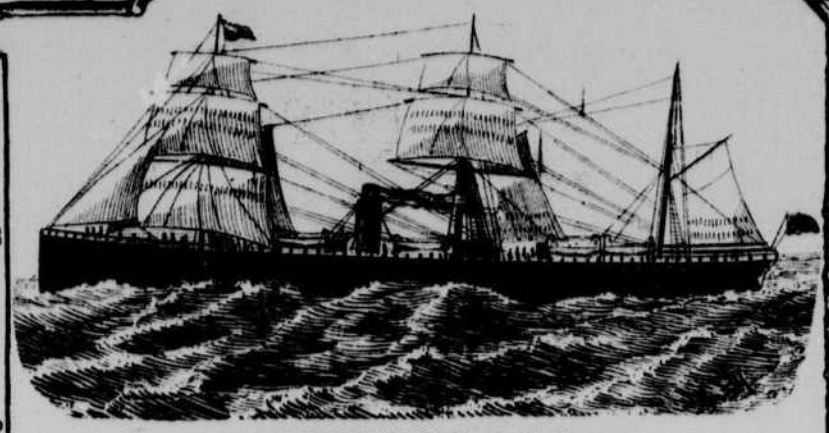


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1873.

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NEWFOUNDLAND	1500	"	Capt. MYLIUS.

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INTERMEDIATE and STEERAGE STEWARDESSES carried by each Steamers, for the purpose of attending to the wants of Females and Children.

From Quebec (every Saturday), to Londonderry and Liverpool.

Cabin, $70 and $80, according to accommodation; Steerage, $25. Children under 12 years of age, $6 per year in After Cabin, and $5 per year in Forward Berths; under 1 year FREE. Steerage over 1 year and under 12, $2 per year; under 1 year, FREE. Servants in Cabin, $30. Intermediate Passengers not carried from Quebec to Liverpool.

From Liverpool every Thursday or Londonderry every Friday to Quebec.

Cabin, £15 15s. Stg., or $78.75, to £18 18s. Stg., or $94.50 according to accommodation. Children under 12 years of age 30s. Stg., or $7.50 per year in After Cabin; and 25s. Stg., or $6.25 per year in Forward Berths. Intermediate, £9 9s. Stg., or $47.25; Children from 1 to 8 years, Half Fare; under 1 year, £1 1s. Stg., or $5.25. Steerage £6 6s. Stg., or $31.50; Children under 12, Half Fare; under 1 year, FREE. Servants in Cabin, £14 Stg., or $70. Children and others not provided for in the Certificates of the friends whom they are accompanying, must pay the usual cash rates at port of embarkation.

RETURN TICKETS.

From Quebec to Londonderry or Liverpool and back to Quebec.

First Class, $160; Children under 12 for each year of age, $13. Before Gangway, $140; Children under 12 for each year of age $11. Steerage, $50; Children under 12, for each year of age, $4. Servants in Cabin, $100.

FROM QUEBEC TO GLASGOW.

Cabin, $60.00; Intermediate, $40.00; Steerage, $24.00. Children under 12 years of age $5.00 per year in Cabin; $3.00 per year in Intermediate; and $2.00 per year in Steerage; under 1 year FREE.

FROM GLASGOW TO QUEBEC.

Cabin, £13 13s. Stg., or $68.25; Children under 12 years of age 27s. Stg., or $5.75 per year. Intermediate, £9 9s. Stg., or $47.25; Children from 1 to 8 years, Half Fare; under 1 year, £1 1s. Stg., or $5.25. Steerage, £6 6s. Stg., or $31.50; Children under 12 Half-Fare; under 1 year, FREE; Children and others not provided for in the Certificates of the friends whom they are accompanying, must pay the usual cash rates at port of embarkation.

RETURN TICKETS.

Quebec to Glasgow and back to Quebec.

Cabin, $120.00; Children under 12, for each year of age, $10.00. Intermediate, $80.00; Children under 12, for each year of age, $6.50. Steerage, $48.00; Children under 12, for each year of age, $4.00.

Intermediate Passengers are Furnished by the Company with Beds, Bedding, and other requisites.

From Baltimore to Queenstown or Liverpool.

Cabin, $75, Gold; Children from 1 to 12 years, Half-Fare; under 1 year, FREE. Steerage, $30, currency; Children from 1 to 12 years, Half-Fare; under 1 year, FREE. Servants in Cabin, $50, Gold.

From Halifax to Queenstown or Liverpool.

Cabin, $75; Children from 1 to 12 years of age, $6.00 per year; under 1 year, FREE. Steerage, $25; Children from 1 to 12 years, $2 per year; under 1 year, FREE. Servants in Cabin, $50. Intermediate Passengers not carried from Halifax or Baltimore.

From St. Johns to Queenstown or Liverpool, or vice versa.

Cabin, £15, or £13 Sterling, according to accommodation. Intermediate, £10 Sterling; Steerage, £6 Sterling.

From Halifax to St. Johns, or vice versa.

Cabin, $20 or $18; Children from 1 to 12 years, $2 per year. Steerage, $6; Children from 1 to 12 years, 50c. per year.

From Quebec or Baltimore to St. Johns, or vice versa.

Cabin, $35; Children from 1 to 12 years, $3 per year. Steerage, $20; Children from 1 to 12 years, $1.75 per year.

From Quebec or Baltimore to Halifax, or vice versa.

Cabin, $20; Children from 1 to 12 years, $2; Steerage, $12; Children from 1 to 12 years, $1.

From Liverpool or Queenstown to Halifax or Baltimore.

Cabin, £15 15s. Sterling, or $78.75 and $18 18s. Stg., or $94.50; Children from 1 to 12 years, £1 10s. Stg., or $7.50 per year, and 25s. Stg., or $6.25 per year; under 1 year, FREE. Intermediate, Adults over 8 year, £9 9s. Stg., or $47.25; Children from 1 to 8 years, Half-Fare; under 1 year, £1 1s. Stg., or $5.25. Steerage, Adults over 8 years, £6 6s. Stg., or $31.50; Children from 1 to 8 years, Half-Fare; under 1 year, £1 1s. Stg., or $5.25. Servants in Cabin, £14, or $70.

From Halifax to Queenstown or Liverpool, and return to Halifax.

