the other side of the River Ottawa, all the way up, nearly to its source, being Canada West; you, no doubt, are aware that Canada East is inhabited chiefly by French Canadians, (Roman Catholics,) and Canada West chiefly by British, or descendants of such, (and mostly Protestants,) the Scotcl people forming a large portion of the population in Canada West. Passing Chatham Station-and a good many cleared farms in its neighbor-hood-you shortly reach Grenville, where the train stops, and you take the steamer "Phonix." Here again look after your baggage, and see it on board.

At Grenville, you cannot fail to be forcibly struck with the beauty of the seenery now diselosed to your view. Not being of a poetical disposition, we regret our inability to do it that justice, in our description of it, to which it is entitled. From this point, the steamer turns round, to start on towards Ottawa, 58 miles of ( $6 \frac{2}{2}$ hours). To our mind, this is the finest scene on the whole trip. The Ottawa here forms a sort of hay, with exquisitely beautiful scenery all round it-on one side a range of hills, stretching along as far as the eye can carry, wooded to their tops. The scenery reminds us of the vicinity of Ellen's Isle, on Loch Katrine, (Scot., ) only, that on the Ottawa, at this point, the hills are woodedwhilst those of the Scottish lake are barren-or covered only with pasture and heather.

Passing on from this charming point of view, the steamer now goes direct up the river for Ottawa City, making several stops ly the way: the first is Hartwick's old landing, next, L'Original, with its excellent pier, and pretty, quiet little town in the distance.

Proceeding on, you will pass, on the right hand or north side of the river, the lands of the Papincau Seigniory, belonging to L. J. Papineau, of 1837 Canadian rebellion notoriety. This gentleman, we believe, still strongly adheres to his republican opinions, and is not a member in the Canadian legislature, at present. Before the rebellion alluded to, Mr. Papineau held the office of Speaker, and at the time of the rebellion, it is said government was due him about $\$ 4,000$, which, on the restoration of peace, ete., he received on lis return from exile, notwithstanding that he had been one of the leaders in that movement, in 1887.

## TRIP UP THE OTTAWA.

The seigniory extends for about 15 miles, and is considered one of the poorest in Canada. As you pass on, you will observe the beautiful range of hills, to the north, which, from the different sizes and shapes they assume, present, with their shrubbery, a beautiful fringe work, to the scene all around. These hills form part of the chain, which range from Labrador, all the way to the Rocky Mountains.

Passing the stopping point of Montebello, you will observe Mr. Papinean's residence, embosomed amongst trees and shrubbery of beautiful foliage. It is called Papineau's Castle -Cape St. Marie. At this point, the steamer turns to the left, leaving the hills referred to, behind you. From Mr. Papinean's house, a most magnificent view of the river, and surrounding country, must be had-occupying so prominent a position, at the bend of the river, which there forms a sort of bay.
Proceeding on, you will now observe that the scenery assumes rather a different aspect, but still beautiful in its character. You sail past little islands wooded all over, and on between the banks of the river-which in some places become very flat, with the river extending in amongst the forest. At a more advanced season of the year, the river is lower, ennsequently, much of the water previnusly spread over a great portion of the country, recales during the summer months, and before the winter season sets in, a heary crop of hay is reaped. For nearly cisht months in the year, however, the ground is thus covered with the swelling of the river, and of course only fit for cultication during the hot season of about four montlis' duration.

You are now approching to a place about twenty-eight miles of Ottawa-called Thurso -which presents nothing particular but an immense yard full of sawn lumber, belonging to the greatest lumbering establishment in the world-Pollok, filmour \& Co., of Glasgow, (Scotland,) being one of the many stations which that firm have in Canada, for carrying on their immense trade. From off immense tracts of land, which they hold from government for a mere trifle-situated in different districts on the Ottawa-they have the lumber brought to wharves on the river, made into rafte and then floated down; that intended for the ports on the St. Lawrence and United State:, to the west of Montreal, going via La. chine, whilst the greater proportion goes via the route you have been travelling-over the rarids and down to Lake st. Peters, on the st. Lawrence, till it finally reaches Quebee. There it is sold or shipped by them to ports in (ireat Britain, large quantities of it finding its way to the Clyde (Scotland). Oppusite to Thurso, will be observed what is called Fuxe's Point. An English family of that name have settled there, and to this day they ${ }^{\text {a }}$ ppear not to have forgot their taste for neat, well-trimmed grounds, fences, etc, exhibiting many of the characteristics of an Englishman's home. Passing on, you next stop at probably the wharf for Buckingham, (C. E.,) 17 miles inland. Opposite to this landing is Cumberland, (C. W.); passing which, you will shortly reach Gill's wharf, 6 miles from Ottawa, and the last stopping-place previous to reaching there.

In half an hour or so, you will ohscrve the bluffs of Ottawa in the distance, but no ap. pearance of the city, it being situated on ground high above the level of the river, where you land at. To the left you will notice the beautiful little waterfall of the Rideau-a Niagara in miniature-with its Goat Island between the horse shoe and straight line fall. It falls about 30 feet, and forms one of the pretticst little falls to be seen almost anywhere. On the right hand, you will observe a cluster of wooden shanties, at the mouth of the river Gatineau, which there joins the Ottawa, and, as you stand admiring the beauty. of the scenery before, belind, and around you, the steamer touches at the wharf of Ottawa City. From the deck of the steamer, you will have an excellent view of the suspension bridge and the Chauderie Falls in the distance, with the rapids and the falls, throwing up the spray all around, forming a white cloud over the bridge. At the wharf you will find relicles waiting to conrey you to any hotel or address you may wish to go to. On reaching the top of the steep incline from the steamer, you will then obtain a first sight, perhaps, of Ottawa City, which was to have been the seat of the Canadian Government-and which may be yet-should the whim or interest of the members of the provincial parliament not decree otherwise.

