



THE STRANGER'S GUIDE

TO

THE CITIES

AND

Principal Towns of Canada,

WITH A

GLANCE AT THE MOST REMARKABLE CATARACTS,
FALLS, RIVERS, WATERING PLACES, MINERAL
SPRINGS, &c. &c. ;

AND

A Geographical & Statistical Sketch of the Province,
brought down to 1854.

WITH MAPS AND ILLUSTRATIONS.

BY ROBERT W. STUART MACKAY,
Editor of the Canada Directory, &c.

Montreal :

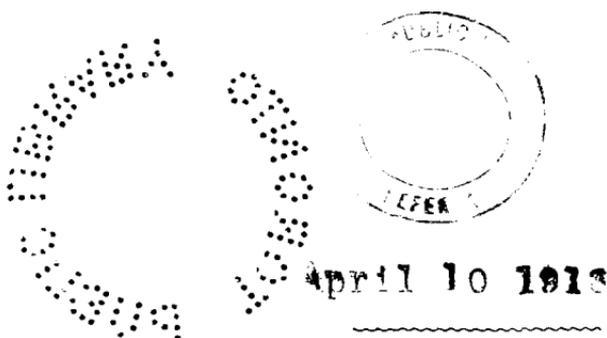
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NEW GAZETTEER

AND

DIRECTORY OF CANADA.

The Subscriber respectfully announces, that instead of issuing, as was projected, "THE GAZETTEER OF CANADA" as a separate work, he has, after mature consideration, and in accordance with the advice of many of the most judicious and best informed gentlemen in the Province, resolved to issue "A GAZETTEER AND DIRECTORY OF CANADA," to be complete in one volume octavo.

This arrangement is deemed superior to that of issuing the Directory and Gazetteer separately, but as the one volume will embrace all the essentials that were to have been included in both, it will be impossible to afford it at the price of either work alone, (which was to have been 15s.) consequently the price of

THE GAZETTEER

AND

Directory of Canada,

will be 20s. per copy, payable on delivery.

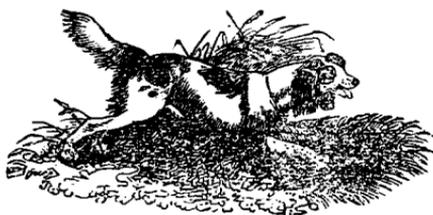
The work will be well printed, on good paper, strongly bound, and accompanied by *a good Map of Canada*, and will be issued in the Fall of 1855, or earlier if possible.

Orders respectfully solicited by

ROBERT W. STUART MACKAY,

11, St. Francois Xavier Street.

WM. HALL'S
GUN MAKING
 Establishment,
 AND
SPORTSMAN'S WAREHOUSE,



106, *NOTRE DAME STREET*,
 (Late 51, next the Commissariat Department),
MONTREAL,

Constantly on hand a superior assortment of **DOUBLE** and **SINGLE BARRELLED GUNS** and **RIFLES**; **PISTOLS** of every description; **POWDER**, **SHOT**, **PERCUSSION CAPS**, and a great variety of very

Superior Fishing Rods & Tackle.

N.B.—**GUN REPAIRS** neatly executed.

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In the most modern and approved style.



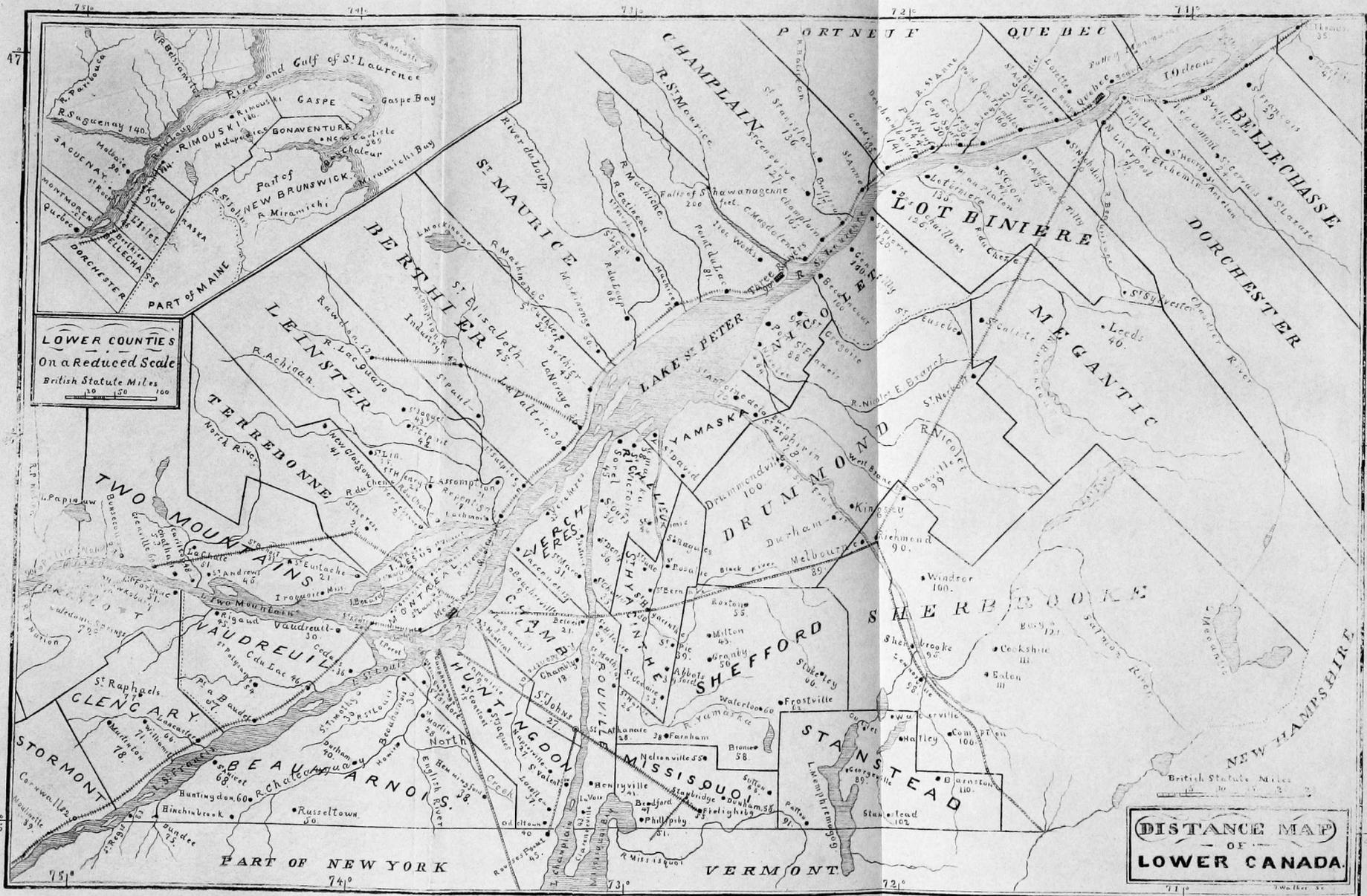
The TRUNKS, VALISES, &c. &c., manufactured at this Establishment are unrivalled for *quality, durability* and *cheapness*, and all who wish a **FIRST-RATE ARTICLE**, *whether at wholesale or retail*, are invited to call and examine the extensive stock now on hand. The Stock of **INDIA RUBBER GOODS** is, as usual, the largest and most complete in the City.

Montreal Bellows Factory,

Corner of Notre Dame & St. John Streets.

ROBERT DEAN,
 MANUFACTURER OF PATENT BELLOWS
 Of Every Description.

Merchants and Manufacturers supplied, at Wholesale only, on liberal terms, with Blacksmiths' Warranted, Ordinary Pattern, Long Pattern, Extra Long Pattern, and Circular Bellows, made to order, both Single and Double Action.



NOTE, the distance of places west of Quebec are given from Montreal, below Quebec they are given from that city.

THE STRANGERS' GUIDE.

THE ISLAND OF MONTREAL

Is the largest and most fertile island belonging to Canada, and is generally considered as the garden of the Lower Province. Its soil is in most parts excellent, and it produces nearly every kind of grain, fruit and vegetable in perfection. The general surface of the island is level, with the exception of the Mountain near the city; it is, however, diversified by several gentle ridges, having a tendency from N. E. to S. W., which are designated Coteaux. Mount Royal, or the Mountain, which overlooks the City, consists of two distinct hills, between which one of the leading avenues into it passes. There are roads also by which the circuit of either or both mountains can be made, and which, from the very beautiful scenery they present, are favorite drives with the tourist or seeker of recreation. The base of the Mountain is adorned with many beautiful villas, and the choicest orchards of the whole island, or indeed of Lower Canada, are those which are situated around it, the fruit being of the most delicious flavour, and greatest luxuriance of yield. The island is divided into two Ridings, viz., the East

Riding, or "*Hochelaga*," and the West Riding, or "*Jacques Cartier*," each of which returns one Member to the Provincial Parliament. It is also divided into ten parishes, viz. :—

THE PARISH OF THE CITY OF MONTREAL, which comprehends the City proper, the Côtés de la Visitation, St. Joseph, Notre Dame des Neiges, and St. Pierre, together with parts of St. Paul and St. Catharines; the isle of St. Paul, at the mouth of River St. Pierre, and the Isle aux Hérons. Côte des Neiges is a neat thriving village, containing several tanneries and stores, and a chapel.

THE PARISH OF ST. LAURENT comprehends Côtés St. Laurent and St. Michel, with part of Notre Dame des Vertus. The handsome village of St. Laurent contains a number of stores, and a large Parish Church.

THE PARISH OF SAULT AU RECOLLECT, situated on the Back River, or Rivière des Prairies, contains a neat village of the same name, a fine church, and several valuable saw and corn mills.

THE PARISH OF ST. GENEVIEVE, is situated at the extreme N. W. of the Island, opposite Isle Bizard, and has nothing remarkable to speak of.

THE PARISH OF LACHINE contains the large and thriving village of that name; it is an extensive Parish, extending nearly eight miles along the St. Lawrence, and has many excellent farms, orchards and gardens.

THE PARISH OF POINTE CLAIRE, extends from the Parish of Lachine, along the river, and includes part of Isle Perrot.

THE PARISH OF LONGUE POINTE, commences at the Eastern boundary of the Parish of Montreal, and ex-

tends to that of Pointe aux Trembles, extending in depth back to the centre of the Island ; there are many rich farms in this Parish.

THE PARISH OF POINTE AUX TREMBLES, extends from the last named to the upper end of Isle Thérèse, and includes the whole of the lower part of the Island, which fronts the St. Lawrence. The village of the same name is a neat place of 70 or 80 houses, and is much frequented by visitors from the city.

THE PARISH OF RIVIERE DES PRAIRIES, contains the whole of the Côte St. Joseph, and, as its name implies, fronts on the river of the same name.

THE PARISH OF ST. ANNE, embraces the whole upper end of the island, and also the upper part of Isle Perrot ; it contains the pleasant village of St. Anne, and possesses many good farms and orchards.

The greatest length of the island is thirty-two miles, and its breadth ten miles, and the population, including the City of Montreal, is about 85,000 souls.

The City of Montreal sends three, and the remainder of the island two Members, to the Provincial Parliament.

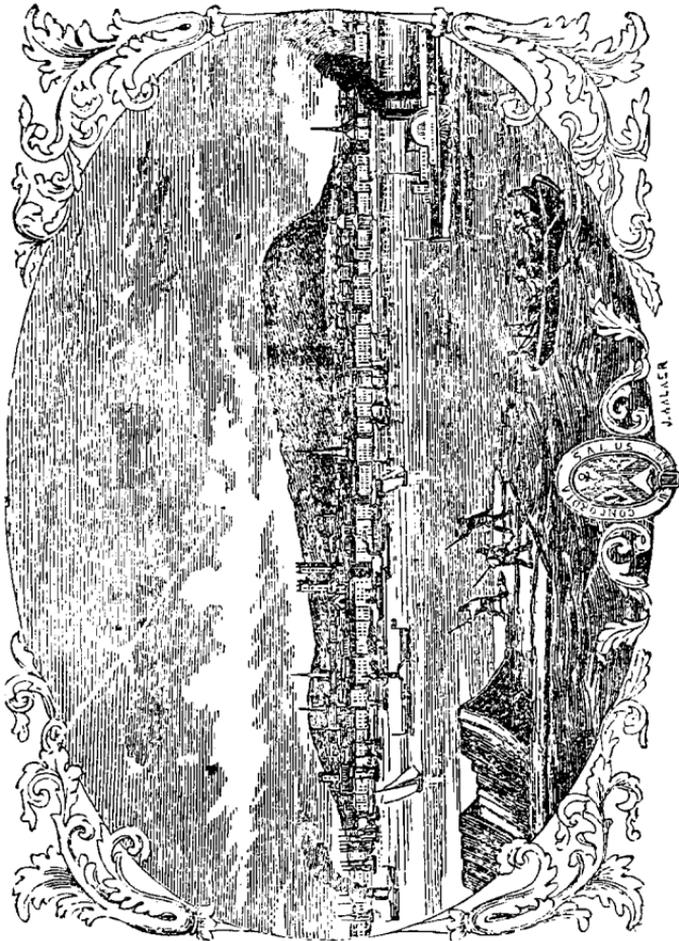
THE CITY OF MONTREAL, the largest and most populous City in British North America, is situated upon the Island of the same name, in latitude 45° 31' North, and longitude 63° 34' West from Greenwich. Including the Suburbs, it covers an area of about 1020 acres, of which the ground within the line of the old fortifications does not comprise much over a tenth part.

The City was founded by M. de Maissonneuve, in 1642, on the site of an Indian Village named Hochelaga, and for a long period bore the name of

Ville Marie, having been dedicated to the Virgin Mary as its patroness and protector.

It is laid out in the form of a parallelogram, with the streets, which are 200 in number, intersecting each other at right angles. *Notre Dame Street*, which is the principal street for retail business, is over three quarters of a mile in length, and has many elegant shops. *Great St. James Street*, is elegant and spacious, and is occupied principally by the Banks and Insurance Companies. *St. Paul Street*, is over three quarters of a mile long, the west end of it, and the streets which intersect it, being mostly taken up with wholesale warehouses. *Water Street*, *Commissioners Street*, and *Common Street*, face on the River St. Lawrence, the entire length of the city, and exhibit a splendid frontage, principally of cut-stone warehouses, which has a very imposing effect. *McGill Street*, extends northwards from the River to the Hay-market Square; it is a wide and handsome street, most of the houses being of cut-stone, and a large retail business is carried on in it. *St. Antoine Street*, *Mountain Street*, *West Dorchester Street*, *Sherbrooke Street*, and the Streets and Squares on *Beaver Hall*, have many beautiful private residences and villas upon them, and are considered the most fashionable part of the city.

Being at the head of Ship Navigation, her local advantages for the purposes of trade are numerous, and they will be greatly increased when the Grand Trunk, the North Shore, and the Montreal and Bytown Railroads are added to the lines of Railroad which already diverge from the city. From whatever side the City is approached, the scene is one of



● CITY OF MONTREAL.

much interest ; if from the St. Lawrence, the splendid towers of the Cathedral, the tall spires of Christ Church, St. Patrick's Church, and several others ; the elegant front of the Bonsecours Market, and the long ranges of cut-stone buildings which front the River, form at once a *tout ensemble* which is perhaps unequalled in any other American City. And although the prospects from the land side are not quite so imposing, they are all agreeable, and that from Côte des Neiges road, (which crosses the spur of the Mountain that overlooks the City,) is, taken altogether, one of the finest in this part of the world.

The population of the City is about 65,000, and the number of inhabited houses about 8,500 ; it is divided into nine wards, and is municipally governed by a Mayor, Aldermen, and Council, elected by householders, who pay an annual rent of \$45 or upwards, or persons who own real estate, producing half that amount of rent annually.

The Police of the City consists of a Police Magistrate, a Chief of Police, two Chief Constables, and fifty men ; and the Fire Brigade, of a Chief Engineer, two Assistant Engineers, six Fire Engines, and a Hook, Ladder, and Hose Company.

To prevent imposition upon strangers, the rates of fare for Cabs and Calèches, as settled by a By-law of the City Council, are given, and every driver of such a vehicle is bound to keep a card with the same upon it, to be exhibited to passengers. •

TARIFF OF CABS, CALECHES, &c.

PLACES.	Coaches or four wheeled Cabs or corresponding winter vehicles drawn by 2 horses		Cabs—two or 4 wheeled, or corresponding winter vehicles drawn by 1 horse.		Caleches.		Time allowed.
	FROM	For 1 or 2 persons.	For 3 or 4 persons.	For 1 or 2 persons.	For 3 or 4 persons.	For 1 or 2 persons.	
Any place to any other within the same division and back again.....	1s 3d	2s 0d	0s 7½d	1s 0d	0s 6d	0s 10d	Half an Hour.
From any division to any place within the next division and back again.....	1 10½	2 6	1 3	1 10½	0 10	1 3	Do.
From 1st to 3rd division or from 3rd to 1st division, and back again.....	2 6	3 6	1 10½	2 6	1 3	1 10½	Do.
PER HOUR.	5s for the first, and 3s 9d for each subsequent one.		2s 6d for the first and 2s each subsequent one, (for one or two persons.) 3s 9d for the first and 2s 6d each subsequent one for (3 or 4 persons.)		1s 10½d for the first, and 2s each subsequent one, (for 1 or 2 persons.) For each person over that number, 5d extra.		

And "pro rata" for intermediate quarters of an hour.

Divisions referred to in Table.

First Division.—That portion between Prince's Street, St. Ann's Suburb, thence by a direct line to St. Antoine Bridge, thence along Craig and St. Louis Streets to Lacroix Street, and thence to the River.

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

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

The climate, although severe in winter, is exceedingly conducive to health and longevity, and the average mortality is much less than in many other cities of North America.

The Public Buildings are both numerous and elegant; and include many which are particularly worthy of notice, among which we may enumerate:

ROMAN CATHOLIC CHURCHES.

THE PARISH CHURCH, OR CHURCH OF NOTRE DAME.—The corner stone of this magnificent edifice, which is built in the perpendicular Gothic style of the Middle Ages, was laid on the third September, 1824, and it was opened for public worship in July, 1829. The length of the Church is 255 feet 6 inches, and its breadth 134 feet 6 inches. The height of the principal towers is 220 feet, and of the others

115 feet each, and the great window at the high altar is 64 feet in height, by 32 feet in breadth. The total number of pews is 1,244, capable of seating between six and seven thousand persons. In the North West tower is a fine chime of bells, and in the N. E. tower is placed the largest bell in America, being one cast expressly for this Church, which weighs 29,400 lbs. Adjoining this Church, a wing of the new building for the *Seminary of St. Sulpice* has been recently erected, and the plan, when completed, will add greatly to the appearance of this part of the City.

ST. PATRICK'S CHURCH.—This large and commanding edifice is built in the Gothic style of the 15th century. It stands upon an elevated site, and is one of the most striking objects visible on approaching the City. The extreme length is 240 feet, the breadth 90 feet, and the height of the spire 225 feet. The interior is comfortably fitted up, and there is room to seat about 5,000 persons.

The other Roman Catholic Churches in the City are :

ST. JAMES' or the BISHOP'S CHURCH, on St. Denis Street, was a very handsome building, capable of seating about three thousand persons ; contiguous to this Church, on St. Catherine Street, was an elegant *Episcopal residence* for the Roman Catholic Bishop. Both these elegant buildings were burned down in the great fire of July, 1852, but we understand they are to be rebuilt in a very superior style.

The RECOLLECT CHURCH on West Notre Dame Street, and the BONSECOURS CHURCH on St. Paul Street, are commodious stone buildings, which will seat about 2,000 persons each, and there are also

Chapels attached to the different Nunneries, to the College on College Street, and to the Jesuit College on Bleury Street.

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

There are several fine paintings by celebrated masters in the Parish Church and the Bishop's Church, and also in the Chapels attached to the different Nunneries.

THE PROTESTANT CHURCHES ARE, CHURCH OF ENGLAND.

THE CATHEDRAL OF CHRIST CHURCH, on Notre Dame Street, which is a handsome stone building with a front of the Doric order, and a spire of 204 feet in height. The Church is 132 feet in length by 80 feet in width, and will accommodate about 3,000 persons. The interior is fitted up in a neat and simple style, and the Church has one of the best organs in America. The Bishop of Montreal, the Right Rev. Francis Fulford, D.D., generally officiates here, and the present Rector is the Rev. John Bethune, D.D.

ST. GEORGE'S CHURCH, on St. Joseph Street.— This is a very neat building, erected in the style of the 13th century, at a cost of about £3,000. The interior is fitted up in a chaste and elegant manner, and it has an excellent organ. The size is 100 feet in length by 56 feet in width, and it will seat about

1,400 persons. The Rev. W. T. Leach, D. C. L., and the Rev. Wm. Bond, are the officiating Clergymen here.

ST. STEPHEN'S CHURCH, Dalhousie Street, Griffintown, is designed in the same style as St. George's, but with somewhat less pretension. The interior is arranged in a neat and comfortable manner, and a part of the seats are free. The ground-plan is 100 feet by 55 feet, and it will seat over 1,200 persons. The Rev. J. Ellegood is the officiating clergyman.

TRINITY CHURCH, on St. Paul Street, is a neat building erected at the expense of the late Major Christie; the size is 75 by 44 feet, and it will seat about 800 persons. The Rev. A. D. Campbell is the present Minister.

ST. THOMAS'S CHURCH, on St. Mary Street, is a neat building which was built at the sole expense of Thomas Molson, Esq., it is comfortably fitted up and will seat over 800 persons.

There is also a small Church at HOCHELAGA or the Cross, at which the services are conducted by the Rev. Mr. Rogers.

CHURCH OF SCOTLAND.

ST. ANDREW'S CHURCH, on Beaver Hall, is a beautiful specimen of the Gothic style of Architecture, and an ornament to the City, which has been recently erected by the congregation, formerly worshipping at the Church of the same name in St. Peter Street. Its dimensions are 90 by 65 feet; the interior is well arranged and handsomely fitted up, and the Church will accommodate about 1000 persons. Rev. Alex. Mathieson, D. D., Minister.

ST. PAUL'S CHURCH, on St. Helen Street, is also

in the Gothic style of Architecture, and is a handsome edifice, which will accommodate about 800 persons. The interior is neatly fitted up in the Grecian style. Rev. R. McGill, D.D., Minister.

FREE CHURCH.

CÔTE STREET CHURCH, is a neat building recently erected, and comfortably fitted up; it will seat about 800 persons. Rev. Donald Fraser, A.M., Minister.

ST. GABRIEL STREET CHURCH, is a plain stone building, which will seat about 800 persons. Rev. D. Inglis, Minister.

WESLEYAN.

THE GREAT ST. JAMES STREET CHURCH, is an elegant building, erected in the Florid Gothic style of the 14th century, and is one of the greatest ornaments of the City. Its size is 111 by 73 feet, and it will seat about 2500 persons. The arrangement of the interior is unique and beautiful, the pulpit especially, being a fine specimen of the Carved Gothic style. The building was erected at a cost of about £12,500.

ST. ANN'S CHAPEL, Griffintown, is also a handsome building in the Gothic style of Architecture, which will seat about 1500 persons, and

ST. MARY'S CHAPEL, Montcalm Street, is a neat building in the Grecian style of Architecture, which will seat about 500 persons.

CONGREGATIONAL.

ZION CHURCH, Radegonde Street, of which the Rev. H. Wilkes, D.D., is Minister, is a neat building in the Doric style, which will seat over 1000 persons, the interior being handsomely fitted up.

THE GOSFORD STREET CHURCH, is also a fine building in the Grecian style, which will seat about 900 persons. Rev. F. H. Marling, Minister.

The other Protestant Churches are—

THE AMERICAN PRESBYTERIAN CHURCH, a neat cut stone building, and comfortably fitted up, is situated at the west end of Great St. James Street ; it has an excellent organ and a good choir, and will seat over 1000 persons. Rev. J. McLoud, Minister.

THE UNITED PRESBYTERIAN CHURCH, corner of Lagachetière and Chenneville Streets, Rev. W. Taylor, D.D., Minister, is a plain, substantial cut stone building, recently erected, which will seat over 1000 persons.

THE BAPTIST CHURCH, St. Helen Street, is a neat cut stone building, which will seat about 500 persons. Rev. Dr. Lillie, Minister.

THE UNITARIAN CHURCH, Beaver Hall, is a handsome building in the Grecian Doric style ; it is neatly and comfortably fitted up, has a fine organ, and will seat about 600 persons. Rev. John Cordner, Minister. There is also a JEWISH SYNAGOGUE, in Chenneville Street, which is a neat cut stone building, the interior being beautifully fitted up in the Egyptian style. Rev. A. De Sola, Minister.

The other Public Buildings most conspicuous are :

THE BANK OF MONTREAL, Place d'Armes, which is an elegant cut stone building of the Corinthian order.

THE BANK OF BRITISH NORTH AMERICA, Great St. James Street, a fine cut stone building in the Composite style of Architecture.

THE CITY BANK, Place d'Armes, a handsome cut stone building in the Grecian style of Architecture.

THE COMMERCIAL BANK, Great St. James Street, a neat cut stone building in the Grecian Doric style.

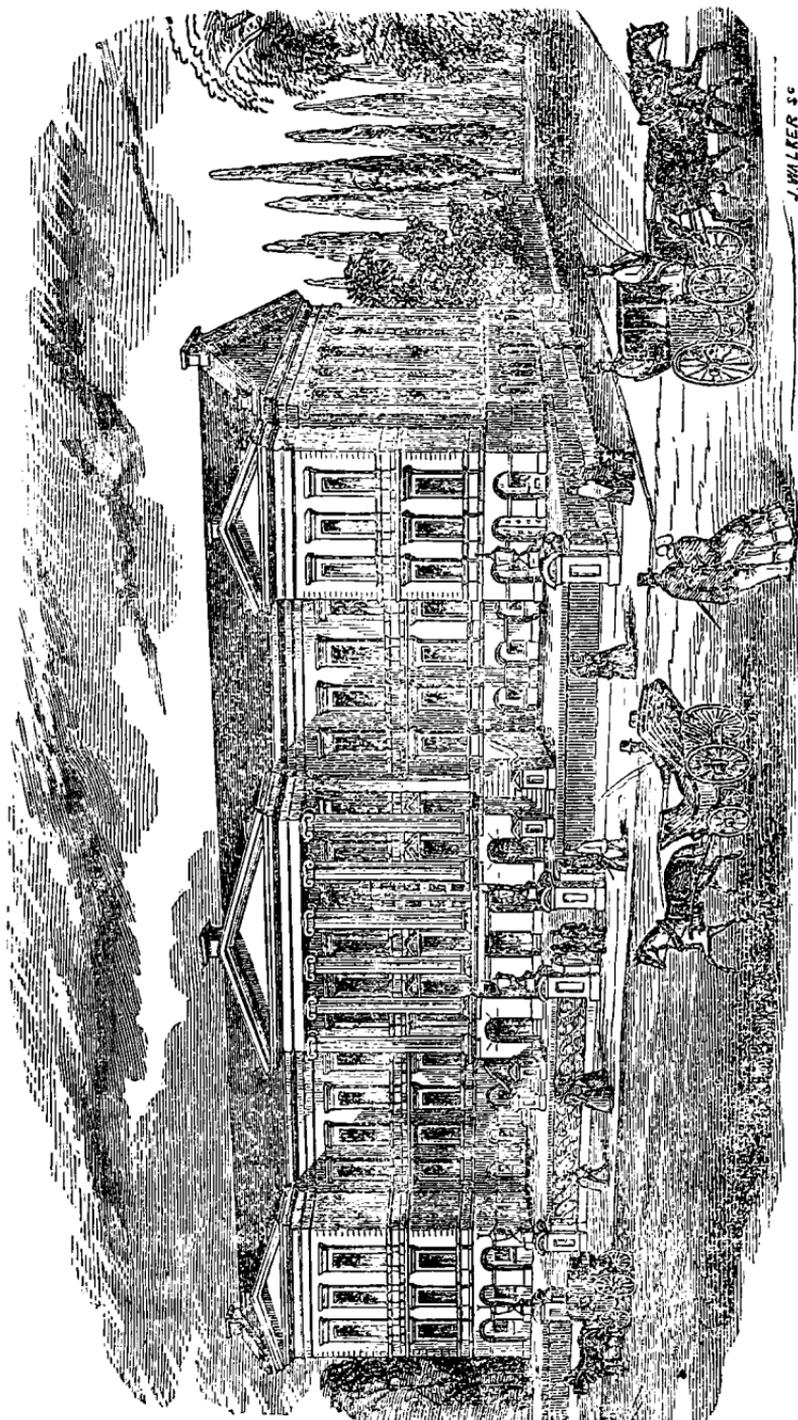
THE BANQUE DU PEUPLE, is a fine cut stone building, on Great St. James Street.

THE BONSECOURS MARKET, on St. Paul and Water Streets, is a magnificent pile of building in the Grecian Doric style of Architecture, which has been erected at a cost of about £60,000, and is equal, if not superior, to any thing of the kind in America. The offices of the Corporation, and principal Police Station, are here, and the large hall in the East Wing, which is let out occasionally for Assemblies, Concerts, &c., will seat nearly 4000 persons.

THE NEW ST. ANN'S MARKET, on Foundling Street, is a neat brick edifice, well adapted for the purpose for which it was designed. It has been recently opened, and was built at a cost of about £3000.

THE NEW COURT HOUSE, on Notre Dame Street, is a splendid pile of cut stone building in the Grecian Ionic style, the ground plan is 300 by 125 feet, and the height 76 feet. The order of architecture followed being the same as that of the Temple of Illisus, which is one of the finest specimens of Grecian art. The building, besides the large fire-proof vaults, contains five Court Rooms, for the Appeal, Circuit, Criminal, Police, and Superior Courts. It also contains the Offices of the Sheriff and Prothonotary and the Advocates Room and Library, together with the necessary Offices for the Officers connected with the various Courts of Law. John Ostell, Esq., is the Architect who designed this work.