Cabin, $140; Children under 12 years, $12 per year; under 1 year, FREE. Steerage, $50. Children under 12 years, $4 per year; under 1 year, FREE. Servants in Cabin, $100.

Steerage Passengers require to provide their own Beds and Bedding, and Eating and Drinking Utensils.

First Cabin Passengers are allowed 20 cubic feet; Intermediate Passengers, 15 cubic feet, and Steerage Passengers, 10 cubic feet of baggage, FREE. All excess will be charged at the rate of One Shilling and Six Pence, Stg., per foot for Ocean Freight, and the customary rate per Rail.

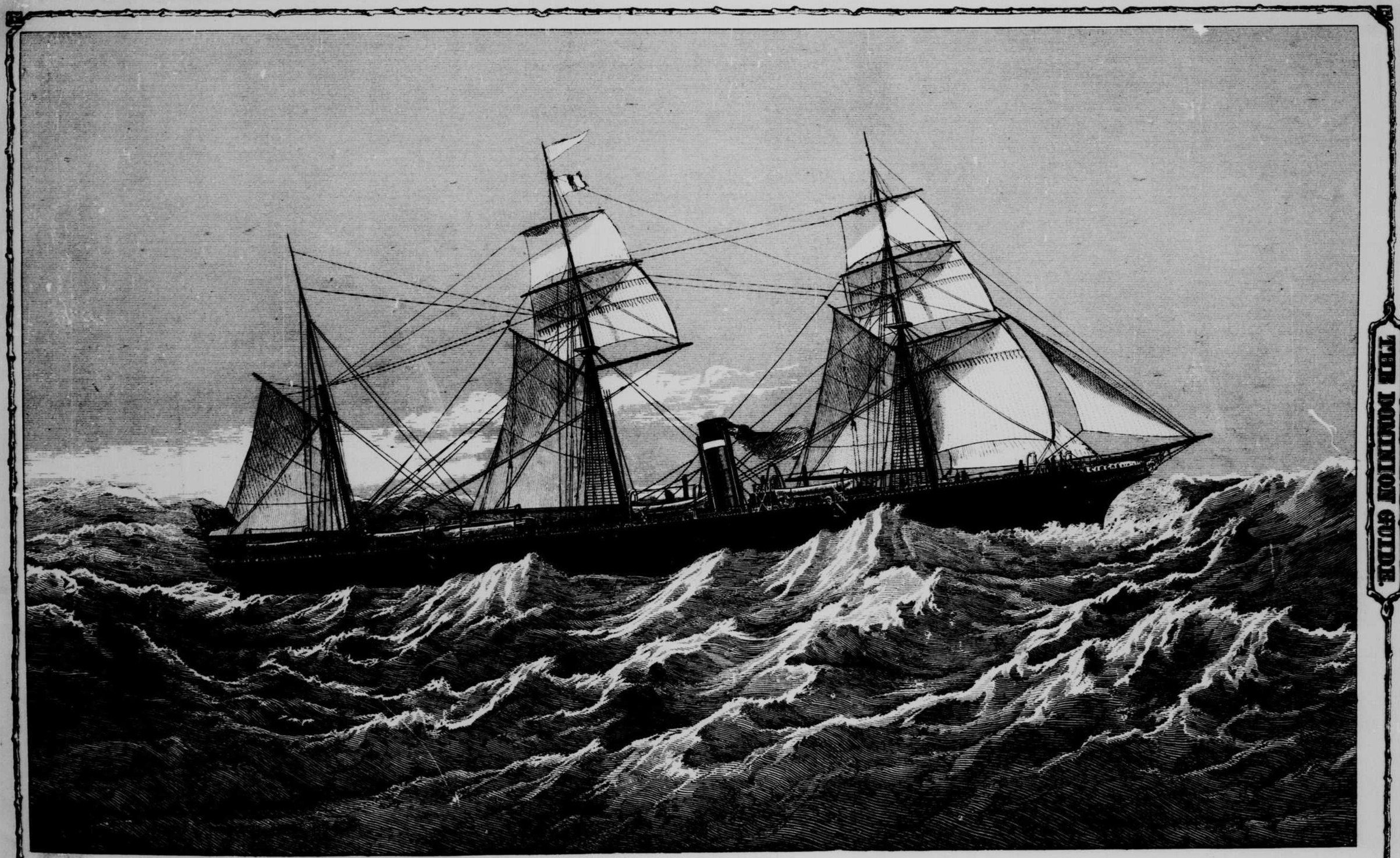
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THE EMIGRATION GUIDE.

6/D/93/4
CAIN

THE CANADIAN Illustrated News



PORTFOLIO AND DOMINION GUIDE

FOR 1873.

PROSPECTUS.

THIS Guide will be published annually in connection with the "Canadian Illustrated News." It will consist of descriptions and illustrations of CANADA: its Cities, Public Works, Scenery, Industries and Resources;—and contain a Calendar and Almanack with useful information respecting public business and national enterprises,—also, a Tourist's Guide directing the travelling public to places of public resort on the Canadian and American Continent, as well as to those numerous hygienic establishments in Great Britain which attract visitors from every portion of the globe, with an account of Chalybeate and Mineral springs which are of acknowledged repute in the cure of disease.

The traveller, the emigrant, the tourist, the invalid, and the man of business, will each find some matters in the Guide to interest and nstruct him, and to relieve the monotony of long hours of travel and the spare time of hotel life.

A large portion of the space will be devoted to pictorial illustrations of Works of Art, Canadian Scenery, British and American Public Buildings, &c., which may be regarded as specimens of the style of illustration introduced by the "Canadian Illustrated News" also of the "LEGGOTYPE PROCESS," which has been materially improved and perfected in that periodical during the past four years.

This Guide, in its handsome portfolio, has been placed by special agents on the principal routes of travel in the world, and from year to year its circulation will be largely extended. The present issue will be found in the drawing rooms of the principal hotels in Great Britain, America and Canada, in the elegant saloons of the Atlantic Steamers of the "Allan" Line, the "Cunard" Line, the "Inman" Line, the "White Star" Line, the "National" Line, the "Guion" Line, the "Anchor" Line, the "Temperley" line and the "Dominion" line, where it will be read, by passengers, throughout the year. It will also be on the CUNARD MEDITERRANEAN STEAMERS, on the PULLMAN DRAWING-ROOM CARS, and in the PUBLIC READING ROOMS and LIBRARIES of Great Britain and America.