## TRIP UP THE OTTAWA.

The steamer "Lady Simpson," from Lachine to Grenville, is partly owned by its captainSheppard.

The steamer " Phœnix"-on board which you will find an excellent dinner for fifty cents, (28. str., )-is commanded by a very civil and obliging Scotchman named McLaehlan-who will be glad to point out to you the beauties of the river. From Grenville to (Ittawn-a French-Canadian pilot takes charge of the steering of the vessel.

Parties who go to Ottawa City-by rail, via Prescott-as described elsewhere, can return from Ottawa by the route now described, and we have no doubt they will be pleased with one of the finest river trips we have experienced in America. The scenery of the Utawa, just deseribed, is by no means so bold in character as that of the noble river Hudson, from New York to Albany and Troy-still, it is one which cannot fail to afford the highest satisfaction to the tourist.

For bolder scenery, and the highlands of the Ottawa-see next page for aecount of the Upper Otta wa-being a continuation of the same river from Ottawa-away nerth-w st -extending to parts as yet untrod by few, if any, white men-far less by tourisis.

## MONTREAL TO OTTAWA, C. W.

## YLA GRAND TRUNE RALLROAD.

Take the cars on the Grand Trunk Railroad from station in Griffin Town, $1 \frac{1}{2}$ miles from post-office, Montreal. Started from the station, you proceed, getting a fine view of the St. Lawrence on the left, the mountain on the right, and the fine landscape stretching beyond, till you reach Point Claire- 15 miles. Leaving there, you proceed on through a beautiful country till you reach the magnificent bridge which crosses the river (ottawa at it. Anue'z, going over which you get a hasty glance of the Ottawa streteling far beyond to the we-t, assuming the appearance of a marouticurnt lake, situated in a basin, surrounded by finely. wooded hills in the background, andr iehly-wooded country on every side of it. Inmedi ately under this bridge you may observe the rapids rushing along, and also the locks where the steamer for the Ottawa River, from Lachine, phsees through to aroid these -called "sit. Anne's rapids"-from the name of the village close by.

You pass on to Vaudreuil, 24 miles; Cedars, 29 miles; Coteau Landing, 37 miles; Rirer Beaudette, 44 miles; Lancaster, 54 miles; Summerstown, 60 miles; Cornwall, 68 miles; Moulinette, 73 miles; Dickinson Landing, 77 miles; Auitsville, 84 niles; Williamsburg, 92 miles; Matilda, 99 miles; Edwardsburg, 104 miles, to Prescott Juuction, 112 miles from Montreal.

At Prescott Junction, you change cars, and take those on the line from Prescott to Ottawa, 54 miles distant, stopping at eight stations between these points. The stranger, if newly arrived, either via Quebec, or New York, from Great Britain, or continent of Europe, will, on this line, get the first glimpse, most likely, of "bush life," of "slanties," and "cleared," or "partially cleared" lands. The line being a succession of dense furest, swamp, and partially cleared farms, presents few or no interesting features to the tourist farther than those mentioned. Between the last station (Gloucester) and Ottawa (11 miles off) the country presents a much more cleared appearance, and a few well-cultivated farms will be seen along the line of railroad, until it arrives at the station, close to Xow Edinburgh, on the one side of the Rideau River, with Ottawa on the other side, about a quarter of a mile off.

You will find vehicles in waiting, which will convey yourself and luggage to whatever hotel you please. Campbell's Hotel, Ottawa, we can recommend.
For description of Ottawa, see elsewhere.
After you have visited Ottawa, its river above the town, etc., etc., you can return to Montreal, via steamer on the River Ottawa, via Grenville, Lachine, etc., (see Montreal to Ottawa, via Lachine and steamer,) or the way you came.

## THE UPPER OTTAWA AND TRIBUTARIES.

## UNITED STATES TO OTTAWA, C. W.

Prescitt Jincrion, on the Grand Trunk Railway, 112 miles from Montreal, is the nearest point for tourists and emigrants from the United states.
Prescott is approached by steamer from Ordensburg, opposite side of the river.
Or vir rail to Cape Yincent, thence steamer to Kingston, and rail to Prescott.
Or via steamer all the way, viz, Cape Vincent, passing through the Thousand Islands, past Brockville on to Prescott.

Or via steamer to Brockville, thence rail to Prescott Junction.
From Prescott to Ottawa proceed per rail, as mentioned in preceding route. See "Montreal to ()ttawa," per Grand Trunk Railroad.

From suspension Bridge or Niagara Falls, per Great Western Rail to Toronto, and thence Grand Trunk Railroad to Prescott Junction; thence, rail. Or steamer from Lewiston or Niagara to Turonto, and thence, steamer on Canada side, or by the American line of steamers from Lewiston and Niagara direct to Brockville or Ogdensburg.

## THE UPPER RIVER OTTAWA.

A description of the lower portion of the Ottawa we have given elsewhere, in a trip from Montreal to Ottawa, leaving the river on reaching the town of Ottawa.

