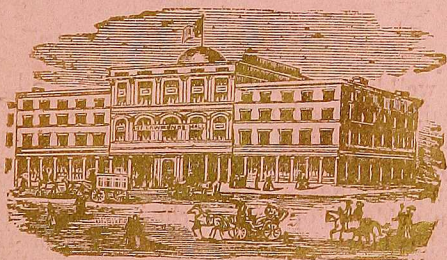


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THE  
ST. LAWRENCE HALL GUIDE

FROM

NIAGARA FALLS TO THE SAGUENAY.



PRESENTED BY

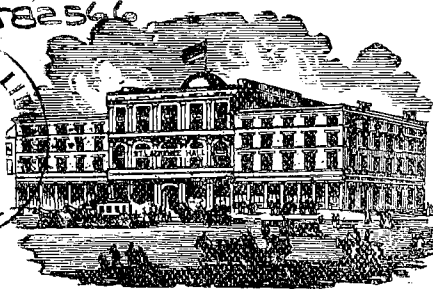
F. GERIKEN, *Proprietor St. Lawrence Hall,*

ST. JAMES STREET

MONTREAL.

1877.

THE  
**ST. LAWRENCE HALL.**



This well-known Hotel, the largest and best in Montreal, is situated on St. James Street, beside the Post Office, in the centre of the city, in the immediate vicinity of all the places of interest to the tourist and the man of business.

As an evidence of its superiority it may be stated that it has been patronized by the suite of H. R. H. the Prince of Wales, Their Excellencies the Governors General of Canada, H. I. H. the Grand Duke Alexis, H. I. H. the Emperor of Brazil, and nearly every visitor of rank or note who has for the past twenty years visited Montreal.

The Consul General of the United States has his office in the hotel.

Railroad, Steamboat and Telegraph offices for all points are also in the building.

The Proprietor begs to return thanks for the liberal patronage bestowed on him in the past, and will endeavor to deserve a continuance of it by every attention to the comfort of his guests.

**J. T. BURKHOLDER, Manager.    F. GERIKEN, Proprietor.**

THE  
ST. LAWRENCE HALL GUIDE,

FROM  
NIAGARA FALLS TO THE SAGUENAY.

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NIAGARA FALLS is the great centre of attraction for all Northern tourists, and the point at which travellers from the United States, who intend taking a trip down Lake Ontario and the St. Lawrence, make their entry into the Dominion of Canada; therefore we select it as our starting point, and taking for granted that the reader has already visited the many noble scenes which encircle the great Cataract, we shall proceed at once by a few minutes ride on the N.Y., Central R. R. to

LEWISTON,

a beautifully situated town, about 7 miles from the falls, on the Niagara River. It is a place of considerable importance, and stands at the head of navigation on the river. In 1813 it was destroyed by the British, and rebuilt after the termination of the war. At this place the tourist embarks on board a fine steamboat (the City of Toronto) which runs twice a day between

this point and Toronto. On the opposite side of the river stands the village of

QUEENSTOWN,

a small, picturesque town, not of much commercial importance, but noted on account of the memorable battle that took place on the neighboring heights in 1812, when the British most gallantly defeated the enemy, and drove them across the river. Just above the village stands (visible from the deck of the steamer)

BROCK'S MONUMENT.

This monument was raised in commemoration of the British General, Sir Isaac Brock, who fell in the sanguinary action above mentioned. His remains, and those of his aide-de-camp, Colonel John McDonald, who died of wounds received in the same battle, are buried here. The first monument was completed in 1826, and was blown up in 1840, by a miscreant named Lett, who was afterwards imprisoned for this dastardly act. The present handsome shaft was erected in 1853. Its height is 185 feet; the base is 40 feet square by 30 feet high; the shaft is of freestone, fluted, 75 feet high and 30 feet in circumference, surmounted by a Corinthian capital, on which stands a statue of the gallant general. The view from this monument is most gorgeous. The eye wanders with untiring delight over the richest imaginable scene of woodland and water.

Below flows the now tranquil River Niagara—calm and majestic in its recovered serenity. In the far distance, on either side, stretches the richly wooded landscape, speckled with villas and cottages. The whole view is terminated by the magnificent sheet of Lake Ontario, which stretches away, like a flood of light, to the horizon.

#### NIAGARA TOWN

stands on the Canada shore, at the mouth of the river, facing Lake Ontario on the one side and the river on the other. It was at one time the seat of Government for Upper Canada, and the principal commercial town. Its surroundings are full of varied and historical associations. The drives in the vicinity are most refreshing, the scenery beautiful. Latterly it has become quite a fashionable summer resort. A large new hotel, the Queen's Royal Niagara, located in a beautiful grove on the banks of the river, affords ample accommodation to visitors. On the American side of the river is

#### FORT NIAGARA,

which has many historical associations, but which we have not space to touch upon. The English General Prideaux fell here in the battle of the 24th July, 1759, and the French garrison afterwards surrendered to Sir

# **THE QUEEN'S ROYAL HOTEL,**

## **NIAGARA, CANADA.**

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**At the head of Lake Ontario and the Mouth of Niagara River.**

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This fine summer hotel is situated in a beautiful grove on the shores of Lake Ontario, 14 miles from the Falls, 12 miles from Suspension Bridge and the same distance from St. Catharines.

It is capable of accommodating 300 guests. Its internal arrangements are complete with all the modern improvements, including Bells, Gas in every room, and Hot and Cold Baths.

### **BILLIARD ROOM AND BOWLING ALLEYS.**

Telegraph offices in the building for all parts of the world.

Poppenberg's celebrated Band furnishes music for the Hops, held weekly in the large Ball room.

### **UNSURPASSED BATHING AND FISHING.**

Board \$12 to \$20 a week, according to location of room. Visitors from the East will take the boat at Lewiston and be at this summer home in a few minutes.

Pullman Palace Cars, via Canada Southern R. R. leave Erie St. Depot, Buffalo, twice a day for Old Niagara.

Application for board may be made at the Queen's Hotel, Toronto.

**McGAW & WINNETT,**  
*Proprietors.*

Wm. Johnson. Leaving Niagara, about four hours' sail brings the traveller to

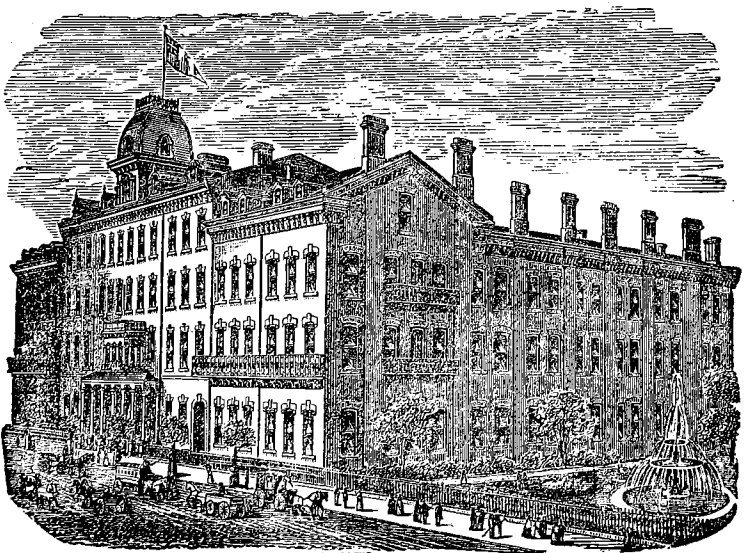
TORONTO,

the principal City of the Province of Ontario. It is situated on Toronto Bay, a beautiful sheet of water, four miles in length by two miles in width. *Toronto* signifies, in the Indian language, *a place of meeting*.

In 1823 it contained but 4,000 inhabitants; now, it has a population of about 75,000. Although not picturesquely it is most agreeably situated; the view from the western entrance to the harbor, and from the island, is varied and striking; the spires and cupolas afford a most agreeable diversity to the distant outlines of the City, and mark it as a place of wealth and enterprise.

It keenly competes with Montreal for the manufacturing and importing business of Ontario, it claims with more and more success year by year; and is constantly adding to its railroad facilities and architectural embellishments. The best hotel in Toronto is the Queen's, Messrs. McGaw & Winnett, proprietors. This beautiful house has every modern improvement and comfort; it has recently introduced a passenger elevator, and in case of fire would be one of the very safest hotels in America, as it is for the most part

# THE QUEEN'S HOTEL, TORONTO.



ROBINSON & CO. ENO.

The largest and best hotel in Toronto. One of the coolest summer houses in Canada. Beautiful grounds attached, with Croquet and Chevalerie Lawns. For the convenience of guests, a Passenger Elevator has been added during the past season.

McGAW & WINNETT, . . . Proprietors.



but three stories high, and is on all sides surrounded by wide, open spaces.

Among the places of interest are:—The Queen's Park, the College Avenue, University Buildings, Trinity College, the Normal and Model Schools, Osgoode Hall, Upper Canada College, St. James Cathedral, St. Michael's Cathedral, Knox's Church, Metropolitan Church, Provincial Lunatic Asylum, St. Lawrence Hall, Market, Lieut.-Governor's Residence, etc.

One of the steamers of the Richelieu and Ontario Navigation Company leaves Toronto every day, having made the trip from Hamilton, the terminus of the line. Travellers can go on board, secure their state-rooms and make the passage by the lake; or, if they prefer, can take a Pullman car by Grand Trunk R.R. to Kingston, which shall land them directly at the steamboat wharf, where early in the morning the trip by water may be resumed.