It will thus come under the eye of the more wealthy portion of the English-speaking community from East to West, in the Old World and in the New.

Special inducements are offered to advertizers of inventions, machines, and engines of general application and utility, to place illustrations of their works before the public at large.

Works of Art and Design, Buildings and Machinery may thus be most efficiently placed before the public.



GEO. E. DESBARATS, PROPRIETOR.

Office of the CANADIAN ILLUSTRATED NEWS,

MONTREAL.

LUMBERING

FROM THE FOREST TO THE SEA.

TO BE PUBLISHED BY

WILLIAM NOTMAN and GEO. E. DESBARATS,

MONTREAL.

PROSPECTUS.

"LUMBERING FROM THE FOREST TO THE SEA" will be a folio volume of 200 pages, fully Illustrated with Photographic Etchings from Views taken at the various stages of the operation; for which purpose Mr. Notman has now several different staffs of Artists engaged.

It is not intended to be local; the illustrations will embrace the different modes practised throughout the Dominion of Canada.

The letter-press, with full and accurate statistics, is in charge of Fennings Taylor, Esquire, who has many facilities for the purpose, and feels a deep interest in the work, which will be on a scale commensurate with the importance of the subject, and be valuable and interesting to all engaged in the pursuit, as well as to others at a distance, both in the United States and in Europe.

Every care will be taken to make the work a complete History of the Manufacture of Lumber, which has been considered of vast importance in the development of the resources of the Dominion. Such a work is designed and calculated to bring it prominently before the public.

It is hoped that Lumberers and all interested in the Trade will see the importance of sustaining, by their patronage and influence, an undertaking the prosecution of which, in securing the necessary material, involves a large outlay of capital.

The edition will be limited by the number of subscribers, a few copies only being issued for sale. The price of the work, handsomely bound, will be to subscribers $30.00.

GEORGE E. DESBARATS,

319 ST. ANTOINE STREET, MONTREAL.

EDITOR'S PREFACE.

The last year's issue of the "DOMINION GUIDE" has been received with so much favour both in this country and in Great Britain, that the proprietor has resolved to issue for the present year more than double the number of copies, also to bind the volumes more substantially, and to increase the value and variety of the illustrations.

Each year the matter forming the "GUIDE" will be re-written, and fresh aspects of the Dominion placed before the reader. Thus, while the principal subject of the last Edition consisted of descriptions of Canadian Cities and the main routes of travel, in the present volume more space will be allotted to the history of the Colonization of the country, the Natural Resources of its several provinces, its form of Government, National and Public Institutions, and Public Works, etc.; whilst in a future edition attention will be directed to its Manufacturing industries and the progress of individual enterprises, and to Canadian Patents and Inventions, products of the brain-work of the country.

It is thus intended to spread the programme sketched in the "Prospectus" over a series of years, and it is hoped that these volumes will be considered worth preserving from year to year, and that, especially in the public libraries of England and America, they will be treated as works of reference, and will prove influential and useful in the diffusion of accurate information, and, from the well-known faithfulness of the photographic art, excite an interest amongst thousands of our fellow-countrymen at home who are now but very imperfectly informed as to the topography, climate, resources, rapid growth and elastic character of our enormous and only partially developed Dominion.



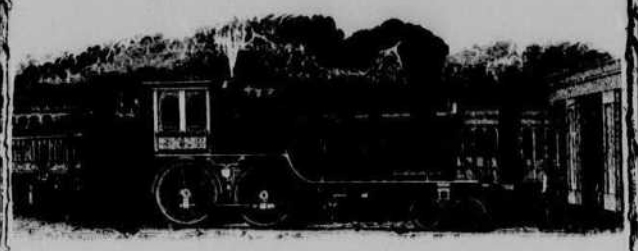
FELLING A RED CEDAR PINE.

That it is at once a NEW FRANCE and a GREATER BRITAIN;—that it combines the OLD races, and the OLD faiths, and the skill and industries of the OLD world, with the perseverance, the enterprise, the restless locomotion and the desire for improvement of the New;—that it has room enough to absorb and feed all the millions of Europe, without the "over-crowding" which is the CURSE of large cities;—that the disposition of settlers in this country is to spread out into small communities and obtain an honest and comfortable independence,—all these are matters which become patent to those who reside in Canada for a few years and who observe the progress and the fortunes of men. By a succession of faithful pictures, and accompanied with genuine commercial and public announcements, and by the series of literary sketches which form the "GUIDE," it is hoped, not only to accomplish the transitory object of adding to the pleasure of the traveller, or the tourist, but also to diffuse sound information about the country amongst the artizans and labourers, the manufacturers and agriculturists of England and America, as well as to those emigrants upon the wide Atlantic, who have already embarked to try their fortune on this great western Continent, and who have the best wishes of the writer, who has no cause to regret having taken this step of leaving one of these great over-crowded cities of England, some seven years ago.