For an authentic description of the upper portion of this wonderful river, we annex particulars recarding it, from a report made to the House of Assembly, some time ago. The dectiption of the river which follows, commences at the source of the river, and proceeds on towards Ottawa, till it reaches the point we left off at:

The length of the course of the Ottawa liver is about 780 miles. From its source it bends in a soutl-west course, and after receiving several tributaries from the height of land separating its waters from the Hudson's Bay, it enters Lake Temiscaming. From its entrance into this lake downward the course of the Ottawa has been surveged, and is well known.

At the head of the lake the Blanch River falls in, coming about 90 miles from the north. Thisty four miles farther down the lake it receives the Montreal River, coming 120 miles from the north-west. Six miles lower down on the east, or Lower Canada bank, it receises the Keepawasippi, a large river, which has its origin in a lake of great size, bitherto but partially explored, and known as Lake Keepawa. This lake is connected with another chain of irregularly-shaped lakes, from one of which proceeds the River du Moine, which enters the Ottawa about 100 miles below the mouth of the Keepawasippi, the double discharge from the same chain of lakes in opposite directions, presents a phenomenon similar to the connection between the Orinoco and Rio Negro in Sonth America.

From the Long sault at the foot of Lake Temiscaming, 233 miles above Bytown, and 360 miles from the mouth of the Ottawa, down to Deux Joachim Rapids, at the head of the Deep River, that is for 89 miles, the Ottawa, with the exception of 17 miles below the ,Long Sault, and some other intervals, is not at present navigable, except for canoes. Besides other tributaries in the interval, at 197 miles from Ottawa, it receives on the west side the Mattawan, which is the high way for canoes going to Lake Huron, by Lake Nipissing. From the Mattawan the Ottawa flows east by south to the head of Deep River Peach, 4 miles above which it receives the River Du Moine from the north.

From the head of Deep River-as this part of the Ottawa is called-to the foot of Upper Allumette Lake, 2 miles below the village of Pembroke, is an uninterrupted reach of narigable water, 43 miles in length. The general direction of the river, in this part, is southeast. The mountains along the north side of Deep River are upwards of 1000 feet in $h_{i}$ ight, and the many wooded islands of Allumette Lake render the scenery of this part of the Ottawa magnificent and picturesque-even said to surpass the celebrated Lake of the Thousand Islands on the St. Lawrence.

## THE UPPER OTTAWA-AND RIVER SAGUENAY.

Passing the short rapid of Allumettes, and turning northward, round the lower end of Allumettes Island, which is 14 miles long, and 8 at its greatest width, and turning down south-east through Coulonge Lake, and passing belind the nearly similar Islands of Calumet, to the head of the Calumet Falls, the Ottawa presents, with the exception of one slight rapid, a reach of 50 miles of navigable water. The mountains on the north side of Coulonge Lake, which rise apparently to the height of 1500 feet, add a degree of grandeur to the scenery, which is, in other respects, beautiful and varied. In the Uprer Allumettes Lake, $\mathbf{1 5 0 0}$ miles from Ottawa, the river receives from the west the Pctawawee, one of its largest tributaries. This river is 140 miles in length, and drains an area of 2,200 square miles. At Pembroke, 9 miles lower down on the same side, an inferiur stream, the Indian River, also empties itself into the Ottawa.

At the head of Lake Coulonge, the Uttawa receives from the north the Black River, 130 miles in length, draining an area of $11 \% 0$ miles; and 9 miles lower, on the same side, the River Coulonge, which is probably 160 miles in length, with a valley of 1800 square miles.

From the head of the Calumet Falls, to Portage du Fort, the head of the steamboat navigation, a distance of 50 miles, are impassible rapids. Fifty miles above the city the ottawa receives on the west the Bonechere, 110 miles in length, draining an area of 980 miles. Eleven miles lower, it receives the Madawaska, one of its greatest feeders, a river 210 miles in length, and draining 4,100 square miles.
Thirty-seven miles above Ottawa, there is an interruption in the mavigation, caused by 3 miles of rapids and falls, to pass which a railroad has been made. At the foot of the rapids, the Ottawa divides among islands.
Six miles above Ottawa begins the rapids, terminating in the Chaudiere Falls, Ottawa.
The greatest height of the Chaudiere Falls is about 40 feet.

## TRIP TO THE RIVER SAGUENAY.

For about $\$ 12$, a trip can be enjoyed to and from one of the most magnificent districts in Canada-where nature arpears in all her wild and secluded grandeur.

Tuurists take the steamer from Quebee, which sails generally every Wednesday.
To quote from one who visited this district, "You leave in the morning, and passing down the St. Lawrence, put in at several places for passengers, which gives an opportunity of seeing the habitans, and the old-fashioned French settlements of st. Thomas, River Ouelle, Kamouraska, and many others, together with Orleans Island, Crane Island, Goose Island, and the Pilgrims. The north and south shores of the river are thickly studded with parish churches, having spires of tin which glitter in the sun like shining silver; these, and the white washed farm-houses, form two oljects characteristic of Lower Canada, By sunset you arrive at River du Loup. The water is quite salt, and the river, expanding to the breadth of 20 miles, gives it the appearance of an open sea; and it is much frequented as a sea-bathing place.
" Here you remain all night on board, so as to be ready for an early start at dawn, when you stretch across for the north shore, steering for a great gap in the mountaius. This is the mouth of the Saguenay, one of the most singular rivers in the world; not a common river, with undulating banks and slelving shores, and populous villages: not a river precipitous on one side, and rolling land on the other, formed by the washing away of the mountains for ages: this is not a river of that description. It is perfectly straight, with a sheer precipice on each side, without any windings, or projecting bluffs, or slaping banks, or sandy shores. It is as if the mountain range had been cleft asunder, leaving a horrid gulf of 60 miles in length, and 4000 feet in depth, through the grey mica-schist, and still looking new and fresh. 1500 feet of this is perpendicular cliff, often too stecp and solid for the hemlock or dwarf oak to find root ; in which case, being covered with coloured lichens and moss, these fresh-looking fractures often look, in shape and colour, like painted fans, and are called the Pictured Rocks. But those parts, more slanting, are thickly covered with