THE POST OFFICE. This handsome building, which has been recently erected, is situated on Great St. James and St. François Xavier Streets, in the



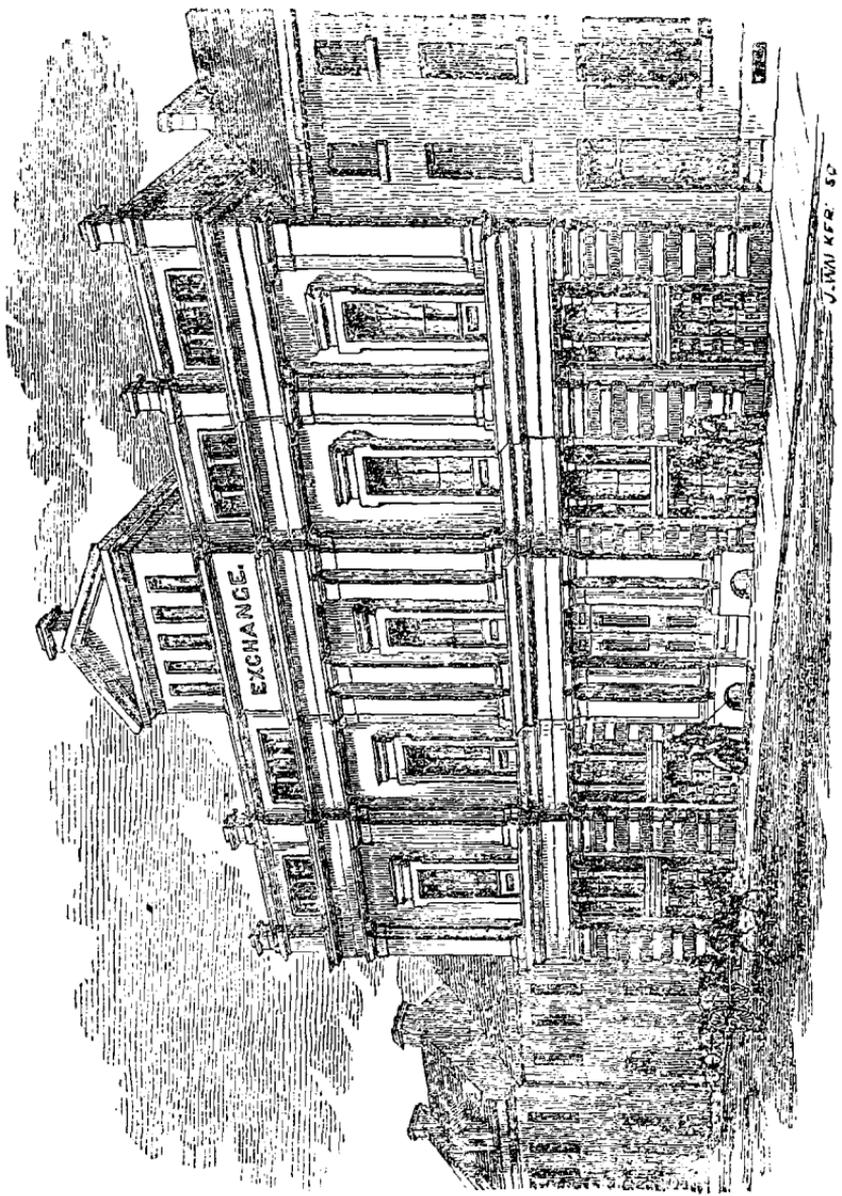
J. WALKER SC

THE NEW COURT HOUSE.

very centre of the city. The Great St. James Street front is 54 feet, that on St. François Xavier Street 100 feet, and the height is 57 feet. It is built in the Italian style of Architecture, having three stories and an attic, all of which will be heated by means of hot-air apparatus placed in the basement story. The great hall is 70 feet long, 50 feet wide, and 16 feet high, with a fine panelled ceiling supported on six hollow iron pillars, which are used for conveying the heated air to the upper stories. The building was designed by John Wells, Esq., Architect, who has heretofore added greatly to the architectural ornaments of the city.

THE MERCHANTS' EXCHANGE. This fine building is situated on St. Sacrament Street, one of the narrowest Streets in the City, and is consequently seen to great disadvantage. The premises cover an area of about half an acre, which comprises an open court for the meeting of Merchants on 'Change, and the building contains a reading room, a meeting room, and several offices, which are to be occupied by the Board of Trade and other public bodies of a commercial character. The style of Architecture is the Modern Italian, and the arrangement of the building throughout is such as to reflect much credit on Mr. George Browne, the Architect who designed it.

THE MECHANICS' INSTITUTE. This handsome structure occupies the corner of Great St. James and St. Peter Streets, having a frontage of 64 feet on the former and 84 feet on the latter. It is designed in the Italian style, and will, when completed, form one of the greatest architectural ornaments of Montreal. The ground floor will form two large and



THE NEW EXCHANGE.

handsome shops, and the next story will contain a corridor 55 feet long by 10 feet wide, with a reading room 40 by 24 feet 6 inches, a library 21 by 24 feet 6 inches, a President's room, a Committee room, and three class rooms. From the second story three stair cases will lead to the third story, which will form one magnificent room of 80 by 60 feet, with a height of 18 feet. The building, which was designed by Messrs. Hopkins & Nelson, Architects, is expected to be finished in November, 1854.

THE CHAMPLAIN AND ST. LAWRENCE RAIL-ROAD OFFICE. This fine building is situated at the corner of Commissioners Street and Custom House Square, and has a frontage of 100 feet towards the River. As is the case in nearly all the recently designed public buildings in Montreal, the style of Architecture is Italian, which appears to be much admired. The River front of the building will be 60 feet high, with a tower at the South Western corner of 100 feet high, which is to contain a clock with four illuminated dials, intended to regulate the time of the departure and arrival of the company's steamers and railroad trains. The tower is to be surmounted by a flag-staff, from which the arrival of the trains will be signalled. Mr. George Browne is the Architect of this work. The Champlain and St. Lawrence Rail-Road Company is the oldest institution of the kind in Canada, having been chartered in 1831, and the road opened in 1836. This road is of immense value to the trade of the city, and while its direction has always been, and is now, distinguished by a spirit of wise liberality and enterprise, its officers are equally noted for their urbane and gentlemanly attention to travellers.

THE JAIL, at the east end of St. Mary Street, is a substantial pile of stone buildings, surrounded by a wall; the erection of the buildings, though not yet finished, has cost over £30,000.

THE GENERAL HOSPITAL, on Dorchester Street, is an elegant and commodious cut stone building, which forms a prominent object as the City is approached from the South or East. The management of the Institution is admirable, and it has been the means of an immense amount of benefit to the poor of the City.

THE ST. PATRICK'S HOSPITAL, at the west end of Dorchester Street, is a fine stone building in a commanding situation. It was erected for a Baptist College, at a cost of over £7000, but was purchased from the Trustees for the purpose of an Hospital, to which it is now devoted. It has already been of infinite benefit to a large number of patients.

M'GILL COLLEGE, is beautifully situated at the base of the Mountain. This establishment owes its origin to the liberality of the late Hon. James McGill, who bequeathed the estate of Burnside and £10,000 for its endowment. Its School of Medicine bears a high reputation, and the other departments are also in a rapidly progressive state of improvement, under the able superintendence of the Rev. Dr. Leach, the present Vice-principal and professor of Classical Literature and Divinity.

THE HIGH SCHOOL, on Belmont Street, Beaver Hall, is a beautiful stone building in the Tudor style of Architecture. It is under the management of Mr. H. A. Howe, assisted by several accomplished masters, and has a large number of pupils.

THE ROMAN CATHOLIC COLLEGE on College Street, is a plain substantial pile of buildings, well suited to the purposes for which it was designed. Rev. A. Nercam, principal.

ST. MARY'S (Jesuit) COLLEGE, is situated, between Bleury and Alexander Streets; it is a large and handsome pile of stone building, just erected, and is under the care of the Rev. Father Martin, and several assistants.

THE THEATRE ROYAL, Côté Street, is a neat brick building, lately erected, which is handsomely fitted up in the interior, and will accommodate about 1500 persons.

THE OLD WATER WORKS, Notre Dame Street, is a neat and useful pile of building, erected for the purpose of supplying the City with water, which is forced up from the river by steam power into two reservoirs, which will contain about half a million of gallons, while the new reservoir at the head of St. Denis Street will contain over four millions of gallons. The works are now under the management of the Corporation of the City. Their entire cost has been £72,787.

THE NEW WATER WORKS, designed to supply the City with an ample quantity of pure water, derive their supply from the Lachine Rapids of the River St. Lawrence, from whence an aqueduct five miles in length conducts the stream to a settling pond, which will hold six millions of gallons. From here the water is pumped up, by the force which its own descent supplies, into a receiving reservoir, from whence it is conveyed in pipes a distance of 4700 yards, till it is received into two large distributing reservoirs, a short distance in rear of McGill College.

These reservoirs are 190 feet above the level of the forcing pumps, and 200 feet above the level of the river, and will contain over twenty millions of gals.

The estimated cost of these valuable works, which were designed by T. C. Keefer, Esq., Civil Engineer, is £150,000.

NUNNERIES.

Of these there are three, viz.:—

1st. *The Grey Nunnery*, on Foundling Street, founded in 1692, for the care of Lunatics and Foundlings.

2nd. *The Black, or Congregational Nunnery*, Notre Dame Street, founded in 1659, for the education of young females.

And 3rd. *The Hotel Dieu Nunnery*, on St. Joseph and St. Paul Streets, founded in 1644, for the reception of sick and diseased persons.

Of these establishments, it is only necessary to say, that they are admirably arranged and governed, are instrumental in doing an immense amount of good, as witness the untiring exertions of the good Sisters, during the prevailing sickness of 1847, principally among the poor emigrants, when a number of them fell victims to their devotion to the sacred cause of charity and humanity.

Strangers wishing to see the interior of the Nunneries should apply for permission to the Lady Superior of each, which is almost invariably granted to persons of respectability, when properly applied for.

NELSON'S MONUMENT, Notre Dame Street, and the MCTAVISH MONUMENT, at the foot of the Mountain,

are generally visited by strangers ; indeed, the first named cannot fail to be so, as it is in the very heart of the City. It is at present much dilapidated, but we believe will be speedily repaired.

The remaining Public Buildings worthy of notice are :—

The Old Government House, Notre Dame Street.
The Barracks, Water Street.

The Protestant Orphan Asylum, St. Catherine Street.

The Bon Pasteur Nunnery, Sherbrooke Street.

The Christian Schools, Vitré Street.

The British and Canadian School, Côté Street.

The National School, Bonsecours Street.

The Custom House, St. Paul Street.

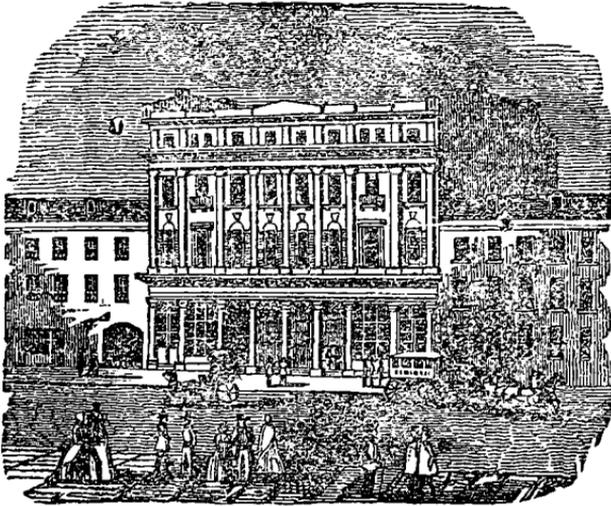
The Odd-Fellows' Hall, Great St. James Street.

THE PRINCIPAL HOTELS IN THE CITY ARE



THE ST. LAWRENCE HALL, Great St. James Street, which is a noble edifice in the centre of the City. It is under the able management of Messrs. Hogan

& Penn, has a splendid concert and ball-room, and is fitted up in a style of comfort and elegance not surpassed in Canada. The spirited cut given represents the front of this house. For further details regarding the accommodations, management, &c., see the proprietors' advertisement near the close of the volume.



THE OTTAWA HOTEL.

THE OTTAWA HOTEL, Great St. James Street, is a handsome and comfortable house. It is conducted by Mr. Browning, formerly of Coteau Landing, long and favorably known to travellers, and is a central and desirable place of residence. See the proprietor's advertisement, near the close of the volume, for further details.

THE MONTREAL HOUSE, Custom-house Square, is beautifully situated opposite the steamboat wharf, affording a fine view of the River. It is an excel-

tisements of the principal houses, in the various departments, which appear in the present work.

THE WHARVES of the City, which are constructed in a manner unequalled upon this continent, are worthy of all commendation, and cannot fail to surprise visitors, who have been accustomed to nothing but the frail wooden structures of that nature so common in America. The entire line of Wharves is over two miles in length, and considerable additions, (to meet the rapidly increasing trade of the City,) will be speedily commenced.

THE LACHINE CANAL, with its Locks and Basins, is another of those Public Works of which our fair City may well be proud, nor is there in America, (we speak advisedly) any *canal structure* to equal them; no stranger should pass through Montreal without visiting these works.

THE CHAMPLAIN AND ST LAWRENCE RAILROAD, commences at Brewsterville, opposite the City, and connects with the American lines to Boston and New York at Rouse's Point, a distance of 43 miles. This Road is now completed, and the cars run daily. Office, Commissioner's Street, corner of Custom-House Square.

THE LACHINE RAILROAD, connects the City, by a line of road nine miles in length, with the village of that name; it is a pleasant excursion, and can be made back and forwards in a short time, and at a trifling cost. The continuation of this road from Caughnawaga till it connects with the Ogdensburg road at Moers, is now complete, and the whole line is known as "*The Montreal and New York Railroad.*"—Office, Bonaventure Street.

THE ST. LAWRENCE AND ATLANTIC RAILROAD, to

connect Montreal with the City of Portland, a distance of 292 miles, is now complete, and the cars run daily between the two cities. A line from Quebec to Melbourne, a distance of 100 miles, is also in course of construction, and will be completed in 1854.—Office, 18 Little St. James Street.

THE GRAND TRUNK RAILROAD, to connect Montreal with Kingston, Toronto, &c., is now in course of construction. The entire length of the road from Trois Pistoles to Sarnia, will be 1112 miles, and it will probably be completed in 1856.—Offices, 18 Little St. James Street, and corner of Champ de Mars and Gosford Streets.

THE MONTREAL AND BYTOWN RAILROAD, which will pass through a fine district of country, is now in progress of construction. The length will be about 120 miles, and the road will probably be opened in 1856. Office, 33 Great St. James Street.

THE VICTORIA BRIDGE. This splendid and useful structure, which is to cross the St. Lawrence, from Point St. Charles to the South shore, will have a total length of 9437 feet, or somewhat over a mile and three quarters. It is to be built on the tubular principle, the same as the Britannia Bridge at the Menai Straits, and will have a track for Railway cars in the centre, while on the outside of the tube there will be a balcony on each side, with a footpath for passengers. The bridge will rest on 24 piers and two abutments of limestone masonry, the centre span being 330 feet long, and 60 feet high from summer water level. The iron used in its construction will be the best boiler plate T iron, and the total cost of the work is to be £1,500,000 sterling, or \$7,500,000.

THE MOUNT ROYAL CEMETERY is a beautiful and extensive piece of land, recently laid out, which is to form the future place of interment for the Protestant population of the City. Great taste and judgment have been displayed in the selection and arrangement of the grounds, which are situated on the East side of the Mountain at a distance of about 2 miles from the City. The Cemetery is well worthy of a visit from either strangers or citizens.

THE CHAMP DE MARS is a favorite promenade for citizens or strangers, and frequently, during the summer evenings, the fine bands of the Regiments in Garrison, dispense their enlivening strains to the surrounding multitude.

THE PLACE D'ARMES, is the square opposite the French Church. It has been lately planted with trees, surrounded with a handsome iron railing, and a fountain placed in the centre of it.

JACQUES CARTIER SQUARE, extending from opposite the Court House on Notre Dame Street to the River, is also to be adorned with trees, a fountain, and ornamental railing, and the Nelson Monument, which stands at the head of it, is to be renovated and heightened, which will render it one of the most attractive places in the City.

DALHOUSIE SQUARE, is at the east end of Notre Dame and St. Paul Streets. This Square is to be planted with ornamental trees shortly.

RICHMOND SQUARE, at the west end of St. Antoine Street. *Phillips' square*, *Beaver Hall square*, on Beaver Hall, and *Papineau square*, at the east end of St. Mary Street, are the remaining public squares of the city.

A handsome BOULEVARD, to extend along the base

of the Mountain, has been recently projected, and will probably be carried into effect in a short time.

ST. HELEN'S ISLAND is also a most delightful spot, looking, as it does, like a gem set in the clear waters of the river.

THE GREAT AND LITTLE MOUNTAINS, behind the City, cannot be overlooked in our catalogue of the *agrémens* of Montreal, and no traveller should pass through the City without driving at least once round them.

MONKLAND'S HOTEL, at which most of the pleasure parties who drive round the Mountain stop to partake of refreshments, was formerly the residence of the Governor General. It is surrounded by beautiful grounds, well worthy of notice; and the landlord, Mr. Compain, is polite and attentive, while his cuisine will be found unimpeachable.

Another favorite drive in the immediate vicinity, is to Longue Point, and if desirous of a more extended tour on the Island, the excursions to Point aux Trembles, Sault au Recollet, or St. Anne, will be found highly agreeable, and a visit to the Belœil Mountains on the south side of the St. Lawrence, will be found amply to repay for the time or toil necessary.

THE LITERARY AND MERCANTILE ASSOCIATIONS ARE :—

Advocates' Library, Court-house.
 Agricultural Society, 25 Notre Dame Street
 Board of Trade, St. Sacrament Street
 Institut Canadien, Notre Dame Street
 Mechanics' Institute, Great St. James Street
 Mercantile Library, Great St. James Street

Merchants' Exchange, St. Sacrament Street
 Natural History Society, 10 Little St. James Street

THE FOREIGN CONSULS ARE :—

Belgian, Jesse Joseph, St. Helen Street
 Danish, Thomas Ryan, St. Peter Street
 Hanoverian, Henry Chapman, St. Sacrament Street
 Prussian, J. M. Tobin, St. Francois Xavier Street
 Sardinian, Henry Chapman, St. Sacrament Street.

THE NATIONAL SOCIETIES ARE :—

The St. George's Society
 The St. Andrew's Society
 The St. Patrick's Society
 The St. Jean Baptiste Society.
 The German Society
 The New England Society, which has been just established ; Jacob DeWitt, President ; P. D. Brown, Secretary.

There are several Masonic Lodges in the City ; and there are also numerous Lodges of Odd Fellows. The Rechabites and Temperance Societies have also several Tents.

THE RELIGIOUS SOCIETIES ARE :—

The Incorporated Church Society
 The Bible Society
 The Religious Tract Society
 The Wesleyan Methodist Sunday School Society
 The Society for Promoting Christian Knowledge
 The French Canadian Missionary Society
 The Young Men's Christian Knowledge Society
 The Canada Sunday School Union

The Friendly Union
 The Strangers' Friend Society
 The Roman Catholic Institute

THE BENEVOLENT INSTITUTIONS, BESIDES THOSE
 ALREADY ENUMERATED ARE :—

The Roman Catholic Orphan Asylum, Notre Dame
 Street, adjoining the Recollect Church
 Montreal Lying-in Hospital
 The Ladies' Benevolent Society, 92 Mountain Street
 University Lying-in Hospital, St. Charles Borromée
 Street
 The Montreal Dispensary, 6 St. George Street
 The Protestant House of Refuge, Richmond Square
 The Eye Institution, 8 St. Urbain Street
 The Protestant Magdalen Asylum, St. Catherine
 Street
 The Institution for Eye and Ear Diseases, 6 St. Fran-
 cois Xavier Street
 The Asylum for Aged and Infirm Women, St. Ca-
 therine Street
 The Firemen's Benevolent Association
 The St. Joseph's Infirmary, Cemetery Street
 The Hotel Dieu Hospital, St. Joseph Street
 The Roman Catholic Magdalen Asylum, Sherbrooke
 Street

THE MEDICAL AND SURGICAL INSTITUTIONS ARE:

The Medical School of McGill College
 The College of Physicians and Surgeons, L. C.
 The St. Lawrence School of Medicine
 The Montreal School of Medicine and Surgery
 The Medico-Chirurgical Society
 The Pathological Society

THE PUBLIC OFFICES, BESIDES THOSE ENUMERATED BEFORE, ARE:—

Adjutant General of the Forces, Craig Street
 Bank of Upper Canada, Great St. James Street
 Barrack Master, Water Street
 British North American Telegraph Company, Great
 St. James Street
 Chief Engineer Fire Department, Bonsecours Mar-
 ket, St. Paul Street
 Chief of Police, do do
 City Clerk, do do
 City Surveyor, do do
 City Treasurer, do do
 Clerk of the Peace and Crown, Court-house
 Collector of Customs, Custom-house, St. Paul Street
 Collector of Canal Tolls, Basin No. 1, Canal
 Commander of the Forces, 46 Notre Dame Street
 Commissary General, 53 Notre Dame Street
 Commissioner of Police, Court-house
 Coroners of the District, St. Vincent Street and
 Champ de Mars Street
 Emigrant Office, near Canal Basin
 Gas Company, Gabriel Street, Griffintown
 Geological Survey Office, 5 St. Gabriel Street
 Grand Trunk Telegraph, St. Francois-Xavier Street
 Harbor Master, 77 Common Street
 Imperial Customs, St. Nicholas Street
 Indian Department, Old Government House
 Inspector of Hospitals, 46 Notre Dame Street
 Inspection of Pot and Pearl Ashes, College Street
 Marriage Licenses, Hanover Street
 Mayor of the City, City Hall, Bonsecours Market
 Military Secretary, 46 Notre Dame Street

- Molson's Bank, Great St. James Street
 Montreal Building Society, 7 Great St. James Street
 Montreal City and District Building Society, Little St. James Street
 Montreal City and District Savings' Bank, 4 Great St. James Street
 Montreal Insurance Co., 7 Great St. James Street
 Montreal Mining Co., 7 Great St. James Street
 Montreal Mutual Fire Insurance Co., St. Francois Xavier Street
 Montreal Telegraph Co., Great St. James Street
 Notarial Board, St. Lawrence Hill
 Ordnance Department, Water Street
 Police Offices, Bonsecours Market, and corner Craig and Bleury Streets
 Post Office, Great St. James Street
 Prothonotary, Court-house, Notre Dame Street
 Quarter-Master General, St. Lewis Street
 Registrar of the County, Old Government-house
 Revenue Inspectors, 74 Notre Dame Street
 Richelieu Navigation Company, 37 Commissioners Street
 Royal Engineers, 46 Notre Dame Street
 Sheriff, Court-house, Notre Dame Street
 Superintendent of Education, Old Government-house
 Trust and Loan Co. of Upper Canada, 2 St. Francois Xavier Street
 Town Major, 46 Notre Dame Street
 Trinity House, 150 St. Paul Street
 Turnpike Trustees, 150 St. Paul Street
 Vermont and Boston Telegraph Company, 66 Commissioners Street

NEWSPAPERS AND PERIODICALS PUBLISHED IN
MONTREAL :

- Agricultural Journal, (English and French,) Hew Ramsay, St. Francois Xavier Street
- Album Littéraire de La Minerve, Duvernay & Co., 19 St. Vincent Street
- Canada Directory, Robert W. S. Mackay, 73 Mountain Street
- Commercial Advertiser, (daily and weekly,) T. Finney & Co., St. Sacrament Street
- Freeman, (semi-weekly,) W. & F. Dalton, St. Francois Xavier Street
- French Canadian Missionary Record, (quarterly,) J. C. Becket, Great St. James Street
- Gazette, (daily, tri-weekly and weekly,) J. M. Ferrès & Co., 20 Great St. James Street
- Herald, (daily, tri-weekly and weekly,) D. Kinnear & Co., Notre Dame Street
- La Minerve, (French, tri and semi-weekly,) Duvernay & Co., St. Vincent Street
- La Roche Littéraire, G. H. Cherrier, St. Thérèse Street
- Le Moniteur Canadien, (weekly,) DeMontigny & Co., 79 St. Paul Street. See advertisement
- Le Pays, (French, tri-weekly,) J. A. Plinguet, St. Thérèse Street
- Le Semuer Canadien, (weekly,) Rev. M. Cyr, St. Thérèse Street
- Life Boat, (monthly,) H. & G. M. Rose, Great St. James Street
- Maple Leaf, (monthly,) J. C. Becket, 22 Great St. James Street
- Missionary and Sabbath School Record, (monthly,) J. C. Becket, 22 Great St. James Street

- Montreal City Directory, Robert W. S. Mackay, 73
Mountain Street
- Pilot, (tri-weekly and weekly,) Rollo Campbell,
Place d'Armes
- Presbyterian, The, (monthly,) John Lovell, Printer,
St. Nicholas Street
- Sabbath Advocate, (quarterly,) John Lovell, pub-
lisher, St. Nicholas Street
- Sun, The, (tri-weekly,) Moore, Owler & Stevenson,
St. Francois Xavier Street
- Temperance Advocate, (fortnightly,) J. C. Becket,
22 Great St. James Street
- Transcript, (daily, tri-weekly, and weekly,) D.
McDonald, Notre Dame Street
- True Witness and Catholic Chronicle, (weekly,) G.
E. Clerk, Editor and Proprietor, Place d'Armes
- Witness, (weekly,) John Dougall, 22 Great St. James
Street

STAGE, STEAMBOAT, AND RAILROAD OFFICES.

AMERICAN LINE OF STEAMERS for River St. Law-
rence and Lake Ontario, W. T. Barron, agent, 24
McGill Street—usual cabin fare to Coteau du Lac,
10s, to Cornwall, 12s 6d, to Prescott, 15s, to Brock-
ville, 17s 6d, to Kingston, 20s, to Sacket's Harbor,
30s, to Oswego, 35s, to Rochester 40s, to Niagara
Falls, 42s. 6d., to Buffalo, 45s., to Toronto, 40s., to
Hamilton, 45s.

CHAMPLAIN and ST. LAWRENCE RAILROAD OFFICE,
W. A. Merry, secretary, Commissioners Street—
fare to St. John's, 5s, to Rouse's Point, 7s 6d, to New
York, first class, 44s 3d, to Boston, first class, 35s.
See advertisement on outside cover.

EASTERN TOWNSHIPS STAGE OFFICE, Ryan

Hotel, William Street—fare to Chambly, 3s 9d, to Granby, 11s 3d.

MONTREAL and QUEBEC ROYAL MAIL STEAMBOAT OFFICE, St. Nicholas Street—usual cabin fare, 12s 6d.

MONTREAL and LACHINE RAILROAD OFFICE, John Farrow, superintendent, Bonaventure Street—first class fare to Lachine, 1s 10½d, second class, 1s 3d.

OTTAWA STAGE LINE, in winter, S. Browning, agent, Great St. James Street—usual fare to Bytown, 20s to 25s.

QUEBEC STAGE OFFICE, in winter, J. R. Giroux, 2 St. Vincent Street—fare to Quebec in winter, 40s—intermediate distances charged at the rate of 10d per league.

RICHELIEU NAVIGATION COMPANY'S STEAMERS, J. F. Sincennes, secretary, 37 Commissioners Street—cabin fare, to Sorel, 3s 9d, to Chambly, 5s, to Berthier, 3s 9d, to Lanoraie, 3s 9d.

ROYAL MAIL LINE OF STEAMERS AND STAGES TO UPPER CANADA, A. Milloy, agent, 40 McGill Street—usual cabin fare to Coteau du Lac, 8s 9d, to Cornwall, 12s 6d, to Prescott, 15s, to Brockville, 17s 6d, to Kingston, 20s, to Cobourg or Port Hope, 30s, to Bowmanville, 35s, to Toronto, 40s, to Niagara Falls, 42s 6d, to Hamilton, 42s 6d, to Buffalo, 45s—stage fare in winter, to Coteau, 10s, to Cornwall, 13s 9d, to Prescott, 15s, to Brockville, 17s 6d, to Kingston, 35s, to Cobourg, 60s, to Toronto, 80s, to Hamilton, 90s.

SOUTHERN AND WESTERN RAILROAD LINE, S. Holt, agent, 2 Great St. James Street—usual fare to Saratoga Springs, 1st class, 22s, to Troy, 27s 6d., to New York, 30s, 2nd class, to New York, 20s, to Schenectady, 13s 9d.

ST. LAWRENCE AND ATLANTIC RAILROAD OFFICE,
W. H. Hopper, secretary, 18 Little St. James
Street—fare to St. Hyacinthe, 3s 9d, to Melbourne,
11s 3d, to Sherbrooke, 12s 6d, to Portland, 30s.

TATE'S DAILY LINE OF STEAMERS TO QUEBEC, A.
Gundlack, agent, 66 Commissioners Street—usual
cabin fare, 7s 6d. See Advertisement near the
close of the volume.

THROUGH LINE OF STEAMERS to Hamilton and
Toronto, C. W., Office 30½ McGill Street—usual
cabin fare, to Hamilton, 42s 6d, to Toronto, 40s, to
Kingston, 20s.

VERMONT CENTRAL AND CANADA RAILROAD LINE,
T. Watson, agent, 66 Commissioners Street—usual
fare to Boston, 35s, to New York, 35s, to Worcester,
40s, to Springfield, 25s.

STATISTICS OF THE CITY, by the census of 1852.	STATISTICS OF THE COUNTY, by the census of 1852.
Number of Houses..... 7424	Number of Males..... 9918
“ of Families.... 9900	“ of Females... 9728
“ of Males..... 27586	“ of French Can. 16507
“ of Females.... 30129	“ of other origins 3039
“ of French Can 26020	Population of the County 19646
“ of British Can. 12494	Population of the City.. 57715
“ of English, Irish and Scotch. 17744	Population of the City.. 57715
“ of other Coun.. 1457	Total Pop. of both City and County in 1852.. 77361
“ of R. Catholics 41466	Square miles, both City and County..... 197
“ of Protestants.. 16196	Estimated Population of the City and County in 1854..... 86000
“ of No Religion. 55	
Total population of the City in 1852..... 57716	
Do. do. in 1854 (estimated)..... 65000	

The value of imports at Montreal in 1851, amount-
ed to £2,294,710, and the nett amount of duties
collected to £314,190. In 1852, the imports were,

£2,311,472, and the nett amount of duties, £331,773, and in 1853, the imports were £3,603,696, and the nett amount of duties, £447,089. The value of exports in 1851 was £529,807, and in 1852 £681,866. No return of exports for 1853 has yet been issued. In 1852, there were 4,187 vessels of all descriptions, with a gross tonnage of 425,633 tons, and in 1853, there were 4,885 vessels, with a gross tonnage of 491,928 tons, which entered the Port.

The City Debt in 1852, amounted to £283,800, and the value of the property owned by the City in the same year was £253,038. The total income of the City in 1852 was £88,326, and the total expenditure £85,204.