J. B. E.

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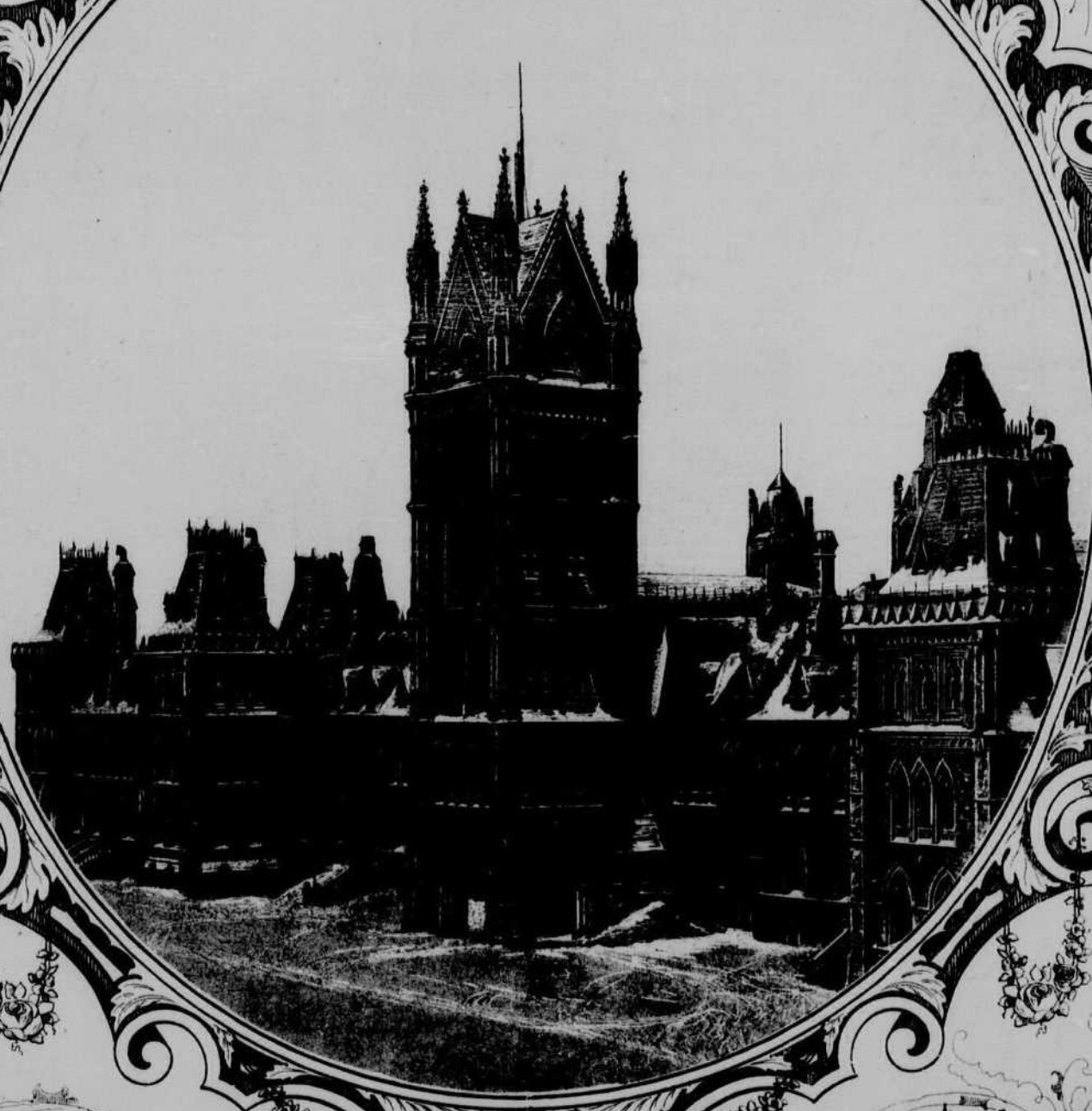
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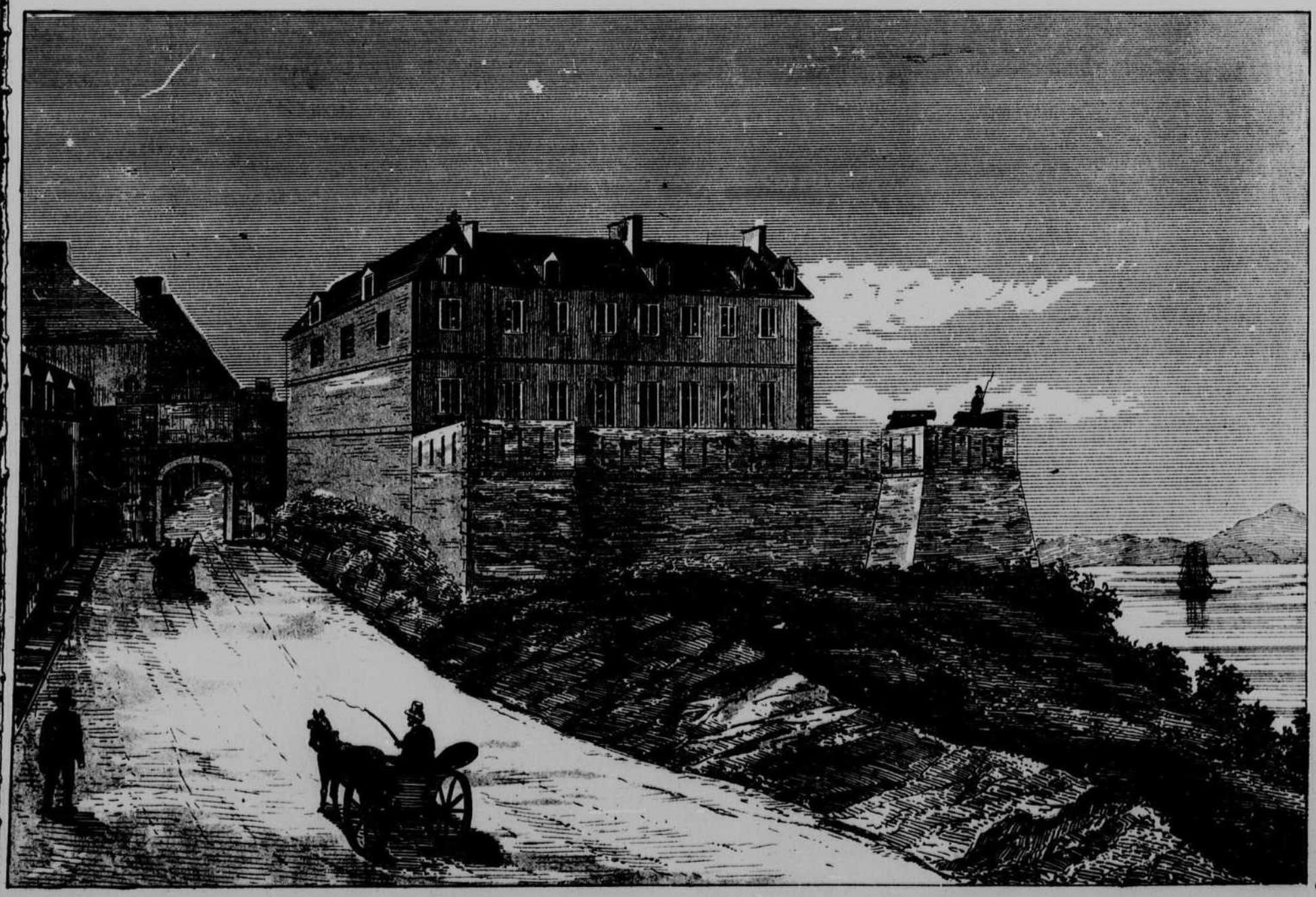


A French Canadian lady and a Catholic Priest.



