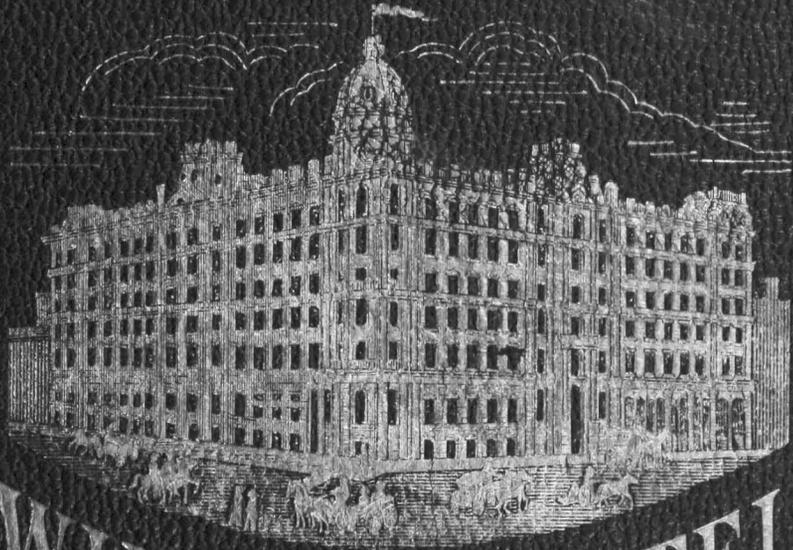


THE
HOTEL GUIDE



WINDSOR HOTEL

MONTREAL

—◆—
G. W. SWETT.

MANAGER.

Intercolonial Railway of Canada.

New Direct Line between QUEBEC, the RESTIGOUCHE, MIRAMICHI, ST. JOHN, N.B., PICTOU, and HALIFAX, N.S., connecting at CAMPBELLTON, during the season of Navigation, with the Steamer "ADMIRAL" for GASPE, PERCE and PASPEBIAC at POINT DU CHENE and PICTOU, with Steamers to SUMMERSIDE and CHARLOTTETOWN, PRINCE EDWARD ISLAND.

Business men and others are now afforded unprecedented facilities for reaching all places throughout the Maritime Provinces.

Through Express Trains between Quebec and Halifax in 24 hrs.

TOURIST PLEASURE TRAVEL

This Route traverses for 200 Miles the South Shore of the **Majestic St. Lawrence**, thence through the famous **Lake and Mountain Region** and **Valleys of the Restigouche and Metapediatic Rivers**, unequalled for their **Magnificent Scenery**, and the **Picturesque and Beautiful Shores of the Bay de Chaleur and Gulf of St. Lawrence**, abounding in **Trout and Salmon Streams, Sea Bathing Resorts, and Capital Shooting** (in Season). All these attractions now brought within a few hours reach of **Quebec and Montreal**.

PULLMAN PALACE SLEEPING CARS ON ALL EXPRESS TRAINS.

Equipment All New and of Very Best Description.

IRON BRIDGES AND STEEL RAILS THROUGHOUT.

No Change of Cars, No Custom House Annoyances.

Close connections made at **Quebec** with the **Grand Trunk and North Shore Railways**, and at **Quebec and Riviere du Loup** with the Steamers between **Montreal, Quebec and the far-famed Saguenay River**.

FARES CHEAPER, AND TIME QUICKER THAN BY ANY OTHER ROUTE.

Tickets for sale at Principal Offices of the Grand Trunk Railway, and at the Office of this Line, 136 ST. JAMES STREET, (opposite St. Lawrence Hall), Montreal, where all Information, Time Tables, and Illustrated Descriptive Guide Books will be supplied Free.

C. W. ROBINSON, East. Ft. and Passr. Agent, Montreal.

A. BUSBY, Gen. Passr. Agt.

D. POTTINGER, Chief Supt.

THE TOURIST ROUTE

FOR THE

**White Mountains, Lake George, Lake Champlain, and
Adirondacks, Mount Mansfield, Lake Dunmore,
High-Gate and Sheldon Springs, Profile House,
Crawford House, Bethlehem, Twin Moun-
tain, and Fabyan Houses.**

AND

MOUNT WASHINGTON.

NEW ROUTES AND LOWER RATES FOR 1883.

PURCHASE TICKETS ISSUED BY

CENTRAL VERMONT R. R.

The Old-Established and Popular All-Rail Route

BETWEEN

MONTREAL and NEW YORK.

With Wagner Palace Drawing-Room and Sleeping Cars on all
Express Trains between Montreal and New York,

Pullman Parlor Day, and Sleeping Cars on all Express Trains between Boston and Montrea
and Springfield and Montreal.

NO OTHER LINE DOES IT.

Tourists' and Excursion Tickets at greatly reduced rates for sale at all the leading
Hotels and Ticket Offices in Montreal, and all the principal Cities of Canada and the United States,
also, at the Company's Offices,

136 ST. JAMES STREET, MONTREAL.

A. C. STONEGRAVE, Canadian Passenger Agent,

260 Washington Street, Boston; and 417 Broadway, N. Y., where seats and
Berths in Drawing-Room and Sleeping Cars can be secured.

Before selecting route, call or send for copy of our book of routes and rates, the "**Summer
Excursionist**," which will be furnished on application.

J. W. HOBART,

General Superintendent.

S. W. CUMMINGS,

General Passenger Agent.

General Offices, St. Albans, Vt.

RICHELIEU & ONTARIO NAVIGATION CO.

ROYAL MAIL LINE,

BETWEEN

QUEBEC, MONTREAL, KINGSTON, TORONTO, HAMILTON AND INTERMEDIATE PORTS.

This line is composed of the following First-Class Side Wheel steamers, viz.:

QUEBEC,	Iron	Captain NELSON.
MONTREAL,	"	" ROY.

Leave Montreal daily (Sundays excepted) for Quebec, at 7 p.m., calling at Sorel, Trois-Rivières and Batiscan. Returning, leave Quebec for Montreal at 5 p.m., arriving in Montreal at 6 a.m., following morning.

The Western line is composed of the following Steamers, leaving Montreal as undernoted :

CORSICAN,	Composite	Captain SINCLAIR.
CORINTHIAN,	"	" ADA,
PASSPORT,	"	" IRVINE.
ALGERIAN, (New),	"	" TROWELL

UPWARDS.

Will leave the Canal Basin, Montreal, every morning, (Sunday excepted) .. at 9.00 a.m. Jachinc .. at 12.30 p.m. Valleyfield .. at 5.30 p.m. Cornwall .. at 9.30 p.m. Dickinson's Landing .. at 2.00 a.m. Prescott .. at 9.20 a.m. Brockville .. at 10.30 a.m.		Gananoque .. at 12.45 p.m. Kingston .. at 5.30 p.m. Cobourg .. at 1.30 a.m. Port Hope .. at 2.10 a.m. Darlington .. at 3.30 a.m. Toronto .. at 8.00 a.m. Arriving at Hamilton .. at 10.45 a.m.
---	--	--

Making direct connections at **PRESCOTT** and **BROCKVILLE** with the Railway for Ottawa; **PORT HOPE** with Midland Railway for Lindsay, Peterborough, Beaverton, &c.; at **TORONTO** with the Railways for Collingwood, Lake Superior, Detroit, Chicago, Milwaukee, Owen Sound, St. Paul, St. Louis, and with the Steamers for Niagara, Lewiston, Niagara Falls, Buffalo, Cleveland, Toledo and Cincinnati.

From 15th June to 15th September the Steamers will not run to Hamilton.

DOWNWARDS.

Leave Hamilton every morning (Sundays excepted) .. at 9.00 a.m. Leave Toronto .. at 2.00 p.m. " Darlington .. at 5.20 p.m. " Port Hope .. at 6.50 p.m. " Cobourg .. at 7.20 p.m.		Leave Kingston .. at 5.00 a.m. " Gananoque .. at 7.00 a.m. " Brockville .. at 9.30 a.m. " Prescott .. at 10.30 a.m. " Cornwall .. at 1.20 p.m. Arriving in Montreal .. at 6.45 p.m.
--	--	--

Passing through the beautiful and romantic scenery of the Lake of the Thousand Isles and all the Rapids of the River St. Lawrence by Daylight.

Connecting at Montreal with the Steamers for Quebec, and at Quebec with the Saguenay Steamers, Intercolonial Railway and Gulf Port Steamers.

The steamers of this Line are replete with every comfort and convenience and every appliance for safety; and, from the completeness of the arrangements, present advantages to travellers superior to every other conveyance.

Through Tickets at Low Rates.

With every information, may be obtained from the various Local Agents, on board the Steamers, at the Ticket Offices at

133 St. James Street, and Richelieu Pier.

ALEX. MILLOY,
Traffic Manager,

L. A. SENECAI,
President.

COMPANY'S OFFICE, 228 ST. PAUL STREET,
MONTREAL, MAY, 1883.

THE
WINDSOR HOTEL



TO THE CITY OF MONTREAL,
AND FOR THE DOMINION OF CANADA.

1883.

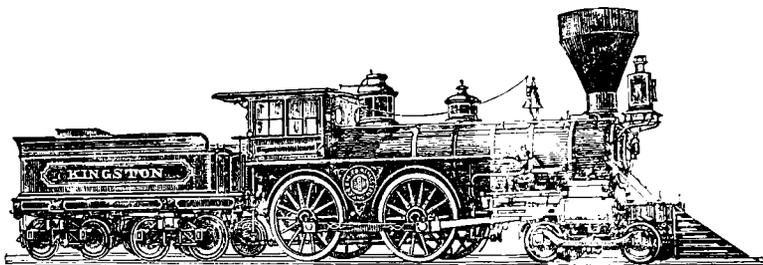
GEO. W. SWETT,
MANAGER, WINDSOR HOTEL.

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Montreal:  
PRINTED BY JOHN LOVELL & SON,  
1883.

# GRAND TRUNK RAILWAY

—1883.— *Great Northern Pleasure Route.* —1883.—



—THE ONLY LINE TO THE—

## WHITE MOUNTAINS AND SEA SHORE.

The GRAND TRUNK RAILWAY is laid with STEEL RAILS, is smooth and free from dust, is equipped with elegant Coaches and

### PULLMAN DINING AND SLEEPING CARS,

And is first-class in all its appointments. SUPERB DINING CARS are run daily on Express Trains between Toronto and Montreal and Detroit and Niagara Falls.

Passengers going to the Sea Shore can stop at GORHAM and visit the snow-capped

## WHITE MOUNTAINS.

And see in one day what thousands take many days and travel thousands of miles to see. In fact the whole line is an EVER CHANGING PANORAMA of NATURE'S BEAUTIES.

GO THIS ROUTE AND SEE

## THE VICTORIA BRIDGE

Across the St. Lawrence River, two miles long, and cost nearly \$8,000,000.

Go to QUEBEC, the Gibraltar of America.

GO TO

## PORTLAND AND BOSTON

Via THE GRAND TRUNK RAILWAY.

Montreal Ticket Offices, WINDSOR HOTEL and 143 ST. JAMES STREET,

JANES STEPHENSON,

*General Passenger Agent.*

JOSEPH HICKSON,

*General Manager.*

## P R E F A C E .

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Owing to the fact that a large number of tourists visit the City of Montreal annually, the majority of whom make a trip down the St Lawrence, the value and usefulness of a publication of this nature cannot be questioned. In the summer months the leading Hotels are filled with such visitors, who find much in our City and its environs to interest them. It is chiefly for the benefit of such tourists that "THE HOTEL GUIDE" has been published. In it will be found a complete and reliable directory of all places of interest in and around the City; and also a description of public buildings, churches, &c., together with a variety of other useful information.

The business houses whose advertisements appear in the "GUIDE" are the first in their respective lines of business, and as such we can cordially recommend them to our readers, as establishments where they will be fairly dealt with, both as to quality of goods and prices.

MONTREAL, May, 1883.

# PLACES OF INTEREST

## IN AND ROUND MONTREAL.



- The New Mountain Park and Drive,  
 The Drive to Lachine,  
 Mount Royal Cemetery,  
 St. Helen's Island.
- The Drive Around the Mountain,  
 Y. Men's C. Association Bld'g.  
 New Post Office,  
 City Hall.
- French Cathedral (Notre Dame).  
 Plateau School,  
 Bank of Montreal.  
 Molsons Bank.
- Court House.  
 Academy of Music,  
 Bonsecours Market,  
 McGill College.
- Church of Notre Dame de Lourdes.  
 Jesuit's Church and College.  
 English Cathedral.
- Grey Nunnery.  
 Victoria Bridge,  
 Hotel-Dieu Hospital,  
 Queen's Hall Block.
- Art Association,  
 Gallery of Paintings. } *Phillips Square.*
- Natural History  
 Society's Museum. } *32 University Street.*

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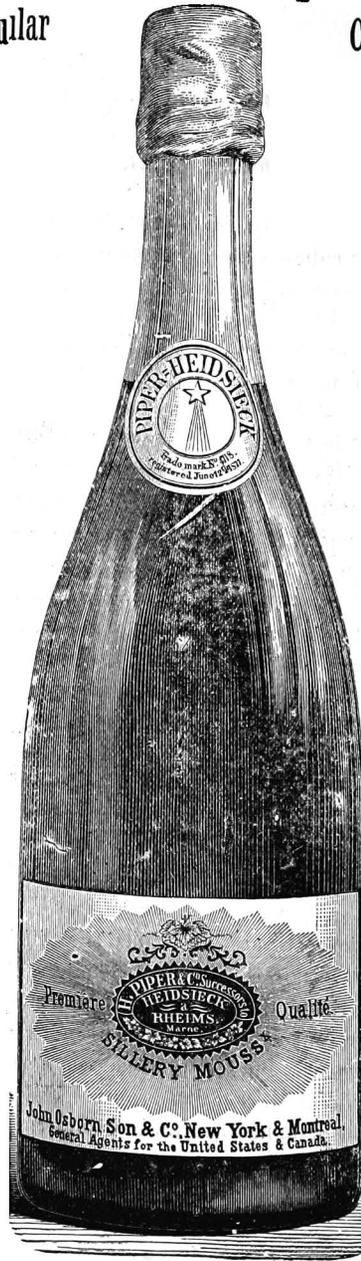
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# Piper-Heidsieck AND H. Piper & Co. Sec.

The Most Popular  
Brands of

Champagne on the  
Continent.

FOR SALE BY  
ALL LEADING GROCERS AND WINE MERCHANTS  
THROUGHOUT THE CONTINENT.



UNITED STATES AND CANADA.

JOHN OSBORN, SON & CO.  
NEW YORK AND MONTREAL,  
— Sole Agents for —

# THE HOTEL GUIDE.

## MONTREAL.



THE commercial metropolis of the Dominion, and the most populous of Canadian cities, is situated at the head of navigation for ocean vessels, 540 miles from the Gulf of St. Lawrence, on the Island of the same name, which lies between the two great rivers of the north, the St. Lawrence and the Ottawa. The Island is about 30 miles in length, and at its widest some 10 in breadth. With the exception of the mountain, which rises to the height of about 550 feet, it is nearly level, and forms one of the most fertile districts of the Dominion, the climate being particularly favorable to the growth of nearly every kind of grain, vegetables and fruit. The settlement of the town was originally determined by the first explorer Jacques Cartier in 1535, at which time an Indian village (Hochelaga) occupied the spot. On beholding the beautiful scenery from the top of the mountain, Jacques Cartier gave it the name of Mount Royal, which, slightly modified, it still retains. It was under French rule until 1760, when it passed into the hands of the British. In 1775 Montreal was taken possession of by General Montgomery, the commander of the American forces, who used the square in front of the old French Church as a parade ground, giving it the name of Place d'Armes, which it still retains. The advantage was short-lived, as he soon after met his death while gallantly leading his men under the walls of Quebec. Montreal was at this time divided into upper and lower town. The upper town, being on a level with the present Court House, contained the chief buildings, such as the Palace of the Governor, the Convent, Seminary, Parish Church, etc. In the lower town the merchants and men of business resided. At the beginning of the present century, vessels of more than 300 tons could not come up to Montreal, and foreign trade was carried on by brigs and barges. The Hon. John Molson fitted out, in the year 1809, the first steamboat that ever ploughed the waters of the St. Lawrence. On the 3rd of November the little craft got up steam and made a voyage to

Philadelphia International Exhibition.



**CENTENNIAL FIRST PRIZES.**

**LANTHIER & CO.,**

271 NOTRE DAME STREET, MONTREAL,

**HATTERS AND FURRIERS**

WERE AWARDED

**THE INTERNATIONAL AND ONLY GOLD MEDAL**

For FURS from the Dominion of Canada.

Importers of FINE RUSSIAN and other FURS,  
PERSONALLY SELECTED.

We specially invite Strangers to visit our brilliantly lighted Show-Rooms  
where a large assortment of Furs is constantly on view.

**PRICES TO SUIT THE TIMES.**

*Seal Sacques and Silk Circulars a specialty  
Also the largest Stock of Imported  
English and French Hats to  
be found in the City,*

Martin & Sangster's Umbrellas, Water-Proofs and Rubber Goods.  
Indian Curiosities in great varieties. One price only.  
Ten per cent off for Cash.

Quebec, where the whole population crowded to the wharf to have a look at the phenomenon. Its arrival there was chronicled as follows by the *Quebec Mercury*: "On Saturday morning, at eight o'clock, arrived here from Montreal, being her first trip, the Steamboat "Accommodation" with ten passengers. This is the first vessel of the kind that ever appeared in this harbor. She is continually crowded. She left Montreal on Wednesday at two o'clock, so that her passage was sixty-six hours; thirty of which she was at anchor. She arrived at Three Rivers in twenty-four hours. She has at present berths for twenty passengers, which next year will be considerably augmented. No wind or tide can stop her; she is 75 feet keel and 85 feet on deck. The price for a passage up is nine dollars and eight down, the vessel supplying the provisions. The great advantage attending a vessel so constructed is that a passage may be calculated on to a degree of certainty, in point of time, which cannot be the case with any vessel propelled by sail only. The steamboat receives her impulse from an open double-spoked, perpendicular wheel, on each side, without any circular band or rim. To the end of each double spoke is fixed a square board, which enters the water and by the rotary motion of the wheel acts like a paddle. The wheels are kept in motion by steam, operating within the vessel. A mast is to be fixed in her for the purpose of using a sail when the wind is favorable, which will occasionally accelerate her headway."