Numerous manufacturing establishments for Cotton, India Rubber goods, Furniture, Steam Engines, Railroad Cars, Axes, Sashes and Blinds, and also several extensive and valuable milling establishments have been recently erected on the line of the Lachine Canal, at the South-West end of the City, and as the Grand Trunk Railroad depot, and the Victoria Bridge, will be in the same vicinity, that part of the City seems destined to become the great centre for manufactures of every description.

THE RIVER ST. LAWRENCE FROM MONTREAL TO QUEBEC.

In passing down the River St. Lawrence from Montreal to Quebec, the steamers make several landing places, the first of which is SOREL, or William Henry, 45 miles below Montreal, at the junction of the River Richelieu, (which is the outlet of Lake Champlain,) with the St. Lawrence. The town is laid out in the form of a quadrangle, and has

a number of good buildings, the principal of which are the Roman Catholic and English Churches. Population about 3000. Steamboat fare from Montreal, 5s. On leaving Sorel, the steamer enters Lake St. Peter, which is merely an expansion of the River, and, except in a narrow channel, navigable for vessels of about six hundred tons, and now in course of being improved, so as to admit vessels of one thousand tons ascending to Montreal—it is quite shallow, its length is 25 miles, and greatest breadth 9 miles, and there are several islands at its western extremity.

PORT ST. FRANCIS is situated on the south shore of Lake St. Peter, 82 miles below Montreal, it is a place of but little importance.

THREE RIVERS is one of the oldest settled Towns in Canada, having been founded in 1618. It is situated at the confluence of the Rivers St. Maurice and St. Lawrence, 90 miles below Montreal, and the same distance above Quebec. The Town is well laid out, and has numerous good buildings, including the Court-house, the Roman Catholic Church, the Ursuline Convent, the English and Wesleyan Churches, and the Jail. There are also Barracks for several companies of infantry. Two weekly newspapers, "The Journal," and "L'Ere Nouvelle," are published here. There is an agency of the City Bank of Montreal, and there are agencies of seven Assurance Companies. The public societies consist of a St. Andrew's Society, a St. Jean Baptiste Society, a Mechanics' Institute, a Canadian Institute, a Young Men's Improvement Society, and a Notarial Board. There are three Fire Companies in the town. Steamboat fare to Mon-

treal or Quebec, 6s 3d. Population about 5500. Three Rivers returns a Member to the Provincial Parliament.

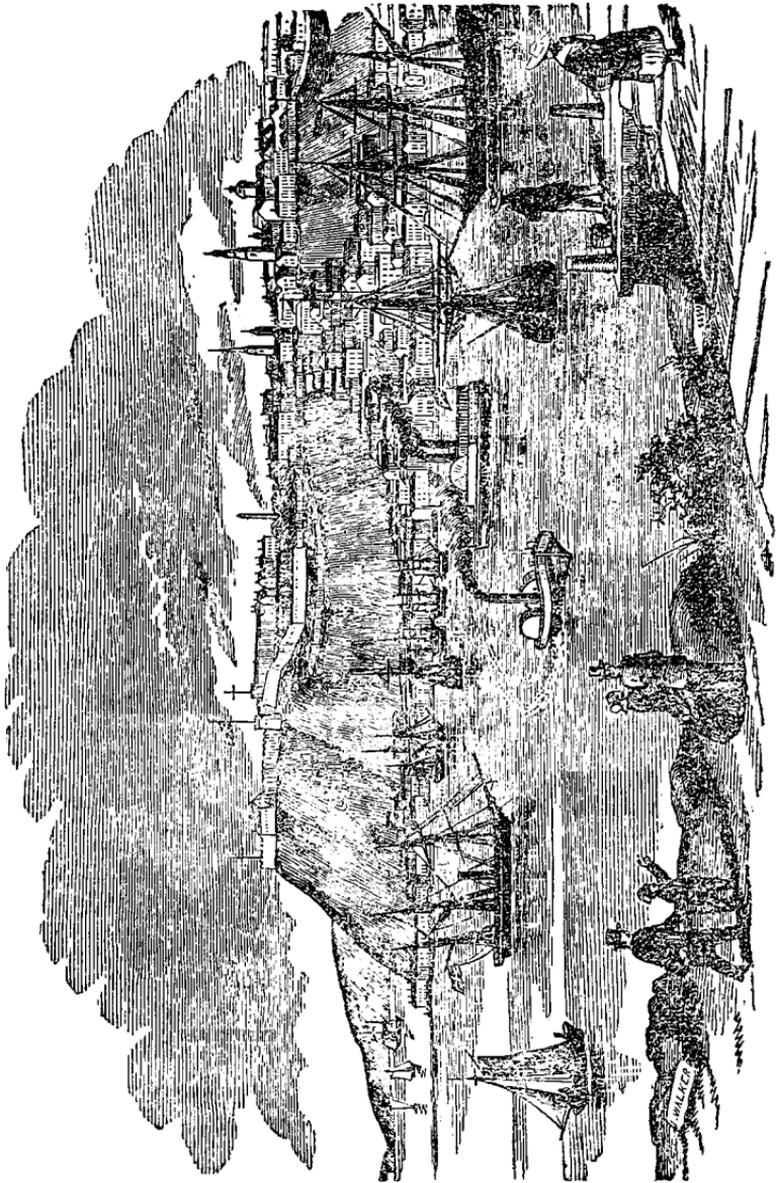
THE FALLS OF SHAWANAGENNE, are situated on the River St. Maurice, about 25 miles back of Three Rivers. The River here is about 180 feet wide, and is precipitated over a perpendicular ledge of rock, nearly 200 feet in height, forming a magnificent cataract, the very existence of which is comparatively unknown. Excellent fishing is to be found in the St. Maurice, between Three Rivers and the falls.

ST. LEON *le grand* is a neat village on the little Rivière du Loup, 6 miles from the Town of that name, and 26 miles north west from Three Rivers; there are excellent *Mineral Springs* here, the waters of which have been found an efficacious remedy in numerous diseases, and there is a good hotel and several boarding-houses. Stage fare from Three Rivers, 7s. 6d.

BATISCAN, 117 miles below Montreal, on the north shore of the River, is the last place which the steamers stop at before reaching Quebec, it is a place of little importance.

THE CITY OF QUEBEC,

The present capital of United Canada, is situated on the north shore of the River St. Lawrence, in lat. 46° 49' North, and long. 71° 15' West from Greenwich. It was founded by Charlevoix, in



THE CITY OF QUEBEC.

1608, on the site of an Indian village called *Stadacona*, and is now the second city in British America, its population by the census of 1852 having been 42,000 souls, which at the present time (1854) has increased to over 45,000 souls. The form of the city is nearly triangular, the plains of Abraham forming the base, and the Rivers St. Lawrence and St. Charles the sides. It is naturally, as well as artificially, divided into two parts known as the Upper and Lower Towns, the former of which is strongly fortified, and includes within its limits the Citadel of Cape Diamond, which is known to be the most formidable fortress in America. The Lower Town is built upon a narrow strip of land which runs at the base of the Cape and of the high ground upon which the Upper Town stands, and the suburbs of St. Rochs and St. Johns extend along the River St. Charles and to the plains of Abraham. Quebec was taken by the British and Colonial forces in 1629, but restored to France in 1632, and was finally captured by the army under Wolfe in 1759, and, together with all the French possessions in North America, was ceded to Great Britain at the peace of 1763.

The City is divided into six wards, and is governed municipally by a Mayor and nineteen Councilors, elected by householders paying an annual rent of about 45 dollars, or owning real estate worth half that amount annually.

The Police department consists of a Police Magistrate, a Chief of Police and 33 men, besides a River Police, during the season of navigation, of 38 men, and the Fire Brigade consists of an Inspector, 8

Engine companies, a Hose company, and a Hook and Ladder company.

CAB AND CALECHE STANDS.

LOWER TOWN.

St. Paul Street, near St. Roch Street.

The Cul de Sac.

At the junction of the Cul de Sac and Champlain Streets.

Dalhousie Street.

St. James Street.

Sault au Matelot Street, near St Paul Street.

UPPER TOWN.

Upper Town Market Place.

Ste. Anne Street, Place d'Armes.

Palace Street.

St. Stanislas Street.

Dauphin Street.

Glacis Street, St. John's Ward.

The TARIFF FOR CABS, CALECHES, &c, as fixed by law, is as follows:—

For a Coach or covered Carriole drawn by two horses, from the Steamboat landings, to any place in the Upper Town, and *vice versa*:—

For 1 person, 1s 6d, or 30 cents.

“ 2 persons, 2s, or 40 cents.

“ every additional person, 6d, or 10 cents.

For a Cab or covered Carriole drawn by one horse from the Steamboat landings, to any place in the Upper Town, and *vice versa*:

For 1 person, 1s, or 20 cents.

“ 2 persons, 1s 3d, or 25 cents.

“ every additional person 3d, or 5 cents.

For a Calèche or open Carriole, as above :

For 1 person, 7½d, or 12½ cents.

“ 2 persons, 10d, or 17 cents.

Coach or covered Carriole drawn by 2 horses :—

Per hour—1st hour, 3s, or 60 cents.

2nd hour, 2s 6d, or 50 cents.

Every subsequent hour, 1s, or 20 cents.

Cab or covered Carriole drawn by 1 horse :—

Per hour—1st hour, 2s, or 40 cents.

2nd hour, 1s 3d, or 25 cents.

Every subsequent hour, 9d, or 15 cents.

Calèche or Carriole :—

Per hour—1st hour, 1s 3d, or 25 cents.

2nd hour, 1s, or 20 cents.

Every subsequent hour, 9d, or 15 cents.

And that this Tariff shall only apply to cases in which *no specific agreement* has been entered into between the parties.

Every carter is obliged to exhibit a card of the above tariff, under the penalty of 40s.

There are 174 Streets in the City and suburbs, among the principal of which are the following, viz:—*St. John Street*, which extends from Fabrique Street to St. John's Gate, in the Upper Town, and is occupied principally by retail stores, many of which are elegant, and display choice stocks of goods and wares of all kinds. *St. Louis Street*, is a handsome and well built Street, extending from the Place d'Armes to St. Louis Gate, and is occupied principally by lawyers' offices and private dwellings. *D'Autcuil Street* faces the Esplanade, and the ground where the Artillery are drilled, and is an elegant Street, mostly of private dwellings. *Grand*

Allee or *St. Louis Road*, outside St. Louis Gate, and leading to the Plains of Abraham, is a beautiful Street, on which there are many elegant villa residences. *St. John Street* without, is also a fine Street, occupied by shops and private residences.

In the Lower Town the principal Street is *Saint Peter Street*, on which, and the wharves and small Streets which branch from it, most of the Banks, Insurance Companies and Merchants' offices are situated; there are also several fine Streets in the St. Rochs and St. Johns suburbs, and the appearance of these quarters of the city has been much improved since the great fires of May and June, 1845, in which nearly two thousand buildings were destroyed, which have since been replaced by others of a very superior description.

DURHAM TERRACE, in the Upper Town, is a platform commanding a splendid view of the River and the Lower Town. It is constructed on the site of the old castle of St. Louis, which was burnt in 1834, and owes its erection to the nobleman whose name it bears.

THE PUBLIC GARDEN, fronts on Des Carrières Street, Upper Town, and contains an elegant monument which was erected to the memory of Wolfe and Montcalm, in 1827. The total height of the monument is 65 feet, and its design is chaste and beautiful, nor should any stranger leave Quebec without visiting it; during the summer the bands of the Regiments in Garrison play here several evenings each week, and add much to the enjoyment of the promenaders.

The PLACE D'ARMES, is an open piece of ground, around which the old Chateau of St. Louis, the Go-

vernment offices, formerly the St. George's Hotel, the English Cathedral, and the Court-house are situated.

THE ESPLANADE, is a beautiful piece of ground, railed off from, and situated between, d'Auteil Street and the Ramparts. The various guards of the Garrison are mounted here each morning in summer, and it is also used as a drill ground by the Royal Artillery.

THE RAMPARTS, afford a beautiful promenade to the citizen or Stranger, and from nearly every part of them a delightful view of the surrounding scenery can be had.

THE CITADEL, which is situated on the highest point of the land known as Cape Diamond, is, of course, one of the most interesting objects to visitors, and those who are desirous of seeing it, should make application to the Town Major at the main Guard-house, from whom tickets of admission can always be obtained by persons of respectability. The area embraced within the fortifications of the citadel is over forty acres, and the officers' barracks, guard rooms, magazines, bastions, observatory, tanks, &c., are each perfect in their kind. A regiment of Infantry, and some Artillery, are always quartered in the Citadel Barracks.

THE LINE OF FORTIFICATIONS, enclosing the Citadel and the Upper Town, is nearly three miles in length, and the guns with which they are mounted are mostly 32 and 68 pounders. There are five gates to the city, three of which, Prescott, Palace, and Hope Gates, communicate with the Lower Town, and two of which, St. John's and St. Louis Gates, communicate with the suburbs of the same name.

There are four Martello Towers, at a distance of about three quarters of a mile from the city, fronting the Plains of Abraham, and intended to impede the advance of an enemy from that direction.

THE CHURCHES IN THE CITY ARE:—

The Roman Catholic Cathedral, which fronts upon the Upper Town market-place, and which is a large and commodious building, but with no great pretensions to architecture. The interior is handsomely fitted up, and has several fine paintings by the old masters, which are well worthy of an inspection, the church will seat 4000 persons. It has a fine choir and a good organ.

St. Patrick's Church, on St. Helen Street, Upper Town, is a neat and comfortable building, having an area of 136 by 62 feet, and being capable of seating about 3000 persons.

St. Rochs' Church, on St. Joseph and Church Streets, in the St. Rochs' suburbs, is a large and commodious building, which will seat over 4000 persons. There are several good paintings in this church.

The Church of Notre Dame des Victoires, on Notre Dame Street, Lower Town, is one of the oldest buildings in the City. It has no pretension to architectural beauty, but is comfortably fitted up in the interior, and will seat over 2000 persons.

The Church of the Congregation, is situated on the Côte à Coton, outside of St. John's Gate, and there is also a chapel attached to the burial ground on De Salaberry Street, St. Louis suburbs.

PROTESTANT CHURCHES.

The English Cathedral, is situated between Gar-

den Street, St. Anne Street, and the Place d'Armes, Upper Town, and is a handsome edifice, 135 by 75 feet, which will seat between three and four thousand persons. The Church, which was erected in 1804, has an excellent choir and a good organ, and is neatly fitted up in the interior. Adjoining is a handsome residence for the Bishop of the Diocese, and the whole is enclosed by a parapet wall surmounted by a neat iron railing. The Right Rev. J. G. Mountain, D.D., Bishop of Quebec, assisted by the Rev. G. Mackie, D.D., and the Rev. A. W. Mountain, B.A., officiates here.

Trinity Church, situated on St. Stanislas Street, Upper Town, is a neat cut stone building, erected in 1824; its size is 74 by 48 feet, and the interior is handsomely fitted up. The Rev. E. W. Sewell, and the Rev. C. H. Stewart, officiate here.

St. Peter's Chapel, is situated on St. Vallier Street, St. Rochs, and is a neat, plain structure, which will seat about 500 persons. Rev. G. Percy, B.A., Minister.

St. Paul's, or the Mariner's Chapel, is a small building near Diamond Harbor, designed principally for seamen. Rev. R. G. Plees, Minister.

St. Andrew's Church, in connexion with the Church of Scotland, is situated on St. Anne Street, Upper Town. It was erected in 1810, and enlarged in 1824, its dimensions being 95 by 48 feet, the interior is comfortably fitted up, and the Church will seat over 1200 persons. There is a neat cut stone residence for the clergyman, adjoining the Church. Rev. John Cooke, D.D., Minister.

St. John's Free Scotch Church, is situated on St. Francis Street, Upper Town. It is a neat, plain

structure, which will seat about 600 persons. Rev. W. B. Clarke, Minister.

The *Wesleyan Chapel*, on St. Stanislas Street, Upper Town, is a handsome Gothic building, erected in 1850, the interior is beautifully fitted up, and it has a good organ. It will seat over 1000 persons.

The *Wesleyan Centenary Chapel*, is situated on D'Artigny Street, St. Louis Suburbs, and is a plain but substantial edifice.

The *Congregational Church*, on Palace Street, Upper Town, is a neat Gothic building of cut stone, erected in 1841, and capable of seating about 800 persons.

The *Baptist Church*, on St. Anne Street, Upper Town, is a neat stone building which will seat over 600 persons. Rev. D. Marsh, Minister.

THE OTHER PRINCIPAL PUBLIC BUILDINGS ARE:

The HOTEL DIEU Nunnery, Hospital and Church, which front on Palace Street, Upper Town, and with the Garden and Cemetery attached, cover an area of about ten acres. The buildings are spacious and substantial, and the Hospital has beds for about 60 sick. The religious body consists of a Superior and forty Nuns or Novices. The attending Physicians are Drs. Morrin, Nault, Sewell and Frémout. There are several fine paintings by celebrated masters in the Church and Hospital. This Institution was founded in 1637 by the Duchess D'Aiguillon.

The GENERAL HOSPITAL, situated on the River St. Charles, in the St. Roch's ward, was founded by the Bishop of Quebec, M. de St. Vallier, in 1693. The Hospital, Convent and Church are a handsome

quadrangular pile of stone buildings, well adapted for their designed purposes. The religious body consists of a Superior and about 60 Nuns and Novices, and there is an excellent school for young ladies attached to the Nunnery.

The **URSULINE CONVENT**, situated on Garden Street, Upper Town, was founded by Madame le Peltrie in 1641. The buildings consist of the Church and Convent, both substantial stone edifices, and have a fine Garden attached. The religious body is composed of a Superior and about sixty Nuns and Novices. There is an excellent school here, at which about 150 young ladies are usually receiving instruction, besides a school for poor children, at which from two to three hundred are educated at a very trifling charge. A number of fine paintings are to be seen here, and application for admission to this and the other Convents should be made to the Lady Superior of each.

The **UNIVERSITY OF QUEBEC**, fronts on St. Famille or Hope Street and the Market-place, Upper Town, and was founded by M. de Laval, in 1663. The buildings, which are of massive grey stone, form three sides of a quadrangle, and have a fine Garden in rear. From three to four hundred youths are usually receiving instruction in all that constitutes a good education here, and the charges are exceedingly moderate. The Rev. L. Gingras is the present Superior, and there are thirteen Rev. gentlemen besides, engaged in the various duties of the establishment.

The **PARLIAMENT HOUSE**, was situated inside of Prescott Gate, at the head of Mountain Street, and consisted of an elegant pile of cut stone buildings,

forming three sides of a square, and commanding from its rear windows and from the dome which surmounted it, one of the most magnificent prospects in America. This fine building has been recently destroyed by fire, but will probably be rebuilt within a short time.

The COURT HOUSE and the CITY HALL, are substantial stone edifices, situated on St. Louis Street, Upper Town, and well adapted to their respective purposes.

The JAIL is situated at the corner of St. Anne and St. Stanislas Streets, Upper Town, and is a massive stone building, erected at a cost of about £60,000. It is in an airy and healthy situation, and is well-managed and adapted to the purpose for which it was constructed.

The JESUIT BARRACKS, formerly the Jesuit College, front on the Upper Town Market-place and St. Anne Street. They have accommodations for about 1000 men, and the fine Parade Ground attached affords ample space for the drilling and manœuvring of the troops, a sight which can be witnessed almost daily during the summer. A battalion of infantry is usually quartered here.

The MARINE HOSPITAL, situated on the River St. Charles, in the St. Roch's ward, is intended for the use of Sailors and Emigrants, and is a beautiful stone building of four stories, which was erected at a cost of £15,000. The Hospital will accommodate about 400 patients, and is under the supervision of six Government Commissioners, of whom Dr. Morrin is President. Drs. James Douglas, Painchaud, Hall, Jackson, Robitaille and Rowand are the visiting Physicians, and Dr. Lemieux the House Surgeon.

The LUNATIC ASYLUM, is situated at Beauport, 2½ miles from Quebec, and is an extensive building, enclosed in a park of about 200 acres. It is under the management of Drs. James Douglas, Morrin, and Frémont, and has been, under Providence, the means of an incalculable amount of benefit since its establishment in 1845. The patients, who are about 175 in number, are divided into five classes, and the arrangement of the Asylum generally is worthy of the inspection and observation of the philanthropist.

The QUEBEC MUSIC HALL, is a handsome cut-stone edifice, recently erected, situated on St. Louis Street, in the Upper Town. It is used for Balls, Concerts, Theatrical Entertainments, &c., being the only public building in the City suitable for such purposes.

The QUEBEC AND RICHMOND RAILROAD, to connect the City of Quebec with the Montreal and Portland Railroad at Richmond, a distance of 100 miles, is now in progress of construction, and will probably be opened soon.

BANKS.

The Quebec Bank, is situated in the Quebec Fire Office building, St. Peter Street, Lower Town.

The Branch Bank of Montreal, is a handsome cut stone building on the corner of St. Peter and Arthur Streets, Lower Town.

The Branch Bank of British North America, is a chaste, cut stone building, lately erected on Saint Peter Street, Lower Town.

The Quebec Savings Bank, is situated in the Quebec Fire Office building, St. Peter Street, Lower Town.

The Branch of the Bank of Upper Canada, is situated in Clouet's buildings, Buade St., Upper Town.

The Provident and Savings Bank, is situated in the Freemason's Hall, Buade Street, Upper Town.

MERCANTILE AND LITERARY INSTITUTIONS.

The Quebec Exchange, W. Lane, superintendent, Arthur Street, Lower Town.

The Board of Trade, at the Exchange, Arthur St. Lower Town.

The Advocate's Library, Court House, St. Louis Street, Upper Town.

The Canadian Institute, Buade Street, Upper Town.

The Literary and Historical Society, St. Anne Street, Upper Town.

The Quebec Library Association, St. Anne Street, Upper Town.

The Mechanic's Institute, Buade Street, Upper Town.

The High School of Quebec, St. Denis Street, Upper Town.

FOREIGN CONSULS.

Hon. George Pemberton, Prussian, Swedish, Norwegian and United States Consul.

W. H. Tilstone, Portuguese Consul.

Edward Ryan, Consul for Hamburg and Bremen, and Consular Agent for France.

George Beswick, Vice Consul for Sardinia.

NATIONAL SOCIETIES.

St. George's Society.

St. Andrew's Society.

St. Patrick's Society.

St. Jean Baptiste Society.

There are also several Masonic and Odd Fellows' Lodges.

MEDICAL AND SURGICAL SOCIETIES.

College of Physicians and Surgeons of Lower Canada, Quebec Branch

Quebec School of Medicine and Surgery

THE BENEVOLENT INSTITUTIONS ARE :

The Quebec Benevolent Society

The Friendly Society

The Protestant Orphan Asylum

The Roman Catholic Orphan Asylum

The Military Orphan Asylum

The Young Men's Charitable Society

The Female Compassionate Society

THE RELIGIOUS SOCIETIES ARE :

The Incorporated Church Society

The Society for Promoting Christian Knowledge

The Bible Society

The Religious Tract Society

The Wesleyan Methodist Missionary Society

The Roman Catholic Christian Doctrine Society

The Roman Catholic Society for the Propagation of the Faith

THE PRINCIPAL HOTELS ARE :

RUSSELL'S HOTEL, Palace Street, Upper Town. This excellent establishment is under the able management of Mr. Willis Russell, and offers every

accommodation that can be desired by the most fastidious.

SWORDS' HOTEL, corner of Haldimand and St Louis Streets, U. T. This House is now conducted by Mr. P. Swords, long and favorably known in Montreal.

The following are also excellent houses:

City Hotel, 1 Garden Street, U T, by J. Lindsay

Ottawa Hotel, 4 Sault au Matelot Street, L T, by
Hugh O'Neil

Lamb's Hotel, corner of St. Joseph and Couillard Streets, U T, by Thos. Lamb

London Coffee-house, W. Chartrain, Cul-de-Sac Street, L T

Mansion House, Mrs. Holgate, St. George Street,
U T

Melrose's Hotel, Lower Town Market Place

STAGE AND STEAMBOAT OFFICES.

Royal Mail Line of Steamers to Montreal, Robert Shaw, agent, Napoleon Wharf,—cabin fare, 12s 6d

Tate's Steamboat Line to Montreal, Lady Elgin and Crescent, Thomas Loughran, agent, Gillespie's Wharf, L T,—cabin fare, 7s 6d.

Charles Hough, Stage Office, 8 St. Anne Street, U T. A winter stage line to Richmond, to meet the Railroad to Montreal by the south shore.

Montreal Winter Stage Office, by the north shore, Michel Gauvin, 20 Couillard Street, U T

NEWSPAPERS AND PERIODICALS.

Canadian Ecclesiastical Gazette, (English,) John Lovell, 12 Mountain Street, L T

- Canada Gazette, Derbishire & Desbarats, 65 St Louis Street, U T
- Gazette, (English,) R. Middleton, 18 Mountain Street, L T
- Le Journal de Quebec, (French,) Côté & Co., 26 Mountain Street, U T
- Le Canadien, (French,) E. R. Fréchette, 13 Mountain Street, L T
- Mercury, (English,) T. Cary & Co., head of Buade Street Stairs, U T
- Morning Chronicle, (English,) Charles St. Michel, 25 Mountain Street, L T
- Observer, (English,) Charles Roger, 29 St. Peter Street, L T
- Quebec Directory, Robert W. S. Mackay, Editor, sold by the Booksellers generally
- Revue de Législation et de Jurisprudence, (French,) E. R. Fréchette, Mountain Street, L T

PUBLIC OFFICES AND INSTITUTIONS NOT BEFORE
ENUMERATED.

- Agricultural Department, St. Louis Street, U T
- Attornies General, East and West, Union Buildings, Place d'Armes, U T
- Adjutants General of Militia, 47 St. Ann Street U T
- Barrack Master, C. Cornwall, St. Ann Street, U T
- Bankrupt Court, Court-house, St. Louis Street, U T
- Chief Engineer Fire Department, N. Wells, 23 St. Famille Street, U T
- Chief of Police, R. H. Russell, City Hall, St. Louis Street, U T
- City Hall, St. Louis Street, U T
- City Clerk, F. X. Garneau, City Hall, St. Louis Street, U T

- City Surveyor, Joseph Hamel, City Hall, St. Louis Street, U T
- City Treasurer, A. Gauthier, City Hall, St. Louis Street, U T
- City Collector, R. Meredith, City Hall, St. Louis Street, U T
- Clerk of the Crown, James Green, Court-house, St. Louis Street, U T
- Clerk of the Peace, P. A. Doucet, Court-House, St. Louis Street, U T
- Clerk of the Crown in Chancery, old chateau of St. Louis, Place d'Armes, U T
- Coroner, B. A. Panet, 8 St. Louis Road
- Commissariat Department, St. Louis Street, U T
- Crown Agent, D. McLean Stewart, 38 St. Peter Street, L T
- Crown Lands Department, old chateau of St. Louis, Place d'Armes, U T
- Custom-house, J. W. Dunscomb, collector, St. Peter Street, L T
- Emigration Department, A. C. Buchanan, chief agent, Hunt's Wharf, L T
- Executive Council, Union Buildings, Place d'Armes, U T
- Governor General's Secretary, Union Buildings, Place d'Armes, U T
- Harbour Master and Captain of the Port, Capt. Armstrong, Trinity House, St. Peter Street, L T
- Hudson's Bay Company, J. S. Watt, agent, 87 St. Paul Street, L T
- Indian Department, Union Buildings, Place d'Armes, U T
- Inspector General, Jones' Buildings, St. Louis Street, U T

- Marriage Licenses, J. G. Irvine, St. Louis Road
 Mayor of the City, Charles Alleyn, City Hall, St.
 Louis Street, U T
- Montreal Telegraph Co., G. W. Purkis, operator,
 Exchange Buildings, L T
- People's Building Society, 1 Fabrique Street, U T
- Police Magistrate, John Maguire, Court-house, St.
 Louis Street, U T
- Post Office Department, Mount Carmel Street, U T
- Post Office, J. Sewell, P M, Freemasons' Hall,
 Buade Street, U T
- Prothonotary, Burroughs & Fiset, Court-house, St.
 Louis Street, U T
- Provincial Registrar, Old Chateau of St. Louis, U T
- Provincial Secretary, Union Buildings, Place
 d'Armes, U T
- Public Works Department, Old Chateau of St Louis,
 Place d'Armes, U T
- Quebec Building Society, F. Vezina, secretary, St.
 George Street, U T
- Quebec Gas Company, W. A. Curry, secretary, Or-
 leans Wharf, L T
- Quebec & Richmond Railroad Co., Buade Street,
 U T
- Quebec Mining Company, W. H. A. Davies, secre-
 tary, Dalhousie Street, L T
- Quebec Fire Loan Office, Louis Prevost, secretary,
 St. Peter Street, L T
- Quarter Master General, 63 St. Louis Street, U T
- Receiver General's Department, Jones' Buildings,
 St. Louis Street, U T
- Registrar for the County, C. N. Montizambert, 12
 Garden Street, U T
- Revenue Inspector, J. M. Lemoine, 8 Garden Street
 U T

- St. Rochs' Reading Room, L. Lavoie, secretary, 24
Grant Street, St. Rochs
- Sheriff, W S. Sewell, Court-house, St. Louis Street,
U T
- Shipping Master, A. Hawkins, Champlain Street,
L T
- Solicitor General's Department, Union Buildings,
Place d'Armes, U T
- Superintendent of Pilots, Frs. Gourdeau, Trinity
House, St. Peter Street, L T
- Supervisor of Cullers, John Sharples, Sault-au-
Matelot Street, L T
- Town Major, Captain Knight, Main Guard-house,
U T
- Trinity House, Lindsay & Lemoine, registrar, 46
St. Peter Street, L T
- Turnpike Trust, John Porter, secretary, 38 St. Peter
Street, L T
- Union Building Society, John Ross, secretary,
Clouett's buildings, Mountain Street, U T
- Water Bailiff, B. Lafleur, Trinity House, St. Peter
Street, L T

STATISTICS OF THE TRADE OF QUEBEC.

Comparative statement of the number of vessels,
and their tonnage, which arrived at Quebec from
sea, and the number of passengers that came out in
them, from 1846 to 1853, inclusive :—

Year	Vessels.	Tons.	Passengers.
1846.....	1438	573,104	32,753
1847.....	1179	474,545	97,582
1848.....	1044	426,968	28,261
1849.....	1064	431,953	38,494
1850.....	1079	434,294	32,292
1851.....	1185	505,034	41,899
1852.....	1055	454,102	39,592
1853.....	1193	536,034	36,113

The above includes the vessels that were bound to Montreal, as every vessel that enters the port is boarded and reported, whether she is for Montreal or Quebec. Value of Imports in 1851, £642,804; of Exports, £1,593,662; amount of Duties collected, £92,840.