We shall now note the towns on the route in their succession. The first port at which the steamer touches after leaving Toronto is

#### PORT HOPE.

The location of this town is very pleasant, the site extending over a valley and the surrounding hills, and though, owing to natural obstructions, it is rather irregularly laid out, the appearance it presents,

viewed either from the lake or any other avenue of approach, is very picturesque. A steamer plies regularly between this port and Rochester, N. Y. Population of the town about 6,000.

Port Hope is the terminus of the Midland Railroad, by which route an excursion may be made to Rice Lake and the Marmora Iron Mines, from which one of the best ores in Canada is produced.

#### COBOURG,

the next stopping place, lies seven miles below Port Hope. The town, which is lit with gas, is very prettily laid out. The broad and spacious streets, for the most part intersecting each other at right angles, are adorned with several fine public buildings, and numerous elegant residences. The most noticeable amongst the former are, Victoria Hall, (containing the Town Hall, Corporation and County Offices, erected at a cost of over \$100,000,) the Churches of the various denominations, and Victoria College. The latter is under the management of the Wesleyan Methodist Church in Canada. It has faculties of law and medicine in Montreal and Toronto. Cobourg has a population of about 6,000. Midway between Port Hope and Cobourg is "Duck Island," on which is placed a Government light house.

## KINGSTON.

is pleasantly situated at the head of the Thousand Islands, where Lake Ontario, the last link of the chain of the inland seas of the West, together with the Bay of Quinte, and the great Cataraqui Creek, are united to form what is now the St. Lawrence proper. From this place to the Gulf of St. Lawrence the distance is 700 miles. Including the series of lakes to the head of Lake Superior, the total length of this great inland water course is about 1900 miles ; and if we add the river St. Louis, the longest of the streams which fall into Lake Superior, we have altogether more than 2000 miles of navigation, save when the cold of winter binds all fast in ice.

This magnificent system of lakes and river furnishes the main artery of the country ; it is the great avenue down which the rich produce of the West seeks its market in the Eastern States or Europe. The proximity of the river or some one of its tributaries to every Canadian town, makes direct importation a growing plan among the best class of country traders.

Kingston occupies the site of the old French fort of Frontenac. As a place of defence it stands next in strength to Quebec. The batteries of Fort Henry are calculated for the reception of numerous cannon and mortars of the largest calibre. These, together with

neighboring martello towers, form a formidable and efficient defence against any aggressive movement which might be directed against the city. Opposite Kingston are Wolfe and Garden Islands, between which and the city lies the bay, a beautiful sheet of water. On the other side of the Islands is Cape Vincent, in the State of New York.

Kingston possesses two colleges, and has several handsome public buildings, such as the Court House, Custom House, City Hall, Banks, Post Office, &c. The population is about 15,000. Adjacent to the city is Portsmouth, where are located the Provincial Penitentiary and Rockwood Asylum.

Before proceeding down the St. Lawrence, we will briefly notice the principal ports on the American side of Lake Ontario.

#### CHARLOTTE,

at the mouth of the Genesee River, is the port of entry for the city of Rochester. The river is navigable for steamers five miles from its mouth, as far as Carthage, whence passengers can take the street cars for Rochester, two miles distant. Or the N. Y. Central R. R. may be taken from Charlotte to Rochester directly. The population of Rochester is now 80,000. The next port after leaving Charlotte is

#### OSWEGO,

a beautiful and flourishing town. It is the com-

mercial centre of a fertile and wealthy part of the country, and contains some of the largest flouring mills in the world. It is the terminus of both a railroad and a canal, connecting it with Syracuse and the New York Central Railroad. The population is about 20,000.

#### SACKETT'S HARBOR.

A small town lying on a spacious bay, is 45 miles below Oswego. It was founded in 1799 by a Mr. Sackett, of Jamaica, L. I., from whom it took its name. From its position on Lake Ontario, it is admirably suited for the purposes of a naval station, and was, in fact, the American headquarters of the Lake Ontario fleet in the war of 1812. It is now the seat of a military post, called "Madison Barracks."

#### CAPE VINCENT

is a pleasant little town, lying at the head of the St. Lawrence, so named in honor of one of the pioneer settlers—Mr. Vincent Le Roy De Chaumont. It is said that this place was selected as the retreat of the Emperor Napoleon, in case he should be obliged to seek an asylum in the United States. Cape Vincent is connected by railroad with Chaumont, Brownville, Watertown and Rome.

#### THE THOUSAND ISLANDS.

The Lake of the Thousand Islands is an expansion

of the St. Lawrence, at its emergence from Lake Ontario. It is the most numerous collection of river islands in the world. It commences a little below Kingston, and stretches down the river between 40 and 50 miles, for which distance the St. Lawrence is between 6 and 12 miles wide. Notwithstanding their name, the number of these islands far exceeds a *thousand*; there being at least 1,500. They lie partly in Canada, and partly within the bounds of the State of New York; the boundary line between the United States and Canada dividing them into about equal parts. Nowhere in the world is a more beautiful scene presented to the eyes of the traveller than here. As the steamboat is piloted through the intricate channels, dodging here and there among the islands, showing each moment new and ever-varying beauties, the scene is beautiful beyond description. Islands of all sizes and shapes are scattered in profusion throughout the waters; some covered with vegetation, others bare and ragged rocks; some many acres in extent, others measuring but a few feet; some showing a bare, bald head, a little above the level of the water, while, a short distance off, a large island or rock, crowned with a considerable growth of pine or cedar will rise abruptly out of the water, to the height, probably, of 100 feet or more. This is a famous spot for sporting; myriads of wild fowl of all descriptions

may here be found; and angling is said to be rather fatiguing than otherwise, from the great number and size of the fish. On the American shore, opposite the Thousand Islands, is situated

CLAYTON,

a village formerly of considerable importance as a lumber station. This is a favorite resort for fishing and shooting parties, who make it headquarters while pursuing their sport.

The best hotels here are the Johnson House and the Clayton House.

Opposite Clayton, on the Canadian side of the river, is

GANANOQUE,

a flourishing town of about 3,000 inhabitants. The beauty of the islands and river, as seen from this point, cannot be surpassed. During the last five years it has become quite a favorite resort for tourists and pleasure seekers. From its position it has almost unlimited water power, which has been so far utilized that the town is now one of the most flourishing manufacturing towns in the Province.

The Gananoque river, a beautiful stream, some nine miles in length, leads to the well known Drowned Lands, the favorite resort of duck-shooters.

After leaving Gananoque, the next port, on the American side, is the little, rock-perched town of

#### ALEXANDRIA BAY,

the situation of which is extremely picturesque and romantic. Some two or three miles below the village is a point from whence one hundred islands can be seen at one view, the beauty of which can scarcely be imagined. This is a fine fishing ground, noted for its maskalonge, which are of large size, many of them weighing from 40 to 50 pounds, and often as much as 70 pounds. They are taken with trolling lines, and it requires considerable skill to land one safely.

The chief hotels at this point are the Crossmore and the Thousand Island Houses. Their excellences have detained very many tourists while making their journeys from or toward Niagara.

At the foot of the Lake of the Thousand Islands, on the Canadian shore, lies the town of

#### BROCKVILLE,

so named in honor of General Brock, who fell in battle at Queenston Heights, in 1812. This is one of the most pleasant towns on the river. It is a delightful resting-place for travellers, a favorite resort for tourists, and a desirable home for permanent resi-



dents. All the steamers stop here. A steam ferry boat plies every half-hour between this place and

MORRISTOWN,

a pretty little village on the opposite side of the river. Twelve miles below Morristown, also on the American side, is situated the beautiful city of

OGDENSBURG,

one of the most wealthy cities of its size in the State of New York. The streets are wide, and lined with beautiful shade trees; the public buildings very fine, and some of the private residences are magnificent. It is a great resort during the summer season for pleasure seekers, and, being the terminus of the Ogdensburg and Rome Railroad, it is one of the principal points for travellers to take the steamers down the Rapids, for Montreal.

The Seymour House is the leading hotel in the city. Immediately opposite Ogdensburg, and connected with it by a steam ferry, is

PRESCOTT,

named after General Prescott. A town of about 3,000 inhabitants. About a mile below the town, at a place called "Windmill Point," is a lighthouse, recently

# GRAND TRUNK RAILWAY

AND

## RICHELIEU AND ONTARIO NAVIGATION CO.

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The favorite pleasure route, combining the advantages of beautiful scenery, first-class accommodations by either water or rail at option of tourists ; with an extensive variety of routes through cool, invigorating and the most attractive sections of the continent.

A first-class line of well appointed steamers and through Pullman Cars is run regularly between Niagara Falls and Quebec during the season for the accommodation of Tourists down the Thousand Island and Rapids of the St. Lawrence to Montreal and Quebec, with every available route to the White and Franconia Mountains, Lake Champlain, Lake George, Saratoga, the Hudson River, Boston via the Sound Lines and New York.

Apply for Excursion and Tourist's Guide and for further information to the agents of G. T. R. Co. and R. & O. N. Co.

