THE

TRAVELLER'S GUIDE

TO

THE RIVER ST. LAWRENCE

AND

LAKE ONTARIO.

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TO THE

RIVER ST. LAWRENCE

AND

LAKE ONTARIO.

BY ROBERT W. S. MACKAY.

Montreal:

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THE

TRAVELLER'S GUIDE,

&c. &c.

We will suppose the Traveller to have arrived in Montreal, the principal City of British North America, and that his first object will very naturally be that of securing a comfortable residence during his sojourn here, to which end we proceed at once to give a list of the principal Hotels in the City, which are :

Adelphi Hotel,.....Place d'Armes.
Canada Hotel,.....St. Gabriel Street.
City Hotel,.....St. Paul Street.
Commercial Hotel,.....Commissioners Street.
Exchange Coffee House,.St. Paul Street.
Eagle Hotel,.....M'Gill Street.
Fellers' Hotel,.....St. Paul Street.
Gould's Hotel,.....College Street.
Grant's Hotel,.....St. Henry Street.

Orr's Hotel,.....Notre Dame Street.
Rasco's Hotel,.....St. Paul Street.
Swords' Hotel,.....St. Vincent Street.
Tetu's Hotel,.....Great St. James Street.
Victoria Hotel,.....Place d'Armes.

There are also many respectable Taverns and Boarding Houses, where all classes of Travellers can be accommodated according to their means.

The City of Montreal is situated on the Island of the same name, in Latitude 45° 30' North, and Longitude 73° 22' West from Greenwich. It is the Capital of British North America, and the residence of the Governor General, and the heads of the various Civil and Military Departments connected with the Government of Canada.

The City is well built, and extends along the River St. Lawrence nearly three miles, a great portion of which is occupied by splendid cut stone Wharves, which are unrivalled in beauty or magnitude by any thing of the kind on this continent.

The principal Streets run parallel to the River, and are intersected by others at right angles, extending to the base of the Mountain, (Mount Royal,) from which the City derives its name.

The Island on which the City stands is formed by the junction of the mouths of the Ottawa with

the St. Lawrence. It is twenty-eight miles long, ten miles in breadth, and about seventy in circumference. It mostly belongs to the Seminary of St. Sulpice, a Roman Catholic religious order, to whom it yields a large revenue. Its fertility is such as to justly entitle it to the appellation of "The Garden of Canada," by which it is frequently designated. The Public Buildings in Montreal are numerous, and rapidly increasing; and the population of the City is, at the present time, (July 1845,) about 50,000.

The environs of the City afford many delightful drives and beautiful prospects, and visitors are universally gratified by the splendid panoramic view which can be obtained from the brow of the Mountain or the Towers of the Roman Catholic Cathedral.

For a more full description of the City, the Tourist is referred to the "Stranger's Guide to Montreal."

After having devoted a sufficient time to Montreal, the Tourist usually proceeds to Quebec, the ancient Capital of Canada, a City which presents an aspect entirely different from that of any other on the American continent. Two lines of Steamboats are at present employed on this route, and

the trip is usually made in about twelve hours, at a cost varying from two to four dollars, for cabin, and from one quarter to one dollar, for deck passengers. The Boats leave Montreal at six o'clock each evening, (Sundays excepted.) The lines now running are :

The People's Line.

The Quebec,.....Captain GEORGE ROCHE.
The Rowland Hill,.....Captain J. B. RYAN.
The Charlevoix,.....

The Royal Mail Line.

The Montreal,.....Captain J. D. ARMSTRONG.
The Lord Sydenham,..Captain C. L. ARMSTRONG.
The Queen,.,.....

The following are the principal places on the route to Quebec. viz :

Long Point,.....	6 miles below Montreal, on the North Shore.
Point aux Trembles,	9 miles below Montreal, on the South Shore.
Varennes, ...	15 miles below Montreal, on the South Shore.
Repentigny,.....	18 miles below Montreal, on the North Shore.