Among the notabilities of Quebec and its vicinity, which have not been previously mentioned, are, the spot where General Montgomery fell, which is on the road from Champlain Street to Diamond Harbour, and is pointed out by a board affixed to the cliff above it, placed there by Mr. Alfred Hawkins.

THE PLAINS OF ABRAHAM, a little to the west of the city, where the celebrated battle was fought between the British forces under General Wolfe and the French forces under the Marquis de Montcalm, should be visited by every traveller. A monument, erected on the spot where Wolfe fell, points out the place where the hottest part of the action occurred.

SPENCER WOOD, the residence of the Governor General, is about a mile farther west, and is an elegant country house, formerly the seat of Henry Atkinson, Esq.

THE INDIAN VILLAGE OF LORETTE, is 8 miles distant from the city, and is inhabited by the remains of the once powerful tribe of the Hurons. The usual fare for a calèche to hold two persons, here and back, is 1½ dollars, and for a carriage to hold five persons, 4 dollars.

THE FALLS OF MONTMORENCI, distant 8 miles below Quebec, form one of the grandest cataracts in America. The River here is about 60 feet wide, and the perpendicular height of the Falls is 250 feet. The fare for a carriage to convey five per-

sons here and back to Quebec is 4 dollars, and for a calèche 1½ dollars. *The natural steps* are an object of much interest, and there are many excellent fishing places on the River above the Falls, rendering it a favorite resort of the lovers of angling and beautiful scenery.

THE CHAUDIERE FALLS, on the River Chaudière, 9 miles above Quebec, are also a favorite resort, and are very beautiful and romantic. The River here is about 400 feet wide, and the height of the Falls is 130 feet. Usual coach fare to the Falls and back, 5 dollars, usual calèche fare, 2 dollars.

THE FALLS OF ST. ANNE, are situated on the River of the same name, on the north side of the St. Lawrence, 24 miles below Quebec, and present a singular variety of wild and beautiful scenery, both in themselves and their immediate neighbourhood. By leaving Quebec early in the day, the tourist can visit the Falls of Montmorenci, and the remarkable objects contiguous, and reach St. Anne the same evening, leaving the next morning to visit the Falls, and the remainder of the day to return to Quebec. Usual carriage fare, 8 to 9 dollars, calèche fare, 4 to 5 dollars.

LAKE ST. CHARLES, 13 miles north of Quebec, is a favorite resort of tourists, particularly of those who are fond of angling, as the lake abounds with fine trout. Parties intending to remain any length of time would do well to bring some of the good things to be found in the larders of Quebec with them, as it is not at all times that the supplies in the vicinity are all that can be desired. Usual coach fare, 5 to 6 dollars, calèche fare, 2 to 2½ dollars.

LAKE BEAUPORT, lies 14 miles north-east of Quebec,

and is celebrated for its fine trout, which are usually taken with bait, as they refuse to bite at the fly.—The fares to here are the same as to Lake St. Charles.

LAKE ST. JOSEPH, 28 miles north-west from Quebec, and three miles east of the River Jacques Cartier, into which its waters are discharged by a small stream, is 9 miles long by nearly 6 miles wide, and is celebrated for its fine trout and black bass, both of which are taken in large quantities.

THE ISLAND OF ORLEANS, situated in the River St. Lawrence, immediately below Quebec, is nineteen miles long, by five and a half miles wide, and, like the island of Montreal, is superior in fertility to the main land adjacent to it. It has a population of about six thousand souls, and produces the finest fruit in Lower Canada, excepting that raised in the vicinity of Montreal.

The **RIVER ST. LAWRENCE**, from Quebec to the Saguenay, affords a variety of beautiful scenery, and there is now, during the season of navigation, a regular weekly steamer up and down; the principal places which the steamer calls at on her trips are, **GROSSE ISLE**, 30 miles below Quebec, where the Quarantine Station for the River St. Lawrence is established. Dr. George Douglas is the principal Medical Officer here, and there is a Captain's command of Infantry furnished from the Garrison at Quebec. Usual steamboat fare from or to Quebec, 1 dollar.

MALBAIE, 90 miles below Quebec, on the north shore, is a large village, where many of the people of Quebec resort for sea bathing. Usual steamboat fare, 3 dollars; do. going and returning, 5 dollars.

KAMOURASKA, on the south shore, 90 miles below Quebec, is also a thriving village very pleasantly situated, and resorted to as a bathing place. Fare same as to Malbaie.

RIVIERE DU LOUP, *en bas*, is situated on the south shore, 114 miles below Quebec, and is a rising village, much frequented for sea-bathing. Usual steam-boat fare, \$4, do. going and returning, \$5.

THE RIVER SAGUENAY, falls into the St. Lawrence from the north, at a distance of 140 miles below Quebec. This noble river takes its rise in Lake St. John, and has a total length of 126 miles, till it falls into the St. Lawrence; for 68 miles of that distance it is navigable for large vessels, and at Ha Ha Bay, fifty miles from its mouth, the largest fleet of men-of-war would find a safe and spacious anchorage. The depth of the Saguenay is very great; in mid channel at its mouth no bottom was found with a line of 330 fathoms, and at the distance of 60 miles from the St. Lawrence its average depth is from 50 to 60 fathoms. The shores of the River present some of the grandest and most striking scenery in the world, rising from the water almost perpendicularly to a height of from one thousand to fifteen hundred feet, and in many places a ship of the line might run close to the rocks which overhang it.

TADOUSAC HARBOR, is situated on the north-east side of the River at its mouth. It is a post of the Hudson's Bay Company, who have a resident and a considerable establishment here.

TETE DU BOULE, on the north shore, three miles above Tadousac, is a remarkable round mountain peak, and a few miles further up are two hills known

as *the two Profiles*, which bear a strong resemblance to the human face.

At ST. JOHN'S BAY, on the south shore, 28 miles, above Tadousac, and at the mouth of the RIVER MARGUERITE on the north shore, are extensive lumbering establishments, and at various points upon the River there are others, all of which are owned by William Price, Esq., of Quebec, who employs between two and three thousand hands, and freights over one hundred ships annually, with the lumber which he has prepared upon this river.

ETERNITY POINT AND CAPE TRINITY, 6 miles above St. John's Bay, on the south shore, are two immense masses of rock, rising perpendicularly from the water's edge to a height of about 1500 feet, and affording a prospect of solemn and imposing grandeur.

Next in succession comes STATUE POINT, and then the TABLEAU, which is a perpendicular rock rising to the height of nine hundred feet; the scenery continues very beautiful on to HA HA BAY, where the River expands towards the north-west into a beautiful Bay of nine miles in length, by six miles in width, which affords good anchorage for the largest vessels, the average depth being from 20 to 35 fathoms. A large proportion of the land about here is good, and several Townships have been lately surveyed and laid out on both sides of the River in this vicinity; the climate is also represented as being equal to that of Quebec.

CHICOUTIMI, is situated 68 miles above Tadousac, at the confluence of the Rivers Chicoutimi and Saguenay, on the left bank of the latter. The Hudson's Bay Company have a post here, and there is a Roman Catholic Church, erected by the Jesuits in

1727. The population is about 400, principally French Canadians. The steamboat navigation of the Saguenay ends here, as the River above this is obstructed by rapids and falls. Fifty miles above Chicoutimi, the river issues from LAKE ST. JOHN, which is a fine expanse of water of about 30 miles in length, and, in the widest part, the same in breadth, its superficial area being over 500 square miles. The Rivers *Mistasine*, *Assuapmoussoin*, *Pevibonea*, and *Ouatchoanish*, all of which are large streams, and many smaller ones, empty into Lake St. John, and as its only outlet is the Saguenay, which also receives many considerable streams in its course, the great depth and volume of water in that River may be thus accounted for.

LAKE ST. JOHN, THE SAGUENAY, and the Rivers which they receive, abound in excellent fish, consisting of white fish, bass, trout, doré, carp, pike, eels, and others, and the salmon ascends the Saguenay for a considerable distance, and is taken in large quantities and shipped to Quebec. The usual steamboat fare from Quebec to the Saguenay and back, (the trip usually occupying about three days), is from \$10 to \$12, which includes everything, except wines, liquors, or cigars.

MONTREAL TO SHERBROOKE AND THE PROVINCE LINE.

The tourist, departing from Montreal by the St. Lawrence and Atlantic Railroad, will cross the ferry to LONGUEIL, a distance of two miles, where he enters the cars and proceeds to BOUCHERVILLE MOUNTAIN, a distance of 12 miles, from thence to ST. HILAIRE, 7 miles distant, the scenery is very fine, and

the Belœil Mountain, which is close to the village, is a favorite resort for pic-nic parties, &c. Proceeding onwards, we next reach

ST. HYACINTHE, THE COUNTY TOWN of the County of St. Hyacinthe, C.E., which is beautifully situated on the River Yamaska, 32 miles distant from Montreal by Railway, the first class fare being 3s. 9d. The town is laid out in a similar manner to many of those of old France, the streets being rather narrow, while the principal buildings are substantial stone edifices, among the most prominent of which the Parish Church, the College, (a really fine edifice, where there are fifteen Professors and over 400 Students) the Hospital of the Sisters of Charity, the Congregational Nunnery, the Court House and the Jail, are more particularly worthy of notice. The St. Lawrence and Atlantic Railroad passes through the town, connecting it with Montreal, Sherbrooke, Portland and the intermediate places, and the Grand Trunk Railroad between Richmond and Quebec places the town also in daily communication with the ancient Canadian Capital. One weekly newspaper (in French,) '*Le Courier de St. Hyacinthe,*' is published here, and there are agencies of several Assurance Companies. The population by the census of 1852 was 3,313, and is at present (May, 1854,) about 4,200 souls. St. Hyacinthe is distant from Quebec, by railway, 150 miles, from Sherbrooke 62 miles, and from Portland 260 miles. Principal Hotels, "*Yamaska House*" and "*Savage's.*"

Leaving St. Hyacinthe the next station is UPTON, distant from Montreal, 45 miles; here a village is rapidly springing up. ACTON, 6 miles farther on, is the next place at which the cars stop; next to which

is DURHAM, 8 miles distant. MELBOURNE, 74 miles distant from Montreal, is a rising town, situated on the west side of the River St. Francis. It is connected with RICHMOND, which is on the opposite side of the river, by a covered bridge; and it is here that the railroad bridge, which is to connect the Quebec and Richmond, with the St. Lawrence and Atlantic road, is to cross the river. Manufactures of pot and pearl ashes, leather, and iron, are carried on here, and there are four Protestant Churches and one Roman Catholic Church. Population of both villages about 1000. Railroad fare, 10s. The next station is WINDSOR, distant from Montreal 84 miles, and proceeding onward we next arrive at

SHERBROOKE, THE COUNTY TOWN of the County of Sherbrooke, C.E., which is situated at the confluence of the Rivers Magog and St. Francis, in the centre of a rich agricultural district. The River Magog, which passes through the town, furnishes an almost unlimited water power, which drives the machinery of several extensive manufacturing establishments, where woollen cloths, flannels, cottons, machinery, axes, sashes and blinds, pails, printing paper, &c., to a large amount, are produced. Sherbrooke, with the Townships of Orford and Ascott, returns one member to the Provincial Parliament, and the Superior Law Courts for the District of St. Francis are held here. Two weekly newspapers, "*The Gazette*" and "*The Townships Reformer*," are published here; there is an agency of the City Bank of Montreal, and there are agencies of seven Assurance Companies. The British American Land Company, which has over half a million of acres of land to dispose of, situated principally in the Eastern

Townships, has its heads office here; and there are churches of the Episcopal, Congregational, Wesleyan, and Roman Catholic denominations. At Lennoxville, 3 miles distant, there is a collegiate establishment, for preparing young men for the Church of England Ministry, known as "*Bishops College*," which has four professors and three teachers; and there are several good public and private schools in Sherbrooke. No town in Eastern Canada has increased so rapidly as Sherbrooke within the last four years, its population in 1850 having been 1,006, in 1852 2,998, while it is now (May, 1854) over 4,000 souls. Sherbrooke is distant from Quebec 120 miles, from Montreal 98 miles, railroad fare, 12s. 6d., and from Portland 194 miles, fare, 25s. It has now daily communication by railroad with both the latter cities and the intermediate places, and the entire line of railroad to Quebec is to be opened during the present summer. Principal Hotels, "*Magog House*" and "*Camirand's*."

Passing through Lennoxville, we proceed to WATERVILLE, 7 miles distant, and thence to COMPTON CENTRE, 4 miles, thence to COATICOOKE, 7 miles, and 9 miles farther, at a distance of 127 miles from Montreal, we cross the Province line and enter the State of Vermont. Passengers from Montreal for Portland, and vice versa, stop for the night at ISLAND POND, where there is a good hotel; distant from Montreal, 143, and from Portland, 149 miles; the fare between Montreal and Portland is 30s.

On the route from Montreal to Boston or New York, the only town of importance on the Canadian side of the Line is ST. JOHNS, which is a considerable Town and Port of Entry of Canada East, situ-

ated on the River Richelieu, (the outlet of the waters of Lake Champlain) 25 miles south-east of Montreal, and 18 miles north of the Province line. The town is well laid out, with wide streets intersecting at right angles, and it has many handsome private residences and some good public buildings, including the barracks, (which have accommodations for over 1,000 men, though only a small detachment is at present quartered there) the Railway Station, and the Court House, with churches of the Episcopal, Wesleyan, and Roman Catholic denominations. One weekly newspaper, "*The News*," is published here, and there are agencies of several Assurance Companies. Manufactures of glass, pottery, iron ware, leather, &c., to some extent, are carried on, and a considerable general business is transacted. The Champlain and St. Lawrence Railroad, which connects Montreal with the various American lines which meet at Rouse's Point, passes through St. Johns, the cars running twice each way daily, and the largest steamers from Lake Champlain can come up to the wharves to discharge or take in cargo. Value of Imports in 1852, £18,922; of Exports, £98,886. Amount of duties collected, £1,476. Population in 1850, 2,459; in 1852, 3,215, and at present (May, 1854) over 4,000 souls. Principal Hotels, "*Mott's*" and "*Watson's*."

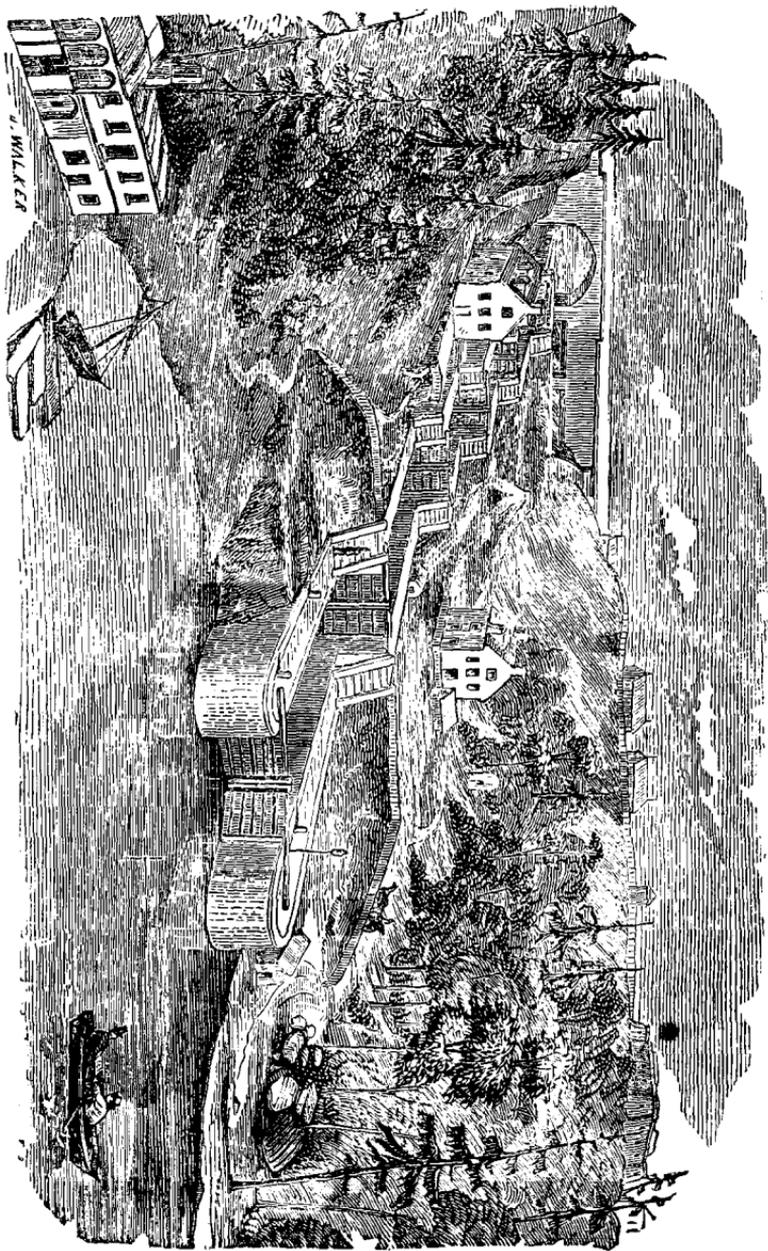
THE RIVER OTTAWA.

This noble stream, which is the second in point of size and importance in Canada, takes its rise in the unsettled, and but little known country, of the North West, and flows in a south and south easterly direction, till it unites with the St. Lawrence at the

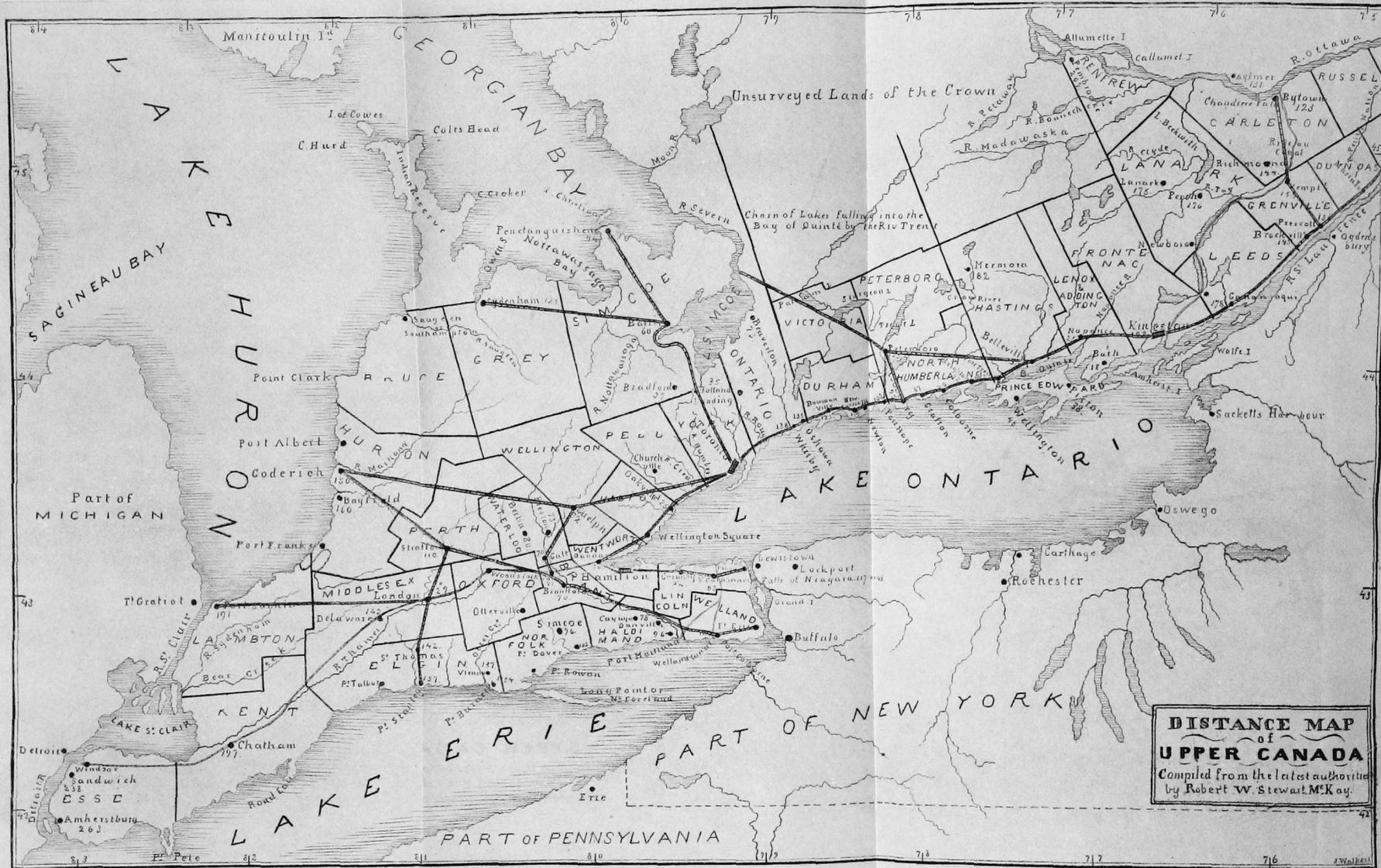
upper end of the Island of Montreal. During its course, which is estimated at about 700 miles, it receives many fine streams, most of which would, in any other country, be reckoned great Rivers. Its principal tributaries on the Upper Canada side are the Rivers Montreal, Mattawan, Petawawe, Bonne Chère, Madawaska, Mississippi, Rideau and Petite Nation, and on the Lower Canada side the Rivers Gatineau, du Moine, aux Lièvres, Petite Nation, and du Nord. The scenery on the lower part of the River is handsome, but inferior to what it is as the traveller ascends farther. Tourists, who design to visit the Ottawa, should leave Montreal by the Lachine Railroad cars in the morning, and on reaching that Village they will take one of the steamers which runs to CARILLON, a distance of 50 miles, here they take a stage, which is always in readiness to forward passengers on the arrival of the steamer, and proceed to GRENVILLE, a distance of 12 miles, where another fine steamer receives them, and they proceed direct to BYTOWN, a distance of 60 miles, which they reach in time for supper the same evening. A little below Bytown, the RIDEAU RIVER precipitates itself into the Ottawa, forming a beautiful cataract of over 30 feet in height, and immediately above Bytown are the CHAUDIERE FALLS, which are second only to those of Niagara in grandeur and magnificence. The RIDEAU CANAL, to connect the Ottawa with Lake Ontario, commences at Bytown, and a series of eight splendid granite locks at once overcomes a fall of 34 feet. The total distance from Bytown to Kingston is 126 miles, and the number of locks to the Isthmus, a distance of $87\frac{1}{2}$ miles, is 34, which overcome a rise of 292 feet. From the Isth-

mus to Kingston, a distance of 38½ miles, there is a descent of 165 feet, with 13 locks. Length of the locks, 134 feet, width of the locks, 33 feet, depth of water in the canal, 5 feet, total cost of the works, \$1,800,000. Many of the locks on this Canal, besides those at Bytown, are handsome, and there is a good deal of fine scenery on several portions of the route. The usual fare from Montreal to Bytown is 4 dollars, and the steamer which leaves Bytown for Kingston thrice a week, usually charges the same fare. The principal places between Bytown and Kingston are, Burritt's Rapids, Merrickville, Smith's Falls, Newboro' or the Isthmus, Brewer's Mills, and Kingston Mills.

BYTOWN, the County Town of the County of Carleton, and the principal place on the River Ottawa, is situated on the south west side of that River, in the Township of Nepean. The Town takes its name from the late Colonel By, of the Royal Engineers, by whom it was laid out, and under whose superintendence the works on the Grenville and Rideau Canals were carried out. It is in a naturally strong situation, and could be easily rendered one of the most defensible military posts in America. The Town is divided into two parts, known as the Upper and Lower Towns, which are about half a mile apart. The Rideau Canal commences here, and is spanned by a handsome stone bridge, forming part of the street which connects the Upper and Lower Towns, and it is also connected with HULL on the Lower Canada side of the River, by a fine suspension bridge. Three newspapers, "*The Gazette*," "*The Citizen*," and "*The Ottawa Advocate*," are published here. There are agencies of the Banks of *British North America*, *Montreal*, and *Upper Ca-*



LANDING PLACE AND CANAL LOCKS, BYTOWN.



NOTE. the distances from Montreal up to Kingston are given from Montreal. from Kingston up to Toronto they are given from Kingston and from Toronto westward they are given from Toronto.

Canada. There is also a branch of the Royal Engineer Department, and a Crown Timber Office, and there are Churches of the Roman Catholic, Church of England, Wesleyan, Free Church, Church of Scotland, and Baptist denominations. The Municipal Government consists of a Mayor and Eight Councillors; there are two Fire Companies, two Building Societies, an Electric Telegraph (which communicates with Montreal and the intermediate places), and there are offices or agencies of seventeen Fire or Life Assurance Companies. The principal Hotels are, *Doran's*, *Wharton's*, *Wood's*, and *McConnell's*, and there are several other comfortable public houses. A detachment of the Royal Canadian Rifles is usually stationed at Bytown, and there is a News Room, a Mechanics' Institute, and a Mercantile Library Association. Besides being the head quarters of the lumber trade of the Ottawa, there is a large and increasing general business transacted, and there are considerable manufactories of cloth, iron, and leather, together with several mills, breweries, and distilleries, carried on. The BYTOWN AND PRESCOTT RAILROAD, which will pass through a beautiful and fertile country, is now in course of construction. It will probably be finished soon, and will add much to the advantage and progress of both terminuses, as well as the country through which it runs. Its length will be 53 miles, and the estimated cost is £150,000, or \$600,000. A railroad to connect Bytown with Montreal is now in progress, and will probably be completed in 1856. During the summer there is a daily steamboat communication with Montreal, distance 123 miles; cabin fare, 20s or 4 dollars, deck fare, 10s or 2 dol-

lars, and there is also steamboat communication with Kingston, distant 126 miles, via the Rideau Canal, three times each week, fares same as to Montreal. The population of Bytown in 1850 was 7,760, and it is now over 10,000 souls; the Town returns one Member to the Provincial Parliament.

THE TOWNSHIP OF PLANTAGENET, on the south side of the River Ottawa, has become celebrated in consequence of the extraordinary medicinal qualities of the famous "*Plantagenet Water*," which is procured from a spring on the property of Mr. Larocque, in this Township. In the year 1832, when the cholera was raging throughout the Province, the discovery was made that those who drank the waters of this spring invariably escaped the terrible disease, and public attention being called to the fact, the spring immediately came into high repute. Chemical analysis has since established its extraordinary medicinal character, and placed it at the head of all known mineral waters. Slightly saline and most agreeable in its taste, so that those who use it become immediately fond of it. Its effects upon the general health and spirits are perfectly marvellous. The worst dyspeptic cases yield to its influence almost immediately, whilst in gout, rheumatism, affections of the heart, liver, kidneys and skin, and in specific forms of scrofula, it is preferred by medical men to every other known remedy. The consumption of the "*Plantagenet Water*" in Canada and in the sister Provinces is immense, and large quantities are yearly exported to the United States and Great Britain. The sole depôt in Montreal is at No. 4, Place d'Armes, and there are also agencies in Quebec and Toronto, where the water can be

obtained. There is also a comfortable hotel kept by Mr. Larocque at the springs, where the visitor will find ample means of amusement whilst laying in a store of health, the country round being very picturesque and affording plenty of fishing and shooting. Passengers for here will proceed by Railroad to Lachine, and from thence by steamer to CARILLON, at POINT FORTUNE, directly opposite, they will take a stage by which they reach the springs the same evening, distant from Montreal 88 miles, fare, 17s 6d.

The CALEDONIA SPRINGS, which are now celebrated all over North America, are situated at the Village of the same name, 72 miles distant from Montreal. Passengers for here will leave Montreal by the Lachine Railroad, and take the steamer to CARILLON, and at POINT FORTUNE, on the other side of the Ottawa, opposite Carillon, they will find stages in readiness to convey them to the Springs, which they will reach the same evening. There are good hotel accommodations here, and the reading rooms, bath rooms, billiard rooms, ball alleys, &c., furnish ample sources of amusement and recreation to the visitors. Usual travelling fare from Montreal, $2\frac{1}{4}$ dollars. Board can be had here from $1\frac{1}{4}$ dollars, down to 75 cents, per day.

The tourist, who intends to proceed from Montreal to Kingston, Toronto, or the Falls of Niagara, will take passage by one of the lines of steamers mentioned under the head of "*Steamboat, Railroad, and Stage Offices*" in Montreal, where the fares also are given, and will, in any case, proceed by Railroad to Lachine, from Lachine the steamer crosses Lake St. Louis to Pointe Couvillon, where she en-

ters the BEAUHARNOIS CANAL. This Canal is $11\frac{1}{4}$ miles in length, and has nine locks of 200 feet long, 45 feet wide, and 9 feet deep, overcoming an ascent of $82\frac{1}{2}$ feet. Leaving the Canal, the steamer crosses over to COTEAU LANDING, a neat Village 45 miles from Montreal, with a population of about 400, and from thence proceeds through Lake St. Francis to CORNWALL, the County Town of the Counties of Stormont, Dundas, and Glengary, which is a neat thriving Town, 82 miles from Montreal, with a population of about 1800, here the CORNWALL CANAL, which is $11\frac{1}{2}$ miles in length, is entered by the steamer. This Canal has 7 locks of the same dimensions with those on the Beauharnois Canal, overcoming an ascent of 48 feet. The Villages of MILLEROCHEs and MOULINETTE are on this Canal, and at the head of it is DICKINSON'S LANDING, $9\frac{1}{4}$ miles from Montreal, which is a thriving Village with a population of about 600. Passing upwards, we next proceed through the FARREN'S POINT, RAPID PLAT, POINT IROQUOIS and GALOP'S Canals, which are situated at short distances from each other, and are in all $9\frac{1}{2}$ miles in length, with 6 locks of the dimensions above stated, overcoming a rise of $29\frac{1}{2}$ feet. In descending the River from Kingston, the rapids which these Canals, as well as the Lachine Canal, overcome, are passed through by the steamers, and present a beautiful and attractive spectacle (not unaccompanied by fear, in those whose nerves are weak,) to the tourist. The TOWN OF PRESCOTT, 134 miles above Montreal, is a place of considerable importance, having a population of about 2500; a railroad to connect it with Bytown, a distance of 53 miles, is now in progress,

and will add greatly to its prosperity ; on the opposite side of the River stands OGDENSBURG, a thriving Town, with a population of over 8000, which is rapidly improving. BROCKVILLE, the County Town of the United Counties of Leeds and Grenville, is finely situated on the River St. Lawrence, 12 miles above Prescott, and 52 miles below Kingston. The River here is over two miles across, and the depth of water is such that the largest class of steamers, and other vessels which navigate the Lakes, can lay close to the shore. The town is handsomely laid out, and well built, many of the buildings, both public and private, having fronts of cut stone, and its appearance altogether is superior to that of most towns of its population in Canada. Three weekly newspapers, "*The Free Press*," "*The Recorder*," and "*The Statesman*," are published here. There are agencies of the Montreal, Upper Canada, and Commercial Banks, and also of nine Life, Fire or Marine Insurance Companies. There are churches of the Episcopal, Presbyterian, Congregational, Wesleyan, Baptist, Free Church, and Roman Catholic denominations, all of which are handsome and substantial structures, and the Court-house is also a fine stone building worthy of notice. The Fire Department consists of two companies and two engines, and there is a Mechanics' Institute and Reading Room. There is an extensive foundry and engine manufactory, which employs over 150 hands here. There are also several fine flour and saw mills, and manufactories of cloth, axes, sashes, shingles, leather, &c., are carried on to a large amount. Brockville, and the Township of Elizabethtown, in which it is situated, return one Member to the Provincial

Parliament. The Grand Trunk Railroad will pass through the town, and a Railroad Company is chartered which proposes to construct a line of road from Brockville to Arnprior, on the River Ottawa, a distance of 75 miles. Brockville is distant from Quebec 326, from Montreal 146, and from Toronto 217 miles. During the season of navigation it has daily communication by steamer with all the towns on the St. Lawrence and the Lakes, and stages leave for the inland towns lying between the St. Lawrence and Ottawa, daily throughout the year. Population in 1844, 2100, in 1850, 2750, in 1852, 3250, and at present, (May, 1854,) over 4500 souls. Value of imports in 1852, £50,692, of exports, £29,714; amount of duties collected, £5,501. Principal hotels "*Willson's*" and "*Brockville House*."