## RIVER SAGUENAY.

stunted trecs, spruce and maple, and birch, growing wherever they can find crevices to extract nowishment: and the bare roots of the oak, grasping the rock, have a resemblance to gigantic claws. The base of these cliffs lie far under water, to an unknown depth. For many miles from its mouth, no soundings have bern obtained with sotio feet of line, and for the entire distance of 60 miles, until you reach Ha-ha Bay, the largest ships can sail without obstruction from banks or shoals, and on reaching the extremity of the bay, can drop their anchor in 30 fathoms.
"The view up this river is singular in many respects; hour after hour, as yon sail along, precipice after precipice unfolds itself to view, as in a moving panorama, and you some times forset the size and heirght of the ohjects you are contemplating, until reminded by secing a ship of 1000 tons lying like a small pinnace under the towering eliff to which she is moored; for, even in these remote and desolate regions, industry is at work, and, although you eannot much discern it, saw-mills have been built on some of the tributary streams which fall into the Saguenay. But what strikes one most, is the absence of beach or strand ; for except in a few places where mountain torrents, rushing through gloomy ravines, have washed duwn the detritus of the hills, and formed some alluvial land at the mouth, no coves, nor creeks, nor projecting rocks are seen in which a boat could find shelter, or any footing be oltained. The characturisic is a stecp wall of rock, risine abruptly from tho water-a dark and desolate region, where all is cold and gloomy; the mountains hidden with driving mist, the water black as ink, and cold as ice. No ducks nor sea-gulls sitting on the watw, or screaming for their prey; no hawk nor eagles soaring overhead, although there is abundance of what might be called ' Eagle Cliffs;' no deer coming down to drink at the streatis; no squirrels nor birds to be seen among the trees; no fly on the water, nor swallow skimming oret the surface. It reminds you of
'That lake whose gloomy shore
Sky-lark never warbled o'er.'

One living thing you may see, but it is a cold-blooded animal; you may see the cold seal, spreading himself upon his clammy rock, watching for his prey. And this is all you see for the first 20 miles, save the ancient settlement of Tadousac at the entrance, and the pretty cove of L'Ance a l'Eau, which is a fishing station.
"Now you reach Cape Eternité, Cape Trinité, and many other overhanging cliffs, remarkable for having such clean fractures, seldom equalled for boldness and effect, which create constant apprehensions of danger, even in a calm; but if you happen to be caught in a thunder-storm, the roar, and darkness, and flashes of lightning are perfectly nppalling. At last yon terminate your royage at Ha-ha Bay, that is, smiling or langhing bay in the Indian lanyuare, for you are perfectly charmed and relieved to arrive at a beautiful spot where yon have sloping banks, a pebbly shore, boats and wherries, and vessels riding at anchor, birds and animals, a village, a church, French Canadians and Scottish Highlanders, and in short, there is nothing can remind one more of a scene in Argyleshire.
"The day is now half spent; you bave been ashore, looking through the village, examining into the nature of what appears a very thriving settlement; the inhabitants seem to be all French and seotch, understanding each other's language, and living in perfect amity. You hear that Mr. Price, of Quebee, is the gentlemen to whom all this improvement is due. That it is he who has opened up the saguenay country, having erected many saw-mills, each the nucleus of a village, and that a trade in sawed lumber is carried on to the extent of toi ship loads in the season. The river is navigable for ships as far as Chicoutimi, about To miles from its mouth. An extensive lumbering establishment is there, and the timber is collected in winter through all the neighbouring country, as far as Lake St. John, which is 50 miles further up, and is the grand source of the siguenay.
"After having seen and heard all this, you get on board, weigh anchor, paes again down the river, reviewing the solemn scene, probably meeting neither vessel, bont nor canoe, through all the dreary way, and arrive at the month of the river iu time to cross to River

## THE FALLS OF MONTMORENCI.

du Loup, where you again find a safe harbour for the night. Next day you again pass up the St. La wrence, stopping for a short time at Murray Bay, a beautiful grassy valley on the north shore, surrounded by wooded mountains, and much frequented by Quebee families, as a bathing place. You arrive at Quebec in the evening, thus taking just 3 days for your excursion, at an expense of about $\leqslant 12$."


Few strangers visit Quebec without going to see the Falls of Montmorenci. These Falls, which are situated in a beautiful nook of the river, are higher than those of Niagara, being more than two hundred and fifty feet; but they are very narrow, being only some fifty feet wide. This place is a very celebrated focus of winter amusements. During the frost, the spray from the Falls accumulates to such an extent as to form a cone of some eighty feet high. There is also a second cone of inferior altitude, and it is this of which visitors inake the most use, as being less dangerous than the higher one. They carry "tobogging,"-long, thin pieces of wood--and having arrived at the summit, place themselves on these and slide down with immense velocity. Ladies and gentlemen both enter with equal spirit into this amusement. It requires much skill to avoid accidents; but sometimes people do tumble heels over head to the bottom. They generally drive to this spot in sleighs, taking their wine and provisinns with them; and upon the pure white cloth which nakure保 feel in the least cold, as the exercise so thoroughly warms and invigorates the system. Th: distance ef these Falls from Quebec is eight miles.