St. Sulpice,..... 24 miles below Montreal, on the South Shore.
Lavaltrie,..... 30 miles below Montreal, on the South Shore.
Lanoraie,..... 36 miles below Montreal, on the South Shore.
Sorel,..... 45 miles below Montreal, on the South Shore.
Port St. Francis,.... 83 miles below Montreal, on the South Shore.
Three Rivers,..... 90 miles below Montreal, on the North Shore.
Deschambault,.....135 miles below Montreal, on the North Shore.
Cap Santé,.....150 miles below Montreal, on the North Shore.
Point aux Trembles,159 miles below Montreal, on the North Shore.
Quebec,.....180 miles below Montreal, on the North Shore.

The first place of importance in descending the River, is VARENNES, on the South Shore, distant fifteen miles from Montreal, and celebrated for its Mineral Springs, where an excellently kept hotel has been lately opened by Mr. Flight. The massive Church, with its two spires, presents

a beautiful appearance from the River, and the Rouville Mountain, which rises grandly in the South East, its summit crowned by an immense Cross, raised to commemorate the triumphant success of the Temperance cause in that part of Canada, greatly exalts the character of the scenery.

SOREL, or WILLIAM HENRY—forty-five miles below Montreal, at the junction of the Richelieu and the St. Lawrence—is a neat thriving village of about 2,500 inhabitants. It is also a Military Post of some importance, as it commands the navigation of the Richelieu, and the water communication between Lake Champlain and the St. Lawrence, which is now completed by means of the Chambly Canal. The Steamers stop to land passengers here.

LAKE ST. PETER—fifty miles below Montreal —is an expansion of the River, which spreads out to a width of from twelve to fifteen miles, and so continues for about twenty-five miles, until you reach Port St. Francis, eighty-three miles below Montreal, where it again contracts to its usual width.

THREE RIVERS—ninety miles below Montreal, on the North Shore—is one of the oldest settled

towns in Canada, containing a population of between four and five thousand inhabitants. It is celebrated for the great St. Maurice Iron Forges in its vicinity, from which an immense supply of hollow ware is annually furnished; the Three Rivers' stoves, in particular, are preferred in Canada to those of any other manufacture. The Steamers land passengers and take in wood here, and an excellent hotel is kept by Mrs. Ostrom, close to the wharf.

The RICHELIEU RAPIDS—forty-five miles above Quebec—extend eight or ten miles. The channel of the River is very narrow here, and the navigation difficult at low water.

CAP SANTE'—thirty miles from Quebec—is situated on the North Shore. The banks of the River are here elevated some sixty or eighty feet above the water, and are almost perpendicular.

CAP ROUGE—eight miles above Quebec—is next passed, when the Citadel of Quebec comes in view, presenting a sight at once grand and deeply interesting, from the historical associations with which it is connected.

WOLFE'S COVE is next passed, and the Steamer rapidly approaches the wharf, passing through a

dense line of shipping, moored beneath the tower-crowned heights of Cape Diamond.

QUEBEC—the second City in British North America—is situated in Latitude 46° 47′ 17″ North, and Longitude 70° 56′ 30″ West from Greenwich. The population of the City and Suburbs is at present estimated at about 40,000, and is believed to be slowly but steadily increasing. The principal Hotels are:

UPPER TOWN.

Payne's Hotel,.....Place d'Armes.
Albion Hotel,.....Palace Street.
Globe Hotel,.....St. Lewis Street.

LOWER TOWN.

Ottawa Hotel,.....Sault au Matelot Street.
London Coffee House,....Cul de Sac Street.
Globe Hotel,.... .....St. Peter Street.
St. Lawrence Hotel,.....St. Peter Street.

There are also numerous Taverns and Boarding Houses.

Quebec has been termed the "Gibraltar" of North America, and is well deserving of the appellation, as all that art can do has been ad-

ded to what nature has done, to render its fortifications impregnable.

As it would be foreign to the purpose of this little publication to swell its pages by a description of all that is worthy of being seen in Quebec, the Tourist or Traveller is referred to Mr. Hawkins' Stranger's Guide to that City, which will furnish every desirable information.