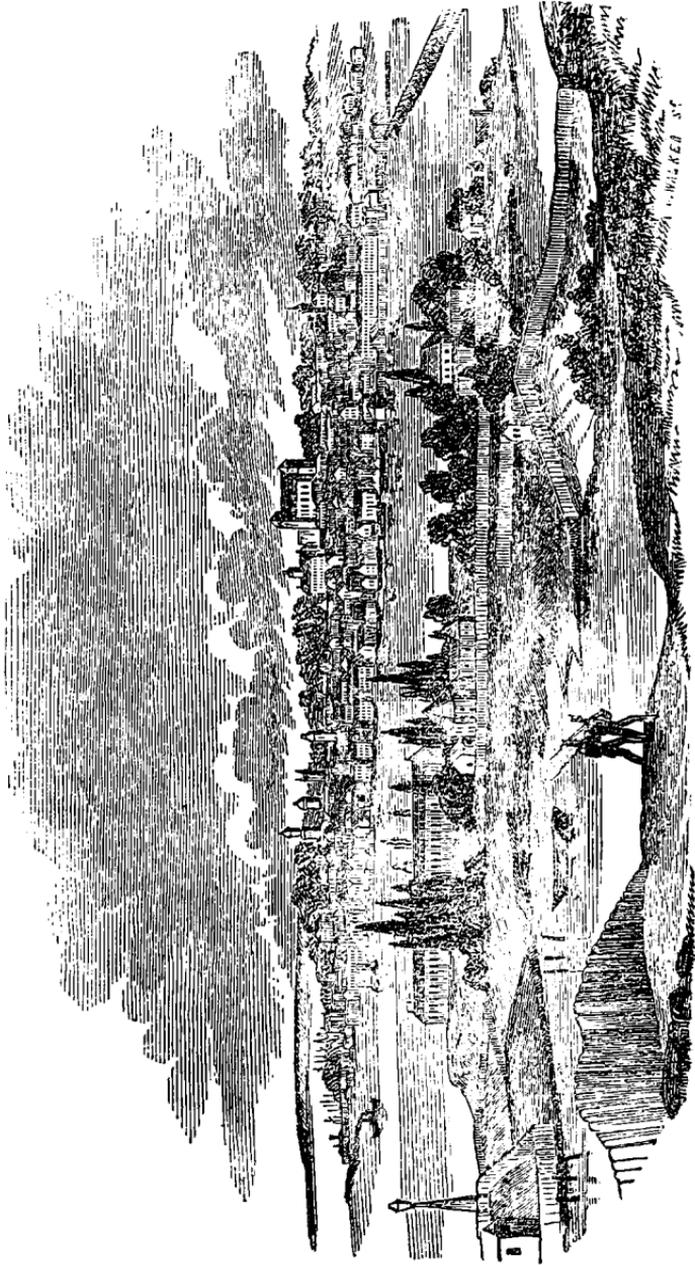
GANANOQUE, 20 miles below Kingston, and 32 miles above Brockville, is a considerable village, with a population of 1000. There is a splendid water power here, and the place is fast rising in importance. A few miles above Brockville commence the THOUSAND ISLANDS of the St. Lawrence, some of which are mere rocks, while others are both beautiful and extensive. Many of them rise from the water in the most strange and picturesque manner imaginable, and the passage among them, when the trees and flowers, with which they abound, are in full foliage, is really delightful.

The LACHINE CANAL, since the construction of the Railroad, is but seldom passed through by travellers. Its length is $8\frac{1}{2}$ miles, and it has five locks, three of which are of the same capacity and dimensions as those on the Beauharnois Canal, and two of them, being those at the City of Montreal, have a depth

of 16 feet water. Altogether, they overcome a rise of $44\frac{3}{4}$ feet.

The entire cost of the Canals between Kingston and Montreal has been about \$4,500,000.

THE CITY OF KINGSTON, is situated at the head of the River St. Lawrence, on a fine harbour of Lake Ontario, in lat. $44^{\circ} 8'$ north and longitude $76^{\circ} 40'$ west from Greenwich. The town was laid out in 1784, on the site of Fort Frontenac, an old French post, and it has now a population of about 15,000 souls. The streets of Kingston are generally wide and spacious, and intersect each other at right angles. Stone for building purposes is abundant, and most of the buildings, both public and private, which have been recently erected, are constructed of that material. The principal public building is the Market-house, a splendid edifice, built at a cost of about \$100,000, and containing, besides the Market, the Offices of the Corporation, the Post Office, the Merchants' Exchange and Reading Room, and several fine rooms, which are let out for other purposes. The other public buildings of importance are, the Court-house, St. Paul's and St. George's Churches, the Roman Catholic Cathedral, the College of Regiopolis, and the Hotel Dieu Nunnery, the University of Queen's College, and the Churches of the Church of Scotland, Wesleyan, Free Church, and Baptist, denominations. The buildings of the Bank of Montreal, Commercial Bank, Bank of Upper Canada, and Bank of British North America, are also worthy of notice. About two miles west of the City is situated the PROVINCIAL PENITENTIARY, a large and massive pile of stone buildings, surrounded by a strong and lofty stone wall, flanked by towers



CITY OF KINGSTON.

at the corners. The number of convicts here in November, 1853, was 530, which was the entire number then undergoing penitentiary punishment in Canada, as this is the only prison for that purpose in the Province. On the opposite side of the Bay, is *Point Frederick*, between which and *Point Henry* is situated NAVY BAY, where there is a dock-yard and station of the Royal Navy. On POINT HENRY is situated the Fort of the same name, which is a strong and compact work, designed to protect the entrance to the harbour. There are two Mineral Springs at Kingston, one of which is situated at the corner of King and Arthur Streets, and the other contiguous to the Penitentiary. There is a Marine Railway here, upon which vessels of from three to four hundred tons can be hauled up for repairs, and there are several steam-engine manufactories, at which some of the best machinery in the Province has been made. There are two daily newspapers, "*The British Whig*" and "*Daily News*," and three weekly papers, "*The Chronicle*," "*The Herald*," and "*The Argus*;" and there are offices of fifteen Life, Fire, or Marine Assurance Companies. There is a Gas Company and a Water Works Company, and there are two Building Societies. The Municipal Government consists of a Mayor, fourteen Aldermen, and fourteen Councillors, and there is a Commercial News Room, and a Mechanics' Institute.—The Trust and Loan Company of Upper Canada have their head office here, there are two Telegraph Companies which connect with all the principal places in North America, and the Grand Trunk Railroad will pass through the City. Several extensive ship-yards are carried on here, and the finest

ale brewed in Canada is produced in this City. A large and increasing general business is transacted in Kingston, and although its trade suffered considerably by the removal of the Seat of Government, and also by the completion of the St. Lawrence Canals diverting a large portion of the carrying business from it, it seems to have recovered from both these shocks, and is now, as regards both imports and exports, the *sixth Commercial City* in Canada, having, in 1852, imported goods to the amount of £169,832, and exported to the amount of £69,381, the amount of duties collected being £21,737.

The principal hotels are, the *British American*, the *Princess House*, the *St. Lawrence*, and the *City*. Kingston is the County Town of the Counties of Frontenac, Lenox and Addington, it returns one Member to the Provincial Parliament, and is the head quarters of the army for Upper Canada.

Kingston is distant from Montreal 198 miles, steamboat fare, cabin, 20s, stage fare, 35s; distant from Toronto 165 miles, steamboat fare, cabin, 20s, stage fare, 45s. There is a daily communication throughout the year from Kingston to all parts of the Province. The usual fare for cabs is 2s 6d, or 50 cents per hour, and travellers should, as a general rule, make the agreement with the driver previous to using his vehicle. The principal hotels always convey travellers and their luggage from and to the steamers free of cost.

Departing from Kingston by steamer for the BAY OF QUINTE, which is a most delightful pleasure trip, the first considerable stopping place is PICTON, the County Town of the County of Prince Edward, which is handsomely situated on ground that rises gradu-

ally from the Bay until it attains an elevation which renders the place exceedingly healthy. There are several good public buildings here, among which the Court-house and the Episcopal Church are conspicuous. The Montreal and Commercial Banks have agencies here. There are agencies of several Assurance Companies, and two weekly newspapers, "*The Sun*" and "*The Gazette*," are issued. Manufactures of iron and leather to some extent are carried on, and there are several flour and saw mills in the town and its vicinity. There are three Protestant churches and one Roman Catholic church in Picton, and there are several good schools. Distant from Kingston by water, 40 miles, steamboat fare, 5s. ; from Belleville, 22 miles, fare, 5s. Population, about 1750. Principal Hotels, "*Mansion House*" and "*North American*."

BELLEVILLE, the County Town of the County of Hastings, is beautifully situated at the mouth of the River Moira, where it falls into the Bay of Quinte. The Town is handsomely laid out, with wide streets, which intersect each other at right angles, and many of the buildings which have been recently erected are elegant brick or stone edifices, equal to any in the Province. There are extensive Manufactures of Cloth, Iron, and Leather, carried on here, and there are several large Flouring and Saw Mills, Distilleries, Breweries, Machine Works, &c. The Banks of Montreal, Upper Canada, and Commercial of the Midland District, have agencies here, and there are agencies of nine Life, Fire, or Marine Assurance Companies ; there are also two Building Societies, and two Fire Companies. Three weekly newspapers, "*The Tribune*," "*The Chronicle*," and

'*The Intelligencer*,' are published in Belleville, and there are one Episcopal, one Church of Scotland, one Free, one Roman Catholic, and three Methodist, Churches.

Belleville is distant from Kingston 50 miles, and from Toronto 115 miles; it is connected with both those cities by Electric Telegraph, and will soon be so by Railroad. It has also daily communication by steamer with Picton, Kingston, &c. during the season of navigation, and it has intercourse by stages, daily throughout the year, with nearly all the smaller towns within 50 miles distance. THE GRAND JUNCTION RAILROAD, to connect Belleville with Peterboro', a distance of 60 miles, and thence to Gloucester Bay, on Lake Huron, a distance of 90 miles, has been recently chartered, and will, no doubt, be built at an early day, and its construction cannot fail to add largely to the prosperity of this enterprising town, and the country which it will intersect.—The Imports of Belleville, in 1850, amounted to £23,910, the Exports to £50,485, and the amount of Duties collected to £3,655. In 1852, the Imports amounted to £37,335, the Exports to £48,826, and the Duties collected to £5,924. Population, by the census of 1850, 3,326, by the census of 1852, 4,569, and at present (May, 1854), over 6,000 souls. Principal Hotels, "*Dafoe House*," "*Empire Hotel*," "*Mansion House*," and "*Edwards' Hotel*."

TRENTON, is a thriving Town, situated near the head of the Bay of Quinte, on the River Trent. The Town is advantageously situated for the lumber trade, as large quantities of timber are produced on the banks of the Trent, and the extensive chain of Lakes, of which it is the outlet. There are three

Protestant Churches and one Roman Catholic Church here, and there are several good schools.—Manufactures of Cloth, Iron, &c., are carried on, there are several Mills and Distilleries, and the general trade of the place is rapidly increasing.—Population, about 1,400. Distant from Belleville, 12 miles, usual fare, 2s. 6d., from Kingston, 50 miles, usual fare, 10s.

On leaving Kingston for Toronto and Hamilton, the first landing place at which the steamer stops is COBOURG, the County Town of the United Counties of Northumberland and Durham. The Town is pleasantly situated on ground which rises gradually from Lake Ontario, and, being built on a dry gravelly soil, it is very healthy and salubrious. The streets, which are wide, intersect each other at right angles, and nearly all are provided with excellent plank side walks. *Victoria College*, an Institution of the Wesleyan Methodist denomination, is a handsome building, situated on an elevated site at the back part of the Town, it is a conspicuous object, as the Town is approached from the Lake, and has generally over one hundred students pursuing their studies. The Court-house and Jail is a handsome stone building about a mile and a half from the Town, and there are handsome Churches of the Episcopal, Congregational, Wesleyan, Christian and Roman Catholic denominations. Three weekly papers, "*The Star*," "*The Examiner*," and "*The Reformer*," are published here. There is an agency of the Bank of Montreal, a Savings Bank, and a Building Society, and there are also agencies of twelve Life, Fire, or Marine Assurance Companies. The largest woollen manufactory in Canada, the *Ontario Mills*, owned

by Messrs. McKechnie & Winans, is situated here, they give employment to about 200 persons, and produce over 300,000 yards of cloth annually. Considerable manufactures of Iron, Leather, and Marble, and several extensive Mills, Breweries, and Distilleries, are carried on here, and the general business of the place is large and increasing. Value of imports in 1852, £34,625, of exports, £6,694; amount of duties collected, £4,580. Population about 4,000. Cobourg is distant from Montreal 293 miles, steamboat fare, cabin, 30s or \$6, distant from Kingston 95 miles, steamboat fare, cabin, 10s or \$2, distant from Toronto 70 miles, steamboat fare, cabin, 10s or \$2. Principal Hotels, *Albion* and *Globe*. The Grand Trunk Railroad will pass through Cobourg, and it is now connected by Railroad with Peterboro'. Two Electric Telegraph lines also pass through the Town, placing it in communication with every place of importance in Canada.

PETERBORO', the County Town of the County of Peterboro', C.W., is a neatly laid out and beautifully situated town on the Otonabee River, 30 miles North of Cobourg, with which it communicates by Railroad. The Grand Junction Railroad, from Belleville to Peterboro', and thence to Gloucester Bay, on Lake Huron, a distance in all of 150 miles, has also been chartered, and will no doubt be built within a reasonable time, the effect of which cannot fail to be of the utmost benefit to those towns and the fine agricultural country which it will open up.

Peterboro', at the present time, is one of the most flourishing inland towns in Canada, and has extensive manufactures of Cloth, Iron, Machinery, Cabinet Ware, Leather, &c., with numerous Saw and

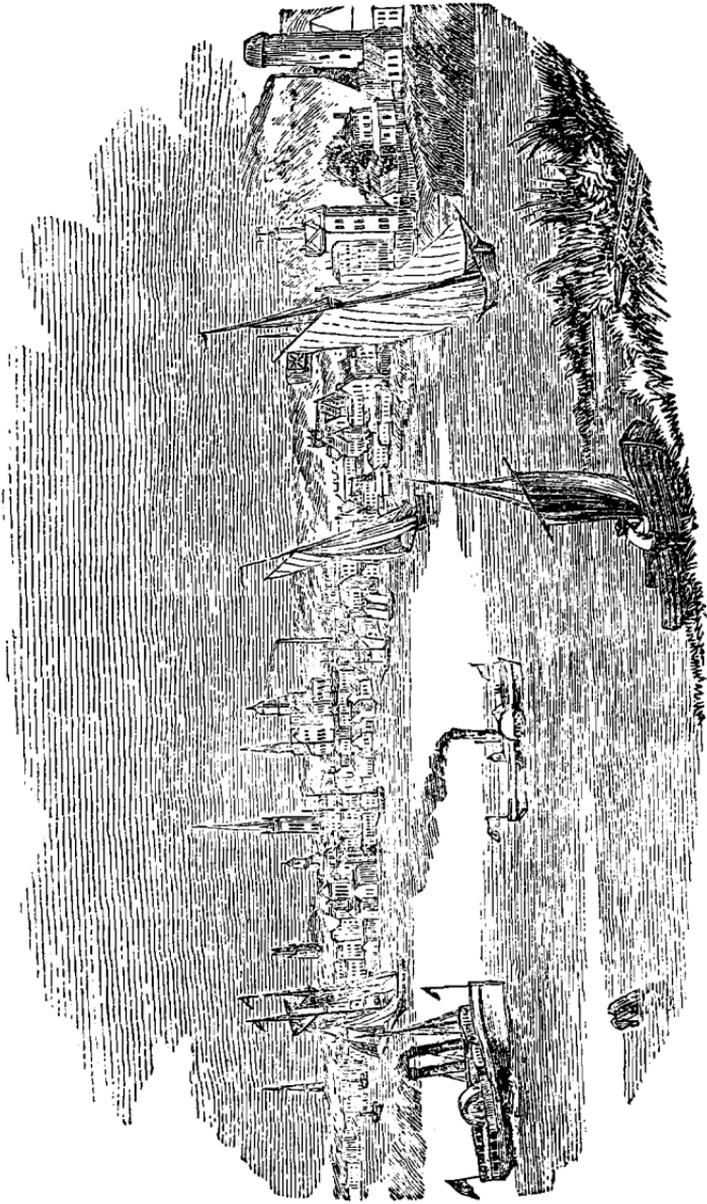
Flouring Mills, and several Breweries and Distilleries. A large quantity of very fine lumber, both square and sawed, is annually got out on the River Otonabee, and the chain of Lakes which discharge their waters by it into the River Trent, and many of the merchants engaged in this branch of business reside here. The Commercial Bank of the Midland District, and the Bank of Montreal, have Agencies here, and there are Agencies of ten Life or Fire Assurance Companies. There are several handsome buildings, the principal being the Court House and Jail, the Market Place and Town Hall, and the Church of England, Presbyterian and Roman Catholic Churches, and there are also Churches of the Baptist, Wesleyan and Bible Christian denominations. During the season of navigation a steamer passes daily between Peterboro' and Rice Lake, where it is met by the stage from Port Hope, and in winter there is a daily stage line between these towns, the distance being 27 miles. Two weekly newspapers are published here, and there are two fire companies and a public reading room. The town was laid out in 1826 ; in 1846, its population was about 1,500 ; in 1850, it was 1,800 ; in 1852, 2,200 ; and at present (May, 1854), it is over 3,000 souls. Principal Hotels, "*Albert House*," "*Commercial*," and "*Victoria*."

PORT HOPE, in the County of Durham, 7 miles west of Cobourg, is a very thriving Town, with a population of over 3000 which is rapidly increasing. There is excellent water power here, and numerous extensive Mills, Breweries, Distilleries and Manufactories of Cloth, Iron, and Leather, are carried on. Two weekly papers, "*The Watchman*,"

and "*The Echo*" are published here; there are agencies of the Banks of Montreal, Upper Canada, and Commercial Bank, and of fifteen Life, Fire, or Marine Assurance Companies. There are Churches of the Church of England, United Presbyterian, Baptist, Roman Catholic, Episcopal Methodist, and Wesleyan denominations. There is also a Building Society, and the general business of the Town is very considerable. Port Hope communicates by electric telegraph with all the principal towns in Canada, and the Grand Trunk Railroad will pass close to the place. A Railroad Company is also chartered to construct a line to Peterboro' (a distance of 27 miles), which, when completed, will add greatly to the prosperity of both these thriving towns. Value of Imports in 1852, £32,366; of Exports, £27,187. Amount of duties collected, £5,063. Principal Hotels, "*Ontario*," and "*North American*." Steamboat fares, same as to Cobourg. After leaving Port Hope, the steamer proceeds direct to Toronto.

TORONTO, the Capital City of Canada West, is situated on a fine Bay of Lake Ontario, in the Township and County of York, lat. 43° 32' N., long. 79° 20' W.

Toronto Bay is a beautiful sheet of water, separated from the main body of Lake Ontario, except at its entrance, by a long narrow slip of sandy beach, the south west termination of which is known as "*Gibraltar Point*." The City was founded in 1794 by Governor Simcoe, and is laid out in the form of a parallelogram, being above three miles long by one and a half mile wide, the streets, which are strait and wide, intersecting at right angles. In



CITY OF TORONTO.

1817, the population amounted to 1200, in 1830 to 2860. In 1842 to 15,336, in 1850 to 25,166, in 1852, to 30,763, and now, (1854), it amounts to over 40,000 souls.

No Town in Canada has advanced so rapidly in wealth and population as Toronto, and the probabilities are, that at the next decennial census, in 1862, it will rank second to no city in British America. The City is divided into seven wards, which return two aldermen and two councillors for each, who, from among themselves, elect the Mayor. It also returns two members to the Provincial Parliament, and the Superior Courts of Law for Canada West hold their sittings here, in a large and elegant building called Osgoode Hall. There is a City Recorder, whose court is held four times in the year, and there are eight Fire Companies in the City, who are under the direction of one chief and two assistant engineers; each company having also a captain of its own election.

The City is lighted with gas, and is well supplied with water, by companies incorporated for those purposes. The Bank of Upper Canada has its head office here, and there are agencies of the Montreal, British North America, Commercial Bank of Kingston, and City Bank of Montreal; there is also an institution called the Farmer's Joint-Stock Bank, and there are two Savings' Banks.

The head offices of the British America (Fire and Marine), Provincial Mutual and General (Fire and Marine), and the Canada Western (Fire) Assurance Companies are in Toronto, as is also that of the Canada Company, which has nearly two millions of acres of land for sale situated in various parts of the

Province. The head offices of the Toronto and Guelph, and of the Ontario, Simcoe and Huron Railroad Companies, are likewise at Toronto.

There are agencies of over thirty other Life, Fire or Marine Assurance Companies, and there are eight Building Societies. The principal public buildings are, St. James' Church, (the English Cathedral), St. Michael's Church, (the Roman Catholic Cathedral), the University of Toronto, the St. Lawrence Hall and Market, the Parliament House, Osgoode Hall, the Court-house, Trinity College, Upper Canada College, the Lunatic Asylum, the National School, and the Jail. The buildings of the various Banks are also worthy of notice, and the shops, stores and private residences, are not surpassed in elegance, magnitude or convenience, in any city of its size in North America.

The Churches number twenty-four, viz., five Church of England, one Church of Scotland, one Scotch Free Church, one United Presbyterian, one Irish Presbyterian, four Wesleyan, one Congregational, one Methodist New Connexion, one Primitive Wesleyan, one Baptist, one Catholic Apostolic, one Disciples of Christ, two Roman Catholic, one Unitarian, one African Baptist, and one African Wesleyan. The University of Toronto has ten Professors and one Lecturer in the Faculties of Law, Arts and Languages, whilst Trinity College (in connexion with the Church of England,) has seven Professors in the Faculty of Medicine, and six in the Faculties of Law and Arts. The Toronto School of Medicine has six lecturers, and is recognised by McGill College at Montreal, as preparing gentlemen for graduating at that institution. The other educational

establishments are, Upper Canada College, which has a Principal and thirteen Masters; Knox's College, which has two Divinity Professors and a Classical Tutor; the Congregational Institute, with two Divinity Professors; the United Presbyterian Divinity Hall, with one Professor; St. Michael's, (Roman Catholic) College, under the charge of the brothers of the order of St. Basil; the Provincial Normal and Model Schools, with twelve teachers; the Toronto Academy, which has eight Masters, and the County of York Grammar School, which has five Masters. There is also a Public School in each ward, and there are numerous first-class Private Schools.

The Benevolent Institutions are, the Toronto Hospital; the Lunatic Asylum; the Eye Dispensary; the General Dispensary and Lying-in Hospital; the Provincial Lying-in Hospital and Vaccine Institution, and the Maternity Lying-in Hospital. These institutions, the Lunatic Asylum excepted, are mostly supported by voluntary contributions, with, occasionally, some assistance from Government. The National Societies, consisting of a St. George's, a St. Andrew's, and a St. Patrick's Society, may also be classed with the Benevolent Institutions, as they are ever active in their charities when the occasion offers. The Mercantile and Literary Societies are, the Board of Trade; the Stock Exchange; the Athenæum and News Room, and the Mechanic's Institute. There is also a Philharmonic Society, a Society of Arts, a Typographical Society, a Horticultural Society, and a Female Emigration Society. There are several Lodges of Freemasons and Odd Fellows, and there are Turf,

Cricket, Curling, Bowling and Chess, Clubs. There are three daily, two tri-weekly, three semi-weekly and thirteen weekly newspapers published here, and there are nine monthly magazines and periodicals. The City communicates by Electric Telegraph with every town of importance in Canada and the United States, and the lines of Railroad already constructed or in progress, will place Toronto in direct communication with nearly every important town in North America.

Toronto has a constant steamboat intercourse, during the season of navigation, with the various ports on the great Lakes and the River St. Lawrence, and stages leave the City daily throughout the year, for all the principal inland Towns in Western Canada. The Markets of Toronto are well supplied with every description of Provisions of the best quality at very moderate prices, and house rents, except in the principal business Streets, (such as King Street, Yonge Street, Front Street, Church Street, &c., where good business stands let at from £150 to £300 per annum,) are reasonable.

Property in Toronto has become greatly enhanced in value within the last few years, the price having in many instances more than doubled; the wages of labor of every description have also advanced steadily, and the trade and commerce of the City have fully kept pace with its increase in population. The value of Imports in 1852 was £639,317; of Exports, £134,211, and the duties collected amounted to £93,304. The value of Imports in 1853 was £920,739, and the duties collected amounted to £156,026, which shews Toronto to be next to Montreal in the Import trade of the Province. The

value of property as assessed, within the Corporation limits is about £3,250,000, or thirteen millions of dollars.

Toronto is distant from Quebec 543 miles; from Montreal, 363 miles; from Kingston, 165 miles; from Hamilton, 45 miles; and from Halifax, Nova Scotia, 1353 miles.

Principal Hotels — "*Russell's*," Church Street; "*Wellington*," Wellington Street; "*British American*," Front Street; "*Masonic Arms*," Market Square; "*City Arms*," Market Square; "*Ellahs*," King Street, West.

Passing westward from Toronto to Goderich, by Railroad, the first place of any note which is reached is CHURCHVILLE, a flourishing village situated on the River Credit, 26 miles distant from Toronto. The village has a population of about 500, and has several Flour and Saw Mills, a Woollen Factory, and a Tannery. The next considerable town is GUELPH, the County Town of the County of Wellington, which is a thriving place, with a population of about 3000 souls. The town is well laid out, and contains many good buildings, while its situation in the centre of a fine agricultural district is sure to render its increase both large and steady. The Montreal and Gore Banks have agencies here; there are also agencies of several Assurance Companies, and the general business of the place is large and increasing. Two weekly newspapers, "*The Advertiser*," and "*The Herald*," are published here. There are manufactures of Cloth, Iron, Leather, Chairs, &c., and also several Mills, a Distillery and a Brewery. There are five Protestant Churches and one Roman Catholic Church in Guelph, and there is a

Building Society and a Fire Company. Distant from Toronto, by railroad, 47 miles, and from Galt, by railroad, 16 miles. Principal Hotels "*British Hotel*," "*Wellington Hotel*," and "*Farmer's Arms*." After leaving Guelph, there is no town of any importance on the line of railroad, till we reach

GODERICH, the County Town of the County of Huron, which is situated at the mouth of the River Maitland on the shore of Lake Huron. The town was laid out by John Galt, Esq., in 1827, and is pleasantly situated, the greater part being upon an elevated plateau about 100 feet above the level of the Lake. Much of the scenery in the vicinity is very fine, and the surrounding country is both productive and healthy. For a considerable time Goderich did not make much progress, but as it is now the terminus of two great lines of railway, *i. e.*, "The Toronto, Guelph and Goderich Railroad," and "The Buffalo and Goderich Railroad," its future prospects are excellent.