In 1832 the cholera raged in Montreal with great violence, carrying off 1843 inhabitants in a population of little more than 30,000. In April, 1849, a political mob burned the Parliament buildings and the seat of Government was, in consequence, transferred to Quebec, subsequently to Toronto, and finally to Ottawa. A destructive fire in July, 1852, laid waste a large portion of the city, burning 110 houses and destroying property to the value of \$1,363,264. Notwithstanding these reverses the city has rapidly recovered, and to-day numbers a population of nearly 170,000 people. Years of industry, intelligence and enterprise have produced a mighty contrast to the city as before described. Now ocean vessels of 6,000 tons, the floating palaces of the Richelieu and Ontario Navigation Co., and ships of from 700 to 2,000 tons from all parts of the world occupy the wharves of the harbor, which are not equalled on this continent in

# DELAWARE & HUDSON CANAL COMPANY

NORTHERN RAILROAD DEPARTMENT.

The Shortest and most Direct Route to  
**Saratoga, Troy, Albany, Boston, New York and Philadelphia**  
 AND ALL POINTS EAST AND SOUTH.

Tickets via this route are good on Steamers of Champlain Trans. Co.

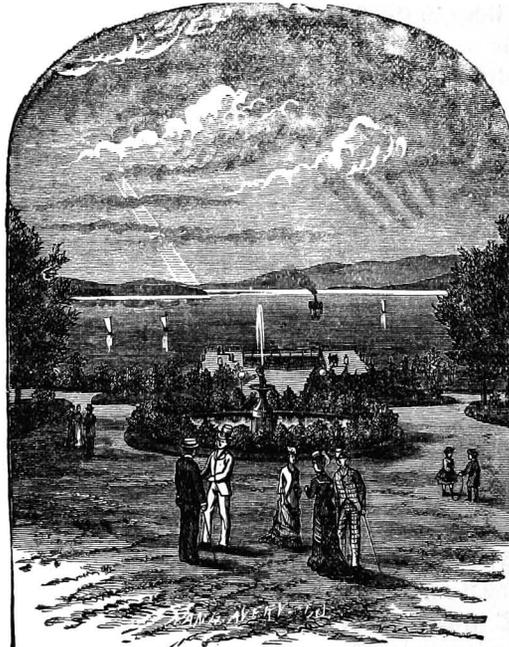
**THROUGH LAKE CHAMPLAIN.**

THE ONLY ROUTE TO

# LAKE GEORGE,

THE SWITZERLAND OF AMERICA.

*Through Mail and Express Line for New York.*



LOOKING NORTH FROM FT. WM. HENRY HOTEL,  
 LAKE GEORGE.

*Wagner Drawing Room and Sleeping Cars run through via this Line.*

During season of Navigation close connections are made at Troy and Albany with day and night Boats on the Hudson River.  
 Information given and Tickets so'd at all Grand Trunk Ticket Offices, and at the Company's Office,

143 ST. JAMES STREET, MONTREAL.

**D. M. KENDRICK,**  
*Gen. Pass. Agent, Albany.*

**CHAS. C. McFALL,**  
*Gen. Agent, Montreal.*

point of substantial construction, convenience and cleanliness. The older parts of the city, near the river, have narrow, incommodious streets; but the new growth of the city towards the mountain has been liberally laid out, with wide and cheerful thoroughfares. The buildings are very fine, the material chiefly used is a zinc-colored limestone, extensively quarried in the immediate neighborhood of the city. The great wealth of the Roman Catholic Church has enabled it to erect many magnificent churches, hospitals and convents, always in a very massive and enduring style. Other denominations seem to have been excited by emulation, and vie with each other in the beauty and elegance of their places of worship. Among the evidences of the French origin of the city are to be noted a few curious old buildings to be found lingering here and there about Jacques Cartier Square, or occupying sites on the river front; these old houses were built somewhat like fortifications, and have heavily vaulted cellars wherein treasures might be stored or defence made against their foes, in the days when Indians and whites, French and British, were fighting and plundering each other. The French Canadians in the city continue still to be a little more than half the population; and, although their language here has not been unaffected by constant intercourse with the English-speaking people, it is not, as commonly supposed, a *patois*, but such French as was spoken by the polite and educated in France at the period when the emigrants, who first settled in Canada, left the shores of their native land. The naming of many of the streets of Montreal after saints reminds one that its founders were not exiles nor adventurers but enthusiastic missionaries.

“ Montreal possesses advantages which no other Canadian city can boast of: in its situation at the confluence of the two great rivers, the St. Lawrence and Ottawa; opposite the great natural highway of the Hudson Valley; at the point where the St. Lawrence ceases to be navigable for ocean ships, and where that great river, for the last time in its course to the sea, affords a gigantic water-power; at the meeting-point of the two races that divide Canada, and in the centre of a fertile plain nearly as large as all England; in these we recognise a guarantee for the future greatness of Montreal not based on the frail tenure of human legislation, but in the unchanging



GIBB & CO.,

[*ESTABLISHED* 1775.]

**MERCHANT TAILORS**

— AND —

**Gentlemen's Haberdashers**

148 ST. JAMES STREET,

**MONTREAL.**

decrees of the Omnipotent as stamped on the world He has created. We know from the study of these indications, that, were Canada to be again a wilderness, and were a second Cartier to explore it, he might wander all over the great regions of Canada and the West, and returning to our mountain ridge, call it again Mount Royal, and say that to this point the wealth and trade of Canada must turn."

#### **The Port.**

*The Ship Channel*—As already remarked, Montreal is the point at which ocean navigation terminates and inland navigation commences. Prior to 1851, only vessels of light draught could pass through Lake St. Peter and come up to the wharves; but a lapse of thirty years shows a great change, for vessels drawing twenty-five feet of water now pass down from Montreal to the sea.

The following are some noticeable incidents :

The work of improving the navigation from Montreal to Quebec, by dredging a channel through Lake St. Peter, was commenced by the Harbor Commissioners of Montreal in June, 1851; and on the 3rd of November, the same year, the ship "City of Manchester" passed down, drawing fourteen feet of water, when the depth on the flats was twelve feet—showing an increase of two feet, the dredge channel being then only seventy-five feet wide.

On the 16th of October, 1859, the ship "Pride of Canada," loaded down to eighteen feet eight inches, was taken through while there was a depth of eleven feet eight inches on the flats—showing an increase of seven feet, the width of the channel having been increased to three hundred feet.

On the 16th of November, 1865, the ship "Ocean" was taken from Sorel to Quebec, drawing nineteen feet and eight inches, there being at that time ten feet six inches on the flats; and on the 1st December following a test trip was made from Montreal to Sorel (in the absence of a suitable ship) by lashing spars alongside a steamer to the required depth of twenty feet, then passing through the lake when there was a depth of eleven feet on the flats. The experiment was deemed satisfactory—demonstrating that the result of all the labor since 1851 was an increased depth of nine feet, and that at low water there is a channel twenty feet deep from Montreal to the sea. A further deepening of the channel has been completed in 1882 to

twenty-five feet so that now the largest-sized steamships come up to the harbor without lighterage.

#### The Harbour.

The maritime importance of Montreal will perhaps best be illustrated by an enumeration of the regular lines of ocean steamships which trade to the port, they are :—

Allan Mail Line, weekly to Liverpool.  
 Allan Line, weekly to Glasgow.  
 Dominion Line, weekly to Liverpool.  
 Beaver Line, weekly to Liverpool.  
 Donaldson Line, weekly to Glasgow.  
 Temperley Line, fortnightly to London.  
 Ross Line, fortnightly to London.  
 Great Western Line, fortnightly to Bristol.  
 Thompson Line, fortnightly to Newcastle-on-Tyne, via London.  
 Canadian and Brazilian Mail Line, monthly to West Indies and Brazil.

White Cross Line, fortnightly to Antwerp.

Quebec Steamship Line, fortnightly for ports on the Gulf and Prince Edward Island.

Montreal and Acadian Line, fortnightly to St. John's, Newfoundland.

Beside these, there are numerous steamers trading to the port which do not belong to any regular line. The fleet of river steamers plying to the different towns on the St. Lawrence and its tributaries adds to the busy appearance of the Harbour.

The statistics of the business of the port for the year 1882, are :—

|                                 |                 |
|---------------------------------|-----------------|
| Total value of exports.....     | \$24,937,410.00 |
| “ value of imports.....         | 45,611,927.00   |
| “ customs duties collected..... | 8,100,366.20    |
| “ tonnage.....                  | 554,692         |
| “ sea going vessels.....        | 648             |

Of these 379 were steamships.

The quay or *revêtement* wall extends down to the Current St. Mary, but the wharves are continued much further down the river,

past Hochelaga, to the Hudon Cotton Factory. The total length of wharf accommodation is 4.57 miles, of which two-thirds is for ships drawing 25 feet of water. The port possesses every convenience for loading and despatching ships, such as steam cranes and steam elevators for grain and appliances for shipping cattle. Of late years shipments of cattle and of mineral phosphates have formed a large portion of the export business. In the year 1882 were shipped 40,469 head of cattle, and 62,775 sheep and pigs. The phosphates are shipped in the crude form of *apatite* of which there are enormous deposits in the Ottawa valley. In the year 1882, the export of this mineral amounted to 15,101 tons. The main items of export to Europe are wheat, corn, peas, oats, barley, flour, meal, potash, cheese, butter, lard, beef, petroleum and meats. The trade in cheese has developed rapidly. Last year the export of this article reached 858,322 boxes. In order to give greater despatch the harbour is lighted by the electric order light under the Brush system, so that ships are loaded or discharged at night as well as during the day.

The existing wharfage accommodation measures 24,809 lineal feet, or more than four and a half miles. There are 16,458 feet of wharf room in 25 feet depth of water, and 2,391 feet in 20 feet depth of water. In addition there are now under contract, part of which is near completion, 17,900 feet of new wharf at different points from Mill street to Hochelaga, of which more than one-half is in 24 feet depth of water. The earlier wharves were built of piles placed in a close row and secured to framing in rear.

All the wharves are entirely submerged in winter, and, owing doubtless to this, the timber is of unusual durability. Some pile wharves of 1830, which are in deep water and therefore did not need to be superseded, are still in use. The crib work wharves are found to suffer no serious decay for about fifteen or twenty years, and then only to a depth about half-way between the top and the low water line. The total cost of the Harbour of Montreal was, at the close of last year, about \$3,000,000.

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**PROPRIETOR.**

#### **The Wharves.**

The wharves are surmounted by a massive cut-stone wall, along the height of which is a pleasant promenade and wide street, affording a fine view of the river and its shipping. There are numerous inclined planes from the wharves by which carriages ascend to the street above; and the whole, for appearance, commodiousness, and cleanliness, is unsurpassed by any port on the continent.

The wharves at which the ships discharge are ten feet below the level, so that the pedestrian, standing upon the wall and leaning against the protecting rail, may see at a glance the whole business of the port spread out before him.

#### **The Victoria Bridge**

Serves the important purpose of giving uninterrupted rail communication between the Eastern States, Canada and the Great West. It is used only for railway transit, and gives to the Grand Trunk Railway full control of railway approaches from the East. This great work, sometimes classed as the eighth artificial wonder of the world, was completed in 1860, under the superintendence of Robert Stephenson and his associates, and is one mile and a quarter in length, or two miles including the extensions. It is supported on twenty-four piers, the central span being three hundred and thirty feet, the remaining ones two hundred and forty-two, with massive abutments; the bridge tube is of iron, twenty-two feet high by sixteen wide, slightly lessening at the ends. It was erected at a cost of \$6,300,000. The height of the centre span above ordinary river level is sixty feet. Three million feet of cubic masonry and ten thousand tons of iron enter into the construction of this gigantic work. Near the centre there is an opening which affords a magnificent view of the river and city. No railroad train is allowed to enter this bridge without a written permit from the proper officer, thus insuring exemption from collision or accident; the passage is somewhat cheerless, occupying some six minutes, though seeming much longer to the passenger. By obtaining a permit at the Grand Trunk Offices, tourists can inspect a portion of the interior of the bridge. The river beneath the bridge has a swift current, and the piers are calculated to withstand immense pressure from descending masses of ice.

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St. Stephen's.—Rev. Canon Lewis Evans, M.A., Incumbent.

St. Luke's (free seat).—Rev. Parnell, C.B. Cross, Incumbent.

St. Thomas'.—Rev. R. Lindsay, M.A., Incumbent.

St. Mary's, Hochelaga.—Rev. J. D. Borthwick, Incumbent; Chaplain to the Jail, Rev. J. D. Borthwick.

Grace Church.—Rev. S. Belcher, Incumbent.

St. Jude's Church, Coursol Street.—Rev. J. Dixon, B.A., Rector.

Côte des Neiges Church.—Rev. Canon Norman. Service on Sunday afternoon at 4 o'clock.

St. Martin's.—Rev. J. S. Stone, M.A., Rector.

Hours of Service: Cathedral, daily at 10 o'clock a.m.; Sunday at 11 a.m. and 4 p.m.; Evening at 7, seats free; all others at 11 a.m. and 7 p.m.

St. Bartholomew's Reformed Episcopal Church, Beaver Hall Hill.—Rev. R. B. Usher, M.D., Rector.

**Church of Scotland.**

St. Andrew's.—Rev. J. Edgar Hill. Services at 11 a.m. and 7 p.m.; Sunday School at 3 p.m.; Weekly Service on Wednesday evening at 8 o'clock.

Salem Church, East End Mission of St. Andrew's, Panet street.—Rev. S. Massey. Services at 11 a.m. and 7 p. m.; Sunday school 9.30 a.m.

**Congregational Church.**

Zion Church, St. Catherine street.—Rev. A. J. Bray. Services, 11 a.m. and 7 p.m.

Emmanuel Church, St. Catherine corner of Stanley street.—Rev. J. F. Stevenson, D.D., LL.B. Services, 11 a.m. and 7 p.m

Calvary Church, Guy Street.—Rev. J. L. Forster, Pastor.

Eastern Church, Amherst street corner of Craig street.—Rev. W. Williams. Services at 11 a.m. and 7 p.m.

**Presbyterian Church in Canada.**

St. Paul's.—Rev. Dr. Jenkins; Rev. J. McCaul, Assistant Minister. Services at 11 a.m. and 7 p.m.; Sunday School and Bible Class at 3 p.m.; Wednesday, 8 p.m.

St. Gabriel Street.—Rev. Robert Campbell, M.A. Services at 11 a.m. and 7 p.m.; Sunday School at 3 p.m.; Wednesday, 7.45 p.m

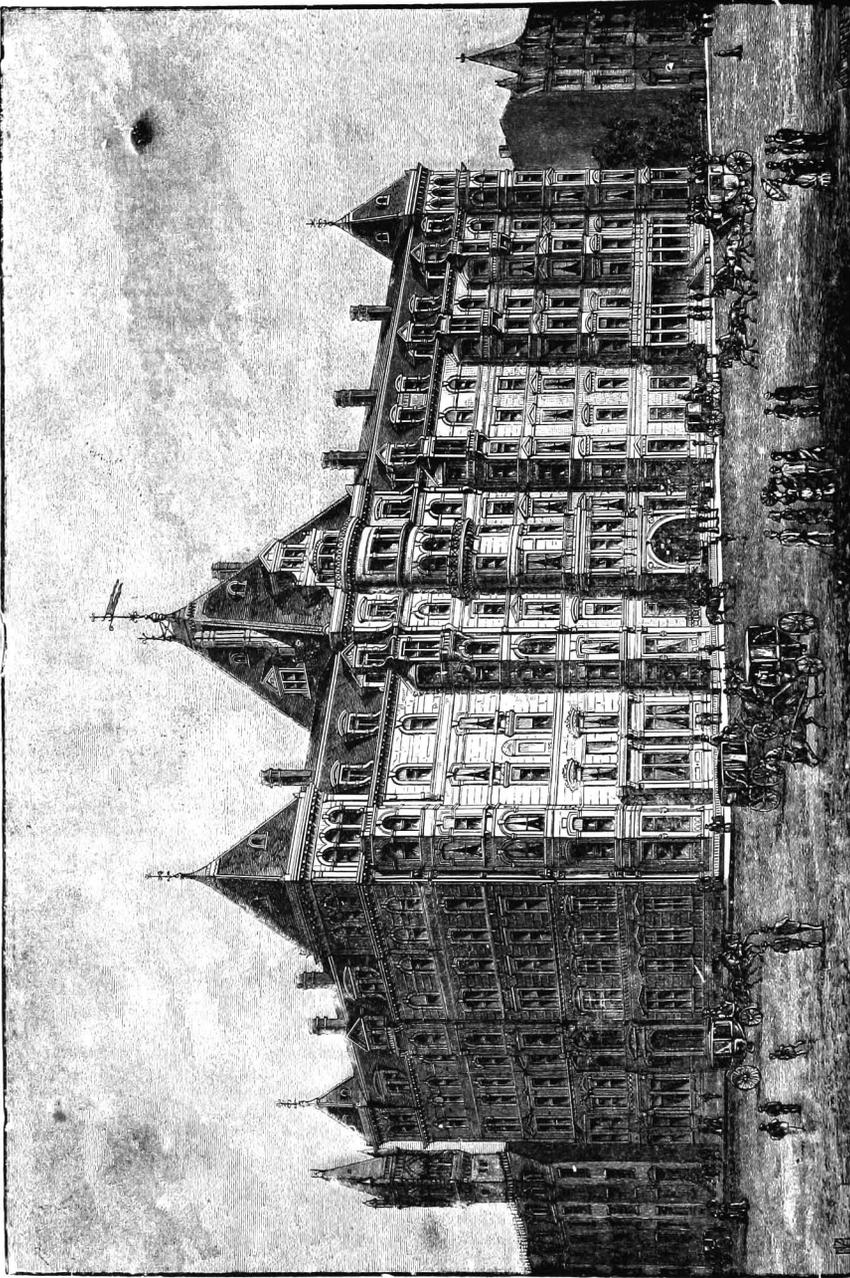
St. Matthew's, Point St. Charles.—Rev. W. R. Cruikshank. Services at 11 a.m. and 6.30 p.m.; Sunday School at 3 p.m.; Thursday, 7.45 p.m.