## OTTAWA, CANADA WEST.

Tine notoriety which this city, in embryo, has received lately, first as being fixed upon as the seat of government for Canada, and then decided against as such by the provincial legislature,-although it had leen acquiesced in by Her Majesty as the most advisable locality-has invested it with a significance which, otherwise, it would not, in all probability, have obtained.

Oltawa is the new name given to the town of Bytown, by which it has long been known, as the centre of the immense lumber district of the River Uttawa. It is situated on that river, where the Rivers Ridea and Gatineau, and the Rideau Canal, all meet.

The town is intersected liy the Rideau Canal and bridge, and forms three districts, viz: that of Lower Town, on the cast; Central Town, on the west; and Upper Town, on the north-west; all of which, however, are on the south side of the River Ottawa, and in Canada West, the River Ottawa, as is well known, forming the boundary line between Canada East and Canada West. The town was laid out under the command of Colunel By of the Royal Engineers, who constructed, also, the Rideau Canal. Hence the original name of the town being called Dytown-although now called Ottawa, after the magnificent river on which it stands.

The strects are all wide and regularly laid out, and, so far, reflects great credit on the engineering skill empleyed. Lower Town is the most important portion of the to an, and, in all probability, will become the chief business part, as the population and business increases. The two principal streets of Lower Town are Rideau street and Sussex street. In Rideau street there are several sobstantial, stone-built stores and dwellings. In Sussex street there are also a few; the majority, however, are wooden erections, both old and now. In Central Town the buildings are almost all of stone, presenting one excellent street, called spark street; whilst Upper Town exhibits a mixture of both stone and wooden buildings in its Wellington street. All the buildings in the town are exceedingly plain, but substantially built, and, being built of gray limestone, resemble very much in appearance some of the streets of Montreal, as well as in the sranite city of Aberdeen (Scotland). On "Barrack Hill," the highest elcvation of the town, are situated what are termed the government buildings-the remains, however, we should say, rather than of actual buildings. There are a few small out-houses and offices-which certainly do not deserve the name of government buildings-with sundry small cannon, taking their ease on the ground alongside of carriages, which have evidently seen service of some sort. These are the "dogs of war," which are intended, we presume, to protect the town against all invaders. On Barrack IIill is, howeser, also the residence of the chief military authority of the place. The " location" of these buildings and the "gun battery" alluded to, is certainly one of the finest we have seen any where, either in Canada or the United States-equal, in some respects, even to the famous citadel of Quebec. In the rear is Central Town, whilst Lpper and Lower Town are completely commanded ly it on each side, whilst in front is a precipitous embankment ruming down, almost perpendicular, to the river, several hundred feet, thus completely aweeping the river and opposite shore, north, east, and west; so that, in a military fint of view, Otta wa certainly occupies one of the finest natural positions any where in Canadit; and, in that respect, is the key to an immense territory of back country, valuable for its wood and minerals.

The stranger, on visiting Ottawa for the first time, is apt to be disappointed that he does not find a larger "city," and one more advanced, in many respects; but it must be recollectel that it has been forced into public notice from the cause we have already alladed to, and obtained a publicity, with which parties at a distance are apt to connect wrong or exaggerated ideas; and if the town is not larger than it is, the fault rests as much in the imaginations of individuals, as with the inhabitants, generally, of the town itself, who, in the short time, since Bytown became a place of note, have been doing their utmost to make it "go a-head." In the desire to do so, however, some of the landholdars there, we fear, by putting rery high prices on their lots, and landlords refusing to give



## CHAUDIERE FALLS-RIDEAU FALLS, ETC.

leases at reasonable rates, have only tended to defent the very object which they, and al. the inhabitants ought to have in view, viz., giving every facility in their power, and offering every inducement they can, for parties at a distance to locate amongst them. In fact, the idea that Ottawa was selected as the headquarters of the government, has had any thing but $a$ beneficial effect so far, in some repects, upon the town; but there is the consolation, that whether it is to be the seat of government or not, there is no doult, that of necessity, it is destined to become-it may be gradually-the centre of a much more extensive trade, a town of much greater importance than it is at present, and the jwint, round which radiate a number of other town, and extensive agricultural districts, of which Ot tawa is the capital and centre, and, in all human probability, always likely to remain so. From it, a large wholesale and retail trade is, and must always, be done-with the districts round about; whilst, as is well known, it is the centre of a district, which, for extensive forests of fine lumber, has no superior in America.
The scenery around Ottawa is far licyon? what we had any idea of, and the view from the Barack Hill, is one of surpassing grandeur and extent, combining in it a triniter of river, landscape, and fall scenery, which few places can lanat of.

Looking to the west-(see engraving)-at the west end of the town are situated, the celebrated Chandiere Falls, which fall about 40 feet, and the spay of which may be eeen a long way off, ascending in the air.
In the early fart of the season, (say in May, these falls are not seen to so much adrantage, the river then lieines, sencrally, so much swollen with the immense volune of water from the upper hakes and the tributaries of the Othawa. Then they partake, in some respects, more of the character of huge mapids. Firther on in the sumbon, howerep, they appear more in their real character of "fathe", and are a sight worth suing, although they are being very much encroached upon, ly lumber estitlislments. An excellent. viow of the falls, as woll as of the rapids, is at from off the surporion bridye. which eroses the river quite clase to them. At the eastern sulurb of attawa, asain, called New Edinburgh, there is a little Niaman, in miniature, in the liblean Falls, and ome of the promist little fills to be seen any where. Ahthough only of 3 ) feet full, they present fatures of interest and great leauty.