*A. MILLOY.*

*W. WAINWRIGHT.*

constructed from the stone of an old windmill, which for many years was one of the principal landmarks on the river. Its foundations are still to be seen. In the old building, in 1837, the rebels under Von Schulz, a Polish exile, established themselves, and were only dislodged after a most obstinate resistance, in which they suffered severe loss. Prescott is the southern terminus of the St. Lawrence and Ottawa Railroad, which connects Ottawa—the capital of the Dominion—with the frontier. The hotels at Prescott are the Revere House and Daniels' Hotel. Prescott is the point at which Mr. E. F. Babbage, *alias* Phat Boy, the interesting and amusing guide to Montreal, is wont to come on board daily.

About six miles below Prescott is Chimney Island, on which the remains of an old French fortification are to be seen. At this island is the first and smallest rapid on the river,

#### GALOP RAPID.

Seven miles below, on the American side, is Waddington, and opposite to it is Ogden Island, and Rapid du Plan, the second on the St. Lawrence. Passing Morrisburg, Aultsville and Farrens' Point on the Canadian shore we arrive at Dickinson's Landing, the head of the Cornwall canal. This canal, twelve miles

in length, was built to avoid the next feature of the river, the

#### LONG SAULT RAPIDS,

the first of a remarkable series, which are almost continuous for a distance of nine miles. An island in the middle divides the rushing waters into two channels,—the American channel and the Lost channel; a name given to it by the French boatman, as they supposed that if a boat drifted into it, it would certainly be lost. Formerly the American or East channel was mostly run by steamers, but of late the Lost Channel is mostly used. This channel presents a grand appearance, the water being lashed into a white foam for several miles. The passage on the southern channel is very narrow, and such is the velocity of the current, that a raft, it is said, will drift the nine miles in forty minutes. When a steamer enters within their influence, the steam is partly shut off, and the engine slowed down to enable the pilot to keep her in the proper course, which is here very narrow. Great nerve, strength and skill are necessary to pilot the vessel, and several men are required at the wheel. "One of the most singular sensations we experienced," says a distinguished traveller, "was that of sailing many miles perceptibly down hill." This going down hill by water produces a highly

novel sensation, and is, in fact, a passage of some danger, the imminence of which is enhanced to the imagination, by the tremendous roar of the headlong, boiling current.

The great care exercised on the steamers of the Richelieu and Ontario Navigation Co. has resulted in their perfect immunity from accident in descending the Rapids.

#### CORNWALL,

at the foot of Long Sault, on the Canada side, a neat little town of about 5000 inhabitants, contains some of the largest cotton and woollen mills in Canada. Cornwall is one of the pleasant country towns here about, where the weary toilers from the cities are wont to spend their vacation in rural sports and enjoyments. The fishing in the vicinity is good. Cornwall Island lies in the river opposite the town, and belongs to the Indians of

#### ST. REGIS.

This is an old Indian village, a little below Cornwall, on the south side of the river. The tourist will observe from the deck of the steamer the old church, lifting its tin roof above the neighboring houses. The bell hanging in this church is associated with a deed of genuine Indian revenge. On its way from

France it was captured by an English cruiser, and taken into Salem, Massachusetts, where it was sold to the church at Deerfield, in the same State. The Indians, hearing of the destination of ~~their~~ bell, set out for Deerfield, attacked the town, killed forty-seven of the inhabitants, and took one hundred and twelve captives, "among whom was the pastor and his family." The bell was then taken down, and conveyed to St. Regis, where it now hangs.

The boundary line between the United States and Canada passes near this village, and the course of the St. Lawrence is hereafter within Her Majesty's dominions.

The expansion of the St. Lawrence, which begins just below Cornwall and St. Regis and extends to *Coteau du Lac*, is called

#### LAKE ST. FRANCIS.

Many little islands are scattered here and there over its surface. *Coteau du Lac* is a small village at the foot of the lake; and, on the north side, over against this place, is *Grand Island*. In this line of eleven miles there are four rapids: Coteau, Cedar, Split Rock, and the Cascades. Passing these rapids, you glide into Lake St. Louis, from which you catch a view of Montreal Mountain in the distance.

## MELOCHEVILLE,

at the foot of another canal, the Beauharnois, necessitated by the natural obstructions to navigation upward. Here vessels, when ascending the river, enter and pass around the rapids into Lake St. Francis, a distance of  $11\frac{1}{2}$  miles.

## BEAUHARNOIS

is three miles from Melocheville on the right. We now approach through Lake St. Louis, a point on the north where a branch of the Ottawa enters the St. Lawrence.

## LACHINE,

at the foot of Lake St. Louis, is a village of some 2000 inhabitants. It is a favorite resort during the summer months for Montrealers. The Lachine Rapids begin just below the town. Opposite is

## CAUGHNAWAGA,

an Indian village. Its name is said to have been given it by the Jesuits; Caughnawaga signifying "praying Indian." The name was aptly bestowed, for the Indians are ardently attached to the Roman Catholic faith, and every June, in their native paint and adornments, join in celebrating the procession of the *Fête Dieu*. In this village the famous Indian game of Lacrosse is played to perfection, and here

were selected the red men, who formed the aboriginal part of the "team" which lately played most acceptably before Her Majesty Queen Victoria. Strange to say, the Indians have only taught the whites Lacrosse, to be "beaten at their own game." Not only in the practical arts of life, but even in the pastimes peculiarly their own, the red men are distanced by the pale faces.

At Caughnawaga a canoe leaves the shore and brings an Indian on board the steamer to pilot it over the Lachine Rapids, the last and most dangerous of the river. When the water happens to be low there is really more risk than when at other times there is more noise and demonstration as the waves curl and dash with the impetuosity of the sea breaking upon the beach. The sense of sheer descent gives one a pleasing fear, as the channel of shallow slippery rocks is safely threaded. He must have been a bold man who first ventured to find a path for his craft through these troubled waters. In about half an hour after leaving this last rapid the boat passes under Victoria Bridge, the longest tubular bridge in the world, and then the traveller comes in full view of the City of

#### MONTREAL,

the commercial metropolis of the Dominion, and the most populous of Canadian cities. It is situated at



ESTABLISHED 1818.

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**FINE WATCHES, RICH JEWELLERY,**

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S., L. & Co. are the Sole Agents in America for the sale of ULYSSE NARDIN'S celebrated Watches and Chronometers, Prize Manufacturer, Locle, Suisse.

the head of navigation for ocean vessels, 540 miles from the Gulf of St. Lawrence, on the Island of Montreal, which lies between the two great rivers of the North, the St. Lawrence and the Ottawa. The island is about thirty-two miles in length, and at its widest some ten in breadth; it is so fertile as to be called the garden of the Province. The surface of the island is level, with the exception of the eminence of Mount Royal, which rises 550 feet above the river level. Mount Royal gives the name to the city, which lies at its base. The settlement of the town was originally determined by the first explorer, Jacques Cartier, in 1535, at which time an Indian village, Hochelaga, occupied the spot. The permanent founding of the place, however, did not occur till 1642, and in one hundred years of growth thereafter it gathered a population of but 4000. It was under French rule until 1760, when it passed into the hands of the British. In 1832 the cholera raged in Montreal with great violence, carrying off 1,843 inhabitants in a population of but 30,000. In April, 1849, a political mob burnt the Parliament buildings, which were erected on McGill street, and the seat of Government was, in consequence, transferred to Quebec, thence to Toronto, and finally to Ottawa, where it remains. In July, 1852, a destructive fire laid waste a large portion of the city, burning 110 houses, and

JOHN HENDERSON & CO.,  
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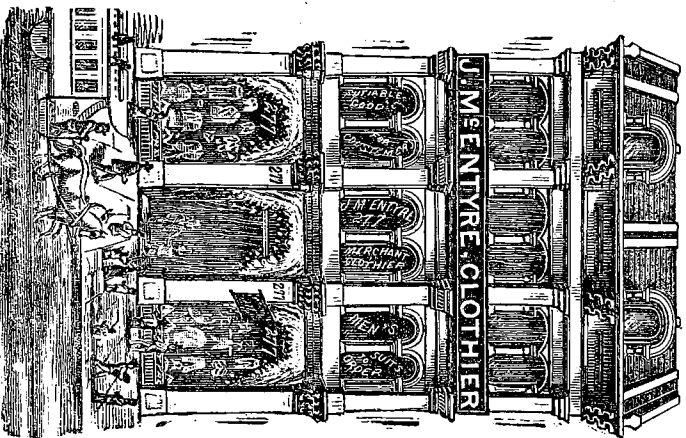
Tourists are invited to call and see our stock on view during the summer, embracing all the

**FINEST CLASSES OF FURS,**

And Manufactured in the very best manner.

consuming property valued at \$1,400,000. Notwithstanding these reverses, the city rapidly recovered, and to-day numbers a population of 140,000. Years of industry and enterprise have produced growth and improvement in Montreal such as but few American cities can boast of, and perhaps but one—Chicago—has exceeded. At the beginning of the present century vessels of more than 300 tons could not ascend to Montreal, and its foreign trade was carried on by small brigs and barges. Now ocean steamships of over 4000 tons, the floating palaces of the Richelieu and Ontario Navigation Company, and ships of from 700 to 2000 tons from all parts of the world, occupy the wharves of the harbor, which are not equalled on this continent in point of substantial construction, convenience and cleanliness. The old part of Montreal, near the river, has narrow incommodious streets; but the new growth of the city toward Mount Royal has been liberally laid out, with wide and cheerful thoroughfares. The architecture here is very fine, the material chiefly used is a zinc-colored limestone, extensively quarried three miles from the city. The public buildings, banks and principal warehouses are solid and handsome enough to adorn a European capital. The great wealth of the Roman Catholic Church has enabled it to erect many magnificent churches, hospitals and convents, always in a very massive and

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 Two first-class Cutters employed. The latest novelties in Tailoring Goods always on hand.