St. Mark's, William Street.—Rev. J. Nichols, Pastor. Services at 11 a.m. and 7 p.m.; Sunday School and Bible Class at 3 p.m.; Wednesday, 7.45 p.m.

St. John's (French), formerly Russel Hall, St. Catherine street.—Rev. C. A. Tanner. Services at 11 a.m. and 7 p.m.; Sunday School and Bible Class at 3 p.m.

Forfar Street Mission Station.—Evening Service at 7 p.m.; Sunday at 6.30 a.m.

Knox, corner of Dorchester and Mansfield streets.—Rev. James Fleck, B.A. Services at 11 a.m. and 7 p.m.; Sabbath school at 3 p.m.; Prayer Meeting each Wednesday at 7.30 in Winter and 8 p.m. in summer.



## BOSTON'S PALATIAL HOTEL

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Its location on the banks of the Charles River in Boston, which lies at the bottom of Massachusetts Bay, in latitude  $42^{\circ} 21' 27.6''$  N., and in longitude  $5^{\circ} 59' 18''$  E., from Washington, and  $71^{\circ} 3' 30''$  W. from Greenwich. Its harbor—14 miles long, 8 miles wide, with an anchorage of 60 square miles—is one of the best on the Atlantic coast. The city is the seat of the county of Suffolk, the capital of the Commonwealth of Massachusetts, and the metropolis of New England. Compared with other cities in the United States, it is fifth in population, but second in commerce, wealth, banking capital, and valuation. As a seat of learning, it stands perhaps at the head of the list; for its educational, scientific, literary, art, and kindred institutions have been so devotedly cared for by the citizens that the city has well earned the significant epithet—"the Athens of America." As a manufacturing centre, it ranks among the foremost, containing, as it does, upwards of 6,000 establishments, giving employment to 50,000 or more persons, and producing yearly \$175,000,000 worth of goods of every description. As regards its healthfulness, there is no doubt in the minds of the well-informed people that Boston is one of the healthiest cities in the world. The death-rate, it is true, in 1879, was 19.72; but this rate is compiled from such trustworthy and carefully prepared data, that it ought not to be compared with the death-rate of many cities, which is generally a result of prejudiced estimates. In reference to hotels, Boston long ago cast aside her famous inns which provided "good cheer" with meagre fare, and now provides every grade of accommodation,—from the plainest lodging to the Palatial quarters in the recently-built Vendome, from which one can reach salt water on horse cars in a ride of fifteen minutes; or with a ferry and steam railway in the same time the broad ocean can be visited. A delightful sail of an hour in the harbor among the many islands brings one to Nantasket Beach, three miles long, and the famous Jerusalem Road which overlooks the ocean and is bordered by the many elegant residences of our merchants for their summer seaside homes. No city in the United States has such a varied number of attractions, combining historical locations and buildings, scientific institutions, art buildings, libraries, etc. The drives around the city are over the best macadamized roads in the country, reaching to the ocean, on the east, a distance of only 5 miles from the hotel, to that on the south, distant sixteen miles, to the ocean, which on that side brings in view the famous light-house upon Minots Ledge. The location of the Hotel upon Commonwealth Avenue, which is 270 feet wide from house to house, about one mile long, beginning at the Public Garden and ending at a public park, giving free scope to the westerly winds of summer cooled off upon the waters of the Charles, makes it a very desirable abode for the warm months of the summer season.

Erskine, corner of St. Catherine and Peel streets.—Rev. J. S. Black. Services at 11 a.m. and 7 p.m.; Sabbath School at 2.45 p.m.; Prayer Meeting every Wednesday evening at 7.45 p.m.

Stanley Street.—Rev. James McCaul, pastor. Services at 11 a.m. and 7 p.m.; Sunday School at 3 p.m.; Principal Dawson's Bible Class, 4.30 p.m. Prayer Meeting, Wednesdays, at 7.30 p.m.

Crescent Street.—Rev. A. B. McKay. Services at 11 a.m. and 7 p.m.; Sunday School and Bible Class at 3p.m.; on Mondays, 8 p.m.; on Wednesdays, 7.30 p.m. in winter and 8 p.m. in summer.

Chalmer's, St. Lawrence Main (above Sherbrooke street).—Rev. J. Wright, M.A. Services at 11 a.m. and 7 p.m.; Sunday School at 3 p.m.; Prayer Meeting every Wednesday at 7.30 p.m.

Nazareth Street (corner Wellington).—Rev. Joseph Elliot. Services at 11 a.m. and 7 p.m.; Sunday School and Bible Class at 3 p.m.; Prayer Meeting every Friday evening at 8 p.m.

Wolfe Street Mission.—Rev. John Jones, M.A.

Hochelega Mission Station.—Services at 7 p.m. and Sunday School each Sabbath.

Côte St. Antoine Mission Station.—Services at 7 p.m. and Sunday School at 3 p.m.

American Presbyterian Church, Dorchester Street.—Rev. G. H. Wells. Services at 11 a.m. and 7 p.m.; Sunday School at 3 p.m.

Saviour's Church, Canning Street, French.—Rev. A. B. Cruchet, Pastor.

American Presbyterian Mission School, 75 Inspector street.—Rev. A. L. McFadyen.

#### **Methodist Church of Canada.**

St. James Street Church.—Rev. Dr. Potts, B.D.

Lagauchetière Street.—Rev. D. V. Lucas, M.A.

Sherbrooke Street.—Rev. G. Forsey.

Dorchester Street.—Rev. E. A. Stafford, B.A.

Ottawa Street.—Rev. J. W. Galbraith, B.D.

St. Joseph Street Church.—Rev. J. B. Saunders.

Douglas Church.—Rev. W. N. Hall, M.A.

First French Methodist Church.—Rev. L. N. Beaudry.

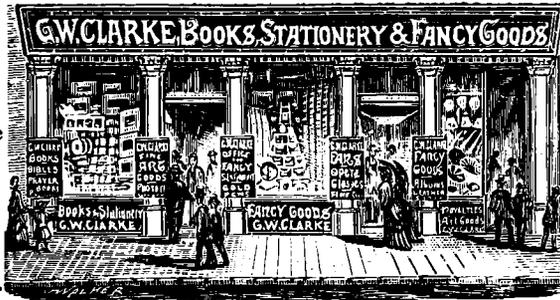
Point St. Charles Church.—Rev. E. A. Ward.

St. Lambert and Chambly Church.—Dr. Mark.

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Côte St. Louis Mission in connection with the First Baptist Church.—Services at 11 a.m.; Sunday School at 3 p.m.

Olivet Baptist Church.—Rev. Dr. Clarke, pastor. Sabbath: Public Worship and Preaching, 11 a.m. and 7 p.m. Prayer Meeting, 10 a.m. and Sabbath School and Bible Classes, 3 p.m. Tuesday: Young People's Bible and Experience Meeting, 8 p.m. Wednesday: general Prayer Meeting at 8 p.m. Friday: Business Meeting of the Church on Friday before the first Sunday in each month at 8 p.m.

French Protestant Church.—Baptist.—Rev. T. Lafleur. Services 3 p.m. on Sunday, at New Jerusalem Church, corner Dorchester and Hanover Streets.

Côte St. Louis du Mile End Union Mission.—Service at 7 p.m.; Sunday School at 3 p.m.

German Protestant—St. John's Church—127 St. Dominique Street.—Rev. G. C. H. Haaskari, minister. Services at 10.30 a.m. and 7.30 p.m. Sunday School at 2.30

New Jerusalem Church (Swedenborgian), 192 Mountain Street.—Rev. E. Gould. Services at 11 a.m.

Unitarian.—Church of the Messiah, Beaver Hall Hill.—Rev. J. Cordner, LL.D., honorary pastor; Rev. W. S. Barnes, pastor. Services at 11 a.m. and 7 p.m. Sunday School at 9.30 a.m.

#### **Roman Catholic.**

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Bonsecours Church.—Low Mass, 6.30 to 7.30 a.m. ; evening 5.30 p.m. St. Paul street.

Cathedral.—Low Mass, 5.30, 6.30, 7.30 ; High Mass, 10 a.m. ; Vespers, 3.15 p.m. ; evening, 7 p. m. Cathedral street.

Church of the Gésu.—Low Mass, week days, at 5.15, 6, 6.30, 7, and 7.30. Sundays, 5.15, 6, 7, and 8 ; High Mass, 10 a.m. ; Vespers, 3.30 p.m., 6 and 8. Bleury street.

General Hospital Church.—Low Mass, 6 a.m. Grey Nunnery, Guy street.

Hospice St. Joseph.—Mignonne street.

Hotel Dieu.—Low Mass, 5.30, 7.30 a.m. ; High Mass, 9.30 a.m. Vespers, 2.30 p.m. Pine Avenue.

L'Enfant Jésus du Coteau St. Louis.—Low Mass, 5.30, 7.30 a.m. ; High Mass, 10 a.m. ; Vespers, 3 p.m. Coteau St. Louis.

Notre Dame de Grâce.—Low Mass, 6.30 a.m. ; High Mass, 9.30 a.m. ; Vespers, 3 p.m.

Notre Dame des Anges.—Low Mass, summer, 6.30 ; winter, 6.45 a.m. Lagauchetière street.

Notre Dame des Neiges.—Low Mass, 6.30 a.m. ; Evening Service, 5.30 p.m.

Notre Dame de Pitié (Sunday).—Mass, 7.30 a.m. ; Low Mass, in summer, 6.30 a.m. ; in winter, 7 a.m. Notre Dame street.

Notre Dame (Parish).—Summer, Low Mass, 5, 5.30, 6, 6.30, 7, 7.30 8 a.m. ; winter, Low Mass, 5.30, 6, 6.30, 7, 7.30, 8 a.m. ; Sunday and Obligatory Feasts, High Mass, 10 a.m. ; Vespers, 3.30 p.m. Place d'Armes.

Sisters of Mercy.—Mass, 8 a.m. ; Vespers, 3.30 p.m. Dorchester street.

St. Anne's.—Low Mass, summer, 6, 7, and 8 a.m. ; on Sunday, Low Mass at 6.30 and 8 a.m. ; High Mass, 10 a.m. 28 Basin, cor McCord street.

St. Bridget's.—Low Mass, summer 6, 7 and 8 a.m. (English). High Mass at 10 a.m. ; French Vespers at 3 p.m. ; English Service, 7 p.m. Cor. Dorchester and Seaton.

St. James' (Parish).—Low Mass on Sunday, 6, 7, 8 p.m. ; High Mass, 10 a.m. ; Vespers, 3.30 p.m. ; Week-day, summer, 5.30, 6.15 and 7 a.m. ; winter, 6, 6.45 and 7 30 a.m. St. Denis street.

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St. Patrick's (Parish).—Low Mass, 6 and 7 a.m. ; High Mass, 10 a.m. ; Vespers, 3.15 p.m. ; on Sunday, Low Mass, 5.30, 6, 7 and 8 a.m. ; on Week-days, summer, at 6, 7 and 7.30 a.m. Cor. Lagau-chetière and St. Alexander streets.

St. Peter's.—Winter, Low Mass, 6, 7 and 8 a.m. ; High Mass, 10 a.m. ; Vespers, 2.30 p.m. ; summer, Low Mass, 5.30, 6.30 and 7.30 a.m. ; High Mass, 10 a.m. ; Vespers, 3 p.m. Corner Visitation and Dorchester streets.

St. Vincent de Paul.—Low Mass, in Summer, 7 a.m. ; Winter, 7.30 a.m. ; High Mass, 10 a.m. ; Vespers, 3 and 7 p.m. St. Catherine street

#### Jewish.

Jewish Synagogue (English). Chenneville street.—Rev. A. De-Sola, LL.D.

Jewish Synagogue (German and Polish). St. Constant street, near Vitré street.—Rev. H. Rosenberg.

Temple Emanuel (Reform), Beaver Hall Hill.—Rev. A. Marks.

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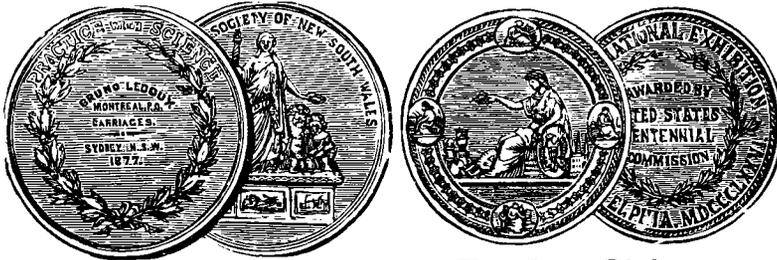
AMONG THE PRINCIPAL OF WHICH ARE THE FOLLOWING :

### **The Montreal General Hospital**

Owes its origin to the philanthropic efforts of a number of ladies who, about the year 1815, formed themselves into a Society called the "Ladies Benevolent Society." The inhabitants entered so heartily into the scheme that in 1818 a fund of £1,200 was raised for the purpose of the Society, and a soup kitchen was opened, where the ladies superintended the distribution ; but more than this was needed, and the necessity of providing for the sick was presented to the public. The citizens determined to proceed with the erection of a building, and on the 6th day of June, 1821, the foundation stone of the building (which now forms the centre portion) was laid with Masonic honors, by the Right Worshipful Sir John Johnson, Bart., Past Provincial Grand Master of Canada. In less than a year the building was finished, and on the first of May, 1822, it was opened for the reception of patients. On the 18th May, 1831, the Hon. John Richardson, the first President of the Institution, died, at the age of 76 years. His friends, desirous of erecting some monument to his memory, at first decided to place a cenotaph in Christ Church, but, when the subscription list was closed, it was found that the amount subscribed far exceeded that required for the work, and as the demands for admission to the hospital were greater than its capacity, it was resolved to devote the money thus acquired to the enlargement of the building, by erecting a wing, to be called the "Richardson Wing."

In 1848 the widow of the late Chief Justice Reid added the wing known as the "Reid Wing" as a monument to the memory of her husband. Six years ago another wing was added in memory of the late Mr. Thomas Morland. This building fronts on St. Dominique street.

Many legacies having recently been received it is contemplated to further enlarge the Hospital at an early date.



**First Prize Bronze Medal and  
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1877.**

**First Prize Diploma  
awarded Centennial Com-  
mission, Philadelphia,  
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suitable for summer and winter. He has  
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**First Prize Exhibition of 1868 & 1870**

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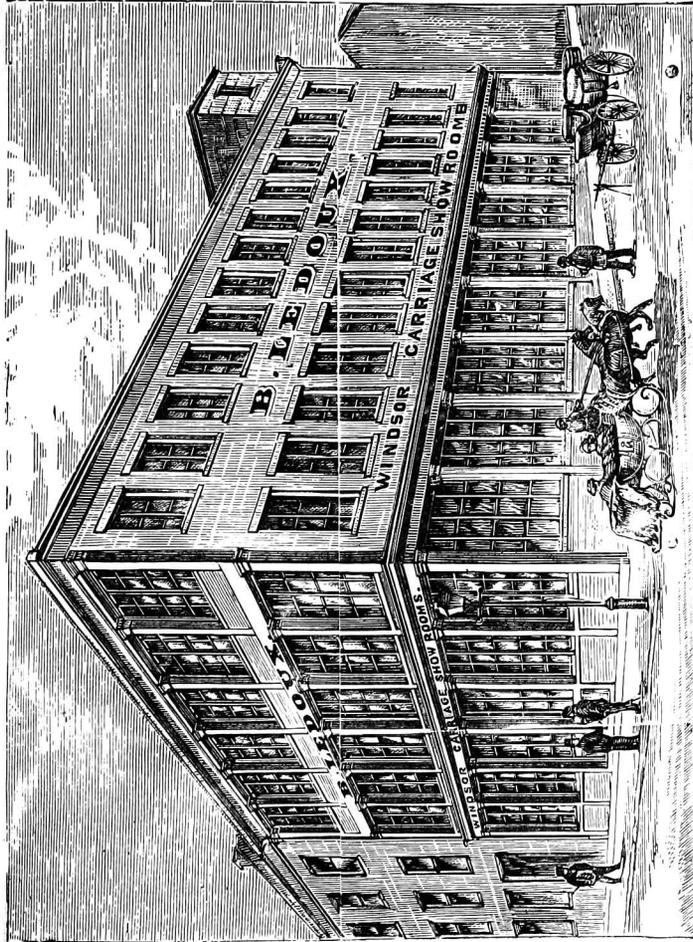
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Canadian Commission at Cen-  
tennial, Philadelphia, 1876.**



**WINDSOR CARRIAGE FACTORY.**



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### **The Western Hospital.**

An Act of Incorporation having been obtained in 1875, a subscription list was opened, and in a very short time upwards of \$30,000 was subscribed to build a hospital in the western part of the city, to be called the "Western Hospital," for the benefit of the sick poor, irrespective of creed, country or color. A large block of land was purchased upon the corner of Dorchester street and Atwater avenue, and upon one corner of this property the late Major Mills erected a handsome building, costing \$13,000 dollars, which, provides accommodation for about fifty beds.