The late calamitous fire, by which nearly one-third of the population were rendered houseless, and the entire Suburb of St. Roch destroyed, is, of course, familiar to all, and as the Visitors will doubtless feel a melancholy interest in the subject, we give, for their information, the following, which is believed to be a nearly correct estimate of the loss, viz:

Buildings destroyed, about 1600 in all, of which 1200 were dwellings. Total estimated loss about three millions and a half of dollars, of which there was insured about half a million of dollars. Lives lost, about forty. This awful conflagration spread with such frightful rapidity, that the stoutest hearts were paralysed; and it was mainly owing to the unparalleled exertions of the brave Garrison, consisting of the 43d and 89th Regi-

ments, and part of the Royal Artillery, that it was at length arrested.

During the Summer months, there are occasional Pleasure Trips made by Steamboats to Kamouraska and the Saguenay River, from Quebec. The fare varies from ten to sixteen dollars on those occasions, and the time occupied, from three to five days. The scenery of the Saguenay is represented as being extremely magnificent, and all who have enjoyed the excursion pronounce it truly delightful.

Steamboats leave Quebec every afternoon at five o'clock, (Sundays excepted,) during the period of navigation, and arrive in Montreal the next morning, in time for the Upper Canada and Lake Champlain Steamboats and Stages. The fare is the same as on the downward passage.

During the Winter months, there is a regular daily Stage Line between Quebec and Montreal. The time occupied is two days—stopping one night at Three Rivers, at the excellent Hotel kept by Mrs. Ostrom—and the fare is usually eight or ten dollars.

There is also a Stage Line, in Winter, from Quebec, by the Kennebec Road, to Portland and

Boston, forming a connecting link with the Royal Mail Line of Steamers to England.

Route to New York.

Travellers desirous of proceeding to New York from Montreal, take the Steamer *Prince Albert*, to Laprairie, at nine o'clock, A. M., and are conveyed thence, by Railroad, to St. Johns, where the commodious and elegant Steamboats that navigate Lake Champlain, receive them. This route abounds in highly picturesque and romantic scenery. The accommodations are unrivalled, and the present fares exceedingly low.

Route to Canada West.

Stages leave M'Gill Street, Montreal, every day, at half-past ten o'clock, running in connexion with the Steamer *Chieftain*, from Lachine to the Cascades, by Coaches from Cascades to Coteau du Lac, over a planked road, and by the Steamers *Highlander*, *Canada* and *Gildersleive*, from Coteau du Lac to Kingston—passing through the Cornwall Canal and the Thousand Islands by daylight—making the trip from Montreal to Kingston in about twenty-six hours—arriving in time for the Royal Mail Boats for Toronto and

the intermediate ports, and also for the American Boats for Sackett's Harbour, Oswego, Rochester, and Lewiston. The fare to Kingston, for first class passengers, is eight, and for second class passengers, four dollars. The distances on this route are as follows :

FROM	MILES.	
Montreal to Lachine,.....	9	by Stage.
Lachine to Cascades,.....	24	by Steamboat.
Cascades to Coteau du Lac,	16	by Stage.
Coteau du Lac to Cornwall,	41	by Steamboat.
Cornwall to Dickinson's Landing,.....	12	by do.
Dickinson's Landing to Kingston,.....	110	by do.
	212	

KINGSTON—lately the Capital of Canada—is situated in Latitude 44° 8′ North, and Longitude 76° 41′ West from Greenwich. The Town contains about 10,000 inhabitants, and has been greatly improved within the last few years. It is defended by strong Fortifications, and is the principal Naval depot on Lake Ontario. The Navy Yard and Fort Henry are well worthy of

a visit. Permission to see them can be obtained from the Officer commanding the Garrison.

The principal Hotels are :

North American Hotel,...King Street.
Lambton House,.....Princess Street.
Exchange Hotel,.....Ontario Street.
Bamford's Hotel,.....Princess Street.

There is also a very good house, kept by Mr. Bone, at the Kingston Mineral Springs.