The town of oftawa is supplied, in many parts, with gas. Its markets afiniol an excellent supply of cheap provisions, whilst the purity of the air, from it, chavated proition, renders it one of the leathisest towns in Cambata.

Emigrants, in lowking to (ntawa, will do well tormember, that it is only the arricultural labourer, or farmer with capital, to whom its locality offers indurements at persent.

A:nongst the schemes for connectiur Cauada East with the Western stater, is the Uttawa Ship Canal, wia the dttawa and French Rivers to Lake Huron, which, if suces-ffil in being estalifilest, will render Ottawa, more than ever, one of the great entrepots of that route and traffic.

The communication letween Otta wa aml Montreal, is ly rail via Presentt; aleoliy river, per steamer to Grenville, rail from Srenville to Carrillon; thence. steamer to Lachine thence, rail to Montrual. To Canada $W$ est, on the st, Lawrence, via rail. To Gedenshors, via rail to Presentt, and steamer across the st. Lawrenee. Distances :-from Montreal, 126 miles; Quebec, 206 miles; Toronto, 123 miles; Kingston, 95 miles; l'rescutt, 55 miles; New York, 450 miles; Boston, 485 miles. Population, about 12, 110 K.

Tue Rideau Canal extends fron Ottawn to Kitusstom, nul was constructed entirely at the expense of the British grovernment. It was commenced in septem. ber, 1826, and the first steamlooat passed through it in May, 1832. Length of the canal from Ottawa to Kings-
ton, 12tit miles. Actual excavation, $16 \frac{1}{2}$ miles.


Number of locksascending from Ottnw: to the Isthmus, $57 \frac{1}{2}$ miles, and overcoming a rise of 292 feet-34 locks. Number locks descend ing from the Isthmus to Kingston, 38年 miles, deseent 165 fuet- 13 locks. Length of locks, $1: 34$ feet. Breadth of locks, 33 feet. Depth of water in canal, 5 fuet. Drendth of the surface of cat nal, 75 feel.

THE LOCKS ON THE RHDEAU CANAL, OTTAWA, C. W.,
forming the water connection between that candl and myer ottawa.
The bridge seen in the uper portion of the cngraving, is the one which connects Lower Town with Liper and Central Town, Ottawal The masury of which these locks are emposiel, is of the most massive character, and, altugether, they have been built regardless of expense. Total cost of construction, $\$ 3,860,000$, £ 272,000 (stg)


## CITY OF TURONTO, C W.

Tonosto forms the Metropolis of Crper Canada, (or Canada West.) the second city in commercial importance in the entire province, and at present is the seat of thr provincial legislature. It is pleasantly situated on the west shore of Lake Gutario, and has a much more prepussesing appearance when viewed from a steamer on the lake, than when ap$1^{\text {moached by railway. From the large quantity of trees and shrublery interspersed through }}$ many of the streets, it may well lay claim to the title of the Forest City of Canada. Situated as the eity is, on ahmost a dead level, it presents no particular features further than being plentifully studded with graceful spires, which, with the wooded hills situated in the background, completes the picture of a beautiful city.

The street along side of the shore of the lake-recently very much improvei-is termed the Esplanade, along which the Grand Trunk Railroad runs, and where it has its terminus.

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CROWN-TANDS' OFFICE AND MECHANICS' INSTITUTE.
In one portion of the above huilding are the offices of the Crown-land Department, where all husiness connected with the "Woods and Forests" are conducted. In another portion is the excellent Mechanics' Institution of the eity, situated at the corner of Chureh and Adelaide streets. The above forms one of the most imposing first ings in the city. The basement and fors are occupied as stores, whilst upstairs there is a large, well-lighted, and neatly done-up public hall, where meetings, concerts, etc., are held. St. Lawrence Hall is situated at the east end of King street.


King street is the principal thoroughfare in the city. It is fully 2 miles in length, and with its many bandsome stores and buildings, forms the chicf promenade. Two of the largwst buildings in the city are in King street, viz., it. Lawrence Hall, and the Rossin House.


Yonge street rivals King street, in its busy bustling appearance, and although the stores are not so elegant as some in King street. yet a large amount of retail business is transacted in the section presented abore.

As in most citics in the United statez, the strects of Turonterare long and spacious, and laid out at riyht angles to each other.
The principal streets for wholesale stores are the lower end of Yones street and WeIlington street, whilst Cpyer Yonge strect and King strect are the chicf strects for retail business of all vorts.

We may mention that, with the exception of spaces here and there, the pavements in all the streets are of wood-planks laid across, and mailed down to sleepers.

The Provincial Legislature holds its meetings in Toronto, in the goverument buildings, a cluster of red brick buildings situated at the west end of the city, close to which is the resid-ner of the (iovernor-General, Sir Edmund Walker IIead, Bart., representative of IIer Majoty in Canada.

The public buildings of Toronto are numerous, and some of them very handsome. We have engravel, from photorraphs, four of the princigal buiblings, viz: it. Lawrence Hall, Trinity College, the Sormal school, and Crown-lands (ftrice, in which building is also situated the Mechanies' Institute. Osgoode Hall, in Queen street, when completed will form one of the finest buildings in the city: There the Superior Courts of Law and Equity are held. Besides thote named, the other public buildings of any note are the Post-office, the new Gemeral Hospital and the Lunatic Asylum-the latter an immeuse building at the western extremity of the city.