### **The Hotel Dieu.**

Was founded in 1544 by Mdme. de Bouilon for the reception of the sick and poor, and was situated in St. Paul street, along which it extended 324 feet, and on St. Sulpice it was 468 feet in depth. The buildings consisted of a hospital, convent and church. Before the establishment of the Montreal General Hospital this was the only place to which the afflicted poor of this city could be sent for relief. It furnished for many years a refuge for the miserable, and help for the sick, to whose comforts the sisters devoted themselves with the most praiseworthy benevolence. The increased demand for aid rendered it necessary that more extensive premises should be obtained, added to which was the fact that the neighborhood was so thickly built up that it became necessary to remove the hospital to a more open locality. To meet this the present extensive premises on St. Famille street were erected. This is the most extensive religious edifice in America. It is composed of the church, convent and hospital. The grounds are surrounded by a massive stone wall, the circumference of which is one and a half miles. The physicians of the Institution are the Professors of the French School of Medicine. The surgical cases for the most part coming under the care of Dr. Hings-ton, late president of the Canada Medical Association, and one of the most accomplished surgeons on the Continent. Previous to the Conquest the Hotel Dieu was supplied with medicines and other necessaries by the French Government : at present the funds are derived from rents on lands, charitable bequests or donations and an annual grant from Parliament.

**The Notre Dame Hospital,**

In connection with the Laval University, has recently been opened on Notre Dame street, near Dalhousie square.

**The Grey Nunnery**

Is a large hospital and nunnery, situated on Guy street, and extending south to Dorchester street. Of the size of the institution we may form an idea from the fact that at present it contains 139 nuns (known as the sisters of charity), 37 novices, and 500 inmates, while over 5,000 visits are made annually to the sick and poor of the city, and from the Dispensary over 10,000 prescriptions are given to the poor during each year.

**The Protestant Orphan Asylum,**

On St. Catherine street, cares for boys and girls until they are twelve years of age, when they are placed with families who are bound to report annually on their conduct and welfare.

**St. Joseph's Asylum,**

On Cathedral street, for the reception of orphans of both sexes. At present there are 250 inmates.

**The Protestant Infants' Home,**

Guy street, receives infants and provides for them till of an age to be placed in families, or adopted.

**The Hervey Institute,**

A handsome stone building on Mountain street, where young children are cared for.

**St. Patrick's Orphan Asylum,**

Connected with St. Patrick's Church, contains about 200 inmates. It was founded in 1849 solely for Irish orphans and aged persons. In connection with this asylum is an infant school, also taught by the Sisters, which is attended by 450 pupils.

**The McKay Institute for Deaf Mutes,**

Named after its generous founder, the late Joseph McKay, Esq., is situated at Côte St. Antoine.

**1818. Established 1818.**

---

**SAVAGE & LYMAN,**

**Jewellery, Diamonds,**

**WATCHES.**

**Silver & Electro-Plated Ware,**

**BRONZES,**

**247**

**ST. JAMES STREET,**

*Sign of the Illuminated Clock.*

**The Windsor Hotel,**

Was opened for the reception of guests in February, 1877. It is situated upon the corner of Dorchester and Peel streets, Montreal, and in point of luxurious appliances and magnificence in decoration and fittings, equals, if it does not surpass, any hotel upon the continent.

It is built upon the healthy upper plateau of the city facing Dominion square, with its ample acres of green sward, and occupies an entire block, bounded by Peel, Dorchester and Stanley streets. The approach from the railway station is direct and easy, and the distance short.

As one draws near the Windsor its immense proportions are apparent. Its great height and lateral dimensions have pigmied surrounding buildings, the Dorchester street Methodist church and the St. George's church appearing to dwindle in stature as a comparison is instituted. The hotel fronts upon Peel street, which leads directly up to the justly-celebrated Mountain Park.

The ladies' entrance opens upon Dorchester street, and is protected from rain and sun by a broad canopy, which stretches to the street. In close proximity to the entrance are the waiting-rooms for guests and the ladies' reception room, which is elaborately furnished and decorated in Pompeian style, and is, undoubtedly, the gem of the house. It is situated beneath the tower, and commands a view up and down Dorchester street and across Dominion square. The passenger elevator is near by, so that guests can pass up and down to and from any flat with the greatest ease.

The main entrance to the hotel is on Peel street, and leads directly into the grand rotunda, wherein are situated the office proper, the ticket and telegraph offices, and the cigar and book stand. Occupying a position in the open space within the square of buildings, the rotunda has the advantage of a dome roof, and is lit from overhead by large skylights which illuminate the artistic frescoing upon the sides and approaches to the dome. Passages lead from the rotunda to the billiard-room, wash-room, bar, barber's shop, haberdasher's and chemist's shop, so that guests can supply themselves with almost any article they require without leaving the hotel.

To the left of the main entrance is the gentleman's waiting-room, which is frescoed and furnished in strictly Egyptian style, thus lending

C. J. REYNOLDS,  
**HATTER and FURRIER,**

AWARDED

First Medals and Diplomas

AT THE

CENTENNIAL EXHIBITION, PHILADELPHIA, 1876.

A W A R D E D

**NINE PRIZES**

AT THE

**DOMINION EXHIBITION, 1880.**

**427**

*Notre Dame Street,*

**MONTREAL.**

Ladies' and Gents' Fine Furs a Specialty.

to the room a character of its own, and making it one of the much talked of beauties of the "Windsor."

The main staircase ascends from the junction of the ladies' entrance hall with the rotunda to the

**Grand Promenade,**

On the second flat, which is one hundred and eighty feet long by thirty wide, passing in front of the drawing rooms to the main

**Dining Room,**

Which is as unique and gorgeous in its decorations and architecture as it is commanding in height and size. It is one hundred and twelve feet long by fifty-two feet wide; ceiling twenty-seven feet high; the floor is of marble; the walls are surrounded by fifty-two columns and pilasters—the bases of black walnut, and the shafts of butternut,—highly polished. This mammoth banquet chamber is lit by thirteen windows and three large dome lights. Here Almini, the famous decorative artist of Chicago, has apparently sought to exhaust his pictorial powers. Above the pillars he has painted a series of beautiful landscape views, which entirely circle the hall; they comprise scenes from Great Britain, the Continent, and tropical climes, and form subjects for prolonged study. It is beyond the power of description to literally portray the magnificent appearance of this princely hall. At the east end is a gallery or band-room, which can be shut off from the hall by sliding doors. It is intended to utilize the hall for balls, dinners, etc., and it is well worthy of record that the first occasion on which it was used for these two purposes was during the recent visit of their Excellencies, the Earl and Countess of Dufferin. The ball, it need hardly be said, was a brilliant success, only to be surpassed by the dinner given to His Excellency two evenings later, by the Mayor and citizens of Montreal, at which Lord Dufferin delivered an oration, in reply to the toast of his health, full of genuine wit, sound sense, and elegance of language and expression.

Passing through a door at the west end of the dining hall, the Ladies' Ordinary or small dining-room is reached, small only by comparison, as it is sixty feet long by forty in width. The delicate nature of the decorations are apparent, and on the walls and ceilings will be found some of Almini's *chef d'œuvres*. The kitchens, dish-rooms

W. DRYSDALE & CO.,  
232 ST. JAMES STREET,  
MONTREAL.

---

**Fine English Stationery,**

**Ⓒ BIBLES AND PRAYER BOOKS Ⓒ**

THE BEST OF THE

London Illustrated Works.

**AMERICAN PUBLICATIONS.**

*Indian Curiosities, Nice Assortment.*

**STEREOSCOPIC VIEWS**

IN GREAT VARIETY, AT LOWEST PRICES.

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PUBLISHERS OF

**VIEWS OF MONTREAL,**

18 Photo. Views with Letter Press Description, Neatly Bound  
in Cloth: 50 cents each.

**CALL AND SEE.**

*Goods shown with pleasure to all.*

**232 ST. JAMES STREET, MONTREAL.**

and pantries lie between the dining-halls, and are simply and ingeniously arranged. One large room is entirely devoted to cooking, the preparation of food for the pan, the boiler or oven being carried on in an adjoining apartment. The kitchens being on the same flat, and contiguous to the dining-rooms, save much unnecessary labor.

On the east side of the promenade, and overlooking Dominion square, are the suite of

#### **Grand Parlors.**

One hundred feet long by thirty wide, fitted up, regardless of cost, with luxurious carpets, velvet ottomans, and imposing marble mantles, while the tinting of the walls and frescoing of the ceiling are in perfect keeping. Adjoining the main parlors are the bridal chambers and parlors. Here Almini has been remarkably successful in his work. A peculiar pink of roseate hue suffuses the walls and ceiling of the bridal chambers, while overhead little cupids are apparently gyrating about on surroundings of the most brilliant, yet harmonious contrasts of color. The marble work was executed in Montreal, and the furniture of the parlors and first and second floors was purchased from the Pottier and Stymus Manufacturing Company of New York. The cabinet and art work and decorating is unsurpassed on the continent. The balance of the furniture was supplied by Canadian firms.

The remainder of the hotel proper is given up to bed-rooms, *en suite*, with parlors, etc., or single rooms. Each room is supplied with hot and cold water, and all the front rooms have private closets and baths, a great convenience in a large hotel. The ceilings are lofty, and heating and ventilation are well provided for. The average size of the front rooms is eighteen feet by fourteen; of those in rear, or facing the central square, twelve feet by sixteen. The corridors are uniformly twelve feet in width, and are bordered with black walnut. The division walls are all of brick, and the floors filled, thus deadening sounds above and below.

One great feature of this hotel is that there are no winding passages; four roomy flights of stairs, in addition to the elevators, afford ample means of ascent and descent.

Above the sixth story is the observatory or look-out tower. It has two series of port holes or windows, the upper one being 130 feet

# MONTREAL AND BOSTON AIR LINE

SOUTH EASTERN RAILWAY.

THE GREAT HIGHWAY for Tourist and Pleasure Travel

BETWEEN

**Montreal, Quebec,**

AND OTHER POINTS IN CANADA,

TO

=====**B O S T O N**=====

AND ALL OTHER NEW ENGLAND CITIES.

ALSO,

The Shortest Route between Montreal and Portland

AND ONLY ROUTE PASSING THROUGH THE CELEBRATED

**WHITE MOUNTAIN NOTCH**

BY DAYLIGHT.

**2 FAST EXPRESS TRAINS DAILY,**  
EXCEPT SUNDAY,

With PARLOR CAR on Day and PULLMAN SLEEPING CAR on Night Train.

**THE ONLY ROUTE BETWEEN**

**MONTREAL AND BOSTON**

*Passing through the Picturesque Green Mountain Region and the Romantic Lakes Memphremagog and Winnepesaukee. Also, in sight of the White and Franconia Mountain Ranges, and through the ever charming Pemigewasett Valley.*

This is the shortest and only Route from MONTREAL to the WHITE MOUNTAINS forming an All-Rail Line to the Summit of Mount Washington.

**THE ONLY ROUTE**

From Montreal to Profile House, Twin Mountain, Fabian, and Crawford Houses; Also, to Littleton, Lancaster and Bethlehem, by which the famous Lake Memphremagog is to be seen en route.

THE ONLY ROUTE RUNNING ELEGANT PARLOR CARS THROUGH WITHOUT CHANGE BETWEEN MONTREAL AND PORTLAND.

**ASK FOR TICKETS VIA NEWPORT, Vt.,**

For Sale at all the principal Ticket Offices in the United States and the Dominion.

**TICKETS** on sale at Windsor Hotel Ticket Office, Bonaventure Depot and 202 St. James St  
**GENERAL OFFICES, 202 ST. JAMES ST., MONTREAL.**

T. A. MACKINNON, Assistant Manager.

BRADLEY BARLOW, Presdt. and General Manager.

from the ground. Access can be had to the dome, where a height of one hundred and fifty feet is attained, and the flag pole, which surmounts the dome, is forty-seven feet high.

Such are the chief features of interest in this magnificent building, and, before closing this meagre description, it may be interesting to briefly give the history of the "Windsor Hotel Co." In the spring of 1875 the Windsor Hotel Co. became an incorporated body, but, owing to the stringency of the times, no progress was made towards the commencement of the building until late in the fall of the same year. The early winter of 1875 and 1876 greatly retarded the progress of this great enterprise, and it was not until the spring of 1876 that the work was fairly under way. Before Christmas the building was roofed in.

The gentlemen who carried through this enterprise, and to whom the travelling public generally, and the citizens of Montreal in particular, should forever feel indebted, are the Directors of the Company : Messrs. Andrew Allan, President ; H. A. Nelson, Vice-President ; Wm. Clendinneng, Jas. D. Gibb, M. H. Gault, Wm. C. McDonald and James Worthington.

On the completion of the building it was found that further funds would be required to furnish and equip the Hotel in a satisfactory manner. The Directors at this juncture, assisted by some of the Shareholders and Contractors, obtained such a loan on their personal security as was deemed sufficient.

The management of the Windsor Hotel devolves upon Mr. G. W. Swett, formerly of the Victoria Hotel and latterly of the Hotel Dufferin, St. John, N. B. ; this gentleman's past record, together with his long and eminently favorable connection with the travelling public, are an ample guarantee for the efficient management of the Windsor. Mr. Swett's assistants are Messrs. George H. Rice, and E. A. O'Brien. The steward's department of the hotel is under the charge of Mr. John Brennan, for many years connected with the St. Louis Hotel, Quebec.

#### **The new Wing.**

So successful has the Hotel proved, that a new wing of 134 rooms fronting on Stanley Street has been added, making the Windsor one of the largest hotels in the world, and enabling the management to accommodate the constantly increasing patronage of the house.

# WINDSOR HOUSE, OTTAWA.



*S. DANIELS,* - - - *Proprietor.*

Within two minutes walk of the Parliament Buildings, Post Office and Telegraph Office. Omnibuses meet all Trains and Boats.

PATRONIZED BY

*Their R. H. Prince of Wales & Prince Arthur.*



His Grace the Duke of Newcastle and both suites.

## W. DANGERFIELD,

Fashionable Boot and Shoe Store,

No. 279 NOTRE DAME STREET,  
and 1327 ST. CATHERINE ST. }

**MONTREAL.**

## PLACES OF AMUSEMENT.

### **The Academy of Music.**

situated on Victoria street, corner St. Catherine, is the leading Theatre, and is exceedingly well conducted, all its appointments being as perfect as its size permits.

### **The Theatre Royal.**

on Cotté street, has been recently altered, and much improved internally, and is well managed.

### **Mechanics' Hall.**

on St. James street, is a popular place for concerts, lectures, etc.

### **The Victoria Skating Rink**

is situated on Drummond street. This building, 200 feet by 80, furnishes a large field of ice, free from interruption. Skating carnivals and masquerades take place frequently in winter, and it is also frequently used as a concert hall during the summer.

### **Queen's Hall,**

on St. Catherine street, is one of the finest and most commodious Halls in the country. It contains a fine organ.

### **Nordheimer's Hall,**

is situated on St. James Street. It is decorated with great taste and is much in favour for concerts, lectures and other entertainments.

## MANUFACTURES, &c.

Montreal is not only a centre of commerce, but the most important manufacturing city in the Dominion. The manufacture of boots and shoes employs about 3,000 hands, and the product of the numerous factories is enormous. The largest sugar refineries in Canada are at Montreal. The largest cotton mill in the country is that of the Hudon Cotton Company, at Hochelaga. There are two silk factories, a large rubber factory, many large clothing factories, employing in the aggregate, 2,500 hands; factories of cards, boxes, paints, soaps, cements, drugs. On the canal are saw-mills, sash factories, rolling mills, nail and edge tool works, engine and machine works.

There are five establishments for making sewing machines. At the machine shops of the Grand Trunk Railway everything connected with railway machinery is manufactured. There are carpet factories rope factories, large binderies, large printing offices. Over 2,500 hands are employed in the tobacco factories; over 300 in the breweries. To give an account of all the various manufacturing industries of the city would require more space than can be afforded in a guide book. We allude to but one or two.

# Academy of Music

VICTORIA STREET,

MONTREAL.

(Five minutes walk from the Windsor Hotel.)

## HENRY THOMAS,

*LESSEE AND MANAGER.*

---

THIS

*ELEGANT THEATRE*

*Is open during the season with the*

**BEST NEW YORK COMPANIES.**

---

RESERVED SEATS

**May be secured in the Hotel Office.**

**Charles Garth & Co.**

The Dominion Metal Works was first established in this city, in the year 1828, by Mr. George Garth, the father of the present proprietors, and is the oldest establishment of the kind in the Dominion.

He was the first to introduce gas for illuminating purposes, having lighted several buildings in Montreal before any gas works were fitted up in Canada. The present firm were the first to introduce the heating of buildings by steam and hot water, and have been very successful in so doing, having fitted up some of the largest buildings in Canada.

They manufacture and import all kinds of lead, brass, and copper and iron work for plumbers, engineers, gas and steam fitters, and give estimates and contracts for all kinds of work required in plumbers', coppersmiths', gas, hot-water and steam fitting trades.

Their establishment is situated at Nos. 536 to 542 Craig street, Montreal, nearly in rear of the Bank of Montreal, and is fitted up with all the necessary machinery and tools for carrying on their extensive business; and, from the large experience they have had in all its branches, having executed a great number of contracts in various parts of the Dominion, they are prepared to carry out all orders with which they may be favored, in the best possible manner, and at the lowest prices.

The ventilation and drainage of buildings have occupied their attention for many years past; they are prepared to execute this description of work in such a manner as to give entire satisfaction. They would be happy to receive a visit from parties requiring any thing in their line of business, and will, with pleasure, give them every possible information.

Illustrated catalogues of their manufactures and price lists are furnished on application.

**Messrs. Henry Morgan & Co's.**

Dry goods warehouse is situated on the corner of St. James street and Victoria square. The building (of Ohio freestone) was erected in 1866 by the late Harrison Stephens, under the supervision of the Messrs. Morgan, and is especially adapted to their particular business; it measures 85 feet on St. James street by 90 on Victoria square.

The first floor is occupied by the following departments, viz.: Dress goods, flannels, napery, hosiery, gloves, and gents' furnishings,



YOUNG MEN'S CHRISTIAN ASSOCIATION BUILDING, MONTREAL.

ribbons, laces, smallwears and trimmings. A visit to any of these departments will convince our readers of the enormous trade that must be done to warrant the holding of such large and varied stocks.

The second floor is, like the first, divided into three sections: On the right are the mantle, shawl and millinery departments; the centre section is devoted to the silks and mourning goods; and the third to cloths, tweeds and tailoring.