Steamboats leave Kingston every afternoon, at five o'clock, for Sackett's Harbour, Oswego, Rochester, and Lewiston, and one of the Royal Mail Line of Boats to Toronto, which consists of :

The Sovereign,.....Captain Sutherland.
City of Toronto,.....Captain Dick.
Princess Royal,.....Captain Colcleuch.

Leaves Kingston each evening, (Sundays excepted,) at seven o'clock, for Toronto, calling at the intermediate ports on the British side of the Lake, which are : Windsor, Darlington, Bond Head, Port Hope, and Cobourg. The distance from Kingston to Cobourg is 110 miles, from Cobourg to Port Hope, 7 miles, and from Port Hope to Toronto, 60 miles—in all, 167 miles. The cabin fare is five, and the deck fare two dollars to Toronto, by this line.

There is a regular line of Mail Stages between Kingston and Montreal, and *vice versa*, in Winter. The time occupied on the route is two days, (travelling all night,) and the fare is usually ten dollars.

Cobourg—one hundred and ten miles from Kingston—is handsomely situated in a fine agricultural country. The town shows to much advantage from the water. It contains about three thousand five hundred inhabitants, and has several good Hotels and Taverns. A steam communication is constantly kept up between here and Rochester, the distance being about eighty-five miles, and the charge about $2 for cabin passage.

Port Hope—seven miles west from Cobourg—is a flourishing town containing about three thousand inhabitants, it is likewise in the midst of a finely cultivated country, and possesses the advantage of having good water power in the neighbourhood, upon which are erected several manufacturing establishments.

City of Toronto—(formerly Little York)—was the Capital of Upper Canada, until the Union of the Provinces—it is situated in Latitude 43° 35′ North, and Longitude 79° 36′ West from

Greenwich ; it is the third place in rank and population in Canada, containing over twenty-thousand inhabitants, and is steadily and rapidly increasing.

Great improvements have taken place within the last few years ; the Streets are now admirably paved, the City is well lighted with Gas, Water-Works have been erected, and, taken altogether, it presents an appearance of wealth, enterprise, industry and neatness, not surpassed by any place in Canada.

The principal Hotels are :

British North American Hotel,.....Front Street.
Wellington Hotel,.....Front Street.
Stone's Hotel,.....King Street.
City Arms Hotel,.....

Steamboats leave Toronto daily (during the period of navigation,) for almost every place of importance on Lake Ontario. One of the Royal Mail Line for Kingston leaves daily, (Sundays excepted,) at noon, arriving in Kingston the next morning in time for the downward boats to Montreal. The fare is five dollars for cabin, and two dollars for deck passengers, by this line. There are also a number of small propeller boats run-

ning between Toronto and Montreal, calling at Cobourg, Kingston, &c. on the downward trip; the passage to Montreal is generally made in four or five days (sometimes in three,) and the expense is generally five or six dollars for cabin passage.

A Steamer leaves every morning for Niagara and Lewiston, returning the same afternoon; the distance is forty-five miles, and the passage is generally made in between three and four hours; the fare is generally a dollar and a half for cabin, and three quarters of a dollar for deck passage.

Steamers leave Toronto every morning and afternoon for Hamilton; and the intermediate places, the distance, forty-five miles, is generally run in about five hours, (including stoppages;) the usual cabin fare is one dollar, and deck fare half a dollar.

There is also a daily line between Toronto and Rochester. The distance is about one hundred miles; the usual cabin fare is three dollars, and deck fare one dollar and a half.

The American Line of Steamboats, running between Ogdensburg and Lewiston, touch at Kingston and Toronto, to land and receive passengers.

The splendid Steamer *Chief Justice Robinson*,

Captain Richardson, runs during the summer months, between Queenston (below the Niagara Falls) and Kingston, touching at the intermediate ports. Visitors to the Falls, (whether going or returning,) taking passage by this fine boat, can see *all* the important places on the Lake.

There is a Stage communication in Winter, between Toronto and Kingston; the distance is one hundred and seventy miles, and the usual fare is ten dollars.