Toronto may well boast as being the city of churehes in Canda, from the namber of elegant structures it contains, of all denominations. The two largest are the English Cathedral and the Roman Catholic Cathedral, but both, being without spires as yet, do not present that graceful appearance which even some of the smaller churches do, although none, we should suppose, excecl the rich and handsome interior or comfortable accommodation of the English Cathedral, as a place of worship.

Toronto has several manufacturing establishments, some of them extensive, and which, in ordinary gool times, turn over a large amount of business; the city, from its central position, and the ready means of land and water carriage now extended almost in every direction, affording great facilities for manufactures as well as merebandise finding their way all over the country.


The above building is one of the most important in the city, whether as regards its character as an educational institution, or the magnificent style of the edifice, which, when completed, will certainly be one of the finest in the city.


The above building, in the Italian style o architecture, is devoted to the establishment known as the Normal and Model Fchools. and which forms the head of that invaluable system of public education pervading the whole province.

As we have said, Toronto forms the second commercial city in Canada, and, until the panic of 1857 set in, enjoyed a large and steadily increasing trade. Its merchants were of the must enterprising, active, and "go a-head" character; consequently probably no city in America has experienced the effects of the panic more than Toronto. With the general revival of business, we have no doubt, it will assume its wonted activity, although it may lee gradually.

The railways centring in Toronto are:-The Great Western, to IIamilton; Supension Bridge, (Niagara,) and Windsor, opposite Detroit, (Michigan).

The Grand Trunk, to Montreal and Quebec, (east,) and to Stratford, (west).
The Ontario, Simeoe, and Huron, (now called the Northern Railroad,) to Collingwood.

## THE UNIVERSITY, TORONTO, C. W.

TaE foundation-stone of this magnificent building was laid in 1857, and it is expected to be available for the University classes at the commencement of the academic year of 1859-60. When completed, it will undoubtedly justify the eulogistic remarks of the editor of the Toronto "Globe," who says:-" It will be, without question, the finest structure in Canada, and, we believe, the most imposing one devoted to educational purpuses, on the whole continent."

In 1827, a charter was granted, by George the Fourth, for the estalishment of a University at York, (now Toronto,) to be designated "King's College;" and, in the following year, the institution was endowed with a portion of the "Lands" which had been previously set apart, for educational purposes, by George the Third. It was not, however, until 1857, that decisive steps were taken to commence the work of building. on the 2.2 d of February. of that year, the Governor-General authorized the Senate of the University to erect suitable buildings, at an expense not to exceed $\$ 75.0 \kappa \%$, ( $£ 15,($ ния sterling) to be drawn from the University Fund. In addition, the sum of $\$ \pm 0,010$ ( $£ 4,000$ sterling) was granted for the purchase of a library and museum.
The general outline of the buildings approaches the form of a square, having an internal quadrangle of about gon feet, the north side of which opens on the Park. The south front is 300 feet long, having a massive Norman tower in the centre, loo fret in height, surmounted by four pinnacles, each 30 feet high. The east side is 260 feet, and the west side about 200 feet in length.
The general accommodation is comprised in the lecture, theatre and nine class-rooms, with professors' rooms attached; library and reading rooms, museum, with preparation and curator's rooms; senate chamber, chancellor's rooms and other University offices; the convocation hall, president's and dean's residences; quarters for 60 students, with college dining-hall and all necessary appurtenances.



## EINGSTON, CANADA TVEST.

view of the surrounding country is obtained. These buildings, besides the inmense Hall, which is used on all public occasions, and for concerts, etc., contain the common council chambers, city offices, commercial news room, agency of the bank of British North America, temporary post-office, wholesale stores and warehouses, together with numerous other offices, cte., which will give some idea of its proportions. Itsaverage cost was one hundred and twenty thousand dollars. The new "Court Honse and Jail," now completed, stands nest in ordir, and is, indeed, an ornament to the city, the front eleration, with its six magnificent pillars, beine in Grecian Ionic style, and the design extremely chaste and elegant. Its length is 208 feet, width 54 feet. The average outliy in its construction was nearly ninety thousand dollars. The lowerstory is designed for publie offices, above which are the court and council rooms, consisting of the arizes and county court, the division court, and county council rooms, etc. In rear are the dail and jailer's dwelling, forming an extensive wins to the main building. The other buildings of note are, the Roman Catholic Cathedral, and Regiopolis Colleqe; the General Hospital, Queen's College, the Crammar School ; St. Georeres, St. laul's, and St. James's Protestant Churches ; st. Andrew's Church, Irish Free Church, Chalmer's Church, Wesleyan and Primitive Methodist Churches, Conurevational Church, Baptist Church, Apwetolic Church, and the old Freuch Roman Catholic Church, now nsed as a munnery. The new Custom House and Post-office, recently completed, would be an ornament to ans city. The chief public institutions are, the General Hospital, IIouse of Industry, Motel Iicu, Mechanics' Institute, etc. There are two daily new"papers-"The British Whire" the first duily published in Canada West, and "The News;" one tri-werkly in the Loman Catholic interest, the "Herald;" and four weeklies, the "Chronicle and News," the "British Whige," the "Commercial Advertiser," and the "Triline." Gne thing must not be overlooked in mentioning the lions of the city-the Public Park, which, in a few years, will be a chief source of healthful recreation to the citizens.
Kinaston has lons been known for its safe and capacious barbour, which is well adaited to slielter a large fleet of veseds, besides having over twenty wharves, some of then very extensive, and furnished with capacious warehouses and accommodations for th. forwardine trade. The shipping trade has long been a chief feature of the place. In addition to the thij rarts at Garden Island, oljwite, and at Portsmouth, at the extreme west end of the city, there is the noted Marine Railway of John Counter, Esq., from all of which have been launched the greatest number and lanyest tonnage of Canadian restels in Cunada West. Kineston, in this particular, being only sceond to Quebec.