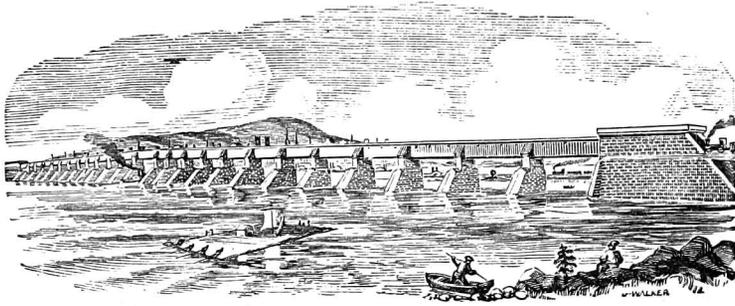
The third and fourth floors are now used exclusively for carpets and house furnishings, and the amount of Wilton, Axminster, Brussels, Tapestry Ingrain, etc., etc., here displayed is truly marvelous. Here, also, we find a large assortment of rich silk and satin curtain materials, Swiss and Nottingham lace curtains and other articles, the extensive demand for which is proof of the wealth and cultivated taste of the patrons of this establishment. Increasing business has necessitated the addition of a fifth floor, which has just been completed and in which the manufacturing is carried on.

The basement is used as storage for reserve stock, from which the departments on the other five floors are daily replenished.

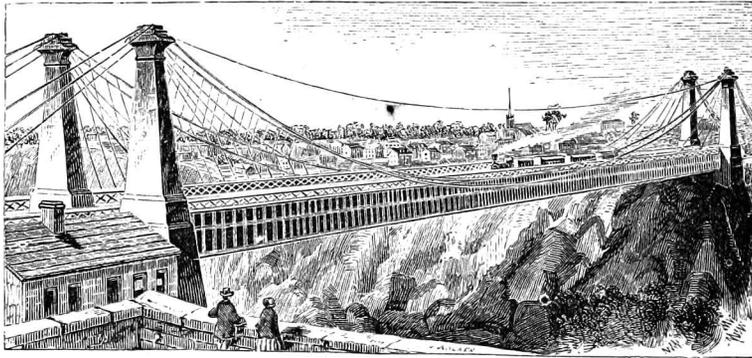
This is the third warehouse that has been occupied by the Messrs. Morgan since they commenced business in this city in 1845. The first, on Notre Dame street near McGill, although at the time considered extensive, was, in a few years, found altogether inadequate for the wants of their rapidly-increasing business, and, accordingly, arrangements were made with the late William Stephen to build the warehouse on McGill street, from which they removed to their present premises in 1866.

In December, 1878, it was deemed advisable to assume two new partners—Messrs. James and Colin Morgan, the latter of whom devotes almost his entire attention to the purchase of goods in the European markets, thus enabling the firm to offer to the public the latest London and Parisian styles as promptly as their conveyance here can be effected by our fastest steamers.

The establishment is supplied with an elegant passenger elevator, so that customers have every facility for passing from one floor to another. The premises have recently been entirely renovated and painted.



VICTORIA BRIDGE.



RAILWAY AND PASSENGER SUSPENSION-BRIDGE OVER THE NIAGARA RIVER.

### **Windsor Carriage Factory.**

The above establishment, of which Mr. B. Ledoux is proprietor, is well worthy of a visit by strangers. In it will be found sleighs and carriages of all descriptions, and in the very best style of workmanship. Mr. Ledoux has not only taken many medals at home, but was also awarded a medal at the Exhibition held in Sydney, N. S. Wales, as well as the Centennial medal and diploma. Mr. Ledoux is also, by appointment, carriage maker to His Excellency the Governor General and Her Royal Highness the Princess Louise.

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## **EXCURSIONS.**

### **Belœil Mountain.**

One of the most delightful excursions in summer is to this celebrated mountain, which forms part of the Seigniory belonging to Captain Campbell of St. Hilaire. Half an hour by rail via Grand Trunk Railway east will bring the tourist to St. Hilaire Station where carriages are always in waiting to convey travellers to the justly popular "Iroquois House," which is situated on the mountain side, on the borders of a lake. The view of surrounding country is very magnificent, and additional attractions are offered to guests in the shape of billiards, bowling alleys, bath houses, livery stable, etc. Tourists on their way to Quebec, Cacouna, White Mountains and Portland will never regret a few hours or even a few days' rest at St. Hilaire Mountain. The air is very healthy and bracing, and this, coupled with the many amusements which the place affords, renders the "Iroquois House" a singularly good resort for invalids and persons requiring rest and recreation during the heat of summer.

### **Lachine Rapids.**

To run the Lachine Rapids has always been a favorite excursion with visitors. The Richelieu Co.'s, as well as the Ottawa River Navigation Co.'s, famous boats run the rapids on their downward trip every evening. By taking the Grand Trunk to Lachine at five p.m. any afternoon, tourists will be in time to catch the latter Steamers and enjoy a delightful trip, reaching Montreal about six p.m.

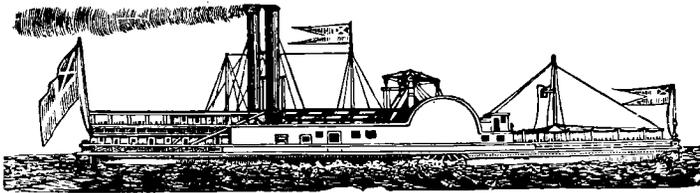
To early risers a delightful opportunity is afforded, by taking the 7.55 a. m. train from Bonaventure Station, of

1883. TO TOURISTS, 1883.

DOWN THE

RAPIDS.

DELIGHTFUL TRIP.



THE FINE STEAMER

“**BEAUHARNOIS**”

RUNS THE LACHINE RAPIDS DAILY.

The Train leaves Bonaventure Depot every morning for Lachine at 7.55 and the Steamer reaches the City at 9.20 A.M., thus making a delightful and exhilarating trip before breakfast, and affording the finest possible view of the Rapids.

*Fares for the Round Trip—50 Cents.*

### **Shooting the Rapids**

on the steamer "Beauharnois," which makes the trip every morning in summer, reaching the city at 9.20 a.m., thus making an exhilarating trip before breakfast.

### **Lake Memphremagog.**

A boat trip down the Lake, in the splendid large side-wheel steamer "Lady of the Lake," commanded by Captain Fogg, will amply repay the tourist.

The bold rock-bound shores, numerous wooded islands, the shadowing peaks of lofty mountains, rising in some cases to three thousand feet in height, such as Owl's Head and Orford Mountain, serve but to heighten the charm of this "beautiful water," supplied from the pure cold streams of the surrounding mountains, making it the rival of Lake George.

The route from Montreal to Lake Memphremagog is by the South Eastern Railway, which crosses the swift-running Richelieu, the outlet of Lake Champlain, at Chambly, passing through the most attractive inland villages of Lower Canada, such as West Farnham, Brigham Cowansville, Sutton Flats, Knowlton, Waterloo, etc., etc., also through Richford and North Troy, Vt., both beautiful mountain-bound New England villages, and terminating at Newport, Vt., the head of Lake Memphremagog. Newport has the finest hotels in the country, and can furnish accommodation equal to any place outside of Boston or New York.

### **Knowlton,**

An inland village on the shores of Brome Lake, a beautiful sheet of water, five miles in length and three miles in width. The lake and village are surrounded by lofty mountains, and the combination of mountain and lake scenery, with beautiful drives over hard gravelly roads along the lake shore and among the hills, make this one of the most picturesque places of resort in the Dominion.

### **Chambly,**

A noted place of resort, about twenty miles from Montreal, on the Richelieu River, at the foot of the rapids.

Lake Mempremagog Scenery.



MOUNT ELEPHANTIS



BALANCE ROCK.



OWL'S HEAD.



MOUNT ORFORD.



ROUND ISLAND.



SKINNER'S CAVE.

The river at this point widens out, forming a large and beautiful inland lake, which is well covered with boats of all descriptions, making boating and fishing a delightful pastime.

Chambly consists largely of summer residences of wealthy citizens of Montreal. The fine boating and fishing make it one of the most desirable places of resort in the vicinity of Montreal.

**St. Helen's Island.**

A very pleasant trip may be enjoyed to the beautiful Island of St. Helen, which is now a public park. A steamer leaves the foot of Jacques Cartier Square every half hour.

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**DRIVES.**

The drive to Back River, 6 miles from Montreal, is one of the most pleasant in the vicinity of the city. The roads are in splendid condition, and the scenery along the way is varied and attractive. On the banks of the River (the Ottawa) are situated the Convent of the Sacred Heart (one of the largest in the Dominion), the Palace of the Bishop of Montreal, Jesuit's College, paper, saw, grist mills, &c.

Here also is situated "Peloquin's Hotel," one of the largest and best situated country hotels in the Dominion. It commands a magnificent view of the Ottawa River, and from the piazza rafts may be seen shooting the rapids and passing under the Bridge. Fishing, bathing and amusements of all kinds may be enjoyed here. A well furnished livery stable is attached to the Hotel.

A "Bus" leaves the City daily at 4 p.m. for Back River, returning at 9.30 a.m., fare 25 cents.

The Canadian carriage is kept with scrupulous neatness, the drivers are your willing and obliging servants, knowing every inch of the routes by which they convey, and the charges are exceedingly moderate.

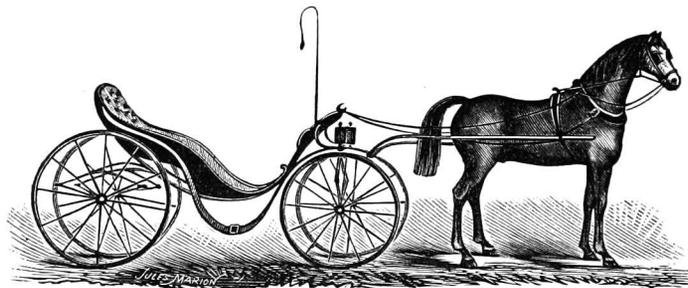
By far the pleasantest drive is to the brow of Mount Royal through the Mountain Park. There are two roads: the shorter returns to the city by McTavish street, the other by Bleury street. The Mountain Park, recently laid out, was planned by Mr. Olmstead, the designer of Central Park, New York, whose achievements there have been recognized by a statue adorning one of the entrances.

# B. LEDOUX, *Carriage Maker,*

FACTORY :                      Office and Show Room :  
125 and 127 St. Antoine Street,    131 and 133 St. Antoine Street.  
MONTREAL.

By special appointment maker to H. R. H. PRINCESS LOUISE and His Excellency  
the MARQUIS OF LORNE.

My Carriages took First Prizes at the Dominion Exhibitions of 1868 and 1870, the  
Centennial in 1876, Sydney (N. S. W.) in 1877. Also two Silver Medals and Diploma  
for Carriages and Sleighs awarded by the Canadian Commission at the Centennial,  
Philadelphia, and they have carried all honors at Provincial Exhibitions held during the  
last ten years.



My stock is superior to any in the city, the very best materials only being used, which  
added to the first-class workmanship, makes a Carriage impossible to beat and difficult to  
equal. My assortment consists in part of the following styles :—

|                             |                                   |                           |
|-----------------------------|-----------------------------------|---------------------------|
| <b>Rockaways,</b>           | <b>Landaus,</b>                   | <b>Barouches,</b>         |
| <b>Landaulets,</b>          | <b>Broughams,</b>                 | <b>Coupes,</b>            |
| <b>Coupelettes,</b>         | <b>Ladies' Phaetons,</b>          | <b>Dog Cart Waggon,</b>   |
| <b>Pony Carts,</b>          | <b>Top Waggon,</b>                | <b>Victorias,</b>         |
|                             | (two-seated with extension tops), |                           |
| <b>"Norwich" Dog Carts,</b> | <b>Ladies' Carts,</b>             | <b>The "Lorne,"</b>       |
|                             | (The "Alexandra")                 | <b>White Chapel Cart,</b> |
| <b>T Cart,</b>              | <b>Quebec Waggon,</b>             | <b>Jumpers,</b>           |
| <b>Mail Phaetons,</b>       | <b>Buggies,</b>                   | <b>Light Waggon.</b>      |
| (Open and Hooded).          |                                   |                           |

Any description of Carriage made to order and satisfaction guaranteed.

Repairs of all kinds well and expeditiously executed.

A call solicited before purchasing elsewhere.

The view from Mount Royal is very beautiful; suddenly, after an easy ascent by a winding road, we are looking forth on the city, with its spires, its gardens, and avenues; beyond is the broad-flowing St. Lawrence, with the Victoria Bridge and the Lachine Rapids just visible in the distance; fading away toward the horizon are the hills of Vermont, many miles away. A road from the Park connects with the Mount Royal (Protestant) and Roman Catholic Cemeteries, two beautiful burial-places, with many fine monuments and tombs. In the latter are the Stations of the Cross scattered throughout the entire area of the Cemetery, they include a very realistic representation of the Crucifixion on Mount Calvary. The Roman Catholic Cemetery contains near its entrance at Mount Royal Park the disfigured tomb of the printer Guibord, about whose burial so much agitation was felt six years ago.

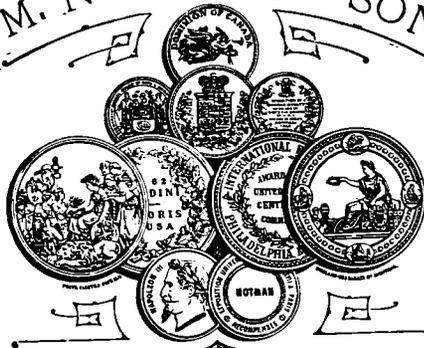
The next drive is the one "AROUND THE MOUNTAIN." This was, until lately, the drive, and still remains a pleasant and attractive one; beautiful bits of scenery may be seen all along the route.

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

#### **To Longue Pointe.**

Another favorite drive is, in an opposite direction to the last, to Longue Pointe. The river scenery in this direction is very fine, and of quite a different character from that west of the city. It takes us through the village of Hochelaga, the site of the original Indian settlement in the Island of Montreal. About a mile from the depot is the beautiful convent of the Sisters of the Holy Names of Jesus and Mary, where many young ladies from the United States receive their education. The next noteworthy building is the Lunatic Asylum. This immense house, containing nearly eight hundred maniacs, idiots and imbeciles, is controlled by the Sisters of Providence; these ladies, with the exception of a physician and six guardians for desperate characters, having sole charge. They find no trouble in the care of the numerous inmates, and, by their kindness and tact, restore the mental balance in all the cases where a cure is

WM. NOTMAN & SON,



Photographers

→ TO THE ←

QUEEN

17 Bleury Street,

**MONTREAL.**

A feature worthy of notice, and peculiar to the Windsor Hotel, Montreal, is the parlor No. 116, at the East End of the Grand Corridor, exclusively devoted to Art, under the care and superintendence of Messrs. Notman & Son, Photographers to the Queen. In this room Guests may find much to interest them, and, as it forms one of the suite parlors, is open at all times to the Guests of the Hotel. The large number who visit it is proof of its great popularity.

possible in a title of the time it used to take in the old days, when the insane were treated with harshness and cruelty.

On our way to Longue Pointe we notice *St. Helen's Island*, now a free public park, with its disarmed fortifications, and the villages of Longueuil, Boucherville and Varennes on the opposite bank of the river.

#### **Nelson's Monument.**

This monument, erected in 1810 to the memory of the hero of Trafalgar, stands in Jacques Cartier Square. The monument is built in limestone, and the ornaments are of a composition invented by Code & Seely, of London, Eng., and were executed by them. The base is square, six and a half feet broad on each side, and about ten feet high. From the top of this a circular shaft or column rises fifty feet in height and five feet in diameter. It is of the Doric order, and finished with mouldings. On the top of the pillar is a square tablet, the whole surmounted with a statue of Nelson, eight feet in height.

The principal ornaments are in panels on the four sides of the base or pedestal, and are emblematic of the battle of the Nile. On the panel on the upper side are cannon, anchors and other naval trophies, with a laurel wreath, which surrounds the following inscription :—

IN MEMORY OF  
THE RIGHT HONORABLE VICE-ADMIRAL LORD VISCOUNT NELSON,  
DUKE OF BRONTE,

WHO TERMINATED HIS CAREER OF NAVAL GLORY IN THE MEMORABLE  
BATTLE OF TRAFALGAR

On the 21st of October, 1805,

After inculcating by signal, this sentiment, never to be forgotten by his country :

"ENGLAND EXPECTS EVERY MAN WILL DO HIS DUTY."

This monumental column was erected by the inhabitants of Montreal in the year 1809.

NOTMAN & SON'S STUDIO

is situated on Bleury Street, and is well worthy of a visit, as tourists will find here views of all the places of interest in the Dominion, also large and interesting cartoons, illustrating the sports and pastimes of the country.

First Premium Fur Establishment.



HATTER and FURRIER,

249

CORNER NOTRE DAME AND ST. LAMBERT STS.

Ladies' & Gents' Fine Furs

IN GREAT VARIETY.

ALSO HATS OF LATEST NOVELTY ALWAYS ON HAND.

**A. BRAHADÎ**

Was awarded FOUR FIRST CLASS MEDALS and DIPLOMAS at the Provincial  
Industrial Exhibition, at the City of Montreal, in 1860,

During the Visit of His Royal Highness the Prince of Wales.

**Scott's Fine Art Rooms.**

Visitors to the City may spend a half hour very pleasantly and profitably in visiting the Fine Art Rooms of Wm. Scott & Son, Notre-Dame Street. Here will be found at all times a fine collection of Oil Paintings and Water Colours, together with choice Engravings, Etchings, &c. To add to the attractions also there is a fine display of Fine Art Furniture, Turkish and Eastern Rugs, Doulton and Minton Ware, &c.

**The Art Gallery**

is situated on Phillips Square, and the visitor will find there a collection of pictures worthy of inspection. It is open every week-day from ten until four on payment of 25 cents.