An officer of the British Army and a merchant of Quebec in winter costume.

CANADIAN COSTUMES, 1806.



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THE DOMINION GUIDE.

A.D. 1534--1598.

The honor of the discovery of Canada and of rendering a favourable report of his voyage to Francis I., King of France, belongs to a seaman of St. Malo, named Jacques Cartier, who sailed on his first voyage in April, 1533, having two vessels of about 60 tons each and 120 men under his command.

He made Cape Bonavista, Newfoundland, sailed down the Straits of Belleisle, the Magdalen Islands, and some distance up the Gulf of St. Lawrence, returning to St. Malo in September, 1534. He brought home and exhibited at court two of the natives whom he had captured, and induced the King of France to furnish him with ships and men for a second voyage. The *Grande Hermine*, the *Petite Hermine*, and the *Emerillon* were thoroughly equipped and manned, and on the 19th of May, 1535, he again sailed in charge of the expedition. During the voyage the ships were separated by storms, but they met at an appointed rendez-vous in the Gulf of St. Lawrence, on the 26th of July.

On the 7th of September, the "Isle d'Orléans" was reached and friendly intercourse established with the natives, who had a settlement called Stadacona on the north bank of the river which he named "Ste. Croix," and now called St. Charles River. A part of the suburb of St. Roch's now stands upon the site of the Indian Village. This tribe of Algonquins and their Chief Donnacona proved very friendly and useful to Cartier.

Leaving his larger vessels he proceeded in the *Emerillon* to Lake St. Peter, and then with thirty of his men explored the river in two boats as far as the Indian settlement of Hochelaga, on the Island of Montreal. Unable to proceed above the Lachine rapids, he returned to Stadacona, and there took up winter quarters. His crew suffered severely from cold and scurvy, twenty-five died, and Cartier himself became excessively enfeebled. The natives, however, taught them the use of decoctions of spruce bark, which effected their cure. In spite of this good feeling, mutual distrust arose.



CARTIER LANDING AT ISLE D'ORLEANS.
From Dr. Miles' School History of Canada.

Cartier raised a wooden cross on the river bank and took formal possession of the country in the name of the King of France. Cartier then seized the Indian Chief and his attendants and interpreters, and carried them off to France, where they all died. Four years elapsed before another expedition was fitted out under Cartier's command.

On the 23rd May, 1541, Cartier again set sail from St. Malo, having now five vessels, provisioned for two years, and a selection of prisoners who were to colonise the new country. Roberval was appointed Vice-Roy over Newfoundland, Labrador, and Canada, and was to follow with the main body of colonists.

On arriving at Stadacona, the natives demanded the restoration of their Chief and the other Indians carried away by Cartier, and were by no means satisfied that they had been fairly dealt with. Finding he had lost their friendship, he conveyed his ships further up the St. Lawrence to Cap Rouge, where he commenced to build a fort. Leaving this work in progress, he paid another visit to Hochelaga and again attempted to ascend the Rapids; but being unsuccessful he returned to Cap Rouge, and sent back two of his vessels to France with a report, and the rest settled into winter quarters, where they were much harrassed by unfriendly Indians and fell short of ammunition.

During the spring his difficulties increased; his people were dissatisfied, and as Roberval had not joined him with the much required stores, he sailed in June, 1542, and fell in with Roberval, who ordered him to return. This he refused to do, and safely arrived at St. Malo, where he is supposed to have died.

Roberval reached the abandoned fort at Cap Rouge and passed a miserable winter, losing sixty of his men from cold and scurvy, and experiencing nothing but misfortune and disappointment. He at last was ordered to return to France. It is said that Roberval and his brother several years afterwards made another attempt to visit Canada, "but they all perished at sea."

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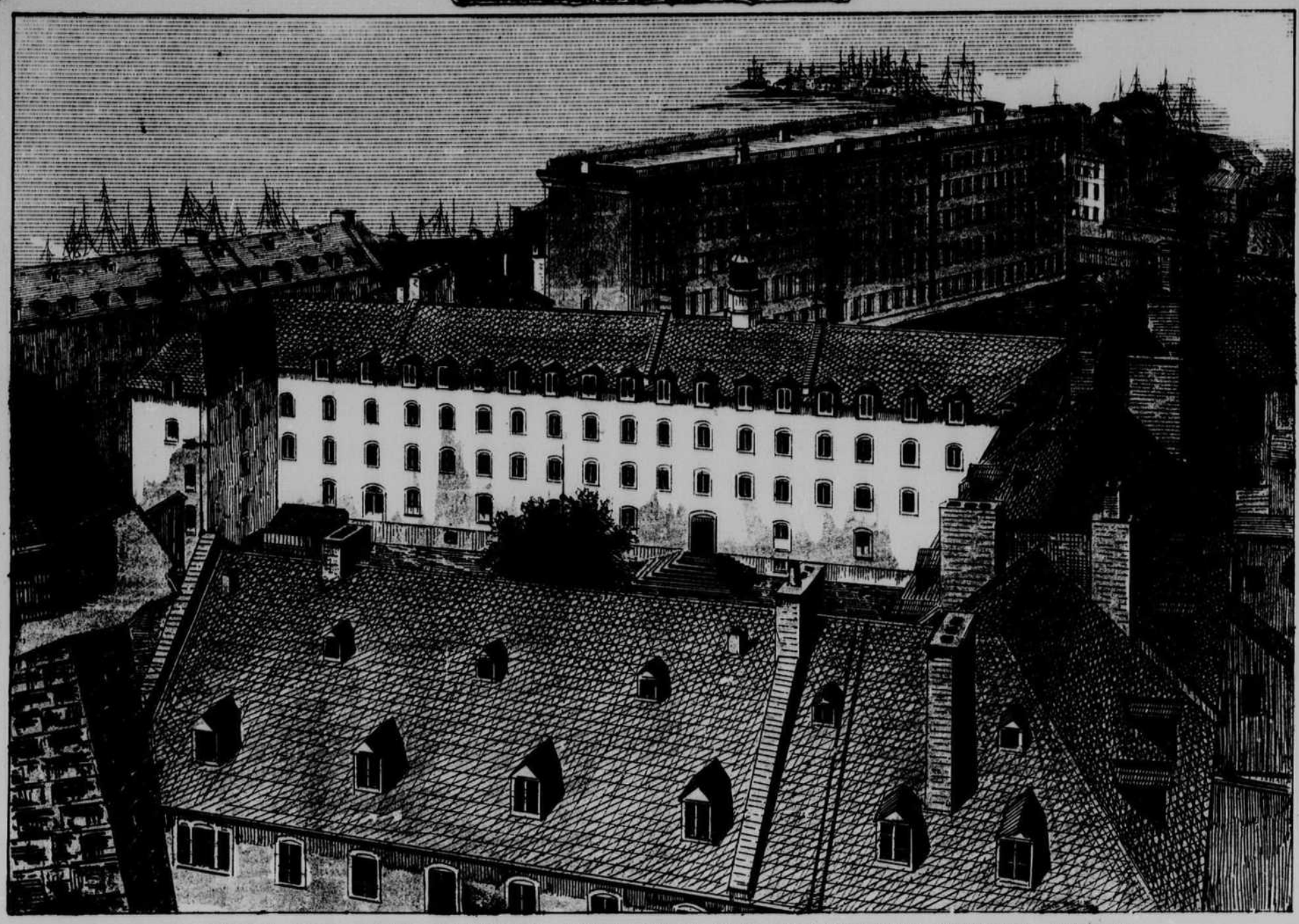
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LOUIS ARCHAMBEAULT,