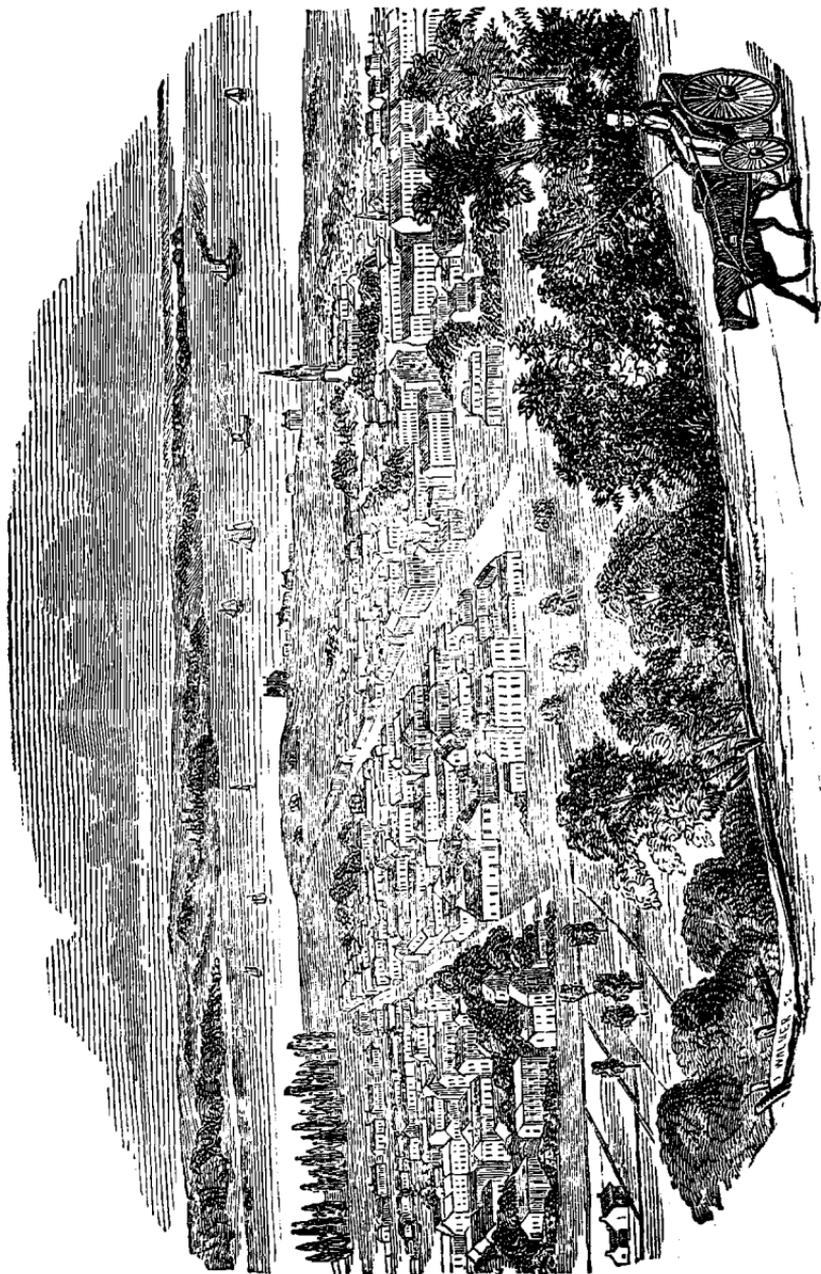
Goderich Harbour has been recently much improved at a heavy expense, and is now the best upon the eastern shore of Lake Huron between Port Sarnia and Saugeen. Two weekly newspapers, "*The Loyalist*" and "*The Signal*," are published here. There are agencies of the Banks of Montreal and Upper Canada, and also of seven Life, Fire or Marine Assurance Companies. The Canada Company, which has over two millions of acres of land to dispose of, has an agency here. There are two Shipyards, steam Flour and Saw Mills, and several Breweries, Tanneries, Axe Factories, &c., while the general business of the town is considerable and fast increasing. The Church of England,

Church of Scotland, Free Church, Wesleyan, Secession, and Roman Catholic denominations, have places of worship here, and there is a Fire Company and a Reading Room. Population in 1846, 650, in 1850, 1,190, in 1852, 1,330, and at present (May, 1854), over 2,000 souls. Value of imports in 1852, £6,972, of exports, £1,073; amount of duties collected, £671. Goderich is distant from Quebec 673, from Montreal 493, from Toronto 130, and from Guelph, 83 miles.

Principal Hotels, "*British Exchange*," "*Victoria*" and "*Colborne*."

THE CITY OF HAMILTON, is beautifully situated near Burlington Bay, at the Upper end of Lake Ontario, and from its admirable geographical position, as well as being the centre of the finest section of Canada, it must always be one of the most important and thriving places in the Province. Hamilton was laid out in 1813, in 1822 it was made a County Town, in 1833 it was incorporated as a Town, with the privilege of sending a Member to the Provincial Parliament, and in 1845 it was incorporated as a City. The population in 1845 was 6,500, in 1850, 10,300, in 1852, 14,000, and it is now (1854) over 17,000 souls. The City is well laid out, on ground which rises gradually from Burlington Bay, and the streets are wide and spacious. Many of the buildings are erected of brick, though stone being abundant to close the City, renders the good taste of the choice rather questionable. A good many of the more recently erected buildings are of cut stone, among which the Gore Bank, the Bank of Montreal, and the Banks of Upper Canada and British North America, are conspicuous and handsome. There

are Churches of the Church of England, Roman Catholic, Church of Scotland, Wesleyan Methodist, Primitive Methodist, Episcopal Methodist, New Connexion Methodist, Congregational, Baptist and Free Church denominations, and the head office of the Gore Bank, with branch offices of the Banks of Montreal, British North America, Upper Canada, and Commercial Bank, are established here; there are also two Savings Banks, and offices or agencies of twenty Life, Fire or Marine Assurance Companies. The head offices of the "Great Western Railway," and "Canada Life Assurance Companies," are here, and there are a Mercantile Library Association, a Mechanics' Institute, a Gas Company, and two Telegraph Companies. There are three National Societies, the St. George's, St. Andrew's, and St. Patrick's, and there are several Lodges of Freemasons and Odd Fellows. There are also three Building Societies and a Horticultural Society. Four semi-weekly newspapers, "*The Spectator*," "*The Gazette*," "*The Canadian*," and "*The Journal and Express*," are published here, and there is one weekly paper, "*The Christian Advocate*." The wholesale and retail business done here is large, Hamilton being the head quarters of several of the most extensive importing houses in Canada. The Great Western Railroad, to connect Hamilton with the American lines at Detroit and Buffalo, is now completed, and must add greatly to the wealth and importance of the City. The Municipal Government consists of a Mayor, nine Aldermen, and ten Councillors, and the City returns one member to the Provincial Parliament. Value of Imports in 1852, £590,326; of Exports, £122,517.



CITY OF HAMILTON.

Amount of Duties collected, £86,528. In the Import trade, Hamilton is the fourth city in the Province, the duties collected in 1853 having risen to £120,699. The principal Hotels are, ‘*The City*,’ James Street, ‘*The Commercial*,’ corner of James and Main Streets, ‘*The Mountain View*,’ on the Mountain, ‘*The Victoria*,’ King Street, ‘*Weeks*,’ King Street. Hamilton is distant from Montreal 408 miles, steamboat fare, cabin, 45s., deck, 20s., stage fare, 87s. 6d.: distant from Kingston, 226 miles, steamboat fare, cabin, 25s., deck, 12s. 6d., stage fare, 52s. 6d.: distant from Toronto, 45 miles, steamboat fare, cabin, 7s. 6d., deck, 3s. 9d., stage fare, 7s. 6d.: distant from London, 75 miles, railroad fare, 11s. 6d.: distant from Goderich, 105 miles, stage fare, 20s.

On the line of “The Great Western Railroad,” or contiguous to it, between Hamilton and Detroit, the principal towns are as follows, viz.:

- No. 1. Dundas, distant, 5 $\frac{1}{4}$ miles.
- No. 2. Paris, distant, 28 $\frac{1}{2}$ miles.
- No. 3. Galt, distant, 30 $\frac{3}{4}$ miles.
- No. 4. Brantford, 5 miles South of Paris.
- No. 5. Woodstock, distant, 47 $\frac{1}{2}$ miles.
- No. 6. Ingersoll, distant, 56 $\frac{3}{4}$ miles.
- No. 7. London, distant, 75 $\frac{3}{4}$ miles.
- No. 8. Chatham, distant, 140 miles.
- No. 9. Windsor, distant, 185 $\frac{3}{4}$ miles.

DUNDAS, a flourishing Town in the Township of Flamboro West, and County of Wentworth, C. W., is situated in a valley near the western extremity of Burlington Bay, 5 miles distant from Hamilton. The ground between the Town and the Bay is principally marshy, and a Canal, called “the Des-

jardins Canal," 5 miles in length, has been cut through it to connect Dundas with the navigable waters of Lake Ontario. There are many handsome and substantial stone and brick buildings here, and the streets are wide, regular and well kept. Dundas has extensive water power, and there are many extensive and successful manufactories of Cloths, Blankets, Machinery, Paper, Axes and Edge Tools, Furniture, Millstones, Combs, &c., carried on; there also numerous Flouring and Saw Mills, Breweries, Tanneries, Planing Mills, &c., &c., while the general business of the Town is prosperous and steadily progressive. The Bank of British North America has an agency here, and there are agencies of six Life, Fire or Marine Assurance Companies, also a Building Society, two Fire Companies, a Mechanics' Institute, and a Reading Room. There is a weekly newspaper, "*The Warder*," published here, and there are Churches of the Episcopal, Church of Scotland, Free Church, Baptist, United Secession, Wesleyan, and Roman Catholic denominations. There is Railroad communication with Hamilton three times each day—fare, 9d. The population of Dundas in 1846 was 1,500, in 1850 2,300, in 1852 3,500, while at present (May, 1854) it is over 5,000 souls. Dundas is distant from Quebec 593, from Montreal 413, and from Toronto 50 miles. Principal Hotels, "*Exchange*," "*North American*" and "*Elgin*."

PARIS, a thriving Town situated on the Grand River in the Townships of Dumfries and Brantford, C. W., 28½ miles west of Hamilton. The situation of the place is very advantageous, being possessed of a splendid water power which drives the machinery

of several large Flour, Saw and Plaster Mills. Several Cloth Factories, Fulling Mills, Tanneries, Iron Foundries, &c., are also carried on here, and there is a Distillery and a Brewery. There are agencies of the Gore Bank and six Insurance Companies, and a weekly newspaper, "*The Star*," is published in Paris, while the general trade of the Town is large and increasing. The Great Western Railroad which passes close to the Town, will conduce much to its prosperity, and, considering its many advantages, it is not too much to say that it appears destined to become one of the best inland Towns in the Province. Population in 1844 800, in 1850 1,800, in 1852 2,000, and at present (1854) about 2,500 souls. Principal Hotels, "*Union House*," "*Victoria*" and "*Paris Hotel*."

GALT, a flourishing Town situated on the Grand River in the Township of Dumfries, County of Waterloo, C. W. The Town is handsomely laid out and well built, and is increasing rapidly in wealth, trade and population. There are agencies of the Gore and Commercial Banks, and of six Insurance Companies here; also a Mechanics' Institute and Reading Room, a Public Library, two Fire Companies, and a Curling Club. Two weekly newspapers, "*The Reformer*" and "*The Reporter*," are published here. There are Churches of the Church of England, Scotch Kirk, Free Church, Wesleyan, Primitive Methodists, and United Presbyterian denominations, and there are several good schools. Manufactures of Cloth, Iron, Machinery, Paper, Marble, Lasts, Sashes, Pails, &c., to a large extent are carried on here, and there are several extensive Flour and Saw Mills, a Brewery, a Distillery, and a Soap

Factory. A branch of the Great Western Railway passes through Galt, placing the Town in daily communication with all the principal places in Canada. The water power here is very valuable, and as the situation of the Town is in the centre of a productive and rich agricultural district, its rapid advancement is certain. Population in 1844 900, in 1850 1,700, in 1852 2,300, and at present (1854) about 3,500 souls. Galt is distant from Quebec 613, from Montreal 433, from Toronto 62, and from Hamilton 30 $\frac{3}{4}$ miles. Principal Hotels, "*Queen's Arms*" and "*Union.*"

BRANTFORD, the County Town of the County of Brant, is situated 5 miles south of Paris,—to which a branch of the Railroad extends,—on both sides of the Grand River, which is navigable for steamers to within two and a half miles of the Town, for which distance a Canal has been constructed, so that vessels of over 250 tons can now come up to the wharves. A line of Railroad connecting Brantford with the City of Buffalo, in New York, between which places there is now daily communication, has been recently opened, (its length is 75 miles,) and the continuation of the same line from Brantford to Goderich, a distance of 83 miles, is now under contract. Brantford is handsomely laid out and has many good public and private buildings, its public schools being peculiarly worthy of notice, as being, probably, the best adapted to the purposes intended, as well as the best managed in the Province. The Banks of Montreal and British North America have agencies here; there are agencies of ten Life or Fire Assurance Companies, and there are two Building Societies, two Fire Companies, a Navigation

Company, and a Mechanics' Institute. Three weekly papers, "*The Courier*," "*The Herald*," and "*The Expositor*," are published in Brantford, and there are Churches of the Episcopal, Presbyterian, Methodist, Baptist, Congregational, and Roman Catholic denominations. There are large manufactories of Cloth, Iron, Machinery, Brassware, Agricultural Implements, Stoneware and Pottery, Pot and Pearl Ashes, Sashes and Blinds, Cabinetware, &c., carried on here, and there are many Flouring Mills, Saw Mills, Distilleries, Breweries, Tanneries, &c., in the Town and its vicinity. The general trade of Brantford, which has recently been made a Port of Entry, is very extensive, and is increasing in a ratio almost unprecedented, even in Canada. The Town was laid out in 1830, in 1846 its population was 2,000, in 1850 2,563, and in 1852 3,877, while at present (May, 1854) it amounts to over 5,000 souls. Total value of imports in 1852, £20,172, of exports, £94,573, amount of duties collected, £3,443. Brantford is distant from Hamilton 24 miles, from Toronto 70 miles, from Kingston 235 miles, from Montreal 403 miles, and from Quebec 583 miles. Principal Hotels, "*British American*," "*Burley's Hotel*," "*Brantford Hotel*" and "*Young's Hotel*."

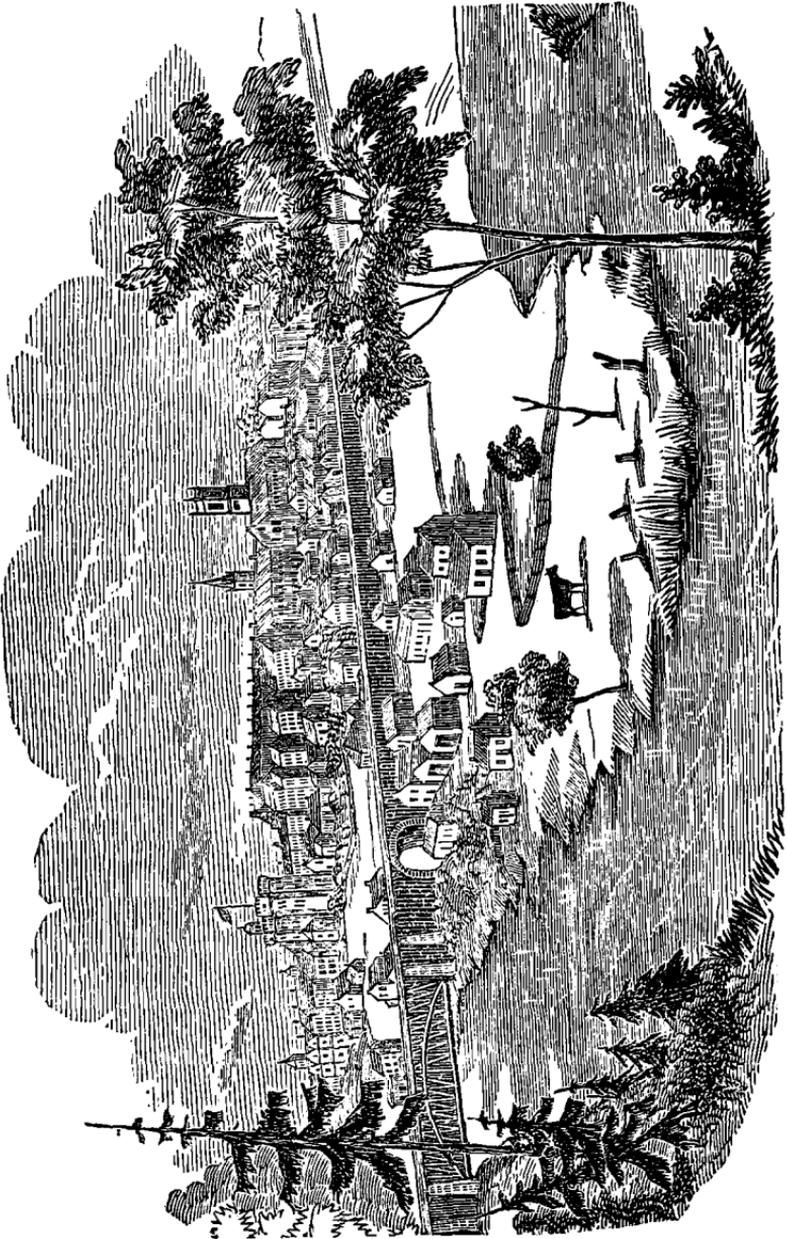
WOODSTOCK, the County Town of the County of Oxford, C.W., is pleasantly situated in the middle of a fine rolling country, and is one of the neatest and best built towns of its class in Canada. The Montreal and Gore Banks have agencies here; there are agencies of several Insurance Companies, there is a weekly newspaper published, and there is a Mechanics' Institute and a Cricket Club. There are six Protestant Churches, and several good

Schools here; there are manufactures of Machinery, Leather, Cloth, &c., carried on, and the general business of the town is considerable. The Great Western Railway passes through the Town, placing it in daily communication with Buffalo, Hamilton, Detroit and the intermediate places, and it communicates by telegraph with all the large towns in the Province. Woodstock is distant from Quebec, 640, from Montreal, 460, from Toronto, 97, from London, 28½, and from Detroit, 149 miles. Population in 1850, 994, in 1852, 2,100, and at present (1854), nearly 3,000 souls. Principal Hotels, "*Woodstock Hotel*," "*Cotton's*," and "*Dawson's*."

INGERSOLL is a rising Town, situated in the Township of West Oxford, ten miles west of Woodstock, and 19 miles east of London. There are four Protestant Churches in the Town, and manufactures of Cloth, Iron and Leather, to some extent, are carried on. There are also several Flour and Saw Mills, a Distillery, a Brewery, and two Chair Factories.—Population in 1846, 400, in 1852, 1,200, and at present (1854), about 1,500 souls. Principal Hotels, "*Royal Exchange*," "*Mansion House*," and "*Carroll's*."

LONDON, the County Town of the County of Middlesex, is a handsomely laid out and well built place, situated on the River Thames, in the Township of the same name; it was commenced in 1826, was incorporated in 1840, and returns one member to the Provincial Parliament. Being in the centre of a fine agricultural district, London is a place of much importance, where an extensive general business is carried on, and, as the Great Western Railroad passes through the Town, it must continue to

advance in a ratio equal, at least, to that portion of country of which it is the natural centre. There are Barracks sufficient for a regiment of infantry, and half a battery of artillery, and that number of troops were formerly stationed here. There are several handsome Churches, most conspicuous amongst which is St. Paul's, of the Church of England, and the Court House is also a fine building.— There are also Churches of the Church of Scotland, Free Church, Roman Catholic, Wesleyan, Episcopal Methodist, Congregational, Baptist and Universalist, denominations, and there is a Church for coloured people. There are three newspapers, "*The Free Press*," "*The Prototype*," and "*The Times*." There are agencies of the Montreal, Upper Canada, British North America, Commercial, and Gore Banks, there is a Savings Bank, and there are agencies of twenty-six Life, Fire, or Marine Assurance Companies here. There are several extensive Breweries, Distilleries, Iron Foundries, Tanneries, Mills, and Cloth Factories, and a large wholesale and retail trade in merchandize of all kinds is carried on. There are lines of Railroad now in course of construction, which will connect London with Port Stanley, Goderich, Guelph, and Toronto, and the town has telegraphic communication with all the principal places in Canada and the United States. Principal Hotels, "*Robinson Hall*," "*Royal Exchange*," "*City Hotel*," "*Freemason's Arms*," "*Prospect House*," and "*Temperance House*."— London is distant from Montreal 488 miles, steamboat and railroad fare, first class, 60s., or \$12, second class, 37s. 6d., or \$7½; distant from Kingston, 294 miles, steamboat and railroad fare, first class, 42s.



LONDON, C. W.

6d., or \$8½, second class, 25s., or \$5: distant from Toronto 127 miles, steamboat fare, first class, 17s. 6d., or \$3½: distant from Hamilton 76 miles, railroad fare, 11s. 3d., or \$2,25: distant from Goderich 60 miles, stage fare, 15s., or \$3: distant from Windsor 117 miles, railroad fare, 20s., or \$4: distant from Port Stanley 26 miles, stage fare, 5s., or \$1. Population about 10,000.

CHATHAM, the County Town of the County of Kent, C.W., is pleasantly situated at the junction of McGregor's Creek and the River Thames. The Town was originally laid out by order of Governor Simcoe, in 1795. Its population in 1846 was 1,250, in 1852, 2,100, and at present, (May, 1854,) nearly 3,000 souls, and is rapidly increasing.

The completion of the Great Western Railway, which passes through the town, and connects it with Detroit, London, Hamilton, Buffalo, &c., has given a great impetus to the advancement of Chatham, and as its situation is in the centre of one of the most productive parts of the Province, its future progress is certain.

The Town is well laid out, with wide streets, having good side walks, and many of the buildings are handsome and substantial. There are Churches of the Church of England, Presbyterian, Wesleyan, Baptist and Roman Catholic denominations, and there are two Fire Companies, two Bank Agencies, "The Gore," and "The Upper Canada," with agencies of several Life, Fire or Marine Assurance Companies. Two weekly newspapers, *The Kent Advertiser*," and "*The Western Planet*," are published here. There is a Theatre and a Cricket Club, and there are several Flour and Saw Mills,

Distilleries and Breweries, with manufactories of Cloth, Iron, Leather and Pottery, carried on here.

Chatham is a port of entry, the River Thames being navigable for good sized steamers up to the town, and during the season of navigation, it has daily communication with Detroit, 50 miles distant, (fare 7s 6d,) and from Detroit steamers are departing several times each day for all the ports on the Great Lakes, and the River St. Lawrence. Chatham is distant from Quebec, 743, from Montreal, 560, from Toronto, 185, from Hamilton, 140, and from London, 67 miles. Value of Imports in 1852, £16,900; of Exports, £7,634. Amount of Duties collected, £2,635. Principal Hotels, "*Albion*," "*Chatham Arms*," and "*Exchange*."

WINDSOR, the Western terminus of the Great Western Railroad, is pleasantly situated on the Detroit River, directly opposite the City of Detroit, to which steam ferry boats cross every few minutes daily. The population of the Town, which is now increasing, is about 500 souls. Distance from Hamilton, 186, from London, 110, and from Niagara Falls (the South Eastern Terminus of the G. W. Railroad), 229 miles.

On, or contiguous to, the line of "the Great Western Railroad," between Hamilton and the Niagara River, the first place of any extent which we meet with is GRIMSBY, a neat village with a population of about 300. There are several Flour and Saw Mills, a Distillery and a Brewery here. Distant from Hamilton, 16½ miles, fare 2s. 6d. The next stopping place is BEAMSVILLE, a thriving village, with a population of about 500 souls. Manufactures of Cloth, Iron, Potash and Leather are carried on here,

and there are several Flour and Saw Mills, a Distillery, and a Brewery. Distant from Hamilton, 21 $\frac{1}{4}$ miles,—fare 3s. 3d. Principal Hotels, “*Beamsville House*,” and “*Clinton Exchange*.” At the distance of 10 $\frac{3}{4}$ miles from Beamsville, we arrive at

ST. CATHERINES, a flourishing town, situated on the Welland Canal, in the County of Lincoln, C. W. The town is handsomely laid out, while the greater part of it is well built, and from its favorable situation on the Welland Canal, it is the centre of large and rapidly increasing trade. Being the outlet for a fine agricultural district of country, St. Catherines has a very extensive trade in Wheat and Flour, and some of the most considerable Flouring Mills in Canada are to be found here. There are also several extensive Saw Mills and Lumber Yards, together with manufactories of Cloth, Iron, Machinery, Leather, Sashes and Blinds, Agricultural Implements, &c. &c. Ship-building to some extent is also carried on. There are several large Breweries and Distilleries, and the general business of the town is prosperous and apparently progressive. There are agencies of the Montreal, Upper Canada, and Commercial Banks here, and there are also agencies of fifteen Life, Fire or Marine Assurance Companies. There is a Public Reading Room, a Building Society, a Mechanics’ Benefit Association, and a Telegraph Office, and there are two weekly newspapers, “*The Constitutional*,” and “*The Journal*.” There are churches of the Church of England, Wesleyan, American Presbyterian, United Secession, Baptist, and Roman Catholic denominations, and there is a Grammar School, known as “the Grantham Academy,” with three other Public

Schools. The principal office of the Welland Canal is here, and there are two Fire Companies in the town. St. Catherines has daily communication by steamer with Toronto, Hamilton, and Niagara, during the season of navigation, and the Buffalo Branch of the Great Western Railroad, places it also in direct and daily communication with all the principal towns which it traverses from Buffalo to Detroit.

The town was incorporated in 1845, at which period its population amounted to about 2,500; in 1850 it had increased to 3508; and in 1852, to 4368, while at present, (May, 1854,) it is between 5000 and 6000 souls.

Value of imports at Port Dalhousie (the Port of St. Catherines,) in 1850, £14,394; of exports, £79,528. Value of imports in 1852, £34,162; of exports, £162,301. Amount of duties collected. £5716.

St. Catherines is distant from Quebec 626 miles; from Montreal 446 miles; from Kingston, 248 miles; from Toronto, by water 54 miles, fare 6s. 3d., by land, 83 miles, and from Hamilton, 32 miles, fare 5s. Principal Hotels, "*St. Catherine's House*," and "*American Hotel*."

Two miles distant from St. Catherines we arrive at THOROLD, a rising town situated on the Welland Canal, which here supplies a great extent of waterpower, by which the machinery of seven of the largest class of Flour Mills is driven, and also that of several Saw and Plaster Mills. There are churches of the Episcopal, Wesleyan and Presbyterian denominations here, and there are manufactories of Corn Brooms, Cement, Candles, &c., carried on. Popu-

lation about 1200, fare to St. Catherines, 2d., to Hamilton, 5s., to Niagara Falls, 1s. 6d.

NIAGARA FALLS, the eastern terminus of the Great Western Railroad, are distant from St. Catherines $11\frac{1}{4}$ miles by railroad, fare 1s. 8d. Distant from Hamilton $43\frac{1}{2}$ miles, fare 6s. 3d.; from London 119 miles, fare 17s. 6d.; from Detroit 230 miles, fare 32s. 6d.; from Toronto 48 miles, fare 7s. 6d.; from Kingston 213 miles, fare 25s.; from Montreal 410 miles, fare 42s. 6d.; from Quebec 590 miles, fare 52s. 6d.

FALLS OF NIAGARA.

So much has been written and said of these celebrated Falls, that it would seem almost presumptuous to do more than refer to them in the briefest terms, in a work such as the present.— Suffice it then to say, that they are situated on the Niagara River, which unites Lakes Erie and Ontario, the former of which is over 300 feet above the level of the other. The stream between Lake Erie and the Falls has a very rapid descent, which, in the last half mile before it reaches them, is not less than 58 feet; a tremendous velocity is consequently attained by the mass of moving waters, and in this state of rapid motion it is precipitated over a rock of 150 feet in perpendicular height, in a stream of about 2,300 feet in width. The continued action of the water has worn away the rock into the form of a crescent, and portions of it are precipitated, from time to time, into the gulf beneath. No living thing can resist the force of the current for miles above the Falls, and should they, by any misfortune, once become involved among the rapids, destruction

is inevitable. A vapour of considerable density is constantly ascending from the surface of the water, which, in bright sun-shiny weather, reflects a beautiful rainbow, and in winter it becomes congealed upon the points of the rocks and the trees contiguous to the Falls, into the most varied imaginable forms of beauty.

There are many objects of considerable interest in the immediate vicinity of the Falls, all of which are pointed out in detail, in a little work relative to them, which is sold at the various hotels upon the spot. The principal Hotel on the Canada side is "*The Clifton House*," and there are numerous good Hotels on the United States side.

NIAGARA TOWN, to which it is proposed to extend a branch of the Great Western Railroad, is the County Town of the County of Lincoln, and is beautifully situated at the mouth of the Niagara River, the site upon which it is built rising gradually from the River till the upper part of the town, has attained an elevation of over 150 feet above the water level. The town was ordered to be laid out by Governor Simcoe in 1794, and was incorporated in 1845, at which time its population was about 2400, in 1850 it amounted to 3280; in 1852, to 3350; and at present, (May, 1854,) it is about 3750 souls. The principal public buildings are, the Court-house, the Town Hall, the Barracks, the Jail, and the Episcopal and Presbyterian Churches. There are also Churches of the Roman Catholic, Wesleyan, and Baptist denominations. Two weekly newspapers, "*The Mail*" and "*The Chronicle*," are published here, and there is an agency of the Bank of Upper Canada, with agencies of seven Life, Fire or Marine

Assurance Companies. During the period of navigation, the town has daily communication by steamer with Toronto, St. Catherines, Hamilton, and the other Lake ports, and the steamers to Toronto run also every day during the winter. Steamboat and ship-building to a considerable extent is carried on here, and should, as is contemplated, the lateral cut of the Welland Canal be carried to Niagara, its trade will be greatly benefitted thereby. Niagara is defended by fort Mississauga, which is a little below the mouth of the River, while about half a mile above the town are the ruins of the old Fort George. There are three Fire Companies and a Public Reading Room, and the Town and Township form an electoral district which returns one Member to the Provincial Parliament. Niagara is distant from Quebec, 648, from Montreal 468, from Toronto (by water) 36, (by land) 105, and from Hamilton 60 miles. Value of imports in 1852, £12,081, of exports, £1934. Amount of duties collected, £2094. Principal Hotels, "*British American*" and "*Moffat's*."

GEOGRAPHICAL AND STATISTICAL SKETCH OF CANADA.

The Province of Canada, including both its grand divisions, extends from 42 to 52 degrees of North Latitude, and from 64 to 92 degrees of West Longitude, embracing a superficial area of about 330,000 square miles, and having a population of about 2,250,000 souls.

Previous to the year 1791, the whole extent of country now known as Upper and Lower Canada,

was designated the PROVINCE OF QUEBEC, but, owing to alleged difficulties in managing the administration of so large an extent of country, it was in that year divided into two Provinces having separate governments, and so remained until 1841, when they were re-united, and now constitute one Province only.

LOWER CANADA, which is considerably the largest Province, has an area of 210,000 square miles, and UPPER CANADA an area of 121,000 square miles, the population being about 1,200,000 in Upper and 1,100,000 in Lower Canada.

About two-thirds of the population of Lower Canada are of French descent, the remainder consisting of English, Irish, Scotch, Germans, and Americans or their descendants. In Upper Canada the population is made up of Colonists or the descendants of Colonists from the British Islands, of the descendants of American loyalists who emigrated to Canada after the Revolutionary War, and in a few localities there are settlements of Germans and Dutch.

In Lower Canada about four-fifths of the people belong to the Roman Catholic Church, the remainder consisting of members of the different Protestant Churches and a few Jews; while in Upper Canada about four-fifths of the people are Protestant, and the remainder Roman Catholic.

At the time of the conquest of Canada in 1760, the entire population was estimated at 70,000, and a glance at the following synopsis from the official returns of the different periods mentioned, will shew the rapid advance which the country has made since that time.