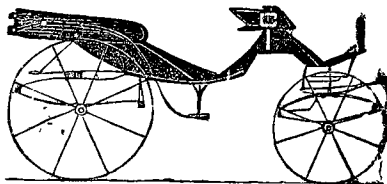
277 NOTRE DAME STREET, MONTREAL.

enduring style. Other denominations seem to have been excited by emulation, and vie with each other in the beauty and elegance of their places of worship. Among the evidences of the French origin of the city are to be noted a few curious old buildings to be found lingering here and there about Jacques Cartier Square, or occupying sites on the Eastern part of the river front; these old houses were built somewhat like fortifications, and have heavily vaulted cellars wherein treasure might be stored or a defence made against hostile foes, in the days when Indians and whites, French and British, were fighting, and plundering each other. The French Canadians in the city continue still to be a little more than half the population; and, although their language here has not been unaffected by the constant intercourse with English-speaking people, it is not, as commonly supposed, a *patois*, but such French as was spoken by the polite and educated in France, when the emigrants who first settled Canada, left the shores of their motherland. The naming of many of the streets of Montreal after saints and holy things reminds one that its founders were not exiles nor adventurers, but enthusiastic missionaries.

#### PLACES OF INTEREST.

The St. Lawrence Hall is built on St. James street,

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**73 ST. BONAVENTURE STREET,  
MONTREAL.**

the chief thoroughfare of the city, and many points of interest are within easy walking distance, or at pleasure may be visited in a hack. (See tariff on third page of cover.) On the left-hand side of the street as one leaves the hotel is the new **POST OFFICE**, recently finished, with a richly decorated exterior, and every internal improvement which modern ingenuity has devised. Adjoining it is the **BANK OF MONTREAL**, in the Corinthian style of architecture, with a sculpture on the pediment depicting native Indians, a sailor and settler with the emblems of the arts and trade. The corporation occupying this noble building is the richest one of the kind in America. It has branches in every town of importance in the Dominion, and has offices in New York, Chicago and London. It issues letters of credit on all parts of the world. Its capital and reserve fund amount to \$18,000,000. Beside the Bank of Montreal is the **CONSOLIDATED BANK**, a simple solid structure in the Doric style. Other Banks having their offices on Place d'Armes are the Jacques Cartier, Ontario, Quebec and National Banks.

On the south side of the Square, the great **PARISH CHURCH OF NOTRE DAME** looms up. The dimensions of this vast Norman edifice are 225 feet length, and in 134 feet in width. Its towers are 220 feet high; the western one contains the largest bell in America,



**W. NOTMAN,**  
**Photographer to the Queen,**  
17 and 19 BLEURY STREET, MONTREAL.

BRANCHES AT

Toronto, Halifax and St. John, N. B., also at 4 Park  
Street, Boston, Mass.

**MEDALS AWARDED:**

London, 1862, Paris, 1867, Philadelphia Centennial, 1876. Where  
also a special Gold Medal was awarded him by the British  
Judges, the only **Gold Medal** awarded for Photography.

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**Place D'Armes Drug Store.**  
*Corner St. James Street and Place D'Armes,*  
**MONTREAL.**

**JAMES HAWKES,**

*Late of London and Paris, -*

Importer of Drugs, Chemicals, Perfumery, Toilet Requisites, and  
Patent Medicines.

Descriptions carefully prepared with accuracy and despatch.

**Iced Soda and Mineral Waters drawn from Tuft's  
Arctic Fountain at the Pharmacie Place d'Armes.**

Open on Sundays: Morning and Evening.

"Gros Bourdon," in weight 29,400 lbs. The seating capacity of the church is 10,000. It has recently been decorated in deep colors and gold, after the manner of the Sainte Chapelle at Paris. Suspended over the western gallery, and near the grand altar, is an immense wooden crucifix. This was brought from France two centuries ago, and was first set up in the church built on the ground now Place d'Armes. Adjoining Notre Dame is the venerable SEMINARY OF ST. SULPICE, with its old gateway, courtyard and clock. The gentlemen of this Seminary originally held valuable rights affecting the entire island of Montreal; much of the land yet remains in their hands. With the wealth thus brought to their coffers they have liberally established and conducted many institutions of charity and education scattered throughout the city.

We are now on Notre Dame street, the chief retail street in Montreal. Let us go eastward, and on the left hand we shall soon arrive at the COURT HOUSE, a fine Grecian building, of simple and massive appearance. A few steps farther on the right brings us to NELSON'S MONUMENT, setting forth in the bas-relief the various victories which the great naval hero won without the loss of a single British ship. This monument is in Jacques Cartier Square, at the foot of which is the wharf of the Quebec steamers.

When you reach Montreal, enjoy one of the luxuries  
of the age, a

# **TURKISH BATH**

**AT THE HAMMAM,  
140 ST. MONIQUE STREET,**

*Between Dorchester and St. Catherine Streets, one block West of the  
St. James' Club.*

One of the largest and most complete Establishments in the  
world.

**GODFREY RUEL, Proprietor.**

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*HAVANA CIGARS A SPECIALTY.*

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# **DUFRESNE & MONGENAIS,**

IMPORTERS OF

**FINE GROCERIES,**

**Teas, Coffees, Fruits, Provisions, Wines, and French  
Liqueurs,**

**221 NOTRE DAME STREET,**

*MONTREAL.*

J. M. DUFRESNE.

J. B. A. MONGENAIS.

Keeping on Notre Dame street, directly beside the monument, we find opposite to each other two buildings which form a sharp contrast. The one on the left is the new CITY HALL, a lofty and ornate specimen of French architecture; facing it is the "old chateau," a structure probably thought very fine a century ago, when Benjamin Franklin set up in it the first printing press ever used in the city. Now the old place is a Normal School, and the discoveries of the illustrious American are explained there, and let us hope his witty sayings repeated and acted upon. We can now take our way to the river side, and a block from Jacques Cartier square shall find BONSECOURS MARKET, a vast substantial Doric structure. Here, if it be market day, we may see a little of the French Canadian peasantry, clad in their homespun, and bargaining about their fowls, or eggs or butter with many queer words and phrases now almost forgotten in the Normandy whence they were first brought. Next to the market is BONSECOURS CHURCH, a rough-cast building with a high-pitched roof, and with a breadth of a few feet adjoining it, occupied by cobblers and cake shops. This church is the oldest Roman Catholic one in the city; its entrance is at the farther side; rarely is it unoccupied by some worshippers from the adjacent market, who bring in, without ceremony, their baskets and bundles. Suspended over the altar is a model of a ship in bright tin, in which usually burning tapers are placed. Returning, on the water-front, we note the ships and steamers from Liverpool, Glasgow, London, Havre, Rotterdam and other ports; and on the right successively pass the CUSTOM HOUSE, a triangular

**THOMAS COSTEN & CO.,**  
133 ST. JAMES STREET,  
(NEXT DOOR TO ST. LAWRENCE HALL,)  
**MONTREAL,**

Importers of FISHING TACKLE of every description, Salmon  
and Trout Rods of the best Makers, Forest & Son's Salmon  
and Trout Flies, etc., etc.,

ALSO,

A large assortment of JOSEPH RODGERS & SON'S Pocket Cut-  
lery and Razors,

W. W. Greener's Patent Treble Bolt Breech-loading Shot Guns,  
and a variety of all goods necessary for a

**Sportsman's Outfit.**

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**R. J. TOOKE,**  
*167 St. James Street, Montreal,*

IMPORTER OF

**Gents' Furnishing Goods,**  
**DENT'S AND ALEXANDRE'S KID GLOVES,**

Cartwright & Warner's Underclothing and Hosiery, in Silk,  
Merino, Wool, Cashmere and Balbriggan.

*Umbrellas, Shirts, Collars, Cuffs, &c.*

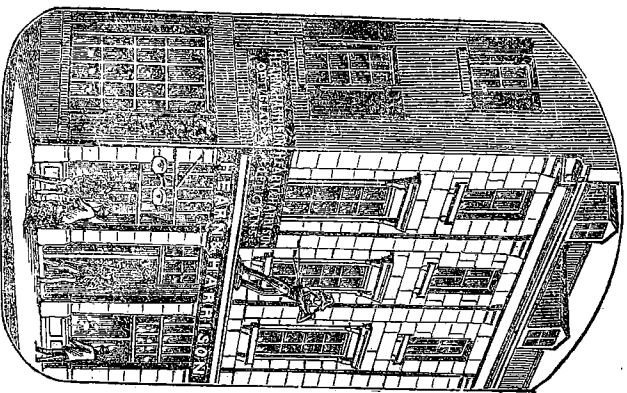
building, with a clock-tower; the office of the Allan Line, also having a clock; and the fine building of the Harbor Commissioners. Next to it is a curious looking pile, with external hoist-ways from top to bottom, this is the Customs Examining Warehouse. Before we leave this vicinity, we shall glance backward at the street from Allan's office to the Custom House. About thirty years ago, the ice was, in the spring, forced laterally by accumulations from up the river, until it covered this strip of the street, and at last demolished the strong stores that were built upon it. Since the completion of Victoria Bridge the violence of spring upheavals of ice has been greatly modified.