Commissioner of Agriculture and Public Works.

Quebec, January, 1873.

A. D. 1603.

SAMUEL DE CHAMPLAIN must be regarded as the real founder of the Canadian Colony. He was a man of noble qualities and good address, and possessed the art of a true leader in selecting and attracting to himself suitable and courageous followers.

In conjunction with Pontegravé he made his first voyage to Canada; leaving their ships at Tadousac, they ascended the river St. Lawrence as far as the rapids above Montreal.

The Indian towns of Cartier's time, Stadacona and Hochelaga, were no longer in existence, but ascending Mount Royal he obtained the grand panoramic view of the surrounding country which Cartier had so much admired, and determined upon the future site of Montreal.

In the autumn Champlain and Pontegravé returned to France to report to King Henry IV. the result of their observations.

A company was then organized under M. de Monts, who was appointed Lieutenant-General of the North American territory, between the latitude of 40° and 46°, with instructions to establish a Colony, cultivate the soil, search for mines, build forts and towns, and trade with the natives in furs; also to provide for the education and conversion of the natives who were to be trained in the principles of the Church of Rome, although de Monts was himself a Protestant and a Huguenot.

In 1604, de Monts sailed with four vessels, two of which were laden with colonists; the other two, well manned and equiped, were freighted with merchandise.

This expedition did not ascend the St. Lawrence, but landed in the Bay of Fundy, on a portion of New France then called Acadia and now known as Nova Scotia.

This colony had a disastrous history during nine years, when Port Royal was destroyed and dismantled and the settlers were dispersed.

In 1607, two vessels were fitted out, and despatched in April, 1608, to the St. Lawrence, and the new colonists landed at Cape Diamond, the site of the present city of Quebec.



HON. PIERRE J. O. CHAUVEAU, LL.D., D.C.L., L.D.,
Provincial Secretary and Minister of Public Instruction for the Province of Quebec.

"During the twenty-seven years following the foundation of Quebec," says Dr. Miles, "the history of the Colony consists almost entirely of the personal history of Champlain its founder, upon whose own memoirs we are chiefly dependent for authentic information.

"In pursuance of the alliance made with the Montagnais, the Hurons and the Algonquins, native tribes of Indians, he engaged in several warlike expeditions into the country of the Iroquois. Passing up the river Richelieu in the first expedition, he discovered the beautiful lake which now bears his name, "Lake Champlain," and after a battle he returned with the Montagnais to Quebec and set sail in September, 1609, for France.

In the spring of 1611, Champlain returned to Canada, but before doing so he espoused a young and beautiful lady, daughter of the King of France's private Secretary. She was a Huguenot, Champlain was a Catholic, and from that day to this the warp and the woof of Canadian fabric has thus been wedded or woven together. She became afterwards converted to her husband's faith and visited Canada in 1620, residing at the beautiful island called after her "Saint Helen's Island," in Montreal harbour, which it is hoped will soon be converted into a People's Park.

After various difficulties and disasters during which Champlain explored the North and Western country as far as accessible, made his way to Lake Nipissing on the North-West territory and westward to Lake Simcoe. Champlain, great as a traveller, a discoverer, a warrior, a colonist, and a governor, was not less distinguished as an author, and his works which were published on his return to France in 1624, have been reproduced with most interesting illustrations by Mr. George E. Desbarats, the publisher and proprietor of the *Canadian Illustrated News*.

* N. B.—For the historical details given above we are indebted to the excellent work entitled: "THE HISTORY OF CANADA under the French Régime," recently published by Dawson Brothers, Montreal, and written by H. H. Miles, M.A., LL.D., D.C.L., Secretary to the Protestant Board of Public Instruction, Quebec.