HAMILTON—situated on Burlington Bay, at the West end of Lake Ontario—is now a flourishing town, of between five and six thousand inhabitants, and is rapidly increasing in population, wealth and improvement. It is connected by a daily line of Steamboats, with Toronto and Lewiston, and by Stages with London, and the Western District. The admirable situation of Hamilton, upon one of the largest and most secure harbours on Lake Ontario, and in the centre of a thickly settled and well cultivated country, is such as to render its continued prosperity all but certain, and the energy and enterprise of its merchants and people generally, well merit that such should be the case.

The principal Hotel is the *Royal Exchange;*

there are, however, several other well kept Inns, and a number of good Taverns and Boarding Houses.

On leaving Toronto for the Falls, the first place at which the Boat touches is Niagara, a handsome Village, situated at the mouth of the Niagara River, and directly opposite Fort Niagara, on the United States side of the River. The Town contains about two thousand five hundred inhabitants, and is possessed of a considerable trade in Ship and Steamboat building, and also in the manufacture of Steam Engines and Machinery. The Niagara Dock Company have a marine railway here, and give employment to a large number of operative mechanics.

Fort George—which was the scene of severe fighting, between the British and American forces in 1813—is now in ruins, but a new fortification called Fort Missisauga, has been erected directly opposite the American fort of Niagara.

Queenston—seven miles from the mouth of the Niagara River, and eight miles below the Falls—is directly opposite Lewiston, with which it is connected by a Ferry ; the Village contains about six hundred inhabitants, and is celebrated as being the scene of the deadly conflict, between

the British and American forces, in which the brave General Brock lost his life, while leading on his men to attack the Heights, of which the American Army had temporarily succeeded in obtaining possession.

The attack in which General Brock fell, was completely successful, and the result was the capture of the entire American force engaged, amounting to about one thousand men, including General Scott, the present Commander in Chief of the American Army, who was then a Colonel of Artillery.

A monument to his memory now stands near the spot where Brock fell, which is much shattered by an attempt made to blow it up, by a scoundrel named Lett, who was concerned in the Rebellion of 1837, and has since met with some meed of his deserts, in the New York State Prison, at Auburn. An Obelisk to the memory of General Brock is now in the course of erection, on a site near the former monument, (which is a column,) on the completion of which, the latter will be entirely removed.

From Queenston, there is a Railroad to the Falls of Niagara, where the visiter can obtain every information requisite, from the polite and

attentive hosts of the various Hotels, both on the British and United States sides of the River.

The *Clifton House*, on the Canadian side of the River, is kept by Mr. Griffin, in a very superior style, the site of this house was selected as affording the best view of the Falls, and both Falls are visible from every window on the front of the house, occupied by guests.

DRUMMONDVILLE—one mile West of the Falls—is celebrated as the scene of the Battle of Lundy's Lane, between the British and American Armies, on the 25th July, 1814. Tourists generally visit the field of battle, and the guide, who was himself an actor in the scene, gives quite a vivid description of the conflict. The British forces were under the command of General Drummond, and the Americans, of General Brown, who retreated after the action, leaving his wounded to the care of the British. The killed and wounded of both Armies were little short of two thousand men; the entire forces engaged being about six thousand in all.

CHIPPAWA—two miles above the Falls—contains a population of nearly one thousand souls, and is noted as the scene of a sharp action, fought on the fifth of July, 1814, between the British forces,

under Major General Riall, and the Americans, under General Brown.

NAVY ISLAND—opposite Chippewa—is now notorious, as the point from whence Wm. Lyon McKenzie issued his Proclamations, as Provisional President of Canada, and also for the destruction of the Steamer Caroline, (which was engaged in carrying passengers and arms from the American shore,) on the night of the 29th December, 1837.

WATERLOO—seventeen miles from Chippawa, and three from Buffalo, with which it is connected by a Steam Ferry—is a neat and flourishing Village, and is the last on this line of any importance.

Travellers crossing from the British side of the Niagara River, from Queenston to Lewiston, or at the Falls, will find a Railroad line connecting with Buffalo, twice or thrice daily; the fare on this route is very moderate, and the accommodations good.

Route to the Caledonia Springs and Bytown.