Taking a short journey, still upon the river front, we come to the great works of stone masonry, which are to give Montreal an enlarged canal to Lachine, so that vessels of much greater tonnage than the ones at present used may be employed in the grain trade. This enterprise is one of a series of canal improvements by which Canada strives to retain and increase its business as a highway for the shipment of western produce to the seaboard.

Retracing our steps, we take the wide street running up from the city, McGill, and mark the fine warehouses that adorn it. Just as we enter St. James Street again, we notice the statue of QUEEN VICTORIA, in bronze, from the studio of Marshall Wood. On our way to the hotel we come on the right, at the corner of St. Peter street, to the MECHANICS INSTITUTE; this building contains a good library, the admission fee to which is merely nominal; and a very good reading-room, having on its tables the principal

# HEARN & HARRISON,

SPECTACLE AND EYE GLASS MANUFACTURERS in Gold, Silver, Steel, Rubber and Tortoise-shell. Glass Blowers, Thermometer and Barometer Makers.



OPERA GLASSES.

Importers of General Optical and Philosophical Instruments.

242 & 244 Notre Dame Street,

MONTREAL.

dailies of America, the *London Times*, the *Glasgow Herald*, the *Dublin Warder*, the *Edinburgh Scotsman*, and all the weeklies, monthlies and quarterlies of both England and the United States. Strangers can have free access to this reading-room, for a period of two weeks by applying to the hotel cashier.

Opposite to the Mechanics Institute is the **MERCHANTS BANK**, built in modern Italian style, with polished granite columns at the entrance. The interior of this bank should be seen; the main office is carried up two stories in height, and is beautifully frescoed. Diagonally across the street is **MOLSONS BANK**, also of Italian design, and richly decorated. We are now nearly at the hotel again, where we may conclude for the present our inspection of the city.

Resuming our sight-seeing, we shall now leave behind us the business streets and take our way to the upper part of Montreal. Our suggestion is, take St. James street to the first crossing on the right as you leave the hotel, St. Peter street. After two blocks, this street changes its name to Bleury street. At No. 17 we may enter **NOTMAN'S** studio, a large handsome building entirely devoted to photographic art. Here we may spend half an hour very pleasantly in looking over views of Canadian scenery, and portraits taken singly, or skilfully grouped, representing the sports and pastimes of our winter. The chief of these pictures is that which shows a carnival held at the Victoria Skating Rink, seven years ago, when H. R. H. Prince Arthur was present. This photographic marvel, with others now surrounding it on the walls of Mr. Notman, attracted great attention and admiration at the Centennial Exhibition last



**JOHN C. McLAREN,**  
English Saddlery Emporium,  
MANUFACTURER OF  
*Solid Leather Trunks, Valises,*  
**AND PORTMANTEAUS,**  
Leather Belting, Patent Lace Leather and Fire  
Engine Hose,  
**10 ST. BONAVENTURE STREET,**  
P. O. Box 1296. **MONTREAL.**

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**Ottawa River Navigation Company.**

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**ROYAL MAIL LINE OF STEAMERS**

**BETWEEN**

**Montreal and Ottawa.**

---

Passengers leave Bonaventure Depot, Montreal, by 7 a.m. and 5 p.m. trains for Lachine, to connect with steamers for Ottawa and intermediate ports, except Saturday AFTERNOON, when Passengers leave by 3 p.m. train for CARILLON and intermediate ports only.

Evening steamer from Ottawa runs LACHINE RAPIDS. Tourists will find this route one of the most picturesque in Canada.

**R. W. SHEPHERD, President.**

year. Mr. Notman was photographer to the Exhibition and received its highest awards.

Continuing on Bleury street, we soon reach on the left the CHURCH OF THE GESU, with St. Mary's College adjoining it, conducted by the Jesuit fathers. This church is modelled after one of the same name at Rome, where the remains of Loyola are entombed. The style of architecture is the round Roman arch. The interior is one of the most beautiful among American churches. Over the high altar is a fresco of the crucifixion. In the southern transept the sufferings of the first Canadian martyr, burnt by savages, are depicted. Leaving this elegant house of prayer, we shall continue on Bleury street until we come to St. Catherine street. A few steps brings us to the NAZARETH ASYLUM for the blind, attached to which (No. 1091) is a most ornate chapel, decorated in such a lovely manner as to lead one to suppose that it was done to encourage the suffering inmates of the Asylum to see.

The next building on this side of the street, (No. 1077) is the Roman Catholic Commercial Academy, a lordly monument of wealth and munificence, containing all the modern appliances for the practical training of youth, and presided over by an able staff of professors. If we keep going eastward on St. Catherine street, we pass on St. Denis street, the immense parish CHURCH OF ST. JAMES, with the tallest spire in the city. Near by is the new church just being finished, which is to be dedicated to NOTRE DAME DE LOURDES; water and relics from her shrine at Lourdes in France are for sale in the basement. Adjoining the church are its conventual buildings.

Returning on St. Catherine street we soon come to CHRIST CHURCH CATHEDRAL, (Church of England) unquestionably the most beautiful specimen of Gothic architecture in Canada. It is of cruciform design, its extreme length 158 feet, its extreme width 100 feet. The spire, which is entirely of stone, rises to a height of 224 feet. The materials of construction are Montreal limestone, and stone from Caen in Normandy, which latter, by exposure to the weather, has changed from almost pure whiteness to a yellow tint. On the grounds of the Cathedral are erected the residences of the Bishop and his assistants, the Synod Hall, and also a fine monument to Bishop Fulford, the first Metropolitan of Canada. The street running on the farther side of the Cathedral is University street, and at No. 32, one block distant, is the Natural History Museum, containing a good Canadian collection. University street leads us down to Dorchester street, on the corner of which is the ST. JAMES'S CLUB HOUSE. Taking Dorchester street westward, we pass on the left, ST. PAUL'S CHURCH, (Presbyterian) with its tower not yet completed. On the same side we soon have a view of the vast proportions of the new ROMAN CATHOLIC CATHEDRAL, in course of construction. It is designed and named after St. Peter's at Rome, of course with such modifications of plan as the climate here requires. The length and breadth of this immense Cathedral are one-half those of its Italian prototype.

Across the square on which St. Peter's is building, we notice a beautiful church, ST. GEORGE'S, (Church of England), and adjacent is its Sunday school, the largest and best conducted in Canada. Near Dor-

chester street, on Drummond street, is the VICTORIA SKATING RINK, which in summer finds its occupation gone indeed. Occasionally, however, great concerts are given in it or public meetings held, in the season when Nature clothes the fields with green instead of snow.

On Dorchester street, two blocks distant, at the corner of Guy street, is the FOUNDLING ASYLUM OF THE GREY NUNS; this immense institution is well worthy a visit, which had best be timed at noon, when the sisters file into the Chapel for prayer. The number of foundlings received is about 700 or 800 annually, of these the chief part are sent to nurses in the country; but still with the exercise of the best care and attention, the mortality among the forsaken infants is very great.

If we please we can now go to Sherbrooke street, where near Guy street, we are arrested by an immense structure, even larger than the institution we have just left. This is the MONTREAL COLLEGE, which educates ecclesiastics and also day pupils, and is under the care of the Sulpician fathers. The two Martello towers in front of the College, are relics of the times when incessant strife raged between the settlers and the Indians.

Sherbrooke street, is adorned with the finest private residences in the city, and a drive from Guy street to St. Denis street, should be taken to see the variety and richness of architecture displayed in the houses of the wealthy men of Montreal.

On Sherbrooke Street are the buildings and spacious grounds of MCGILL COLLEGE University. The

principal is Dr. J. W. Dawson, a *sovant* of world-wide reputation.

As we pass along Sherbrooke street, in the distance we observe, as we glance up St. Famille Street the enormous HOTEL DIEU, with a large bright dome, a free hospital for all, under Roman Catholic direction.

Returning to the hotel, preferably by Beaver Hall Hill, we shall not fail to be struck by the number of handsome churches erected there together. On the right is the Unitarian Church, on the left, successively a Presbyterian, Baptist and a Congregational Church. Near by on Craig street, is a towered building occupied by the Young Men's Christian Association.

We are soon at the St. Lawrence Hall, and before mentioning the drives that may be taken outside the city, it may be well to call attention to a few places near at hand a business man or a student may be interested in visiting. The Corn Exchange, foot of St. John Street, the Merchants Exchange, St., Sacrament Street, the offices of the Montreal Telegraph Co., and the Open Stock Exchange, St., Francois Xavier Street. Near the begining of St. James Street, on St., Gabriel Strèet, is the GEOLOGICAL MUSEUM, open daily from 10 to 4, containing an-admirable collection of North American minerals, and many interesting fossils. Here may be seen, what many geologists regard as the most primitive record of life, the *Eozoon Canadense*, first noticed at Perth, Ontario, by a Mr. Wilson. From the fact that the oldest fossil-bearing stratum, the Laurentian, is the back-bone, geographically, of Canada, and because of the great variety of rocks found in the immediate vicinity of Montreal, this Museum is particularly attractive to a lover of science.

An effort is on foot, to deprive the city of the collection, and for the sake of centralization, remove it to Ottawa.