**FROM NIAGARA FALLS TO THE SAGUENAY.**

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

**Lewiston,**

a beautifully situated town, about 7 miles from the Falls, on the Niagara River. In 1813 it was destroyed by the British, and rebuilt after the termination of the war. At this place the tourist embarks on board the fine steamboat, which plies twice a day between this point and Toronto. Just above the village stands (visible from the deck of the steamer)

**Brock's Monument.**

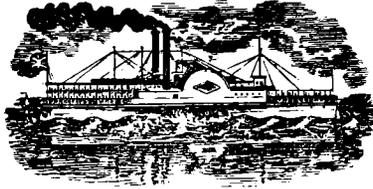
This monument was raised in commemoration of the British General, Sir Isaac Brock, who fell in the sanguinary action above mentioned. The present handsome shaft was erected in 1853. Its height is 185 feet; the base is 40 feet square by 30 feet high; the shaft is of freestone, fluted, 75 feet high and 30 feet in circumference, surmounted by a Corinthian capital, on which stands a statue of the gallant General. On the American side of the river is

**Fort Niagara,**

which has many historical associations, but which we have not space to touch upon. The English General Prideaux fell here in the battle

# ROYAL MAIL LINE

1883.



1883.

— OF —

## STEAMERS to the SAGUENAY

### TADOUSAC !

### CACOUNA ! RIVIERE DU LOUP !

— o AND o —

### MURRAY BAY !

THE WELL-KNOWN FIRST-CLASS STEAMERS

“ SAGUENAY,” . . . . . **Capt. M. Lecours,**  
 “ UNION,” . . . . . “ **Alex. Barras,**

*Will leave the St. Andrew's Wharf as follows :*

TUESDAYS and FRIDAYS, at 7.30 A.M., the “Saguenay,” for Chicoutimi and Ha! Ha! Bay, calling at Baie St. Paul, Les Eboulements, Murray Bay, Riviere du Loup, Tadousac and L'Anse S. Jean.

WEDNESDAYS and SATURDAYS, at 7.30 A.M., the “Union,” for Ha! Ha! Bay, calling at Baie St. Paul, Les Eboulements, Murray Bay, Riviere du Loup and Tadousac.

Before the 27th June and after the 10th September there will be no boat leaving on Wednesdays and Saturdays.

TICKETS for sale, and State-Rooms secured, at the General Ticket Office, opposite the St. Louis Hotel, and at the Office of the ST. LAWRENCE STEAM NAVIGATION CO., St. Andrew's Wharf, Quebec.

**A. GABOURY, Secretary.**

MAY, 1883.

of the 24th July, 1859, and the French garrison afterwards surrendered to Sir Wm. Johnson. Leaving Niagara, about four hours' sail brings the traveller to

#### **Toronto**

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

In 1823 it contained but 4,000 inhabitants; now it has a population of about 90,000. Although not picturesquely, it is most agreeably, situated; the view from the western entrance to the harbor, and from the island, is varied and striking; the spires and cupolas afford a most agreeable diversity to the distant outlines of the City, and mark it as a place of wealth and enterprise.

It keenly competes with Montreal for the manufacturing and importing business of Ontario, and is constantly adding to its railroad facilities and architectural embellishments. The best hotels are the Rossin and the Queen's.

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

One of the steamers of the Richelieu and Ontario Navigation Company leaves Toronto every day. Travellers can go on board, secure their state-rooms, and make the passage by the Lake, or go by rail to Kingston, and there take the steamer for the day-trip to Montreal.

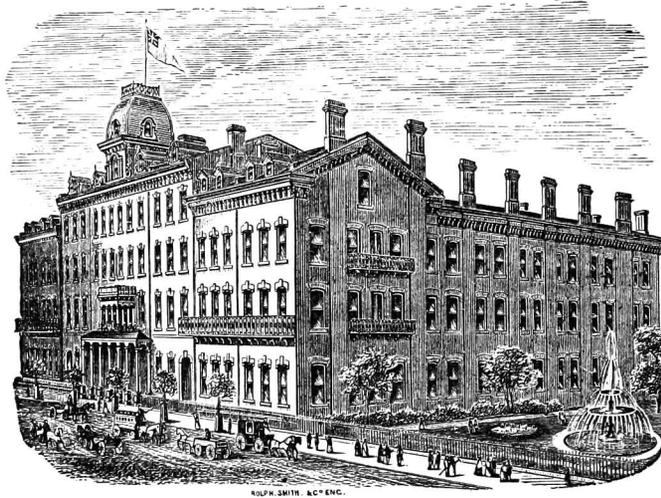
We shall now note the towns on the route in their succession. The first port at which the steamer touches after leaving Toronto is

#### **Port Hope.**

The location of this town is very pleasant, the site extending over a valley and the surrounding hills, and though, owing to natural obstructions, it is rather irregularly laid out, the appearance it presents, viewed either from the lake or any other avenue of approach, is very picturesque. The steamer "Norseman" plies regularly between this port and Rochester, N.Y. Population of the town about 6,000.

# THE QUEEN'S HOTEL,

## TORONTO,



Is one of the largest and most comfortable Hotels in the Dominion of Canada, and being adjacent to the lake, commands a splendid view of Toronto Bay and Lake Ontario. It is well known as one of the coolest houses in summer in Canada, and is elegantly furnished throughout; rooms "en suite," with bath-rooms, etc., attached, on every floor.

In 1871 a suite of apartments was occupied by His Imperial Highness the

**GRAND DUKE ALEXIS OF RUSSIA.**

**HIS EXCELLENCY THE EARL OF DUFFERIN,**

Governor General of Canada, and the Countess of Dufferin, on the occasion of each visit to Toronto, engaged apartments at the "Queen's."

The grounds about it being both spacious and airy, with Croquet and Chevalerie lawns, render it one of the most pleasant and desirable Hotels for Business men, Pleasure seekers, and the Travelling public.

**Terms for Board, per day, \$2.50 to \$3.50, according to location of rooms.  
Bath-room, &c., attached, \$1 per day additional.**

**McGAW & WINNETT,**

**TORONTO, ONT.**

*Proprietors.*

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

**Cobourg,**

the next stopping-place, lies seven miles below Port Hope. The town, which is lit with gas, is very prettily laid out. The most noticeable public buildings are, Victoria Hall (containing the Town Hall, Corporation and County Offices, erected at a cost of over \$100,000), the churches of the various denominations, and Victoria College.

The latter is under the management of the Wesleyan Methodist Church in Canada. It has faculties of law and medicine in Montreal and Toronto. Cobourg has a population of about 6,000. Midway between Port Hope and Cobourg is "Duck Island," on which is placed a Government lighthouse.

**Kingston,**

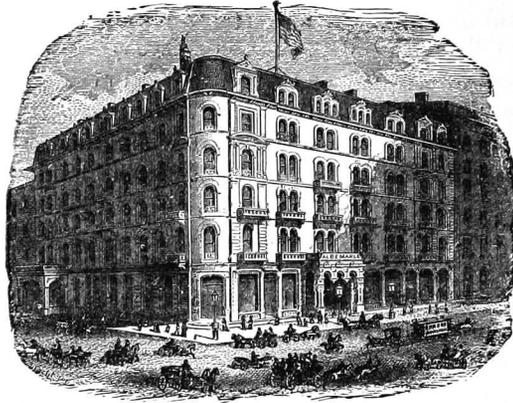
is pleasantly situated at the head of the Thousand Islands, where Lake Ontario, the last link of the chain of the inland seas of the West, together with the Bay of Quinté, and the Great Cataraqui Creek, are united to form what is now the St. Lawrence proper. From this place to the Gulf of St. Lawrence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

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

Kingston occupies the site of the old French fort of Frontenac. As a place of defence it stands next in strength to Quebec. The batteries of Fort Henry are calculated for the reception of numerous canon and mortars of the largest calibre. These, together with neighboring martello towers, form a formidable and efficient defence against any aggressive movement which might be directed against the

# Albemarle Hotel,

ON THE EUROPEAN PLAN.



CORNER

Broadway and 24th Street,

Facing Madison Square,

## NEW YORK,

This Hotel is centrally situated, comfortable and commodious; and is the headquarters of the Spanish and Italian Ministers to the United States when in New York.

---

L. H. JANVRIN & CO.,

PROPRIETORS.

city. Opposite Kingston are Wolfe and Garden Islands, between which and the city lies the bay, a beautiful sheet of water. On the other side of the Islands is Cape Vincent, in the State of New York.

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

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

**Charlotte,**

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

**Oswego,**

a beautiful and flourishing town. The population is about 20,000.

**Sackett's Harbor,**

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

**Cape Vincent,**

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

**The Thousand Islands,**

The Lake of the Thousand Islands is an expansion of the St. Lawrence, at its emergence from Lake Ontario. It is the most numerous collection of river islands in the world. It commences a little below Kingston, and stretches down the river between 40 and

# SCOTT'S

## FINE ART ROOMS

363 NOTRE DAME STREET,

*MONTREAL.*

---

OIL PAINTINGS,

WATER COLORS,

ETCHINGS,

ENGRAVINGS,

BRIC-A-BRAC,

JAPANESE GOODS, &c.

FINE FRAMES,

EASTERN RUGS

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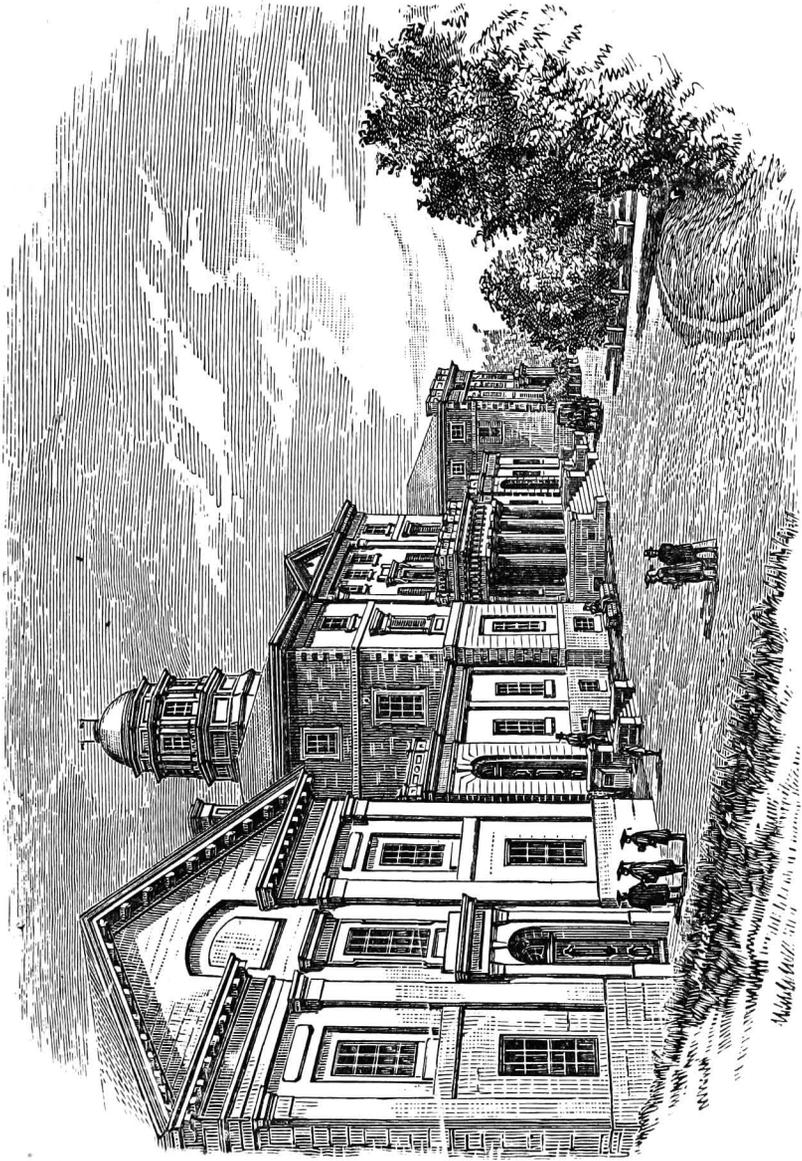
Artistic Furniture Makers.

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**VISITORS ALWAYS WELCOME.**

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*W. SCOTT & SON.*



McGILL COLLEGE, MONTREAL.

ESTABLISHED 1847.



J PALMER & SON,  
IMPORTERS OF

Human Hair, Perfumery

AND

*FANCY GOODS:*

The choicest of Hair, Tooth and Nail Brushes and every  
article for the toilet to select from.

359 and 361 NOTRE DAME STREET, MONTREAL.

M. A. FOOTNER & CO.,

HAVE OPENED THEIR NEW STORE,

1382 ST. CATHERINE ST.,

*(Wellington Arcade) corner of Mansfield St.,*

Thus enabling ladies to purchase their FANCY GOODS from a large and assorted  
stock without the fatigue of going down town.

Berlin Wools, Silk Filoselle Embroidery,

*ENGLISH, FRENCH AND GERMAN.*

BRIGGS & CO. Celebrated Patterns. Stamping and  
Tracing in all its branches

DONE WITH DESPATCH.

50 miles, for which distance the St. Lawrence is between 6 and 12 miles wide. Notwithstanding their name, the number of these islands far exceeds *a thousand*, there being at least 1,500. They lie partly in Canada and partly within the bounds of the State of New York;—the boundary line between the United States and Canada dividing them into about equal parts. Nowhere in the world is a more beautiful scene presented to the eyes of the traveller than here. As the steamboat is piloted through the intricate chs, ameldodging here and there among the islands, showing each moment new and ever-varying beauties, the scene is beautiful beyond description. Islands of all sizes and shapes are scattered in profusion throughout the waters; some covered with vegetation, others bare and rugged rocks; some many acres in extent, others measuring but a few feet; some showing a bare, bald head, a little above the level of the water, while, a short distance off, a large island or rock, crowned with a considerable growth of pine or cedar, will arise abruptly out of the water, to the height, probably, of 100 feet or more. This is a famous spot for sporting; myriads of wild fowl of all descriptions may here be found; and angling is said to be rather fatiguing than otherwise, from the great number and size of the fish. On the American shore, opposite the Thousand Islands, is situated

**Clayton,**

a village formerly of considerable importance as a lumber station.

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

**Gananoque,**

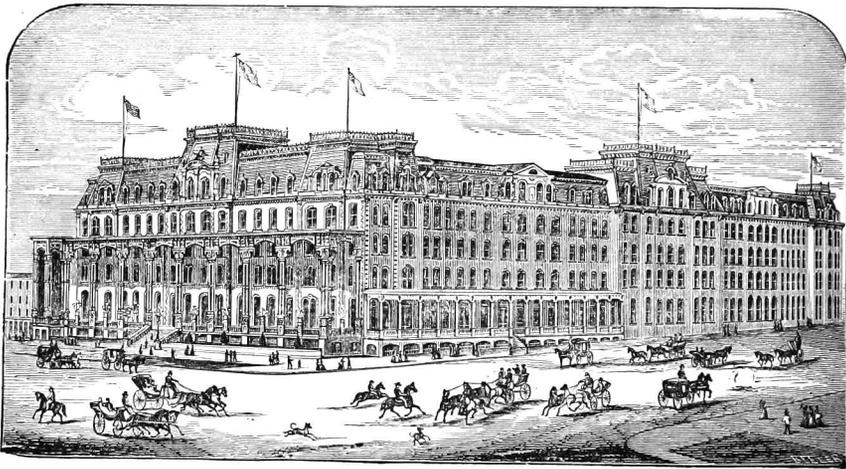
a flourishing town of about 3,000 inhabitants. The beauty of the islands and river, as seen from this point, cannot be surpassed. During the last five years it has become quite a favorite resort for tourists and pleasure-seekers. From its position it has almost unlimited water-power, which has been so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

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

**Alexandria Bay,**

the situation of which is extremely picturesque and romantic. Some two or three miles below the village is a point from whence one hun-

THE  
UNITED STATES HOTEL,  
SARATOGA.



This superb establishment is unequalled in size and grandeur by any summer resort in the world. Its construction occupied two years. It contains 768 sleeping rooms, finished and furnished in the latest style, with gas, running water, water closets, and other conveniences. In addition, there are 65 suites of rooms with bath-rooms attached. Its dining-room measures 212 feet by 50 feet; drawing-room, 85 by 60 feet; ball-room, 112 by 52 feet; ceilings, from 11 to 26 feet in height. The halls are broad and spacious. Two passenger elevators, of the improved pattern, touch each floor. The broad piazzas measure 2,700 feet in length, and the house encloses three sides of a charming lawn and lounging grounds, containing three acres tastefully laid out and completely shaded.

**TOMPKINS, GAGE & CO.,**

*Proprietors.*

dred islands can be seen at one view, the beauty of which can scarcely be imagined. This is a fine fishing ground.

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

**Brockville,**

so named in honor of General Brock, who fell in the battle at Queenston Heights in 1812. This is one of the most pleasant towns on the river. It is a delightful resting-place for travellers, a favorite resort for tourists, and a desirable home for permanent residents. All the steamers stop here. The trip down the River is one full of interest and beauty, including as it does the run through the "Galop Rapids" and the "Rapid du Plat;" passing "Point Iroquois," famous to Indian memory, and "Pine Tree Point," so familiar to Canadian boatmen of former days, near which is the narrowest part of the St. Lawrence River, from Lake Ontario to the Gulf. The view obtained from several points on this trip is unsurpassed in beauty even on our magnificent St. Lawrence. A steam ferry-boat plies every half-hour between this place and

**Morristown,**

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

**Ogdensburg,**

one of the most wealthy cities of its size in the State of New York. The streets are wide, and lined with beautiful shade trees; the public buildings very fine, and some of the private residences are magnificent.

Immediately opposite Ogdensburg, and connected with it by a steamferry, is

**Prescott,**

named after General Prescott, a town of about 3,000 inhabitants. About a mile below the town, at a place called "Windmill Point," is a lighthouse, recently constructed from the stone of an old windmill, which for many years was one of the principal landmarks on the river. Its foundations are still to be seen.