As this has now become a favorite pleasure trip, not only with the Canadian population, but

also with strangers, from all parts of America, a synopsis of the route is subjoined.

Stages leave Montreal daily for Lachine, distance nine miles, where the traveller embarks on one of the small Steamers, which ply on this route. At St Ann's, twenty miles above Lachine, the boat passes through the splendid Locks, lately completed, to obviate the difficulties of the Rapids which exist in the River.

Two miles West of St Ann's, commences the Lake of Two Mountains, which is an expansion of the Ottawa, about ten miles long, and eight wide ; here a branch of the River diverges to the North East, forming the boundary of the Island of Montreal ; two hills to the North, elevated about five hundred feet above the River, at the distance of a few miles, give a name to this body of water.

The Indian Village of Two Mountains is situated on the North side of the Ottawa, about thirty miles from Lachine ; here reside the remains of two tribes of the Mohawks and Algonquins.

CARILLON is a few miles further up, on the North side of the River ; there are rapids here,

and the navigation is continued by means of a Lock and Canal.

At POINT FORTUNE, opposite Carillon, passengers for the Caledonia Springs take the Stage for L'Orignal, a distance of eighteen miles ; from L'Orignal the route diverges South, nine miles, to the Springs; the fare is usually 3 to 4 dollars.

The CALEDONIA SPRINGS, now so justly celebrated, have been mainly brought into public notice by the exertions of Mr. Parker, added to their own intrinsic merits. Invalids, from all parts of the North American Continent, now visit them in quest of health, and in most cases successfully. And those who travel for pleasure are induced to pay them a visit, by a knowledge of the fact that every accommodation and luxury which can be obtained by a liberal outlay of money, have been abundantly supplied by the enterprising proprietor. For a more full description of those Springs, see Mr. Parker's Guide to the Caledonia Springs, which is distributed gratis to visiters.

On ascending the Ottawa from L'Orignal, the beauty of the scenery continues to increase till you reach Bytown, fifty-five miles above, where the Rideau Canal is united with the River

by means of a series of splendid Locks, of the most superior description of workmanship. By-town is one hundred and twenty miles West from Montreal, and one hundred and thirty miles North East from Kingston ; the town contains a population of between six and seven thousand souls, and is the seat of several flour and grist mills, and the centre of a rapidly increasing agricultural country. There is a large business done here, and many good buildings have been recently erected. The Falls of the Chaudière, above, and those of the Rideau, a short distance below, the Town, are well worthy of a visit. The fare to Bytown, by the regular line, is usually five dollars. A class of small propeller boats, ascend by this route to Kingston and Toronto, during the period of navigation, the fare by which is generally three dollars to By-town, five dollars to Kingston, and six dollars to Toronto, for cabin passengers ; it is sometimes lower, but is subject to variations.

There is also a line of small Steamers running between Bytown and Kingston, as Passenger Boats ; they are well found and commanded,and afford a comforatble means of travel, at a moderate fare.

Value of Current Coins in Canada.

			Currency.
The English Sovereign, generally passes in trade for.....	£1	4	6
The English Crown piece.....	0	6	1
The Half Crown piece.....	0	3	0½
The English Shilling.....	0	1	3
The English Sixpence.....	0	0	7½
The American Eagle.....	2	10	0
The American Half Eagle.....	1	5	0
The Dollar (Mexican or Spanish.)..	0	5	1
The Half Dollar.....	0	2	6½
The York Shilling or Real.....	0	0	7½
The Dime or Ten Cent piece.....	0	0	6
The Half Dime.....	0	0	3

American Travellers will find it facilitate an understanding of the Canadian Currency, to bear in mind that twenty cents are equivalent to one shilling currency, and so in proportion throughout.

The Traveller who is proceediug to the West of Buffalo, will generally avail himself of one of the splendid Steamboats, which leave that city daily, and as there are abundant Guide Books published there, which contain all that can be of service, it has not been considered necessary to refer

to the travel on the Upper Lakes, the object of this little work being to furnish a guide to that portion of the St. Lawrence and Lake Ontario, which has hitherto been much neglected in publications of a similar nature.

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