### DRIVES

By far the pleasantest drive is to the brow of MOUNT ROYAL, through the Mountain Park; there are two roads, the shorter returns to the city by McTavish Street, the other by Bleury Street. The Mountain Park recently laid out, was planned by Mr. Olmsted the designer of Central Park, New York, whose achievements there have been recognised by a statue adorning one of the entrances. The view from Mount Royal is delightful,—suddenly after an easy ascent by a winding path, we are looking forth on the city with its spires, its gardens and avenues; beyond is the broad flowing St. Lawrence with Victoria Bridge, and the Lachine Rapids just visible in the distance; fading away toward the Horizon are the hills of Vermont, many miles away.

The next drive is the one AROUND THE MOUNTAIN. This was until lately *the* drive, and still remains a pleasant and attractive one; it may be made to include visits to the Roman Catholic and Mount Royal (Protestant) Cemeteries, two beautiful burial places, with many fine monuments and tombs.

The drive to LACHINE, nine miles distant, is of great interest; the Rapids can be leisurely viewed, and the descent of a steamer observed by properly timing the excursion. The great masonry works on the new Canal will also show some of the resources of modern engineering, in the powerful steam derricks and excavators used.

The drive to LONGUE POINT, along the St. Lawrence in the opposite direction to the last, gives us an entirely different kind of scenery. It takes us through the village of Hochelaga, the terminus of the new railroad now constructing, the Quebec, Montreal, Ottawa and Occidental, which is to run along the North Shore of the St., Lawrence, and develop tracts of country as yet unbenefited by the iron horse. About a mile from the depot is the beautiful convent of the Sisters of the Holy Names of Jesus and Mary, many young ladies from the United States have been educated at this convent. The next noteworthy building is the Lunatic Asylum, this immense house containing nearly three hundred maniacs, idiots and imbeciles, is controlled by the Sisters of Providence; these ladies, with the exception of six guardians for desperate characters, and a physician, have sole charge. They find no trouble in the care of the numerous inmates, and by their kindness and tact restore mental balance, in all the cases where cure is possible, in a tithe the time is used to take in the old days when the insane were treated with harshness and cruelty.

On our way to Longue Point, we notice St. HELEN'S ISLAND, now a free public Park, with its disarmed fortifications, and the villages of Longueuil, Boucherville and Varennes on the opposite bank of the river.

The drive to the BACK RIVER is an attractive one, and with citizens the most popular of all; the beautiful Convent of the Sacred Heart is situated here, and its grounds, finely laid out, lead directly to the water's edge. The bridge which spans the river at this place—a branch of the Ottawa—affords one of the characteristic sights of Canada, the piloting of a

raft through a tortuous channel. The size of an ordinary raft, its great value, usually \$100.000 to \$200.000, the excitement of the captain and his French crew, with the constant perils threatening the whole structure and yet skillfully avoided, all conjoin to make up a scene to be dwelt upon and long remembered.

#### TO QUEBEC

Passage is made either by Grand Trunk R. R., or by one of the large and elegant steamers of the Richelieu and Ontario Navigation Co. Tickets either way can be had in Companies' Offices in the hotel building, and Pullman Car berths or steamer staterooms secured. We shall assume that the river way shall be selected, and that the reader is thus fairly on his way to the ancient capital, passing the group of islands below Montreal and the mouth of the Ottawa river.

#### SOREL

Forty-five miles below Montreal, is the first port at which a halt is made by the steamer. Sorel is built on the site of a fort built in 1655 by Mr. De Tracy, and was for many years the summer residence of successive governors of Canada. It is situated at the confluence of the rivers Richelieu and St. Lawrence, population about 8,000. Five miles below Sorel the river expands into a wide lake nearly twenty-five miles in length; and nine miles in width, known as

#### LAKE ST. PETER.

The river St. Francis here enters the lake from the south. During the descent to Quebec, a great amount of shipping of every class will be passed, and immense



timber rafts will be observed, floating down to the great timber mart at Quebec; sometimes in single rafts, and sometimes in many, combined into a floating town, populous with hardy lumbermen, whose songs enliven the monotony of their voyage.

### THREE RIVERS.

Situated midway between Montreal and Quebec, is one of the oldest settlements in Canada, and has Convents and Church edifices of considerable architectural pretensions. The town was first settled in 1618. Population about 9000.

The famous falls of Shawanagan, second only to those of Niagara, are but twenty four miles from Three Rivers, and those of the Grand' Mère 13 miles further up the St Maurice. The celebrated St. Léon Mineral Springs are also 24 miles from here.

The Chaudiere River enters the St. Lawrence about six miles above the City of Quebec. At this point the precipitous banks of the St. Lawrence increase in height, and the eager stranger catches a distant view of the towers and battlements of the grand old northern City. The best hotel at Quebec is the St. Louis, managed by Mr. Willis Russell, an American of wide and deserved popularity.

Before reaching the town, "Wolfe's Cove" will be pointed out, to the left, that memorable spot where the brave commander landed his forces under cover of darkness, and scaling the precipice, fought the battle which changed the destiny of the western empire. The round martello towers, in advance of the defences of the city, on the plains of Abraham; first attract attention, and you sweep in full view of

the defiant battlements and towers which crown the natural walls of old Quebec—the seat of ancient dominion—where jealous nations contended for supremacy, and shook its rocky throne with the roar and clash of contending arms.

#### QUEBEC

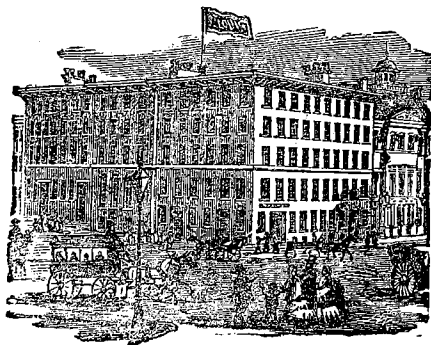
Was founded in 1608, by Samuel de Champlain, on the site of the Indian village of Stadacona. No city on the Continent so impresses the tourist, by the startling peculiarities of the site and novelty of its general aspect, as this “Ancient Capital,” or stamps its impress so indelibly in eye and memory. A massive wall of hewn stone, of nearly three miles in length and varying, but everywhere of forbidding height and thickness, with projecting bastions and frowning cannon, encloses the better portion of the Upper town.

#### THE CITADEL.

Will perhaps prove the point of greatest interest to many, from the historical associations connected therewith, and from the fact that it is considered an impregnable fortress. It covers an enclosed area of forty acres, and is some three hundred and forty feet above the river level. The zigzag passage through which you enter the fortress, between high and massive granite walls, is swept at every turn by formidable batteries of heavy guns. On the forbidding river walls and at each angle or possible commanding point, guns of heavy calibre sweep every avenue of approach by the river. Ditches, breastworks and frowning batteries command the approaches by land from the famed “Plains of Abraham.” The precipi-

# ST. LOUIS HOTEL,

ST. LOUIS STREET, QUEBEC.



THIS Hotel, which is unrivalled for size, style and locality in QUEBEC, is open throughout the year for Pleasure and Business Travel.

It is eligibly situated near to, and surrounded by the most delightful and fashionable promenades—the Governor's Garden, the Citadel, the Esplanade, the Place d'Armes, and Durham Terrace—which furnish the splendid views and magnificent scenery for which Quebec is unsurpassed in any part of the world.

The Proprietors, in returning thanks for the very liberal patronage they have hitherto enjoyed, inform the public that this Hotel has been

## THOROUGHLY RENOVATED AND EMBELLISHED.

And can now accommodate about 500 visitors, and assure them that nothing will be wanting on their part that will conduce to the comfort and enjoyment of their guests.

THE RUSSELL HOTEL CO'Y., Proprietors.  
WILLIS RUSSELL, President.

tous bluffs, rising almost perpendicularly from the river three hundred and forty feet, present a natural barrier which may be swept with murderous fire, and the covered ways of approach and retreat, the various kinds and calibre of guns, mortars, howitzers and munitions of war, will be viewed with eager interest. Among the places of interest may be mentioned.

The Plains of Abraham, with its humble monument, marking the place where fell the illustrious Wolfe.

The Governor's Garden, with its monument to Wolfe and Montcalm.

The spot where fell the American General Montgomery.

St. John's Gate, the only gate remaining of the five that originally pierced the walls of the city.

The Roman Catholic Cathedral with its many fine old paintings.

The Episcopal Cathedral.

The Esplanade, from which is one of the finest views in the world.

Houses of Parliament.

Spencer Wood, the residence of the Lieut. Governor.

Laval University, &c., &c.

The city and environs abound in drives varying from five to thirty miles, in addition to being on the direct line of travel to the far-famed Saguenay, Murray Bay, Kamouraska, Cacouna, Rimouski, Gaspé, and other noted watering places.

Quebec can minister abundantly to the tastes of those who like to yacht, fish, or shoot. Yachting, in fact, has become of late the leading recreation in Quebec. You can on those mellow Saturday afternoons in August and September, meet the whole

sporting and fashionable world of the Upper Town on the Durham Terrace or Lower Town wharves, bent on witnessing a trial of speed or seamanship between the *Mouette*, the *Black Hawk*, the *Wasp*, the *Shannon*, the *Bon Homme Richard*, and half a score of crack yachts and their owners.