LOWER CANADA.		UPPER CANADA.	
Population in 1763.....	70,000	Population in 1763.....	12,000
“ “ 1814.....	335,000	“ “ 1814.....	95,000
“ “ 1823.....	427,000	1824.....	151,000
1831.....	512,000	1832.....	261,000
1844.....	699,000	“ 1842.....	486,000
1848.....	770,000	“ 1848.....	721,000
“ 1850.....	791,000	“ 1850.....	791,000
“ 1851.....	890,261	“ 1851.....	952,004
Estimated in 1854.....	1,000,000	Estimated in 1854.....	1,200,000

The total population of Canada according to origin and religion by the Census of 1852, was as follows:—

Of British origin or descent in both Provinces, ..	1,063,743
Of French origin or descent in both Provinces, ..	695,945
Of other origin or descent in both Provinces, ...	82,577
	<hr/>
Total of both Provinces,	1,842,265
Protestants in both Provinces,	927,253
Roman Catholics in both Provinces,	914,561
Jews in both Provinces,	451

Total of both Provinces,

1,842,265

The ratio of increase of population in Ohio for 10 years, from 1840 to 1850, has been 33 $\frac{1}{3}$ per cent. That of Upper Canada in the same period, has been 104 $\frac{1}{2}$ per cent. That of Lower Canada for 7 years, from 1844 to 1851, has been 20 per cent—the average increase in all Canada for the last 10 years being 72 per cent or about 2 $\frac{1}{4}$ times greater than that of Ohio. The population of Ohio in 1850 was 1,980,427.

The following Religious, Educational, Literary, Commercial, and other statistics, will be found of some interest, exhibiting, as they do, to a very recent date, the state of the Province in these respects.

RELIGIOUS, EDUCATIONAL AND LITERARY STATISTICS.

The number of Clergymen of all Denominations

in Canada, at the beginning of 1854, may be stated as follows :

Clergymen.	L. Canada.	U. Canada.	Total.
Roman Catholic.....	504	103	607
Church of England.....	101	151	252
Wesleyan Methodist.....	20	217	237
Baptist.....	13	123	136
Methodist Episcopal.....	—	109	109
Church of Scotland.....	18	63	81
Free Church.....	11	77	88
Congregationalists.....	13	40	53
United Presbyterian.....	5	46	51
New Connexion Methodist.....	6	49	55
Primitive Methodist.....	—	33	33
Bible Christian.....	—	21	21
American Presbyterian.....	1	—	1
Unitarian.....	1	1	2
Christian.....	—	26	26
Jewish Synagogue.....	1	1	2
Total.....	694	1060	1754

The proportion of clergymen to the population in Lower Canada, is as 1 to 1369—in Upper Canada, as 1 to 1133.

The Province is divided by the Roman Catholics into seven Dioceses, viz :

Quebec, (Archbishop).....	215	Clergymen.
Montreal.....	236	“
Bytown.....	37	
Kingston, (with a coadjutor).....	30	
Toronto.....	36	“
St. Hyacinthe.....	53	“

A new Diocese, “Three Rivers,” has been recently erected, it consists of parts of the old Dioceses of Quebec and Montreal, and has 50 clergymen.

The Province is also divided by the Church of England into three Dioceses, viz :

Quebec.....	43	Clergymen.
Montreal.....	58	“
Toronto.....	151	

The Province is further divided by the Wesleyan Methodists into eleven Districts; by the New Con-

nexion and Episcopal Methodists into six each; and by the various Presbyterian Churches into Presbyteries, as follows, viz:—Church of Scotland, six; Free Church, eight; United Presbyterian Synod, five.

In connexion with many of the Congregations, there are Sunday Schools. The number of those Institutions is about 600.

II. EDUCATION.

In Upper Canada, there were in January, 1852, 3,010 Schools, with 3,309 Teachers, and 154,465 Scholars. In Lower Canada, in 1853, there were 2,277 Schools, and 97,582 Scholars. Upper Canada has also a Normal School, the advantages of which have been already participated in by upwards of 800 Teachers, and a Council of Public Instruction.

In addition to the Elementary Schools in Lower Canada, there are the Schools of the "Christian Brothers," containing about 5,000 pupils, and Nun's Schools, with 2,500 pupils.

For the support of Elementary Schools, the Legislature has voted £50,000 per annum for several years past, in addition to the salaries and incidental expenses of the Education Department, which are charged on the Consolidated Fund.

The Upper Canada Grammar Schools, eighty-three in number, are supported by a Special Fund, arising out of the lands set apart for this purpose, in the reign of Geo. III. The present annual income is about £5,500, and it is increasing.

In the Lower Province, are the "High Schools" of Montreal and Quebec, certain "Academies" in the Eastern Townships, and the Roman Catholic "Seminaries" or "Colleges." The University of

Quebec contains 22 Professors, and 385 Students; in the "College" at Montreal there are 18 Professors, and 250 Students. The other Colleges, nine in number, are situated in different parts of the Province, and are numerous attended by those who design to enter the learned professions. They contain about 1,500 Students. Most of these institutions, with several others not named, and four Schools for Indians, receive aid from the Legislature.

A University Education, with the opportunity of obtaining degrees, may be enjoyed in Upper Canada at the University of Toronto, which is supplied with twelve Professors, at Trinity College, Toronto, which has thirteen Professors, at Queen's College, Kingston, where there are five Professors, and at Victoria College, Cobourg, which has four Professors and three Tutors. There are also the Roman Catholic Colleges of Regiopolis, Kingston, with six Professors, and Bytown, where there are two and a Superior.

Similar advantages are offered at McGill College, Montreal, under five Professors and three Lecturers, and in the Medical Department, which stands deservedly high, there are eleven Professors and 52 Students.

Theological instruction is imparted to Candidates for the Christian Ministry at the following places: At Trinity College, Toronto, and at Lennoxville (L. C.), to Church of England Students; at Queen's College, to Church of Scotland Students; at Knox's College, Toronto, to Free Church Students; and at the Congregational Theological Institute, and the Divinity Hall of the United Presbyterian Synod, in

the same city, to the Students of those denominations. Roman Catholic Candidates for the priesthood study at such of the existing Colleges as may be indicated to them by the proper authorities.

III. LITERATURE AND SCIENCE.

Mechanics' Institutes are established in our principal cities and towns.

The Historical Society of Quebec, founded in 1824, under the auspices of Earl Dalhousie, is the only institution of the kind in Canada. Three volumes of its transactions have been published, containing much curious information. Besides its Library, rich in historical lore, the Society possesses some very valuable manuscript documents relating to the history of Canada.

The Natural History Society of Montreal, established in 1826, has a good Library furnished with the best scientific works, and an extensive Museum.

Mercantile Library Associations have been formed in Quebec, Montreal, and several other places, and have been productive of great benefit.

The number of volumes in the Libraries of the following Institutions, is thus reported :—

Quebec Mechanics' Institute (founded 1830),.....	2500
Quebec Mercantile Library Association,.....	8000
Quebec Historical Society,.....	2000
Montreal Seminary,.....	10000
Montreal, private property of members,.....	5000
Montreal College,.....	8000
Montreal Students' Library,.....	3000
Bibliothèque de Bons Livres, Montreal,.....	5500
Montreal Natural History Society,.....	1500
Montreal Mechanics' Institute, (incorporated 1845)....	2000
Montreal Mercantile Library Association, (founded 1840)	5000
Institut Canadien, (founded 1844),.....	2000
Advocates' Library, Montreal.....	2500
Kingston Mechanics' Institute, (founded 1834),.....	1500
Queen's College.....	4000

Regiopolis College.....	2500
Libraries in different parts of Upper Canada.....	12000
Mechanics' Institute, Toronto.....	2000
Mercantile Library Association, Hamilton.....	1500

There are 168 newspapers and periodicals published in Canada, of which 13 are in the French language, being 1 for every 53,534 persons of French origin or descent in both Provinces; and 153 are in the English language, being 1 for every 6953 persons of British origin or descent in both Provinces. There are two papers published in the German language.

IV. AGRICULTURE.

Great encouragement has been wisely afforded by the Legislature to the Agricultural interest. The pecuniary grants during the past year amounted to £11,200, and the estimates for the current year include £10,000 for the same purpose, equally divided between Upper and Lower Canada, and then distributed among the County Agricultural Societies, to be added to local subscriptions, thus forming a fund from which the premiums to successful competitors at the Agricultural Shows are paid.

ABSTRACT OF THE AGRICULTURAL CENSUS OF CANADA.

UPPER CANADA.

Lands occupied,	Acres	PERSONS OCCUPYING	
	9,826,417	10 acres and under	9,976
“ Cultivated,	3,697,763	10 “ to 20	1,889
“ Cropped,	2,274,746	20 “ to 50	18,467
“ Pasture	1,365,556	50 to 100	48,027
“ Gardens,	55,461	100 ‘ to 200	18,421
Wild,	6,130,654	Above 200	3,080
Number of occupiers	99,860		

PRODUCE.

	Acres.	Busheis.		Acres.	Busheis.
Wheat	780,385	12,675,603	Buckwh	44,265	639,384
Barley	29,916	625,875	Indian corn	70,571	1,696,513
Rye	38,968	479,651	Potatoes	77,672	4,989,475
Peas	192,109	2,873,394	Turnips	17,135	3,644,942
Oats	421,684	11,193,844			

The following is returned as the gross produce in other crops, &c. :—

Clover and all other Grass Seeds, 42,460 bushels; Carrots, 174,895 bushels; Mangold Wurtzel, 54,226 bushels; Beans, 18,109 bushels; Hops, 113,064 lbs; Hay, 681,782 tons; Flax or Hemp, 50,650 lbs; Tobacco, 764,476 lbs; Wool, 2,699,964 lbs; Maple Sugar, 3,581,505 lbs; Cider, 701,612 gals; Fulled Cloth, 527,466 yards; Linen, 14,958 yards; Flannel, 1,169,301 yards.

The following is the census of Cattle :—

Bulls, Oxen or Steers, 193,982; Milch Cows, 296,924; Calves or Heifers, 254,988; Horses, 203,300; Sheep, 968,022; Pigs, 569,237.

Produce of Cattle, viz. :—Butter, 15,976,315 lbs; Cheese, 2,226,776 lbs; Beef, 817,746 brls; Pork, 528,129 brls; and 47,587 brls of Fish were cured.

LOWER CANADA.

Lands occupied	Arpents.	PERSONS OCCUPYING	
		10 arpents and under	13,261
" Cultivated,	3,603,317	10 " to 20	2,701
" Cropped	2,072,953	20 " to 50	17,409
" Pasture	1,502,355	50 " to 100	37,885
" Gardens	30,209	100 " to 200	18,608
" Wild	4,508,398	Above 200	4,585
Number of occupiers	94,449		

PRODUCE.

	Arpents.	Busheis.		Arpents.	Busheis.
Wheat	355,926	3,480,343	Buckwh.	51,781	530,417
Barley	42,927	668,626	Ind. Corn	22,969	400,287
Rye,	46,007	341,445	Potatoes	73,244	4,456,111
Peas	165,192	1,182,190	Turnips	3,897	369,909
Oats	590,422	8,967,594			

The following is returned as the gross produce in other crops, &c. :—

Clover and all Hay Seeds, 18,921 bushels; Carrots, 82,338 do; Mangold Wurtzel, 103,999 do; Beans, 23,602 do; Hops, 111,158 lbs; Hay, 965,653 tons; Flax or Hemp, 1,867,016 lbs; Tobacco, 488,672 lbs; Wool, 1,430,976 lbs; Maple Sugar, 6,190,694 lbs; Cider, 53,327 gals; Fulled Cloth, 780,801 yards; Linen, 889,528 yards; Flannel, 850,850 yards.

The following is the census of Cattle :—

Bulls, Oxen or Steers, 111,819; Milch Cows, 294,514; Calves or Heifers, 180,317; Horses, 236,077; Sheep, 629,825; Pigs, 256,210.

Produce of Cattle, viz:—Butter, 9,637,152 lbs; Cheese, 511,014 lbs; Beef, 68,747 brls.; Fish Cured, 48,363 brls.

The Grain Crops in Lower Canada are taken in the *minot* and not in the bushel, excepting in the Townships. In like manner the acres are taken in *arpents*. An *arpent* is about one-seventh less than an acre, and a *minot* about one-eighth more than a bushel. The Fish in Lower Canada is exclusive of the Gaspe and Bonaventure Fisheries.

The assessed value of landed property for taxation, in 1852, in Upper Canada, was £36,670,890, or \$146,683,560. In Lower Canada, the same year, it was £29,208,158, or \$116,832,732. In all, £65,899,048, or over *two hundred and sixty-three and a half millions of dollars*.

In the United States, the growth of Wheat has increased about forty-eight per cent during the last ten years, whilst in all Canada, during the same period, it has increased over four hundred per cent! And taking the article of Indian Corn, which is the production that compares most favorably for the United States, the increase on it for the ten years between 1840 and 1850, has been equal to 56 per cent, whilst the increase in Canada for the last nine years has been 163 per cent. During the same period, also, the increase in the growth of Oats in the United States has been 17 per cent, whilst in Upper Canada it has been 133 per cent, in Lower Canada, 41 per cent, and, in both united, 70 per cent.

The quantity of land laid down in Wheat, in Ohio, in 1850, was 1,231,437 acres, which produced 14,487,351 bushels, while in all Canada, the land laid down in Wheat was 1,136,311 acres, which produced 16,156,946 bushels; the average produce

per acre in Ohio being 12, and in Canada, 14 1-5 bushels. Ohio produces a little over 1-7th part of the Wheat raised in all the United States, and Canada a little less than 1-6th part of that amount.

FINANCIAL AND COMMERCIAL STATISTICS.

PUBLIC DEBT OF CANADA, 31st. JANUARY, 1853.

Debt, £4,666,193 5s 3d..... Annual Interest, £228,143 15s 6d.

GROSS REVENUE AND EXPENDITURE OF CANADA 1849 TO 1852.

	1849.	1850.	1851.	1852.
Revenue.....	£513,431	£704,234	£842,184	£1,153,026
Expenditure...	450,913	532,063	634,666	651,125
Surplus Revenue	£ 62,518	£172,171	£207,518	£401,901

The Revenue for the year ending January 31st, 1854, is close upon £1,250,000, leaving a surplus on the year of about £500,000.

Value of the Imports and Exports of Canada, with the amount of Customs Revenue, and the inward and Outward Tonnage of Vessels arriving from, or departing to, Sea, for the years 1850, '51, '52, and 1853:

Imports.		Exports.	
1850..	£4,245,517 3 6	£3,235,938 15 9	
1851..	5,358,697 12 7	3,452,651 2 11	
1852..	5,071,623 3 11	2,826,901 15 5	
1853..	7,995,359 1 1	5,945,757 13 2	
Customs Revenue.		Tonnage	
		Inward.	Outward.
1850..	£ 615,694 13 8	522,116	543,962
1851..	737,489 0 2	593,255	636,447
1852..	739,263 12 9	564,242	578,059
1853..	1,028,676 15 7	653,393	674,245

NOTE.—The value of Imports at the Port of Montreal, in 1853, was £3,603,696 15s. 6d., or \$14,414,-

787, the amount of Duties collected being £447,089, or \$1,788,356, and the value of Imports at the Port of Philadelphia, (the second city in the United States) for the year ending in June, 1852, was \$14,785,917, being \$371,130 *more* than the Imports of Montreal, while the Duties collected amounted to \$4,033,909, or \$2,245,553 *more* than those collected at Montreal, which clearly establishes the fact, that the average Import Duties by the United States' tariff are more than two and a quarter times greater than they are by the Canadian tariff. The value of Exports from Quebec, for the year ending in January, 1852, was \$6,374,650, and the value of Exports from Philadelphia, for the year ending in June, 1852, was \$5,828,571, being \$546,079 *less* than the Exports of Quebec.

This statement is derived from official sources, and may be relied on as being correct.

VALUE OF CURRENT COINS AS TAKEN IN TRADE
IN CANADA.

ENGLISH.			AMERICAN.			FRENCH & SPANISH.				
£	s.	d.		£	s.	d.		s.	d.	
Sovereign...	1	4	6	Eagle.....	2	10	0	French Crown.	5	6
Crown.....	0	6	1	Half-Eagle.	1	5	0	Half-Crown...	2	6
Half-Crown.	0	3	0½	Dollar.....	0	5	0	5 Franc Piece.	4	8
Three Shil- ling Token.	0	3	0	Half-Dollar.	0	2	6	Spanish or Mex- ican Dollar...	5	0
Shilling....	0	1	3	Quarter-Dol- lar.....	0	1	3	Quarter-Dollar.	1	3
Sixpence....	0	0	7½	Dime.....	0	0	6	Pistareen.....	0	10

CANALS IN CANADA.

THE WELLAND CANAL, connecting Lakes Erie and Ontario, is 28 miles in length, and has 27 locks,

overcoming an ascent of 330 feet. The locks are 150 feet long, and $26\frac{1}{2}$ feet wide, with a depth of $8\frac{1}{2}$ feet of water on the mitre sills, and the Canal is 45 feet wide at the bottom, and 81 feet wide at the surface. The Feeder Branch, from Junction to Dunnville, and the Broad Creek Branch, from the Feeder to Port Maitland, are $22\frac{1}{2}$ miles long, and have two Locks, overcoming an ascent of 16 feet. This great work was constructed at a cost of over four millions of dollars. In 1852, the number of vessels, of every description, which passed through it was 6,162, with a gross tonnage of 894,103 tons, and the amount of tolls collected was \$230,116.

THE ST. LAWRENCE CANALS, between Lake Ontario and Montreal, have a length of 41 miles, with 27 Locks, overcoming an ascent of $204\frac{3}{4}$ feet. The Locks are 200 feet long, and 45 wide, with a depth of 9 feet of water on the mitre sills, and the Canals are from 50 to 80 feet wide at the bottom, and from 90 to 150 feet wide at the surface. The cost of these Canals was four millions and a quarter of dollars, the vessels which passed through them, in 1852, numbered 6,568, with a tonnage of 585,466 tons, and the tolls collected amounted to \$84,669.

THE CHAMBLY CANAL, connecting the waters of Lake Champlain with those of the River St. Lawrence, has a length of $11\frac{1}{2}$ miles, with 10 Locks, overcoming an ascent of 79 feet. The Locks are 120 by 24 feet, with a depth of 6 feet of water on the mitre sills. The Canal cost \$500,000, and the vessels which passed through it, in 1852, numbered 1,637, with a tonnage of 82,618 tons, producing a revenue of \$7,632.

ST. ANN'S LOCK, connecting the Lake of Two

Mountains with Lake St. Louis, is 190 feet long and 45 feet wide, overcoming an ascent of $3\frac{1}{2}$ feet, and having a depth of 6 feet of water on the mitre sills. Its cost was \$90,685, the number of vessels passing through it, in 1852, was 2,034, with a tonnage of 108,649 tons, and the tolls collected amounted to \$3,100.

THE BURLINGTON BAY CANAL, between the Bay of that name and Lake Ontario, has no Locks. It is about half a mile long, and from 100 to 180 feet wide; the cost of its construction was \$194,647, and the number of vessels which passed through it, in 1852, was 3,006, with a tonnage of 556,221 tons.—The tolls collected amounted to \$20,215.

THE RIDEAU CANAL, from Bytown to Kingston, was constructed entirely at the expense of the Imperial Government. It was commenced in September, 1826, and the first steamboat passed through it in May, 1832. Length of the Canal from Bytown to Kingston, $126\frac{1}{2}$ miles. Actual excavation, $16\frac{1}{2}$ miles. Number of Locks, ascending from Bytown to the Isthmus, $87\frac{1}{2}$ miles, and overcoming a rise of 292 feet—34 Locks. Number of Locks, descending from the Isthmus to Kingston, $38\frac{3}{4}$ miles, descent, 165 feet—13 Locks. Length of Locks, 134 feet.—Breadth of Locks, 33 feet. Depth of water in Canal, 5 feet. Breadth of the surface of Canal, 75 feet.—Total cost of construction, £965,000, Sterling, or \$4,825,000. This work has been recently made over by the Imperial to the Provincial Government, but no returns of its trade or revenue have yet been issued.

The total revenue from the Canals, in 1853, has risen to \$480,000, but the particulars are not yet published.

RAILROADS COMPLETED, IN COURSE OF CONSTRUCTION, OR CHARTERED IN CANADA.

	Miles constructed.	In course of construction.	Chartered.
Buffalo, Brantford and Goderich.....	75	83	158
Brockville and Ottawa, from Brockville to Arnprior .....	..	75	75
Bytown and Pembroke.....	..	..	85
Champlain and St. Lawrence, from Montreal to Rouse's Point.....	43	..	43
Erie and Ontario, from Niagara to Chippawa	..	..	20
Great Western, from Niagara River to Wind- sor.....	229	..	229
Grand Trunk, from Trois Pistoles to Sarnia.	127	985	1112
Grand Junction, from Belleville to Peterboro' and Lake Huron.....	..	150	150
London and Port Stanley.....	..	26	26
Megantic Junction.....	..	..	24
Montreal and Bytown.....	..	120	120
Montreal and New York, from Montreal to Moer's Corners.....	32	..	32
Montreal, Missisquoi and Vermont, from the St. Lawrence and Atlantic Road to Rich- ford, Vt.....	..	..	55
North Shore, from Quebec to Montreal.....	..	165	165
Ontario, Simcoe and Huron, from Toronto to Lake Huron.....	66	27	93
Peterboro' and Port Hope.....	..	..	27
Peterboro' and Cobourg.....	15	15	30
Prescott and Bytown.....	..	53	53
Rawdon and Industry.....	23	..	23
Stanstead, Shefford and Chambly, from St. Lambert to the Province Line at Stanstead	..	92	92
Toronto and Goderich.....	..	130	130
Toronto and Hamilton.....	..	..	45
Woodstock and Erie.....	..	75	75
	610	1996	2862

The 1996 miles of Railroad now under contract in Canada, will at the low average of £8,000 sterling per mile, cost £15,968,000, and the Victoria Bridge at Montreal £1,500,000 sterling, in all Eighty-Seven Millions Three Hundred and Forty Thousand Dollars. The whole of this sum will be expended in Canada within three years.

The average Railroad fare in Canada, for first class passengers, is about 2 cents per mile, where the distance is over 150 miles, for shorter distances it is about 3 cents per mile.

C. DORWIN,

BANKER,

25 St. Francois Xavier Street,

MONTREAL, CANADA.

Collections made throughout the Canadas and other British Provinces, and promptly remitted at the current Rate of Exchange and actual expense incurred. First class business paper taken for Exchange on New York, Philadelphia, Boston, Baltimore and Washington. Certificates of deposit from all respectable Banking Houses in the United States cashed, and every assistance rendered to facilitate the increasing Commercial intercourse between the British Provinces and the United States.

References.

E. W. Clark & Co., Bankers, Philadelphia.
Beebe & Co., Bankers, New York.
S. Henshaw & Sons, Bankers, Boston.
S. Harris & Son, Bankers, Baltimore.
Corcoran & Riggs, Bankers, Washington.
Hon P. McGill, President, Bank of Montreal.

J. & T BELL,



BOOT & SHOE MANUFACTURERS,

WHOLESALE AND RETAIL,

No. 114 NOTRE DAME STREET,

MONTREAL,

Have always on hand and for Sale, upon the most reasonable terms, every variety of

**LADIES', GENTLEMEN'S & CHILDREN'S
BOOTS AND SHOES,**

Which are warranted to be of the best materials and Workmanship, as every article they sell is made expressly for the Montreal Market, under their own superintendence.

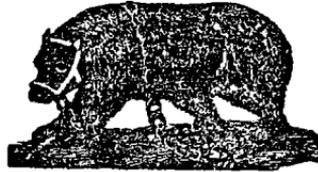
STRANGERS VISITING THE CITY,
COUNTRY MERCHANTS,

And all who desire to combine elegance and durability of workmanship with the best materials, and at prices which cannot fail to be satisfactory, are respectfully invited to call and examine the

CHOICE AND EXTENSIVE STOCK,

which is now for sale, as above.

GUILBAULT'S


**BOTANIC AND ZOOLOGICAL
GARDEN.**

**No. 100 Sherbrooke Street,
MONTREAL,**

Is now Open to the Public; Admission, only 7½d.,
or 12½ cents.

This Establishment contains one of the Finest Collections of LIVING ANIMALS, (Wild and Tame), RARE BIRDS, POULTRY, WATER-FOWL, &c. &c., which is to be found in America. There is also a MUSEUM of CURIOSITIES, and the GARDEN contains a beautiful collection of *Fruit and Forest Trees, Ornamental Shrubs, Plants, Dahlias,* &c. The PROMENADE among the Groves and Ravines will be found delightfully interesting, and there is a very complete GYMNASIUM, with *Tight Rope, Nine-Pin Alley, Quoit Grounds,* and other Amusements. The Garden also embraces

A LARGE PAVILLION

For CONCERTS and THEATRICAL ENTERTAINMENTS, & PIC-NICS, DINNERS, SUPPERS, and TEMPERANCE REFRESHMENTS of every description are furnished to order on the shortest notice and at Moderate Charges.

J. E. GUILBAULT,
Director.

T. C. DOANE,
DAGUERREOTYPE ARTIST

NO, 2 PLACE D'ARMES, MONTREAL.

(CLOSE TO THE FRENCH CHURCH,)

Daguerreotype Likenesses from Nature, Paintings, Engravings, or Daguerreotypes, copied with the greatest accuracy.

Ladies and Gentlemen Visiting the City are respectfully invited to call and examine.

A large number of Specimens to be seen at his Rooms, next to the Drug Store of S. J. LYMAN & CO., Place d'Armes.

Likenesses of all sizes, from the smallest Locket upwards, executed in a style which cannot be surpassed, and in clear, cloudy, or rainy weather.

N.B.—All sorts of DAGUERREOTYPE MATERIAL, at a small advance on New York Prices.

WM. BENJAMIN & CO.,

IMPORTERS OF

BRITISH AND FOREIGN FANCY AND STAPLE

Dry Goods,

132 NOTRE DAME STREET,

MONTREAL.

CHEAP SALE
OF
New Fancy Dry Goods.



We beg to state that we have received upwards of 100 Packages of NEW FANCY DRY GOODS, and are continually receiving *via* Boston and Portland, CHEAP JOB LOTS, bought from Bankrupt Stocks, which we shall be *able to Sell much under the Regular Prices*. Our assortment will be very complete, and shall, therefore, esteem it a favor if you will pay us a visit.

Great Bargains may be relied upon.

Assorted Dress Goods, including all the choice designs in French and British Fabrics, together with a great quantity of Goods too numerous to detail.

H. & H. MERRILL,
128 Notre Dame Street.

Montreal, May, 1854.

H. MORGAN & CO.,

IMPORTERS OF, AND

*WHOLESALE AND RETAIL DEALERS IN
EVERY DESCRIPTION OF*

FANCY & STAPLE

DRY GOODS,

COLONIAL HOUSE,

MCGILL STREET, MONTREAL,

Would respectfully invite the attention of Visitors to the City to their present **LARGE AND BEAUTIFUL STOCK OF GOODS**, most of which has been recently selected in Europe by one of the partners, and consists in part of—

Silks, Satins, Satinets, Damasks, Moire Antiques, Cashmeres, Bareges, Mouslin de Laines, Organdies, Alpacas, Coburgs, Orleans, Printed and Figured Muslins, Shawls in every variety, Umbrellas, Parasols, Hosiery, Bonnets, Artificial Flowers, Ribbons, Gloves, Feathers, Saxony and Thread Laces and Edgings, Irish Linens, &c., &c., all of which they are offering

UPON THE MOST REASONABLE TERMS,

at Wholesale or Retail. Intending purchasers are invited to call and examine.

MORISON, CAMERON & EMPEY,
202, NOTRE DAME STREET,
 IMPORTERS AND WHOLESALE AND RETAIL
 DEALERS IN

FOREIGN AND BRITISH DRY GOODS,

Would respectfully invite the attention of parties visiting the City to their present Stock of FANCY AND STAPLE GOODS, which will be found on inspection to comprise every novelty of the season, and at prices which defy competition.

Great Novelties in Dress Goods and Shawls.

Black and Colored Gros and Glacé Silks, from \$7 to \$30 per dress
 Fancy Silks, in Brocade, Foulard, Damask Stripes and Checks,
 \$8 to \$50

Black and Coloured French and English Satins, in every variety
 Grenadeens and Silk Tissues, in every desirable style

Plain and Printed French Barages and Florentines

Plain and Printed French and English Delains

Plain and Printed Organdie and Jaconet Muslins

Paramattas, Bombazines, Henriettas, Cobourgs, Alpacas, Lustres,
 Mohairs, Palestines, Barathcas, Radzemerers, Moire Antiques,
 and various other new textures in Dress Goods

Printed Calicoes and French Lawns

Mourning Goods, in great variety

Shawls—French, German, and British Brochea, Long and
 Square, Ladies' and Gent's Scotch Long Shawls, Black and
 Colored Silks and Satins, Printed Thibet, Cashmere, & Cash-
 mere de Corse. Long and Square, Black, White and Colored
 Embroidered Crape, Plain and Printed Barage and Silk
 Tissues, Long and Square

French and English Embroideries, Lace Goods, &c. &c. &c.

Collars, from 1½d to 3s; Habit Shirts, Chemisettes and Under
 Handkerchiefs, from 7½d to 30s; French Cambric and Grass
 Cloth Handkerchiefs, Embroidered, 2s to 45s; Linen, Lawn
 and French Cambric do. Plain, 2½d to 5s

Needlework Sleeves, 9d to 25s, Insertion, Edgings, Flouncings
 and Bands

Laces, in Real Thread, Honiton, Maltise, Vallenciennes, Gui-
 pure, Rice Flat, Wire Ground, Brussels and Linen Saxony

Ladies', Gent's, and Children's Hosiery and Gloves, Alexander's
 best French Kid, 4s per pair

Bonnet, Neck and Cap Ribbons, Artificial Flowers, Plumes and
 Head Dresses

Mantles, of every description, Ready Made, and made to order
 Bonnets, Straw, Leghorn, Tuscan, Silk and Velvet.

Broad Cloths, Trowserings and Vestings

Irish Linens, Sheetings, Shirtings, Table Cloths and Covers,
 Napkins, Towellings, and Housekeeping Goods of every class
 Haberdashery, Small Wares and Trimmings

T. MUSSEN,

IMPORTER OF .

BRITISH & FOREIGN FANCY AND STAPLE DRY GOODS,

&c. &c. &c.,

NOTRE DAME STREET, MONTREAL,

(ADJOINING THE ENGLISH CATHEDRAL.)