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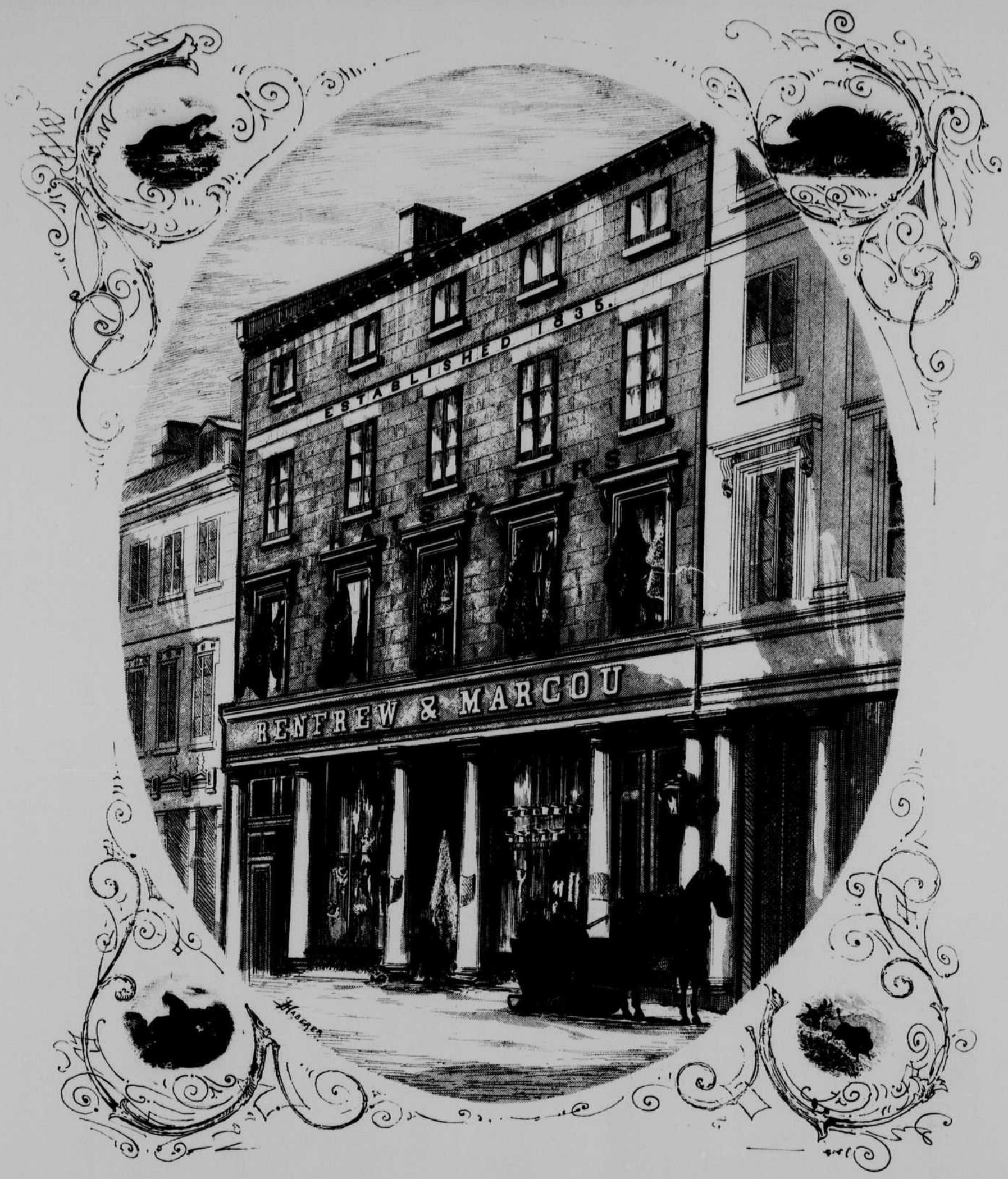
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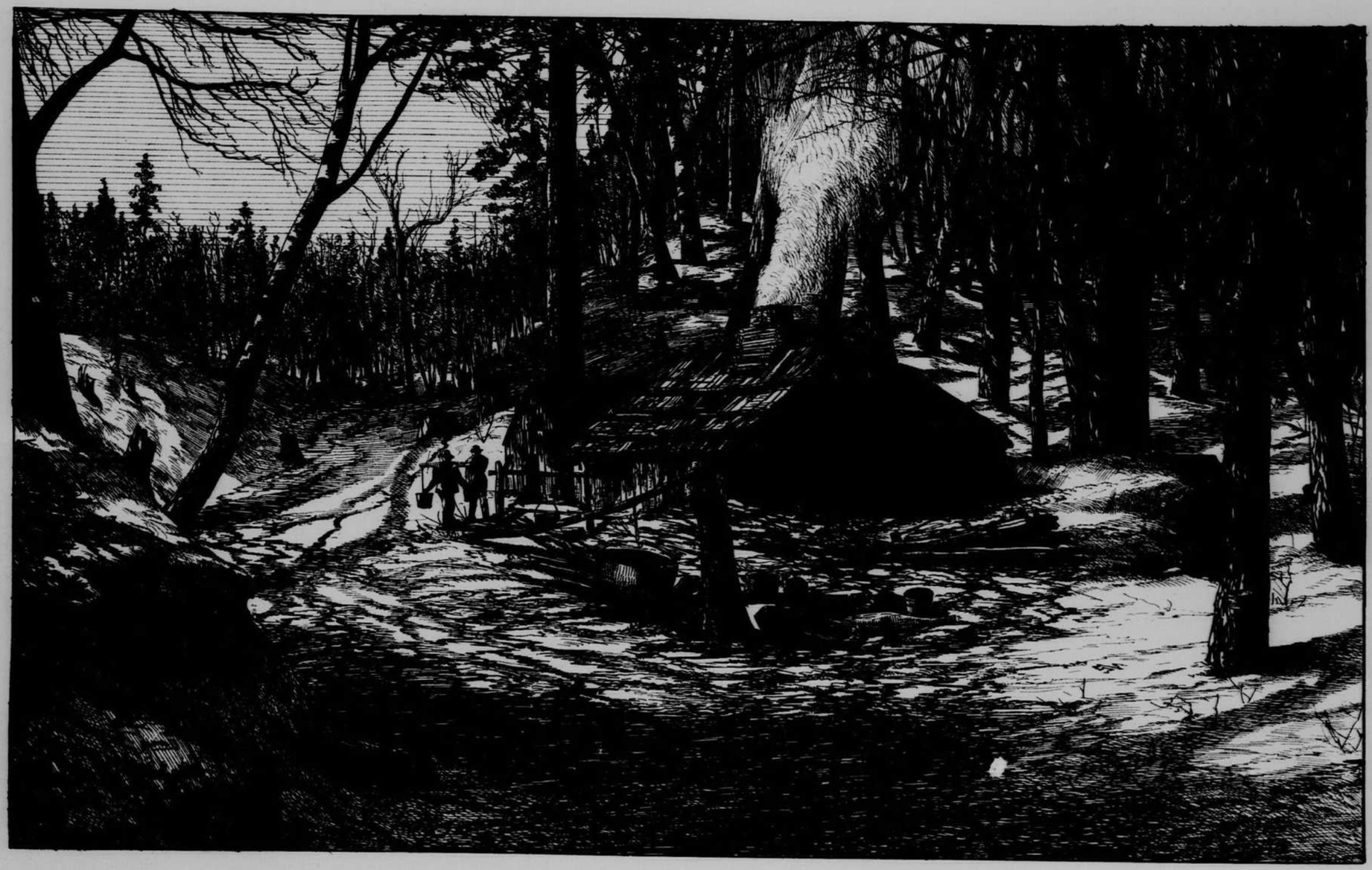
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Tourists are invited to visit their Fur Show Rooms open during the summer. Ladies' Real Sealskin and Ermine Sacques, Setts, Hats, Gauntlets, &c. Hudson Bay and Russia Sables, Gentlemen's Sealskin Coats, Caps, Gauntlets, Cigar Cases and Purses, Sleigh Robes and Carriage Rugs. Indian Work, Snow-shoes, Mocassins, &c. Moose and Cariboo Heads and Antlers. Also, Lincoln & Bennett's best London HATS, Best London-made Umbrellas, Dent's Kid Gloves, &c., &c.