Let us see what the city contains:—First, the west wing, built about 1789 by Governor Haldimand, to enlarge the *old* Chateau burnt down in January, 1834: this mouldering pile, now used as the Normal School, is all that remains of the stately edifice of old, overhanging and facing the Cul-de-Sac, where the lordly Count de Frontenac held his quasi regal court in 1691, next, the Laval University, founded in 1854, conferring degrees under its royal charter; the course of studies is similar to that of the celebrated European University of Louvain, then there is the Quebec Seminary, erected by Bishop Laval, a Montmorency, in 1663; the Ursuline Convent, founded in 1636 by Madame de la Peltrie; this nunnery, with the R. C. Cathedral, which was built in 1646, contains many valuable paintings, which left France about 1789; the General Hospital, founded two centuries ago by Monseigneur de St. Vallier; in 1759, it was the chief hospital for the wounded and the dying during the memorable battle of the 13th September—Arnold and his Continentals found protection against the rigors of a Canadian winter behind its walls in 1775-6; the *Hotel-Dieu* nunnery, close to Palace Gate, dating more than two hundred years back.

As to the views to be obtained from Durham Terrace, the Glacis and the Citadel, they are unique in

grandeur, each street has its own familiar vista of the surrounding country.

The Montmorency Falls, a magnificent sight at almost all seasons of the year, are situated about nine miles from the city. Between them and Quebec is the Beauport Lunatic Asylum, the largest and finest building of the kind in the Province. Many tourists and excursionists, after viewing the old northern capital, and its romantic and beautiful surroundings, will pursue the journey still further down the great St. Lawrence to that wonderful river the Saguenay, which enters the St. Lawrence one hundred and twenty miles below Quebec. On the way down the river, the mouth of the River St. Anne will be passed, off the lower extremity of the Island of Orleans. This river enters the larger stream through a bold ravine, and many ascend the stream for a short distance to the Falls of St. Anne, which, with the surroundings, are pleasing and attractive.

Thirty-six miles below Quebec is a group of six small islands, alive with geese, ducks and teal, who make this a breeding place.

The quarantine station at "Grosse Isle" deserves a passing notice—a lovely spot of itself, quietly sleeping in the great river, but a very charnel house in the past, receiving, in the time of the famine in Ireland, six thousand emigrants in one huge grave.

The river widens broader and broader below this point to ten and twenty miles as you sail on, as upon a shoreless sea, losing sight of either bank.

#### MURRAY BAY.,

On the North Shere, ninety miles below Quebec, is a

fashionable watering place, and the fine fishing in Murray River is much patronized. The river here is about twenty miles wide, and steaming across to "Riviere du Loup," on the South Shore, passengers are landed within six miles of

#### CACOUNA,

One of the most fashionable watering places in America, and where tourists will find facilities for enjoyment, either of luxurious ease or active sporting, on the northern shore. The St. Lawrence Hall is the hotel here. Continuing down the St. Lawrence,

#### TADOUSAC

is reached, at the mouth of the Saguenay. Here is famed facilities for bathing, for seal hunting, and for fishing in the tributaries of the Saguenay. The first permanent stone building erected on this continent was erected here.

#### THE SAGUENAY

is the largest affluent of the St. Lawrence, having its source in Lake St. John, and a straight course of one hundred and thirty miles from the lake to the St. Lawrence. The upper half of its course is a series of falls and rapids, navigable only by canoes, and flowing through a dense and almost unknown wilderness. The navigable portion of the river will float the largest vessels of the world, from its mouth some sixty miles to the head of navigation, and has been described as a perfectly straight, yawning gulf, torn for the whole distance in the grey mica schist, rising on either hand in precipitous cliffs, whose bases rest

in unknown depths—a panorama of rocky walls and precipices—a region dark, desolate, cheerless and cold.

The ascent terminates in HA-HA-BAY, a quiet and lovely bay, receding from the river several miles, a cheerful village, animal life, and facilities for amusement are found here, a change most welcome from the sombre desolation of the ascent. Lake St. John, in which the river has its source, receives the waters of eleven large rivers, and an innumerable number of smaller streams from the vast water-shed surrounding it, but discharges all its waters through this one wonderful stream.

#### STATUE POINT.

Is a noted gem of scenery on the river, a perpendicular rock below Ha-Ha Bay, at the termination of a great plateau, three hundred feet wide, and six hundred feet in height, with sides as smooth as though polished by a skillful workman. Six miles above the Bay of St. Johns are the great points of attraction on the river

#### CAPE ETERNITY AND TRINITY BAY.

Colossal promontories of sheer descent, at whose very base the largest ships may ride in the immense depth of waters; sights never to be forgotten—bold, barren, forbidding and awful. Fit spot to inspire a muse like Milton's, sublime and tragic.

It is in the small settlements of the Saguenay, and of the Lower St. Lawrence, that the traveller weary of the process by which so much of the world is being brought to a level in dress, manners and customs, can



be refreshed by observing communities, remote from the beaten paths of travel and commerce, which continue to live in the simplicity and wholesomeness of dwellers two centuries ago in the hamlets of Brittany and Normandy. Poor these people are, and uncultured, yet their quite unsophisticated good nature, their queer costumes, their native politeness and their attachment to their homes, so cold and bleak for the greater part of the year, all commend them to one's interest and admiration.

The small tributaries of the Saguenay, the river of St. Anne des Monts, and others, abound with salmon. These little rivers are many of them leased by wealthy sportsmen resident in Quebec and Montreal. An introduction to one of these gentlemen is all that is required for permission to enjoy the angling.

#### MONTREAL TO OTTAWA.

THE traveller who wishes to have anything like a complete idea of Canada, its natural scenery, its industrial activity and progress in matters of education, invention and so on, should take the trip from Montreal to Ottawa, the Capital of the Dominion. Ottawa, like the State and Federal Capitals of the American Union, was made the seat of Government from geographical reasons. It is situated at the line dividing the provinces of Quebec and Ontario. There are two ways of reaching Ottawa, either by Grand Trunk Railway, which has two express trains thither daily or by taking first the train to Lachine, which leaves every morning at 7 (Sundays excepted), and there embarking on the Steamer Prince of Wales, or Steamer Princess, for the journey by water.

Away we go, stemming the current, until, in due time, we reach Ste. Anne's, where are a succession of rapids which we avoid by going through a lock. More islets are here, round which the Ottawa bubbles and struggles in its course, while the pretty village of Ste. Anne's reposes in quiet beauty upon the bank. At St. Anne's Thomas Moore wrote his famous Canadian Boat Song, seventy-four years ago, the house where he sojourned in the village still exists, and is now the residence of the Hon. B. Devlin.

Emerging from the canal, again we enter the Ottawa, having left the St. Lawrence far astern, and, after sailing about two miles, we find the shores recede on either hand to about eight miles wide, and this recession continues for a distance of ten miles, for we are in the Lake of the Two Mountains, so called from two mountains on the north side, rising four to five hundred feet from the water.

The river divides here into four branches, that which we have just come up, another which diverges towards the north-east, and forms the western boundary of the island of Montreal, the third called the Dutchman's *Chenal*, and the fourth passing Vaudreuil around the Isle Perrot. There is the Isle Jesus, and beside it Pigeon's Island, on which are the ruins of an Indian village, also Isle aux Prune, lately purchased by Dr. Girdwood, of Montreal. For the purpose of guarding against the incursions of the Indians, the French built a fort on the Island of Montreal, opposite to the village, but both village and fort have now fallen into decay, and large trees are growing inside the ruined walls of the latter. This property

has been recently bought by the Hon. J. J. C. Abbott, M.P.P., upon which he has built a beautiful villa where he passes the summer months. A few miles further on we arrive at a fine new wharf named Oka, situated in the Indian Village of the Two Mountains. This village is inhabited by the remnants of two tribes, the Iroquois and the Algonquins, as the village of Caughnawaga, opposite to Lachine, is by a remnant of the Iroquois. This Indian settlement is under the charge of the Sulpician Seminary at Montreal, with whom the red men have recently had a violent quarrel, and have brought a law-suit now pending in the Courts. The cause probably arose in the chief and many others becoming Protestant, the religious differences giving rise to irritation and much bitterness on both sides.

The highest peak of the mountain here is called Calvary. Soon we stop at the village of Como and Hudson. Both these villages are the resort of some of our Montreal friends who pass the summer months there with their families. At the head of the Lake of the Two Mountains the banks contract, so that the river is not more than half a mile in width, and it continues thus narrow for about a mile, when there is again an expansion, for the length of nine miles, forming the Upper Lake of the Two Mountains. On the southern bank is the mountain Rigaud, where there is also a settlement of the same name. The river again contracts to the breadth of half a mile, and continues, sometimes broader, sometimes as narrow, until we reach Carillon. Great improvements have been made at this place by the Railway Company, by building new wharves and station houses,

and here again the navigation is impeded by rapids. A railroad has been formed between the two stretches of navigable water, and by it we arrive at Grenville, whence we proceed by the Steamer *PEERLESS* (Capt. Bowie) or *QUEEN VICTORIA* (Captain Macdonell), to Ottawa, which we reach about six o'clock p.m.