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

G. C. ARLESS,  
**PHOTOGRAPHER,**

251 ST. JAMES STREET,  
 MONTREAL,

Takes this means of thanking his patrons for their liberal patronage in the past, and with great pleasure announces to them and the public that he has fitted up

**A FIRST CLASS GALLERY,**

**Complete in all its appointments,**

and can promise them every comfort and convenience combined with

**First Class Work.**

The place being centrally located, easy of access, commodious and complete in every particular, makes it one of the

**Most Attractive Galleries**

*IN THE CITY.*

Please call and see specimens.

**G. C. ARLESS,**  
**Photographer**

#### **Gallop Rapid.**

Seven miles below, on the American side, is Waddington, and opposite to it is Ogden Island, and Rapid du Plan, the second on St Lawrence. Passing Morrisburg, Aultsville and Farran's Point on the Canadian shore we arrive at Dickinson's Landing, the head of the Cornwall Canal. This canal, twelve miles in length, was built to avoid the next feature of the river, the

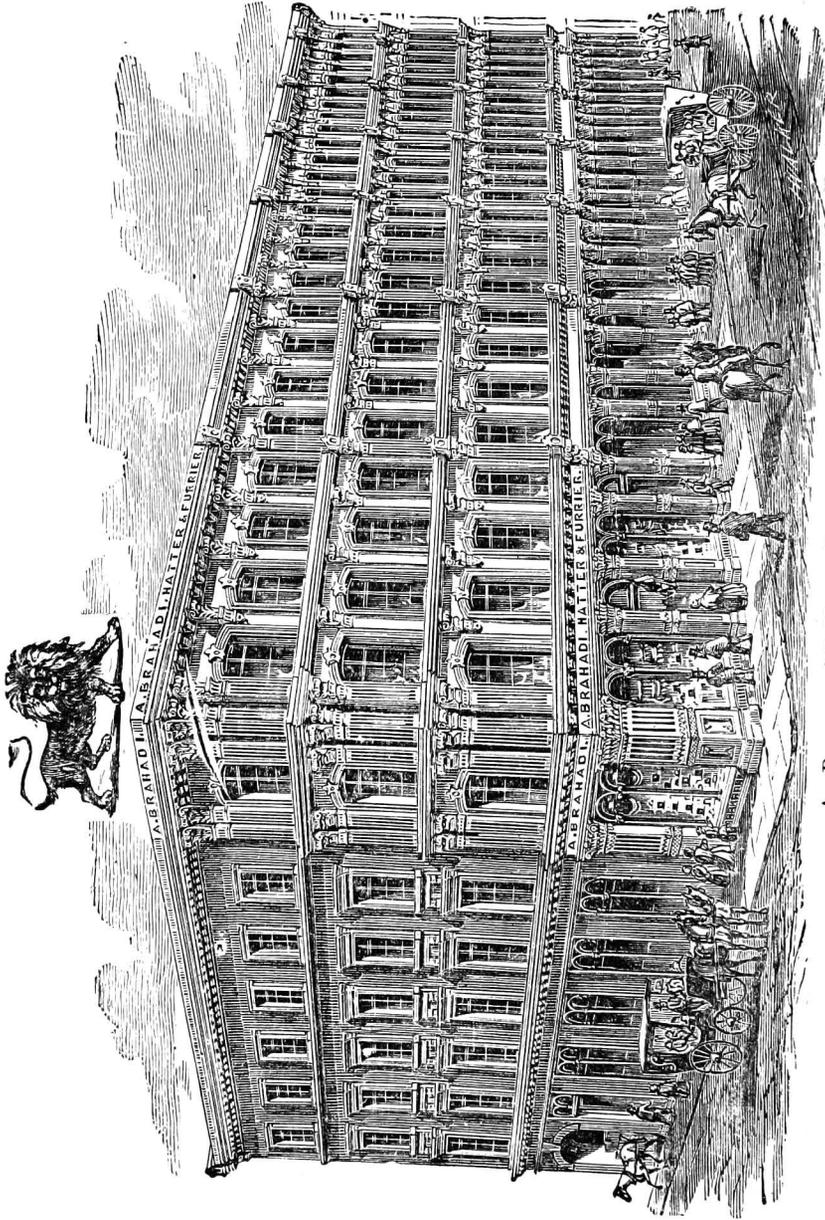
#### **Long Sault Rapids,**

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

“One of the most singular sensations we experienced,” says a distinguished traveller, “was that of sailing many miles perceptibly down hill.” This going down hill by water produces a highly novel sensation, and is, in fact, a passage of some danger, the imminence of which is enhanced to the imagination by the tremendous roar of the headlong, boiling current.

#### **Cornwall,**

at the foot of Long Sault, on the Canada side, a neat little town of about 5,000 inhabitants, contains some of the largest cotton and woollen mills in Canada. The fishing in the vicinity is good. Cornwall Island lies in the river opposite the town, and belongs to the Indians of



A. BRAHADI, 249 NOTRE DAME STREET.

**St. Regis.**

This is an old Indian village, a little below Cornwall, on the south side of the river. The tourist will observe from the deck of the steamer the old church, lifting its tin roof above the neighbouring houses. The bell hanging in this church is associated with a deed of genuine Indian revenge. On its way from France it was captured by an English cruiser, and taken into Salem, Massachusetts, where it was sold to the church at Deerfield, in the same State. The Indians, hearing of the destination of their bell, set out for Deerfield, attacked the town, killed forty-seven of the inhabitants, and took one hundred and twelve captives, "among whom was the pastor and his family." The bell was then taken down and conveyed to St. Regis, where it now hangs.

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

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

**Lake St. Francis.**

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

**Melocheville**

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

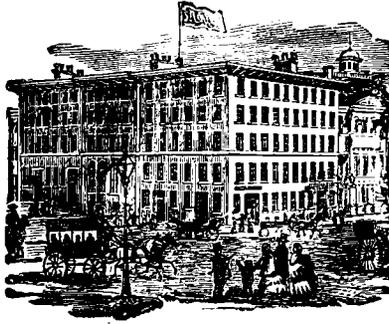
**Beauharnois**

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

**Lachine,**

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

# ST. LOUIS HOTEL,



ST. LOUIS ST., QUEBEC,

WHICH IS

Unrivalled for Size, Style and Locality

**IN QUEBEC.**

Is open throughout the year for Business and Pleasure Travel.

---

**IT IS ELIGIBLY SITUATED.**

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

**WILLIS RUSSELL,**

*Proprietor.*

### Caughnawaga

an Indian village. Its name is said to have been given it by the Jesuits; Caughnawaga signifying "praying Indian." The name was aptly bestowed, for the Indians are ardently attached to the Roman Catholic faith, and every June, in their native paint and adornments, join in celebrating the procession of the *Fête Dieu*. In this village the famous Indian game of Lacrosse is played to perfection, and here were selected the red men, who formed the aboriginal part of the "team" which in 1876 played most acceptably before Her Majesty Queen Victoria. Strange to say, the Indians have only taught the whites Lacrosse, to be "beaten at their own game." Not only in the practical arts of life, but even in the pastimes peculiarly their own, the red men are distanced by the pale faces.

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

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### To Quebec

passage is made by one of the large and elegant steamers of the Richelieu and Ontario Navigation Co. Tickets either way can be had in Company's Office in the Windsor Hotel, and steamer staterooms secured.

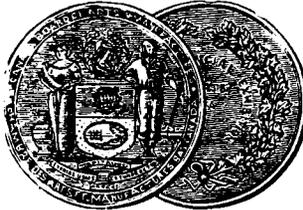
### Sorel,

forty-five miles below Montreal, is the first port at which a halt is made by the steamer. Sorel is built on the site of a fort built in

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Indian Curiosities a specialty.

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

#### **Lake St. Peter.**

The River St. Francis here enters the Lake from the south. During the descent to Quebec a great amount of shipping of every class will be passed, and immense timber rafts will be observed, floating down to the great timber mart at Quebec, sometimes in single rafts and sometimes in many, combined into a floating town, populous with hardy lumbermen, whose songs enliven the monotony of their voyage.

#### **Three Rivers,**

situated midway between Montreal and Quebec, is one of the oldest settlements in Canada, and has convents and church edifices of considerable architectural pretensions. The town was first settled in 1618. Population about 9,000.

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

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

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

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CORNER

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**INDIAN CURIOSITIES, VERY CHEAP.**

**RUSSIA LEATHER PURSES, AT LOW PRICES.**

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English Stationery a Specialty.

Quebec—the seat of ancient dominion—where jealous nations contended for supremacy, and shook its rocky throne with the roar and clash of contending arms.

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

#### **The Citadel**

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

#### **PLAINS OF ABRAHAM.**

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

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

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

The spot where fell the American General Montgomery in 1775.

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— AND —

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**233 ST. JAMES STREET,**

**MONTREAL.**

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

The Roman Catholic Cathedral with its many fine old paintings.  
The Episcopal Cathedral.

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

Spencer Wood, the residence of the Lieutenant-Governor.

Laval University, &c., &c.

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

Quebec can minister abundantly to the tastes of those who like to yacht, fish, or shoot. You can, on those mellow Saturday afternoons in August and September, meet the whole sporting and fashionable world of the Upper Town on the Dufferin Terrace or Lower Town wharves, bent on witnessing a trial of speed or seamanship between the *Mouette*, *Black Hawk*, the *Wasp*, the *Shannon*, the *Bon homme Richard*, and half a score of yachts and their owners.

As to the views to be obtained from Dufferin Terrace, the Glacis and the Citadel, they are unique in grandeur ; each street has its own familiar vista of the surrounding country.

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

# TOURISTS AND TRAVELLERS

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**TOURIST TICKET OFFICE,**  
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ST. LAWRENCE RIVER, East or West,

THE ROUTES TO

THE WHITE MOUNTAINS, LAKE CHAMPLAIN AND  
LAKE GEORGE, THE ADIRONDACK,

**Portland, Boston & New York.**

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And all Points in the Maritime Provinces.

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Tours and Excursions

To all Summer and Winter Resorts in the United States and Canada.

*Before purchasing Tickets please call for Information at the*

**Tourist Ticket Office, 136 St. James St.**

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

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

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

#### **Murray Bay,**

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

#### **Cacouna,**

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

#### **Tadoussac**

is reached, at the mouth of the Saguenay on the northern shore. The first permanent stone building erected on this continent was erected here.

#### **The Saguenay**

is the largest affluent of the St. Lawrence, having its source in Lake St. John, and a straight course of one hundred and thirty miles from the lake to the St. Lawrence. The upper half of its course is a series of falls and rapids, navigable only by canoes, and flowing through a dense and almost unknown wilderness.

The navigable ascent terminates in HA-HA BAY. Lake St. John, in which the river has its source, receives the waters of eleven large rivers, and an innumerable number of smaller streams from the vast

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IN THE BEST MANNER.

302 Notre Dame St., West.

water shed surrounding it, but discharges all its waters through this one wonderful stream.

**Statue Point,**

a perpendicular rock below Ha-Ha Bay, is a noted gem of scenery on the river.

**Cape Eternity and Trinity Bay,**

colossal promontories of sheer descent, at whose very base the largest ships may ride in the immense depth of waters, sights never to be forgotten.

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

---

**THE INTERCOLONIAL RAILWAY.**

The construction of the Intercolonial, and the connection of the Upper and Lower Provinces by a direct line of railway, has of late years opened up a new route for the tourist as well as the man of business. Each year its advantages are becoming better known, and each season sees an increase in the tide of travel upon it. Leaving Quebec, this road takes its course along the south shore of the Lower St. Lawrence. Here the picturesque French villages, the lordly river, dotted with sails, and the bold and often beautiful scenery of the shore, combine to make the beginning of an ever-varying panorama of which the eye never wearies. Beyond lies the Metapediac Valley, the Switzerland of this country, with its mountains of green and its "musical waters," where the salmon have their home. Entering New Brunswick, skirting the shores of that vast and tranquil natural harbor, the Baie des Chaleurs, the traveller is borne rapidly onward, through the famed Miramichi, and thence to Moncton, the "Heart of the Intercolonial." From this place one may either go direct to St. John, through a settled and beautiful country, cross the strait to

THE  
**OTTAWA RIVER NAVIGATION COMPANY,**



**ROYAL MAIL LINE STEAMERS,**

— BETWEEN —

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Every Afternoon during Summer, calling at Lachine to embark Passengers. Excursionists leave Montreal by 5 P.M. train for Lachine

— TO SHOOT THE RAPIDS. —

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**To CARILLON,** 55 Miles up the Ottawa, Charming Scenery, the most Delightful Day Trip in Canada, returning same day via Rapids.

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**To ST. ANNE'S** (hallowed by the memories of the Poet Moore), take 9.30 A.M., 12.30 P.M. Trains DAILY, and 2 P.M. Train on SATURDAYS, returning home by Steamer "PRINCE OF WALES."

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**Excursion Tickets to Ottawa,** up by RAIL—Canadian Pacific Railway— and returning by Steamer, for sale at WINDSOR HOTEL TICKET OFFICES.

**EXCURSION TICKETS FOR THE CELEBRATED CALEDONIA SPRINGS AT REDUCED RATES.**

The Scenery of the Ottawa River is the most Picturesque, and the route has always been a favorite one with Tourists.

The Steamers of this Line are in every way well appointed and most comfortable. Tickets, Guide Books, and further information at

**TICKET OFFICES :**

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

Prince Edward Island, "the Garden of the Gulf," or continue on to Halifax, the capital of Nova Scotia. The scenery *en route* to the latter place is varied by hill and dale, lake and stream, with towns and villages in which the evidences of prosperity and plenty meet the eye at every point. At Halifax, with its breezes from the Atlantic, its seashore and inland drives, its bathing in pure sea water on smooth and sunny beaches, and yachting or boating in the peaceful waters of spacious harbors, one may spend day after day of genuine pleasure, and return to his home, invigorated, refreshed and fitted anew for the routine of daily life. Pictou, with its views of land and sea, its ships and its mines; Cape Breton with its famous Bras d'Or winding amid enchanting scenes, historic Louisburg, or Sydney, with its coal mines reaching far into the earth, may all be visited with pleasure and profit. Within a few hours of Halifax are also such watering-places as Chester and Mahone Bay, while in other direction lies the luxuriant Annapolis Valley, the scene of the never-dying story of Evangeline.

To the sportsman the Intercolonial opens up a land in which he need never lack for occupation. In all the numerous rivers which the railway intersects are trout to be had, often of extraordinary size and quality. In all the northern rivers are salmon of magnificent size, forty pounds not being an unusual weight for one of them. Cariboo range the forests of each province, while in Nova Scotia and New Brunswick the moose, the king of the forest, still roams as of old; ducks, geese, partridge and other wild fowl in their season may be had almost anywhere along the line in abundance. All the pleasures of the woods may be enjoyed, and yet one need at no time be beyond the reach of communication with the world, by mail, express or telegraph. In short, they who desire speed in travel, combined with safety and comfort, who are urged by business or are in search of pleasure or health, will find this road the one adapted to their wants—a road over which they may travel with ease, live cheaply at any place they may visit, and behold a country which is but to be seen to be admired and visited again and again.

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#### Montreal to Ottawa.

Ottawa can be reached by the Canada Pacific Railway or the Can-

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ada Atlantic Railway in 3 hours 45 minutes. For the pleasure-seeking tourist the best route to the Capital of the Dominion, is to take the train to Lachine, which leaves the Bonaventure Street Depot every morning (Sundays excepted) at 7 a.m., and there stepping on board the steamer PRINCE OF WALES (Captain .W. Shepherd), sail up the river. By this last route we have a better opportunity of seeing the beautiful scenery of the St. Lawrence and Ottawa rivers, as they first meet. It is a bright morning, and the sun glances slantingly along the majestic waters, tinging with golden light the tips of the wavelets, as they rise, one after the other, to greet his rays. A faint mist, like a delicate veil, spreads over the bosom of the river, on which one or two islets repose, as childhood sleeps on its mother's bosom, yet it does not conceal the enchanting beauty of the scene, but adds grace and loveliness to the charms which it vainly strives to hide. It is soon dissolved, and the light breeze which has sprung up carries it all away.

Away we go stemming the current, until in due time we reach Ste. Anne, where are a succession of rapids, which we avoid by going through a lock. More islets are here, round which the Ottawa bubbles and struggles in its course, while the pretty village of Ste. Anne's reposes in quiet beauty upon the banks. This village is considered the starting-point for the Ottawa river, by all orthodox *voyageurs*, as the last church on the island of Montreal is situated here, and is, moreover, dedicated to their tutelary saint, from whom also the village takes its name. Emerging from the canal, again we enter the Ottawa, having left the St. Lawrence far astern, and, after sailing about two miles, we find the shores recede on either hand to about eight miles wide, and this recession continues for a distance of ten miles, for we are in the Lake of the Two Mountains, so called from two mountains on the north side rising four to five hundred feet from the water. The river divides here into four branches, that which we have just come up, another which diverges towards the north-east, and forms the western boundary of the Island of Montreal, the third called the Dutchman's *Chenal*, and the fourth passing Vaudreuil around the Isle Perrot. There is the Isle Jesus, and beside it Pigeon's Island, on which are the ruins of an Indian village. A few miles further on we arrive at a fine new wharf named Oka,

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**Estimates for Work given.**

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situated at the Indian Village of the Two Mountains. This village is inhabited by the remnants of two tribes, the Iroquois, and the Algonquins, as the village of Caughnawaga, opposite to Lachine, is by a remnant of the Iroquois. A Roman Catholic Church divides the settlements, as the people are all baptized into that Church. Three or four chapels stand on the mountain side. The highest peak of the mountain is called Calvary, and on certain religious fêtes of the Church it is frequented by both white and Indian. Now we stop at the villages of Como and Hudson. Both these places are the resort of some of our Montreal friends, who pass the summer months there with their families. At the head of the Lake of the two Mountains the banks contract, so that the river is not more than half a mile in width, and it continues thus narrow for about a mile, when there is again an expansion, for the length of nine miles, forming the Upper Lake of the Two Mountains. On the southern bank is Rigaud Mountain, where there is also a settlement of the same name. The river again contracts to the breadth of half a mile, and continues, sometimes broader, sometimes as narrow, until we reach Carillon.