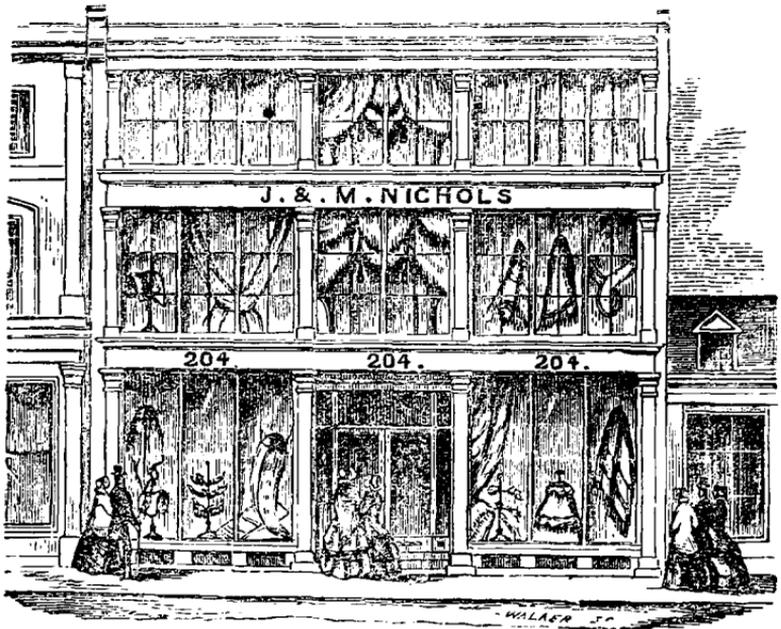
Would respectfully invite the attention of Ladies and Gentlemen visiting the City to his Stock, which is varied and extensive, consisting in part of the following:—

CARPETS of Velvet, Tapestry, Brussels, Imperial, Kidderminster, &c. &c.; HEARTH RUGS of every description; Druggets; Door and Carriage Mats; Floor and Table Oil Cloth. Also, Real Irish Tabinets; Silks; Satins; Damasks; Ribbons; Embroidered Goods; Lace Embroideries; Mourning do; Silk, Cotton and Woollen Hosiery; Shirts and Drawers; Kid, Silk, Thread, Cloth and Cassimere Gloves; Embroidered and Plain French Lawn Handkerchiefs; Damask Table Linen and Napkins; Family Linen. SHAWLS, in all varieties; French Merinos; Coburgs; Mousline de Laines; Cloths, Cassimeres, Tweeds, Vestings; Printed Muslins and Cambrics; Table Covers, &c.

With every other article in the trade, which, being bought in the best market for Cash, he will dispose of,

Wholesale and Retail,

On the most reasonable terms.



J. & M. NICHOLS,
IMPORTERS OF
BRITISH AND FOREIGN
Fancy & Staple Dry Goods,
204 Notre Dame Street,
MONTREAL.

LACES, EMBROIDERIES, &C.

J PARKIN,

Importer of, and Wholesale and Retail Dealer in,

BRITISH AND FOREIGN

LACES AND EMBROIDERIES.

J. PARKIN,

In inviting the attention of Ladies visiting Montreal to his Establishment, begs to remark, that the facilities possessed by him in the Importation of Goods, and an intimate knowledge of this particular branch of Business, derived from the first Houses in Europe, together with the exclusive attention devoted thereto, enables him to offer a

Larger and Better Assorted Stock

than it is believed can be found elsewhere in this Country. Every Steamer to this Port furnishes him with the Latest Fashions from London and Paris; and in respect to Articles of Superior Taste and acknowledged excellence, he can confidently appeal to past experience as a guarantee for the future.

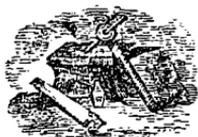
Maltese, Guipure, Honiton, Limerick,

and the less costly Laces; French and English Embroideries of the latest approved patterns; and all the New and Fashionable Articles constantly on hand.

The Low Tariff here, in comparison with that of the United States, offers peculiar attractions to Ladies from that Country.

116 Notre Dame Street, Montreal.

W. & C. BREWSTER, MONTREAL,



Corner of St. Paul and St. Francois Xavier Streets,

IMPORTERS OF ALL KINDS OF

Hardware and Cutlery,

English, Swedes, Russia, and Banks' Best Refined IRON POTASH KETTLES, STOVES, and other Castings; Blister, Faggot, Spring, and Warranted CAST STEEL, CHAINS, ANCHORS, ANVILS, and VICES, Best Warranted MILL SAWS, CIRCULAR, HAND, and other SAWS.

EDGE TOOLS:

Scythes, Joiners' Tools, Files, Locks, Hinges, Screws, Cast Steel Warranted Axes.

Saddlery, Plated and Japanned Ware, Bells, &c., &c., &c., and Manufacturers of BEST CUT NAILS, TACKS, &c., the whole comprising a most complete assortment of all articles in the trade and at the Lowest Prices.

Also, every description of

AGRICULTURAL IMPLEMENTS

Used by the best Farmers in Canada, including Ploughs, Harrows, Cultivators, Straw and Hay Cutters, Cast Steel and Steel Back Scythes, Horse Rakes, Cast Steel Forks and Hoes, Churns, Cheese Presses, &c., &c., all the latest improved manufacture.

HAT AND FUR MART.



JOHN BROWN, Furrier, Hat Manufacturer,

And Importer of every Article in the Manu-
facturing Line,

229 ST. PAUL STREET, MONTREAL,

Has always on hand and for sale upon very favor-
able terms, an extensive and superior assortment of
HATS of every description. His

FUR, SILK AND BEAVER HATS
are invariably manufactured under his own im-
mediate superintendence, and he can confidently re-
commend them as being a better article than any-
thing imported into Canada at the *prices at which*
they will be sold.

STRANGERS VISITING THE CITY,
COUNTRY MERCHANTS and Retailers generally, would
do well to call and examine the Large Stock now
on hand before purchasing elsewhere. He has al-
ways on hand a large and varied stock of

SUPERIOR FUR GOODS,
well suited to the American and Canadian Trade,
to which he would also respectfully call the atten-
tion of intending purchasers, either at wholesale or
retail.

N.B.—Constantly on hand a complete assortment
of Hatter's Stock and Trimmings. CASH and the
Highest Price paid for all raw furs.

A. BRAHADI,
Fashionable Hat, Cap & Fur Store,



Sign of the Military Cap, 95 Notre Dame Street,
Having REMOVED to the central and commodious
Store, No. 95 Notre Dame Street, formerly occupied
by T. D. Waine, will keep constantly on hand a
large and fashionable assortment of Hats, Caps and
Furs, which he will sell on the most reasonable terms.

NO TROUBLE TO SHOW GOODS.

He returns thanks for the liberal support which
he has heretofore received, and will continue to use
his best endeavors to provide the *best description of
goods only*, and at such prices as, he trusts, will merit
a continuation of favor and support.

COUNTRY MERCHANTS and wholesale purchasers
will find to their advantage to call. CASH paid for
Fur Skins.

Pray, Call and Examine.

JOHN HENDERSON & CO.,
 NO. 93 NOTRE DAME STREET,
MONTREAL,

In calling the attention of the Travelling community to their Stock of every Article in the FUR line, wish to impress upon the minds of those who may favor them with a visit, that they will find always on hand one of the Finest and Richest Assortments of CANADA MINX, SABLE, ERMINE, SABLE MINX, in Victorines, Cardinals, Muffs, Boas, Mitts, Turbans, &c. Gentlemen's Caps, Fur Coats, Gauntlets, &c., in great variety.

Also,

A large and well assorted selection of INDIAN CURIOSITIES.

☛ All orders for Ladies' or Gentlemen's Furs promptly attended to, and forwarded to any part of Canada or the United States.

JOHN HENDERSON & CO.,
BUADE STREET,

Opposite the French Cathedral, Quebec,

Would respectfully solicit the attention of the Travelling Public visiting Quebec, to their Stock of FURS, one of the largest and best assorted in Canada, manufactured from the choicest Skins, and in a superior manner.

HATS & CAPS IN EVERY VARIETY.

Also,

An Assortment of INDIAN ARTICLES.

M'IVER'S
WHOLESALE AND RETAIL
HAT, CAP, AND FUR DEPOT,
135 Notre Dame Street, East of the French
Cathedral, Montreal.

The Subscriber respectfully calls the attention of his Friends in Eastern and Western Canada, Strangers visiting the City, and others, to his extensive and varied assortment of Goods, comprising—BLACK SATIN VELVET NAPPED HATS, of English, French, American, and his own manufacture, all of the very latest fashions, best quality and brilliancy of finish. DRAB BEAVER HATS, of the latest fashion, and extremely light. CLOTH and GLAZED HATS and CAPS, White, Black, Drab and Brown Felt Hats, of various shapes and qualities, including the Jullien, Alboni, Hungarian, Congress, Neapolitan and other shapes. A large assortment of CHILDREN'S HATS; Blue, Black and Fancy colored CLOTH CAPS. Also, an endless variety of Panama, Tuscan, White, Black and Colored Leghorn, Curacoa and other Fancy STRAW HATS.

Hats of every description made to measure by the Conformer, on a new and improved principle, by which accuracy of fit is positively secured in all cases.

Wholesale dealers will always find at this Establishment every article required for town and country trade on extremely liberal terms. Being an extensive manufacturer, Merchants will always find his assortment complete and every article at the lowest possible price.

Drab and Black Gutta Percha Coats and Leggings.

In the LADIES' FUR DEPARTMENT, he has constantly on hand a rich and varied Stock of Goods, of the following Fur Skins, viz:—Russian Sable; Hudson Bay Sable; Stone Marten; Rock Marten; Royal Ermine; Dark Mink; Chinchilla, &c.



MAVER & BROTHER

Manufacturers, Importers,

AND

WHOLESALE AND RETAIL DEALERS IN
HATS, CAPS, AND FURS,
SILKS, LEATHERS, &c..

No. 109, NOTRE DAME STREET,

MONTREAL.

Have constantly on hand an assortment of the above articles at very low prices for CASH, to which they would invite the attention of ladies and gentlemen visiting Canada who desire to secure **FIRST RATE FUR GOODS** at *very moderate prices.*

CASH PAID FOR ALL KINDS OF FURS.

N.B.—Country Merchants supplied at Wholesale on the most favorable terms.



**W. W. CAMPBELL,
GENTLEMEN'S HABERDASHERY
WAREHOUSE.**

No. 8, GREAT SAINT JAMES STREET,

(Between the Post Office and Bank of British North America.)

MONTREAL,

Having selected his Stock from the BEST WEST
END OF LONDON HOUSES, he would beg to
say that in the various departments of

Hats, Caps, Neck-Ties and Stocks
Scarfs, Pocket and Neckkerchiefs
Shirts, Collars and Underclothing
Hosiery, Gloves and Braces
Waterproof Goods, Clothing and Dressing-cases
With numerous other indispensable necessities.

It will be found unrivalled in either quality or
price in the city, and he respectfully invites an ex-
amination from such gentlemen as desire to combine
elegance and economy in their purchases.

W. W. CAMPBELL.

May, 1854.

ST. LAWRENCE HALL, MONTREAL.

The Subscribers have, during the past winter, completely renovated this splendid Hotel throughout, and have added over SEVENTY *well ventilated and airy apartments*, and as it is situated in the most salubrious and fashionable part of the City, and in the immediate vicinity of the Banks, Post Office, Telegraph Offices, and other Public Institutions, as well as of the principal business Houses in town, it is equally eligible to parties travelling for pleasure or on business.

The House is furnished throughout in the best style of the New York and Boston Hotels, and comprises

A DINING SALOON AND A CONCERT ROOM,

Unequaled by any Hotel in Canada; together with a commodious and well supplied

READING ROOM.

The TABLE will receive especial attention with the view of rendering it equal, if not superior, to any in America.

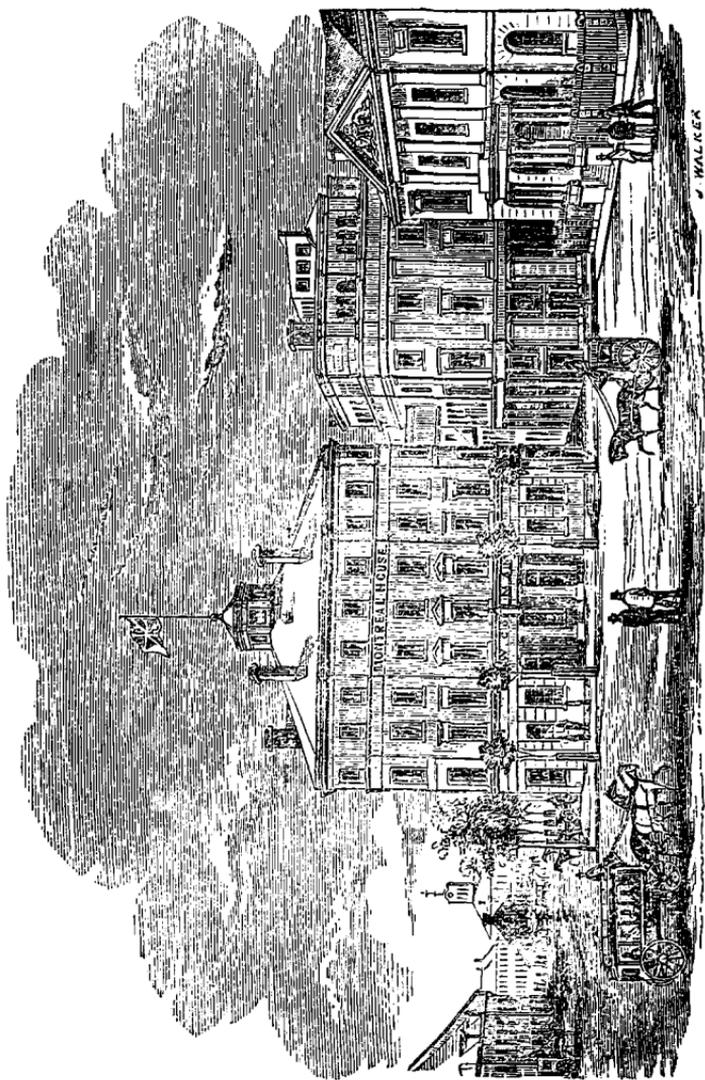
THE WINES AND LIQUORS

have been selected from the best importations.

HOT AND COLD BATHS

can be had at all hours; and an OMNIBUS will always be in attendance on the arrival or departure of Railway Cars and Steamboats.

HOGAN & PENN,
PROPRIETORS.



MONTREAL HOUSE.

COLEMAN'S
MONTREAL HOUSE,
CUSTOM HOUSE SQUARE,
MONTREAL,

Affording a splendid view of the RIVER ST. LAWRENCE, and the beautiful country to the South, being in the most Central, Healthy and best Ventilated part of the City.

This House has undergone a thorough repair during the past season, and a *new wing* containing over FORTY apartments has been added to it. The Parlors and Reception Rooms have been greatly enlarged and beautifully painted in Fresco; they have also been sumptuously re-furnished, so that the House is now equal in comfort and convenience to any

FIRST CLASS HOUSE IN AMERICA.

Strangers visiting the City will find

Coleman's Montreal House

to afford the comforts of a home, while its central situation is such that they will be within five minutes' walk of all the important Public Buildings and Offices in the City.

The TABLE will be at all times furnished with the choicest viands to be found in the Markets.

Every attention will be paid so as to render the enjoyment and comfort of the visitors as complete as possible.

CARRIAGES are always in attendance to convey Passengers to or from the Steamboats and Railroads, and PRIVATE CARRIAGES, with careful and intelligent drivers, are supplied on short notice to parties wishing to drive out in the City or its vicinity.

THE OTTAWA HOTEL,

Great St. James Street.

The Subscriber begs to inform his Friends and the Public generally, that his House is open for the reception of Travellers and Boarders.

It stands in the very heart of the business part of the City, within two minutes walk of the Post Office and Banks. From the front is a delightful view of the Montreal Mountain, and on the South side a view of the Shipping in the Harbour, the New Market, the Steamers in the Canal Basin, and a delightful view of the Lachine Rapids, and the Steamers descending them.

The OTTAWA HOTEL has undergone a complete repair during the past winter, and is thoroughly fitted up with entirely NEW FURNITURE, of the most modern style, (from Messrs. HILTON'S Manufactory,) regardless of cost.

The PARLORS and BEDROOMS are light, airy and well ventilated; the TABLE is always supplied with the best to be found in the Markets; and the WINES, LIQUORS and CIGARS are invariably of the choicest brands.

CARRIAGES will be in attendance at the Railroad and Steamboat Depots, on the arrival of Cars and Boats.

A large and commodious STABLE, within a few minutes' walk of the houses, has been secured, so that gentlemen wishing their horses kept can be accommodated.

CARRIAGES and HORSES for parties of pleasure can be obtained at all times.

S. BROWNING.

PARTICULAR NOTICE
TO
AMERICAN TRAVELLERS
VISITING MONTREAL.

The attention of Travellers is most respectfully invited to the increased facilities that can be attained by a stay at

The St. Nicholas Hotel,

JACQUES CARTIER SQUARE, MONTREAL.

The House is in close proximity to the Champ de Mars (where the Troops Parade), to the principal places of business, being within five minutes' walk of the Banks, Post Office, Steamboat Landings, Railroad Depots, &c., &c., and will be found a comfortable home by parties on business or on a tour of pleasure.

The ST. NICHOLAS HOUSE, recently built by the Hon. Joseph Roy, is for Air and Ventilation unrivalled; having in its front a spacious Verandah, overlooking an Open Square planted with trees, extending from the River to the Champ de Mars, it must for this reason commend itself to the public patronage.

PRIVATE CARRIAGES, in connexion with the above Hotel, together with attentive drivers, for the convenience of Guests wishing to view the City and the beautiful scenery surrounding it, can be had at the shortest notice.

OMNIBUSES, with trusty porters, will be found at the different Steamboat Wharves and Railroad Depots to convey passengers with their Baggage to and from the Hotel.

F. P. LEVINE, Proprietor.

MONKLANDS HOTEL,

(Late the Residence of the Governor-General of British North America.)

The Subscribers would respectfully call the attention of Ladies and Gentlemen visiting Montreal, as well as of the public generally, to the above named House, which is situated at a short distance from the City, on one of the most delightful spots of Ground in North America.

The House has been recently renovated, and affords every comfort and convenience which can be desired by the most fastidious, while

THE GROUNDS

will be found peculiarly picturesque and romantic, affording abundant space for, and means of, healthy recreation.

AN OBSERVATORY,

from the top of which one of the most splendid and extensive views of River and Lake, Mountain and Plain, which can be found in this part of the world, can be had, has been recently erected, and many of the tourists who visited Monklands during the season of 1853, declared that the pleasure derived from viewing such a magnificent scene more than compensated for the entire cost of their visit to Canada.

PIC-NICS, DINNERS, BALLS, SUPPERS and REFRESHMENTS of the most *recherche* description, with WINES, LIQUORS, CIGARS, &c., of the finest Brands, supplied on the shortest notice.

Permanent or Transient Boarders will find Monklands to be the most healthy residence on the Island, and every exertion will be used to afford them the most complete enjoyment and satisfaction.

S. COMPAIN & CO.

S A V A G E & L Y M A N,
AT THEIR OLD STAND, ESTABLISHED IN 1818,
CORNER OF NOTRE DAME AND ST. GABRIEL STREETS,
Wholesale and Retail
IMPORTERS OF

CLOCKS, WATCHES, JEWELLERY, PLATED WARE, JAPANED TRAYS, Ladies and Gentlemen's DRESSING CASES, fitted complete; DESKS, WORK BOXES, WALKING CANES, MUSIC BOXES and ACCORDEONS, TABLE CUTLERY, RAZORS and PEN KNIVES, of a very fine quality; and a great variety of FANCY GOODS. PAPIER MACHE GOODS of every style and variety.

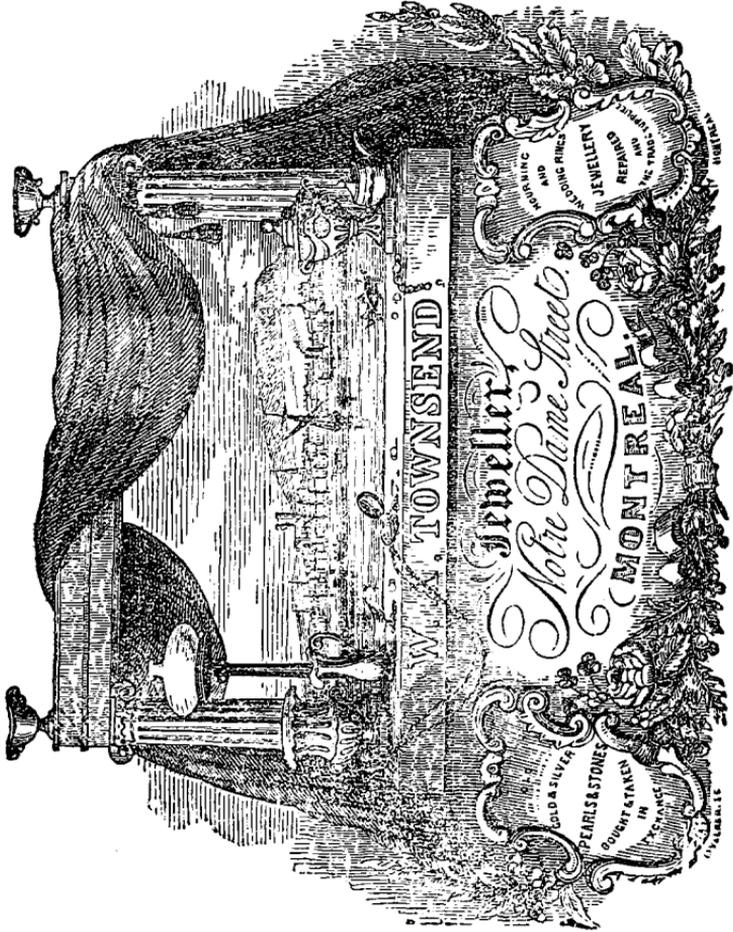
They also beg to submit to the inspection of the public the largest stock of SOLAR LAMPS in the Province, with an assortment of SHADES, CHIMNIES and WICKS.

The Whole to be Sold at Reduced Prices.

They also continue to Manufacture Forks, Spoons, Ladles, of Prince Albert, King's, Elizabethian, Cottage, Double Threaded, Jenny Lind and Plain Fiddle patterns; Tea and Coffee Setts, Goblets, Cups and Trays, of Silver, warranted in point of workmanship and quality, equal to any imported.

N.B.—Particular attention paid to the REPAIRING of Watches and Jewellery.

☞ THE HIGHEST PRICE PAID FOR OLD GOLD AND SILVER. ☞



W. A. TOWNSEND

Jeweller
Notre Dame Street
MONTREAL

WORKING
AND
REPAIRING
JEWELRY
AND
WATCHES
AT
REASONABLE
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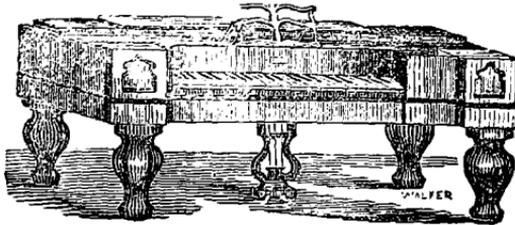
GOLD & SILVER
PEARLS & STONES
BOUGHT & TAKEN
IN
ANY
QUANTITY

J. W HERBERT & CO.,

Sign of the Golden Lyre,

105 & 107 NOTRE DAME STREET,

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Manufacturers & Importers of Pianofortes,

Would respectfully call public attention to their very superior Piccolo and Boudoir Pianofortes. They combine the power, brilliancy, richness of tone, and lightness of touch of the Grand, with compactness, elegance of outline, and great durability. These Instruments were much admired at the "Crystal Palace," London, and obtained the First Prize (against competition), at the Provincial Exhibition, September, 1853.

BOSTON and NEW YORK PIANOFORTES of the most celebrated and esteemed Makers.

J. W. H. & Co.'s long experience in Canada, both as Importers and Makers, gives them advantages in selecting Pianos in the United States few others possess.

Tuning, Repairing and Regulating executed with despatch, in a superior manner; the arrangements in this department being more efficient than in most other houses on this Continent.

In Sheet Music and Musical Publications they possess many advantages, having made arrangements with several large European Publishers for the early transmission of Choice Copies for the purpose of Reprinting. Also, for a weekly supply of every Novelty as soon as it appears in Europe or America.

BRASS and WOOD WIND and STRINGED MUSICAL INSTRUMENTS of every description, of best Makers, Double Basses, Violoncellos, Violins, Guitars, Clarionettes, Flutes, Cornepeans, Saxe Cornepeans, Saxe Horns, Ophelchides, Trombones, French Horns, Accordeons, Flutinas, Strings, Reeds, Tuning Forks, Tuning Hammers, with every other Article connected with the Trade—the whole at very Low Prices.

Quick Returns and Small Profits.

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THE LARGEST FRENCH JOURNAL IN
 CANADA, FOR

TWO DOLLARS ONLY PER ANNUM!

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 and others, especially to those who wish to adver-
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 edges of the Pamphlets and Cards which they can
 produce from their office, cannot but ensure a great
 superiority over other Typographical works of the
 kind. They call the attention of Merchants and
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 judge of the advantages resulting to them, in being
 able to procure Cards and Advertisements in both
 languages.

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THE METROPOLITAN SALOON,

BY M. O'NEIL,

NO. 108 NOTRE DAME STREET,

MONTREAL.

This Establishment has been opened to meet a requirement which has been long felt and admitted in Montreal, *i. e.*,

A First Rate Saloon and Restaurant,

where every article has its cost affixed on the Bill of Fare, and is furnished according to order, and at which every procurable delicacy should be constantly kept; while the management should be such as would secure the most perfect privacy, if desired. In carrying out these views, the Proprietor believes his success to be certain, and every day affords him fresh proofs that private families of the first respectability have found they can be supplied better and cheaper at his establishment than they could have been in their own houses.

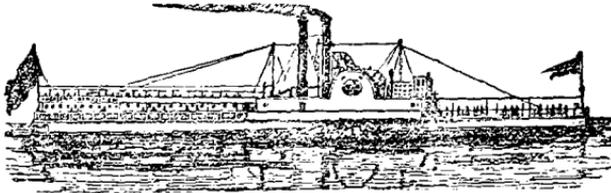
THE TABLE is supplied constantly with the best to be found in the Markets of Montreal, New York or Boston. The WINES, LIQUORS, CIGARS, &c., are uniformly of the best brands.

THE FURNISHING THROUGHOUT

is equal in style and comfort to the best Hotels, while, being supplied with a first-rate Cook and Assistants, and attentive Waiters, he is induced to think he can offer accommodations rarely to be met with, and certainly not to be surpassed in Montreal.

M. O'NEIL.

TATE'S DAILY LINE OF STEAMERS,



BETWEEN

QUEBEC & MONTREAL.

OFFICES: Gillespie's Wharf, Quebec; and 65
Commissioners Street, Montreal.

This Line consists of the well-known boats LADY ELGIN and CRESCENT, which, having undergone a thorough repair and refitting during the past Winter, are now equal in comfort and convenience to any boats on the St. Lawrence, and they are fitted up with State Rooms throughout, for which there is no extra charge. The Cabin Fare is fixed at 7s 6d currency, or one dollar and a half, meals included, and the average time of arrival in Quebec and Montreal is from 30 to 60 minutes previous to the breakfast hour at the principal Hotels.

Travellers will bear in mind the high rate of fare which they paid on this route (being usually six dollars,) before the owners of "TATE'S LINE" commenced running their Boats, and as every attention will be paid to their safety, comfort and convenience, the Proprietors confidently hope for a continuation of the liberal support which they have hitherto received.

**MEDICAL HALL,
ENGLISH DRUG ESTABLISHMENT,**

Opposite New Post Office,

GREAT ST. JAMES STREET, MONTREAL.

The Subscribers are receiving, by various vessels from England, a very select and general assortment of

Drugs and English Chemicals,

which they can with confidence recommend to their Customers and the Public in general.

—Also,—

Hair Brushes
Tooth Brushes
Dressing Combs, in variety
Back and Side Combs, in variety
Toilette Bottles
Smelling Bottles
Superior English Toilette Soaps
Cowan's Razors and Strops
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English Patent Medicines
Surgical Instruments
Sponge Bags and Bathing Caps
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Great care taken in preparing PHYSICIANS' PRESCRIPTIONS.

SODA WATER FROM THE FOUNTAIN, with a variety of Syrups.

John Birks & Co.

May, 1854.

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ENGRAVER,

No. 18 Great St. James street, (next the entrance to Tattersalls,)

MONTREAL,

Is now prepared to execute to order, promptly and upon reasonable terms, every description of Steel, Copper-Plate and Wood Engraving, and also, Lithographing, Die Sinking and Seal Engraving.

All orders will be accurately attended to, and the work performed in the best style of the art. A share of public patronage is respectfully solicited.

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MONTREAL,

Is always prepared to execute, in the best style, every description of Visiting and Invitation Cards, Professional Cards, Bill Heads, Promissory Notes, Drafts, &c. Door and Coffin Plates constantly on hand, and promptly lettered to order.

Strangers visiting the city will find T. Ireland's establishment central, and may depend upon having their orders executed without delay.

J. E. WALKER,

ENGRAVER ON WOOD,

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Landscape, Portrait, Card and Seal Engraving,

On Short Notice and Reasonable Terms.

Gentlemen requiring anything in the above line of Art, are respectfully requested to call at No. 22 Great St. James Street, and examine numerous specimens of his Work.

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Life Assurance Society,

HEAD OFFICE, 26, CORNHILL, LONDON.

(Empowered by special Act of Parliament.)

A Protection for the Widow and Orphan.

CAPITAL, £500,000 Sterling,

WITH A LARGE RESERVE FUND.

The above named Society effects Insurances in nearly all the modes in use by the best British Offices, and Premiums are as low as safety to the Office admits of.

Leave to travel in North America free of extra premium extensive and liberal.

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Agents and Medical Examiners have been appointed throughout Canada, and the other Colonies; and Proposals for Assurance will be transmitted the General Agent, and Premiums received by the Agents, through whom pamphlets and blanks can always be obtained.



O. DEPINCIER,
MERCHANT TAILOR,
AND
General Outfitter,
103, NOTRE DAME STREET
MONTREAL,

Keeps always on hand an extensive and varied assortment of

Ready Made Clothing,

CASSIMERES, BROAD CLOTHS and VESTINGS. Gentlemen's Clothing made to measure, in a style of elegance and fashion not to be surpassed in Canada. Cloth and Trimmings furnished, and Garments Cut in the most Fashionable Style.

SHIRTS, COLLARS, DRAWERS, TRAVELLING BAGS, &c., constantly on hand, and every article will be sold at the lowest possible remunerating price.

☞ WHOLESALE PURCHASERS, STRANGERS visiting the City, and the PUBLIC generally, will please to call and see.