Meeting the steamer ever and anon is a raft of wood manned by *voyageurs*, who have built their hut upon the wooden island they have made. During the winter these trees have been felled, and the ice and snow, on account of which Canada is so much dreaded or pitied, is made the means of easily hauling the logs to some creek or river. Canada sends lumber to Brazil, which luxuriant and tropical country has abundant forests. The expense there, however, of dragging the timber along the rough country to market, is greater than the cost of importing from the rugged North. One by one the logs of the raft before us have been launched and safely descended channels too violent or narrow for a jointed structure; at other places cribs are provided to guide the timber in slides which have borne them along and conducted them again into the broad, flowing stream. Refastened, according to the first plan, the raft goes on its way, the *voyageurs* rebuild their hut, and night and day guide or propel it until they reach a market, where it is broken up and sold. Sometimes three or four months elapse between the start and the finish of such a journey as this, which beginning in spring at some small stream running into the Ottawa or Gatineau, ends in the fall at Quebec or some other port two thousand miles away, if the zig-gag course of the raft be measured. Then, as winter approaches, the oar is

changed for the axe and the process is repeated.

Both from Grenville and Carillon, and half way between them, are roads leading back into the mountains, for the great range commencing at Labrador and uniting with the Rocky Mountains runs through this country. The interior of this region is dotted every where with small lakes, which here and there form a variety to the scenery. In the Township of Wentworth alone, there are upwards of sixty, plentifully stocked with red and grey trout, inviting the disciple of Isaac Walton to pursue his favourite amusement. Lake Louisa, or Abbott's Lake, is perhaps most worthy of notice among them all, especially as it is more accessible than any. It is a beautiful sheet of water, clear as crystal, so that at the depth of twenty feet, the pebbles which show the bottom may be counted. It is surrounded by rocks and mountains, which here jut out far into the water, and there recede in indentations sometimes as deep as half a mile, forming pleasant little bays. The lake is about four miles long, by three in breadth, and is altogether the very *fac-simile* of the largest of the lakes of the North of England. It is abundantly stocked with fish, principally the grey trout or Zunge. The red trout is also found in it, but not so plentifully. To reach it, we start from Carillon in the train for Grenville, after engaging a buggy to meet us about four miles off. Then we proceed at right angles with the Railway, all the way through the Township of Chatham, and a mile and a half into that of Wentworth. Here we are at Grenville on board the steamer, and traversing the waters of the Grand River, as the Ottawa is called; five miles from Grenville we stop at L'Original, where a stage

awaits passengers going to the celebrated Caledonia Springs, a distance of some 9 miles through a very interesting country, giving some very picturesque views. The Springs are much frequented by invalids during the summer months, for the sake of the mineral waters.

As we hurry on with the restless speed of steam, we have abundant opportunities of examining the picturesque banks of the river on both sides, until we get close up to the city.

About two miles below Ottawa, on the north side, the Gatineau empties itself into the Grand River. A few miles up this stream the Canada Iron Mining and Manufacturing Company have erected very extensive furnaces for the purpose of smelting the iron ore from their Hull Mine. This is likely to be a very important branch of trade in the new Dominion. See yonder, that white curtain hanging over the steep bank on the south side. As we near it, it changes, and we can see it is not a curtain, but a waterfall, being none other than the Rideau Falls. There it falls, gracefully as flowing drapery falls from the shoulders of a queen, a most beautiful sight. The body of water is not so large, and the height of the fall, 30 feet, is not so great as to warrant the appellation grand, but what it wants in grandeur is amply made up in beauty. Gently, gracefully, the water pours over, and mingles with that of the Ottawa beneath, with just as much noise as is necessary to add to the effect. We obtain a fine view of it as the steamer passes close by. Looking ahead, we now get a splendid view of the Parliament and Departmental Buildings, standing out prominently on the bluff called Major's Hill.

These beautiful buildings, of Gothic design, are among the finest architectural achievements of the New World. Canada certainly has no reason to fear a comparison between Ottawa and the capital of her Republican neighbor; always, of course, allowing for the disparity between the populations of the United States and the Dominion.

And now we reach Ottawa City, picturesquely built upon three separate bluffs or ledges forming the river bank of the south side. Fortunately the city is something more than a seat of government, and as the centre of the lumber trade and a manufacturing point of some importance it has gathered within thirty or forty years a population of 30,000 together, as we can see by the extent of avenues and streets before us.

The Chaudière Falls are immediately above the city, and there, with thundering cadence, the waters precipitate themselves down the precipice of forty feet in height, and gathering into a basin, boil, and seethe, and hiss, and whirl around in mad excitement, while the spray arises and the sunbeams gleaming upon it form an almost perpetual rainbow. A fine bridge spans the river just below the Falls, from which a magnificent view of them is obtained. Beside the Grand Fall there is also Little Chaudière on the northern side, and here a curious phenomenon presents itself. The great portion of the waters which precipitate down the latter, find their way underground, where none can trace their course. The following description, quoted from Bouchette, will give us some idea of the singular scene. He says: "The Little Chaudière may, without much difficulty, be approached from

the Lower Canada shore, and the spectator, standing on a level with the top of the fall, and on the brink of the yawning gap into which the floods are headlong plunged, surveys the whole length of *chute*, and the depths of the cavern. A considerable portion of the waters of the falls necessarily escapes subterraneously, after their precipitation, as a much greater volume is impelled over the rock than finds a visible issue. Indeed this fact is not peculiar to the Little Chaudière, but is one of those curious characters of this part of the Ottawa of which other singular instances are observed; the waters in various places being swallowed by deep but narrow rents and fissures, leaving their natural bed almost dry, to dash on through some subterraneous passage that defies the search of the explorer. There are in the Falls of the Chaudière materials for much geological speculation, and the mere admirer of nature's scenic wonders and magnificence will derive much gratification and delight by the survey and contemplation of their manifold beauties." On the northern bank, a slide has been made, so that the timber can be sent from above to below the foaming waters without endangering either it being broken by abrupt and rude collision with kindred logs below, or shattered upon the rock. These slides are frequent in the Upper Ottawa, the rocky state of the river necessitating their construction; and



they are admirably adapted, carrying down the logs of timber safely, and without any damage to prevent a sale in the market. But to return to the city.

#### OTTAWA,

Like Quebec, is divided into Upper and Lower Towns; although some make three divisions, adding the Middle, and perhaps this last division has the advantage of being more correct. The Upper Town, as its name implies, occupies the highest part of the rocky banks, and the Middle and Lower Towns are contented with a less elevated position. The Rideau Canal joins the Ottawa River, through a gorge between the towns, by a succession of locks. This canal connects the Ottawa with Kingston and Lake Ontario, through a series of lakes and streams. It is 135 miles long, and forms a triangle with the St. Lawrence and the Ottawa rivers. The Upper terminus is about 180 miles from Montreal, while the lower is 120 miles. A handsome bridge spans the gorge and forms a connection between the towns. As a city, Ottawa has a most beautiful and picturesque situation. Built beside the magnificent Chaudière, upon a rocky elevation, commanding a fine view of the surrounding country, as far as the eye can reach, it is almost equal to Quebec itself. The fine far stretching campaign, opened up to a great

extent by hardy settlers, who have cleared for themselves a home and farm ; the villages nestling among the trees ; the deep dark forests extending on their hand, as yet apparently untouched by the woodman's axe, and the magnificent river, all command by turns the delighted attention, and call forth unmingled exclamations of pleasure. The city itself is well built, and the elevation of the ground has been taken advantage of to heighten the effect.

The County Buildings, several banks, good hotels, and churches of various denominations are situated here.

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

From Ottawa, many very pleasant excursions can be made into the country, both by stages and steam-boats, running to different parts, so that every facility is afforded for enjoying to the utmost extent the romantic scenes which abound on every side.

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# MONTREAL

## TARIFF FOR HACKNEY CARRIAGES.

*One Horse Vehicles.*—From any place to any other, provided the time occupied does not exceed twenty minutes: for one or two persons, 25 cents; three or four persons, 50 cents.

From any place to any other, provided the time occupied does not exceed half an hour: for one or two persons, 40 cents; three or four persons, 60 cents.

When the drive exceeds the time limited as aforesaid, hour rates to be charged.

*By the Hour.*—For the first hour: one or two persons, 75 cents; three or four persons, \$1.00.

For every subsequent hour: one or two persons, 60 cents; three or four persons, 75 cents.

*Two Horse Vehicles.*—From any place to any other, provided the time occupied does not exceed twenty minutes: for one or two persons, 50 cents; three or four persons, 65 cents.

From any place to any other, provided the time occupied does not exceed half an hour: one or two persons, 65 cents; three or four persons, 75 cents.

When the drive exceeds the time limited as aforesaid, hour rates to be charged.

*By the Hour.*—One or two persons, \$1.00; three or four persons, \$1.25.

Fractions of hours to be charged at *pro rata* hour rates—but not less than one quarter of an hour shall be charged when the time exceeds the hour.

Fifty per cent. to be added to the tariff rates for rides from twelve midnight to four a.m.

The tariff by the hour shall apply to all rides extending beyond the city limits where the engagement is made in the city.

*Baggage.*—For every trunk or box carried in any vehicle, 10 cents; but no charge shall be made for travelling bags, valises, boxes or parcels which passengers can carry by the hand.

## RATES OF POSTAGE FROM CANADA, TO BE PREPAID IN CANADIAN STAMPS.

Letters to any part of the Dominion or the United States	
per ½ oz.	3 Cents.
Postal Cards	1 Cent.
Newspapers	1 Cent.
Letters to Great Britain and Ireland	5 Cents.
Newspapers	2 Cents.
Letters to Germany	5 Cents.
Newspapers	2 Cents.
Letters to France via Canadian Steamer	10 Cents.
Letters via United States	12 Cents.
Newspapers	4 Cents.
Letters to Cuba	8 Cents.
Newspapers	4 Cents.

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