A branch railrond has lately been made across a portion of the bay below the Cataraqui Bridge, to wnued with the city from the main lepot, coming in at the fuot of Ontario street, at the Tete du Pont barracks, and pis-intr thence along the harbour to Shaw's wharf, where the hranch or city depot is to be eatalished. Kingston has, also, her Cryst:al lalac", at the outskirts of the eity, in which the Country Agricultural, Horticultural, aud other shows are held, and in which will be held the Provincial Assnctation's great Annual how fir 1sws. This is a large, handsome, and commodious building, which speaks farourably fir the poblic enterprise of the Kingstonese, and the feomenry of the county of Frontenae. Xot the least remarkable evidence of the prosperity of the farming community, is the lare markets in Kingston-larger, perhaps, than any others in Canada, and athetilu gratly in farour of the superiority of the land in the vicinity.
lingston is well defended, judging from hev martello towers, market lattery, and extensive and commanding fortifications at Fort Heary and Point Frederick. Tomards the Wect end of the city are numerous handsome private residences, fronting on Lake Ontario. ctill further on is the private Insane Asylum, at " Rockwood." The Perituntiary, situated on the lake shore, is a great attraction to strangers visiting Kingston. It is surounded with walls 30 feet high, with flanking towers, the whole covering an area of about twenty acrer. Inside the walls, the first building seen is of a cruciform shape, in one wint of which is the hospital; in another, the dining-hall; alove these, the chapel; and underne: th, the asylum for the insane. The north part is the dwelling-house of the Warden anf other officers, with a beautiful garden attached; the reminder being ocempied as cells for the convicts, who are all well cared for, and have, with their own hamls. crected the walls, workshops, sheds, cells, ete. At the back, and next the lake side, are ranges of work-thes, where the surplus labour is let to contractors.
On the whole, hingston seems to keep the wen trmur of her way amongst the cities of Canal:a West, with a creditable steadiness and perseveratuec: is said to be one of the most healthy localitis in the province; with a population of aloust 18, ono. Kingston is represerited in the Upler House ty the Inonourable Alexander Campleh, and in the Lower House by the Honourable Johin A. Mardonalit, the ex-Premier; the member for the county luing the Honournile Henry Smith, Speaker of the Lecrislative Asecmbly.
The station of the Grand Trunk Railroad is about 2 miles from the city. Onnibuses Ily to and from it, in connection with the hotels.


## LONDON.

## LONDON, CANADA WEST.

Like its namesake, the great Babylon of England, London, C. W., is in the County of Middlesex, and also on the River Thames, with strects and bridges named after those of the great city, There, however, the similarity ends. It posseses some excellent public buildings and churehes, and is situated in the centre of an extensive and rich agricultural district, which furnishes it with a large amount of trade in grain and other agricultural produce. Previous to the late commercial panic, few places showed greater signs of progrest than London; in fact it went ahead too fast, like many other cities and towns, consequently it has felt the revulsion all the more-and every department of business, dearly, has suffered-to revive again, we bope, when business becomes more buoyant generally. The town is lighted with gas, and supports as many ay six newspapers, and five bank agencies. The streets are wide, and laid off at right angles. London is one of the primeiplatations on the Great Western Railroad of Canada, on the section from Hamilton to Windsor, with a branch to prort Stanley, on Lake Erie, from which there is a regular steim communication with Cleveland, Ohis.
The suil in the immediate vicinity of London, it is true, is sandy, and the country almost a deal level, as far as Wiadsor; but you cannot travel many miles in a northern or southern direction, until you meet with an undulating country, and productive farms, whose jroprieturs, of course, betake themselves to Jondon for sale and purchase-for mart and market.
Our representation of London is from one of several photographs, supplied to us ly Mr. E. II. Longman, of London, C. W., and, from the excellent manner in which they are excuted, we feel pleasure and confidence in saying, that the photographic art is well represented there by Mr Longman-judging from the specimens he has supplied to us.

## HAJILTON, C. W.

Hambros, one of the citios of Canada West. is situatmat at the somth-western extremity of Burlinfon Bay, an inlet at the head of Lah, (ontara, and termimus of lake narigation.






Hamilton is the centre of one of the most exthive and hact arriculamal partions of Canada, and in its vicinity are to be seen some of the best cultivated fans, not long reclamed from the primeval forest.

A* in most Americall cities, the strepts are laid out at right angles, and present a fine, aparions appearance. The publie buildings, banks, chur has and hotels, which are amongst the tillst in the province, are built of stome and brick. Some of the mewhants stores wed any than of the same surt in Turnato or esen Jometral, and are carrid on ly some of

The chief hasimes strects-named King, John. Jamtre, York, and Xičah strects-are simated a punsiderahbe distance back from the shope.

The finme lank of camala has its head-quarters in Hamilton, in addition to which there abe five or ix other lank arencos.
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