Yonder is a raft of wood coming floating down, manned by hardy *voyageurs*, who have built their wooden hut upon the timber island they have made. Far, far back, in the thick and dark woods, have they toiled through the inclemency of winter, gathering together the huge monarchs of the forest; far, far back, where the bears prowl, and the gaunt and hungry wolves "make night hideous" with their howlings: while the hardened snow has covered the ground many feet deep, and the frost spirit has

"Bound the waters in icy chains  
By a spell unseen yet strong,"

and the cold is keen, cutting, and piercing, such a cold as can only be felt when the thermometer ranges 30° or 40° below zero; in this wild scene, in this severe season, they have toiled, felling the huge trees and fitting them for the market. And now, one by one, they have launched the logs, and, fastening them strongly together, have committed them to the river to bear them down. They have sent them rushing crib after crib down the slides, which have borne them along and plunged them again safely into the dark deep water.

**LORNE HOUSE,**

Is beautifully situated on the St. Lawrence River (near Montreal), and convenient to the Railway Depot and Steamboat landing. The mineral water is highly recommended by the Medical profession for cure of Rheumatism Dyspepsia, Liver and other affections. Reduced season rates by South Eastern Railway. Telegraph Office in house.

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**J. B. SPARROW, Manager.**

**OFFICE:**

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Refastened, and their hut rebuilt, and their low masts with broad square sails all arranged, there they go night and day, watching the floating treasure which serves them for a habitation, until they reach a market, where it is broken up and sold. Hardy, daring fellows are the *voyageurs*, simple and kind withal. Though their manners are homely, their hearts are warm. Heaven speed them down the rapids to a safe arrival and profitable sale of their hard-earned produce.

Five miles from Grenville we stop at L'Original, where a stage awaits passengers going to the celebrated Caledonia Springs, a distance of some nine miles, through a very interesting country, giving some very picturesque views. The springs are much frequented by invalids during the summer months, for the sake of the mineral waters.

There has been lately erected a large and commodious hotel with baths and every convenience. To visitors inclined for amusement, there has been provided a billiard room, ball alley, and various other ways of passing the time pleasantly. As we hurry on with the restless speed of steam, we have abundant opportunities of examining the picturesque banks of the river on both sides, until we come close up to the city. About two miles below Ottawa, on the north side, the Gatineau empties itself into the Grand River.

Gently, gracefully, the water pours over, and mingles with that of the Ottawa beneath, with just as much noise as is necessary to add to the effect. We obtain a fine view of it as the steamer passes close by. Looking ahead, we now get a splendid view of the Parliament and Departmental Buildings, standing out so prominently on the bluff called Major's Hill. These buildings only require to be visited to be appreciated. All we can say is, go and see for yourself, dear reader. And now we reach Ottawa City, picturesquely built upon three separate bluffs or ledges forming the river bank of the south side. Right before us is an imposing scene, second only to Niagara in grandeur and magnificence. The Chaudière Falls are immediately above the city, and there, with thundering cadence, the waters precipitate themselves down the precipice of forty feet in height, and gathering into a basin, boil, and seethe, and hiss, and whirl around in mad excitement, while the spray arises and the sun-

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**Manufacturers of**

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Special rates for families, and special Railroad rates from Montreal to Long Beach and return.

R. H. SOUTHGATE,

PROPRIETOR.

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

Ottawa, like Quebec, is divided into Upper and Lower Town; although some make three divisions, adding the Middle, and perhaps this last division has the advantage of being more correct. The Upper Town, as its name implies, occupies the highest part of the rocky banks, and the Middle and Lower towns are contented with a

PETROLEUM JELLY.

A NEW PRODUCT.

TRADE **VASELINE** MARK.

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The Chesebrough Manufacturing Co.

ONLY

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**TOILET PURPOSES.**

**USED EXTERNALLY** for Cuts, Wounds, Bruises, Sprains, Bites of Insects, Piles, Barber's Itch and all diseases of the Skin.

**USED INTERNALLY** for Cough, Colds, Hoarseness, Diphtheria, Croup and all affections of the Throat and Chest.

The following Toilet articles are made from Pure Vaseline :

**POMADE VASELINE,** } The Purest and Best Dressing for the Hair.

**VASELINE COLD CREAM,** } Will keep the complexion soft and clear, and  
for use after shaving.

**VASELINE CAMPHOR ICE,** } For Pimples, Blotches and local irritation,

**CAMPHORATED VASELINE,** } A highly-efficient remedy for Gout, Rheuma-  
tism, Neuralgia and special uses.

**VASELINE TOILET SOAPS,** } For Washing and Shaving purposes.

*FOR SALE BY APOTHECARIES THROUGHOUT THE WORLD.*

**C. C. CAMPBELL, AGENT,**

79 ST. JAMES STREET, MONTREAL.

less elevated position. The Rideau Canal joins the Ottawa River, through a gorge between the towns, by a succession of locks. This canal connects the Ottawa with Kingston and Lake Ontario, through a series of lakes and streams. It is 135 miles long, and forms a triangle with the St. Lawrence and the Ottawa rivers. The upper terminus is about 180 miles from Montreal, while the lower is 120 miles. A handsome bridge spans the gorge, and forms a connection between the towns. As a city, Ottawa has perhaps the most beautiful and picturesque situation of any in the Province. Built beside the magnificent Chaudière, upon a rocky elevation, commanding a fine view of the surrounding country, as far as the eye can reach, it is almost equal to Quebec itself. The fine far-stretching campaign, opened up to a great extent by hardy settlers, who have cleared for themselves a home and farm; the villages nestling among the trees, the deep dark forests extending on either hand, as yet apparently untouched by the woodman's axe, and the magnificent river, all command by turns the delighted attention, and call forth unmingled exclamations of pleasure. The city itself is well built, and the elevation of the ground has been taken advantage of to heighten the effect.

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

A line of Railway connects at Prescott with the Grand Trunk, and also, by means of a ferry, with Ogdensburg on the United States shore, whence a railroad extends as far as New York.

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

On the Bank of the Gatineau River are also situated the mills of the same name. These mills are very complete, with all the necessary apparatus for sawing the timber into deals and boards, and preparing it for the market, taking it in its rough state from the river, squaring it off, and then discharging it back again, to be made up into cribs and floated down to the Ottawa, and thence to Montreal or Quebec.

MILLINERY  
**E. IRWIN & CO.**

250 Notre Dame Street,

Importers and Dealers in

Rich Paris and London Millinery Goods,

*FANCY AND OSTRICH FEATHERS,*

**WREATHS, HEADDRESSES,**

**BRIDAL WREATHS AND VEILS,**

**FINE FRENCH FLOWERS, LACES**

**CHENILLE FICHUES, RIBBONS,**

**REAL JETS, RICH PARASOLS**

**AND ELEGANT FANCY GOODS.**

Constantly receiving from our agents in London and Paris the latest novelties out in

**FRENCH & ENGLISH TRIMMED PATTERN  
*BONNETS AND HATS***

of which we keep a large stock to select from.

*Trimmed Crape, Mourning Goods,  
and Widows' Caps a specialty.*

**E. IRWIN & CO.,**  
250 Notre Dame Street.

# ROSSIN HOUSE

TORONTO, Ontario, Canada.

The Rossin is the largest hotel in Ontario, only two blocks from Union station,

**Cor. KING AND YORK STREETS,**

**FINEST SITUATION IN TORONTO.**

Its thoroughly first-class appointments, large corridors, lofty ceilings, spacious, clean and well ventilated rooms (the whole house having been painted frescoed and decorated this spring), detached and en suite, polite and attentive employees in every department, together with unexcelled cuisine, make it specially attractive to the travelling public.

*ELEVATOR running day and night.*

**HOT AND COLD BATHS**

**ON EACH FLOOR.**

**ELECTRIC BELLS IN ROOMS.**

*Fire Escape in each bed-room.*

**Prices Graduated.**

**HENRY J. NOLAN;**

*Chief Clerk.*

**MARK H. IRISH,**

*Proprietor.*

# INDIAN CURIOSITIES

**Wholesale and Retail.**

**F. X. BRAZEAU & CO.,**

252 St. Paul and 262 Notre Dame Streets,

MONTREAL.

Have constantly on hand a general variety of works done in the Best and Neatest manner, such as

EMBROIDERY ON BARK AND CLOTH,

**BEAD WORKS,**

**PORCUPINE WORKS,**

MADE BY THE LABRADOR INDIANS,

**SNOW-SHOES** For Ladies and Gentlemen.

Black and Yellow **MOCCASINS** of all Sizes.

Bark Canoes, &c., &c., &c.

**INDIAN CURIOSITIES,**

*252 ST. PAUL STREET,*

MONTREAL INDIAN STORE

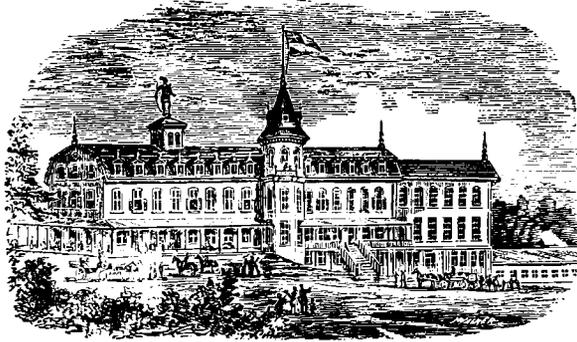
*262 NOTRE DAME STREET.*

Looking at the Ottawa altogether, it is perhaps one of the finest and most picturesque of all the rivers of Canada ; and when we consider that it drains a country of about 80,000 superficial miles, we cannot but think that many more years will not pass over without a vast change for the better in the land. Clearances effected, and comfortable farms and dwellings erected on a soil abundantly fertile, with still a background of unlimited forest for the successful prosecution of the lumber trade ; when we look at all these facts, the conclusion to which we must inevitably come is, that prosperity is written in legible characters upon the broad expanse of country stretching around us. The establishment of the seat of Government at Ottawa will also tend to open up the country and the increase will be great.



# IROQUOIS HOUSE,

The Belœil Mountains, St. Hilaire.



The above new Hotel is open from May to October. The attractions of St. Hilaire, better known as Belœil, are considerable.

## FISHING, BATHING AND BOATING,

are secured, whilst its proximity to Montreal, and its easy access by Grand Trunk Railway from all parts, and by steamer "Chaumbly" from Montreal render it the most attractive inland summer resort in the Dominion of Canada; it is above all celebrated for its pure and bracing air.

## THE "IROQUOIS HOUSE"

bears its name from the celebrated tribe of Iroquois Indians, who fought so many desperate battles with the French troops in the immediate neighborhood, and on the banks of the Iroquois river, now called Richelieu.

This beautiful spot, 1500 feet high, is on the way to Quebec, Riviere du Loup, Cacouna, White Mountains, and Portland by the Grand Trunk Railway, and Tourists bound for these places would do well to stop at St. Hilaire Station and spend a few days at the Iroquois House, and see one of the most picturesque spots in the Dominion.

A Livery Stable is attached to the Hotel, where double and single teams, Ladies' and Gentlemen's saddle horses can be had at a moment's notice. The rooms are large and airy. Indoor amusements have been provided for in the shape of

## BILLIARDS AND BOWLING ALLEYS.

A Large **BATH HOUSE**, supplied by a rushing stream of crystal water from the lake, has been erected a few yards from the Hotel.

The Iroquois House is about 2½ miles from St. Hilaire Station and 24 miles from Montreal. Grand Trunk trains run in and out of town at convenient hours, and steamers to and from Montreal twice a week.

Hotel Busses and Carriages are in attendance at all trains. All luggage checks should be given to the porters in attendance. Fare by Bus or Carriage, 30 cents.

The following scale of prices has been adopted for 1883:

Per Month, \$40.00 to \$60.00, according to accommodation.

Per Week, from \$11.00 to \$16.00, " " "

Per Day, \$2.00 to \$2.50.

Reasonable rates for children and servants.

## CAMPBELL BROS.

**JOSEPH FORTIER,**  
Manufacturing Stationer,  
*256 & 258 St. James St.,*  
MONTREAL.

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A large and fine stock of Mercantile and Fancy Stationery always on hand.

*Stock carefully selected.*

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*SOLE AGENT FOR*

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TURKISH  
Cigarettes



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**122 ST. JAMES STREET,**

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**1341 St. Catherine Street, Montreal**

# METROPOLITAN FOLDING BEDSTEAD.

PATENTED FEB. 28th, 1881.

Represents Bureaus, Sideboards, Desks.



Parlor Organs, Book Cases and other Furniture.

Queen Anne Sideboard closes and opens for use as a

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# W. F. DOGHERTY & CO.,

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*All kinds of Art Furniture made to order in Queen Anne, Eastlake, Gothic and other styles. Sketches and estimates given on application.*

**A. W. CRAIG & CO.,**  
*130 ST. JAMES STREET,*  
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*SHIRTS, COLLARS, CUFFS*

AND

**General Haberdashery.**

*A Large and Varied Stock.*

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T H E

**THOUSAND ISLAND HOUSE,**

*ALEXANDRIA BAY, N.Y.*

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The Thousand Island House is located at Alexandria Bay, directly on the famous and historic River St. Lawrence. Its scenery is absolutely unequalled, and it is easily accessible by the Rome, Watertown & Ogdensburg R. R., the Utica and Black River R. R., or by the steamboats of the St. Lawrence River.

For special rates, address the undersigned, at the Thousand Island House, Alexandria Bay, or the Albemarle Hotel, New York City.

**R. H. SOUTHGATE, Proprietor.**



We have special freight rates with Railways and Steamboats. All orders promptly attended to.

CHARLES GURD & CO., 43, 45 & 47 Jurors Street, Montreal.



# THE RUSSELL,

## OTTAWA.

*THE PALACE HOTEL OF CANADA,*

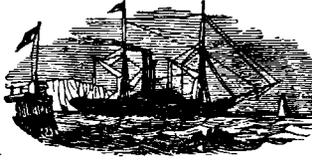
THIS magnificent new Hotel, fitted up in the most modern style, is now re opened. The Russell contains accommodations for over FOUR HUNDRED GUESTS, with passenger and baggage elevators, and commands a splendid view of the city, Parliament grounds, river and canal. Visitors to the Capital having business with the Government find it most convenient to stop at the Russell, where they can always meet leading public men. The entire Hotel is supplied with escapes, and in case of fire there would not be any confusion or danger. Every attention paid to guests.

**JAS. A. GOUIN,**

PROPRIETOR.

# DOMINION LINE

|             | Tons.   |         | Tons.   |
|-------------|---------|---------|---------|
| Sarnia      | 3,850 " | Oregon  | 3,850 " |
| Brooklyn    | 3,600 " | Toronto | 3,300 " |
| Montreal    | 3,300 " | Ontario | 3,200 " |
| Dominion    | 3,200 " | Texas   | 2,700 " |
| Mississippi | 2,700 " | Quebec  | 2,600 " |



**VANCOUVER 5,700 TONS.**

## Sail from Quebec EVERY SATURDAY for Liverpool.

These steamships are of the highest class, built in water tight compartments, and fitted up with all modern improvements, carry stewards, stewardesses, and surgeon. It has been and will be, the aim of the Company to make their passengers as comfortable as possible.

### The Saloon, Music Room, Staterooms, and Smoking Room,

in these steamers are amidships, where but little motion is felt, and are fitted up luxuriously and passengers, as a rule, suffer but little from sea sickness.

### THE VOYAGE FROM QUEBEC,

is the most desirable one for passengers, being nearly 500 miles shorter than from New York, and three days of it, in the comparatively smooth waters of the Gulf and River St. Lawrence, famed for its beautiful and picturesque scenery.

### PREPAID STEERAGE CERTIFICATES

issued from all parts of England and the Continent, to Canada and the United States, at very low rates. The steerages are exceptionally lofty, and well ventilated.

### Rates of Passage

**From Quebec \$50, \$60, \$65 and \$80, according to Steamer and Berth. Return \$90, \$108, \$117 & \$144, Intermediate \$40. Steerage \$24.**

For further particulars, apply in LIVERPOOL to Flinn, Main and Montgomery, Man'g Directors, 24 St. James Street, or to

**DAVID TORRANCE & CO.,**

General Agents,

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# CANADIAN PACIFIC RAILWAY.

## Eastern Division.

### The Great Scenic Route of Canada

WITH

### The Finest Equipped Passenger Trains in the world.

No one traveling through Canada should fail to visit

## OTTAWA

THE CAPITAL OF THE DOMINION.

The Government Buildings, Rideau Hall, the residence of His Excellency the Governor General and Her Royal Highness the Princess Louise, the Public Institutions, the Churches, and Chaudiere Falls, second only to Old Niagara in grandeur, all combine in forming an attractive picture no where else to be found on this Continent.

BE SURE TO SECURE YOUR TICKETS VIA

### The Grand Palace Car Line

On whose Fast Express Trains between

## MONTREAL & OTTAWA.

ARE RUN.

The Celebrated "Carillon" and "Lachine"

*The Grandest Drawing Room Cars in America.*

## REMEMBER

At Calumet midway between Montreal and Ottawa—the noted Caledonia Springs, whose waters are so extensively used for their medicinal properties and wonderful curative powers, are easily accessible by ferry and stage from the Station.

For Tickets, Rates, Seats in Drawing Room Cars, Time Tables and Information regarding Routes, &c., apply at Ticket Office in the Rotunda of this Hotel or at the Company's City Ticket Office.

**103 ST. JAMES STREET, MONTREAL.**

**W. C. VAN HORNE,**  
*General Manager.*

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*General Superintendent.*

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OF THE  
MEDICAL HALL,

North-west corner of the Hotel.

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GENUINE DRUGS AND CHEMICALS,  
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SOAPS, SPONGES AND TOILET ARTICLES  
OF EVERY DESCRIPTION.