☞Orders by Mail promptly attended to.

20 BUADE STREET, Near the French Cathedral, Quebec.



A SUGAR BUSH.

BY ALLAN EDSON

PROVINCE OF QUEBEC.

DEPARTMENT OF CROWN LANDS.

NEW ORGANIZATION OF THE AGENCIES.

List of the Crown Lands and Timber Agencies, with their designations, the names and residences of the Agents, and the quantity of land disposable in each agency, on the 1st January, 1872:

No. 1.—The COULONGE Agency comprises all the townships and unsurveyed lands in the county of Pontiac. E. HEATH, Esq., Clarendon, Agent. Number of acres disposable, 271,700.

No. 2.— The GATINEAU Agency comprises all that part of the county of Ottawa situated to the west of the river *du Lièvre*, except that part of the township of Buckingham on the same side of said river. ROBERT FARLEY, Esq., Hull, Agent. Number of acres disposable, 449,700.

No. 3.—The PETITE NATION Agency comprises the township of Buckingham, all the townships and unsurveyed lands in that part of the county of Ottawa situated to the east of the river *du Lièvre*, and the county of Argenteuil. G. W. CAMERON, Esq., Thurso, Agent for part. Number of acres disposable, 141,600. C. E. BELLE, Esq., Montreal, Agent for part. Number of acres disposable, 47,500. A. D. Filion, Grenville, Agent for a part of. Number of acres disposable 161.600 acres.

No. 4.—THE MAGOG Agency comprises all the townships in the counties of Huntingdon, Missisquoi, Brome, Stanstead and Shefford; the townships of Brompton and Melbourne, in the county of Richmond; Durham, Wickham, Upton and Grantham, in the county of Drummond; Acton and the augmentation of Upton, in the county of Bagot; and Orford, in the county of Sherbrooke. O. B. KEMP, Esq., Granby, Agent. Number of acres disposable, 7,850.

No. 5.—The ST. FRANCIS Agency comprises all the townships in the county of Compton; the township of Ascot, in the county of Sherbrooke; the townships of Stoke, Windsor, Shipton and Cleveland, in the county of Richmond; Dudswell and Weedon, in the county of Wolfe; and Spalding, Ditchfield and Woburn, in the county of Dorchester. W. FARWELL, Esq., Robinson, Agent. Number of acres disposable, 256,200.

No. 6.—The ARTHABASKA Agency comprises all the townships in the county of Arthabaska; the townships of Wolfestown, North Ham, South Ham, Wotton, St. Camille, Garthby and Stratford, in the county of Wolfe; Halifax, Somerset, Leeds, Inverness, Ireland, and Nelson, in the county of Megantic; Kingsey, Simpson and Wendover, in the county of Drummond; and Aston and the parts of Wendover, Maddington and Blandford, in the county of Nicolet. A. GAGNON, Esq., Arthabaskaville, Agent. Number of acres disposable, 192,700.

No. 7.—The CHAUDIERE Agency comprises all the townships in the county of Beauce and Dorchester, except Spalding, Ditchfield and Woburn; the townships of Coleraine, Thetford and Broughton, in the county of Megantic, and that part of the township of Buckland in the county of Bellechasse. J. A. FORTIN, Esq., St. Joseph, Beauce, Agent. Number of acres disposable, 425,900.*

No. 8.—The MONTMAGNY Agency comprises all the townships and unsurveyed lands in the counties of Montmagny, L'Islet and Bellechasse, except that part of the township of Buckland, in the county of Bellechasse. EUG. RENAULT, Esq., Montmagny, Agent. Number of acres disposable, 568,500.

No. 9.—The GRANDVILLE Agency comprises all the townships and unsurveyed lands in the counties of Kamouraska and Témiscouata. C. T. DUBÉ, Esq., River *du Loup* (*en-bas*), Agent. Number of acres disposable, 610,510.

No. 10.—The RIMOUSKI Agency comprises all the townships and unsurveyed lands in the county of Rimouski. J. B. LEPAGE, Esq., Rimouski, Agent. Number of acres disposable, 477,900.*

No. 11.—The GASPÉ Agency comprises all the townships and unsurveyed lands in the county of Gaspé. JOHN EDEN, Esq., Gaspé Basin, Agent for part. Number of acres disposable, 112,189. Louis Roy, Esq., Cap Chat, Agent for part. Number of acres disposable, 80,000.

No. 12.—The BONAVENTURE Agency comprises all the townships and unsurveyed lands in the county of Bonaventure. JOS. N. VERGE, Esq., Carleton, Agent. Number of acres disposable, 405,150.

No. 13.—The SAGUENAY Agency comprises all the townships and unsurveyed lands in the counties of Saguenay and Charlevoix, and the townships of St. John, Hébert, Otis, Kane, Boileau, St. Germain and Champigny, in the county of Chicoutimi. GEO. DUBERGER, Esq., Malbaie, Agent. Number of acres disposable, 204,480.

No. 14.—The LAKE ST. JOHN Agency comprises all the townships and unsurveyed lands in the county of Chicoutimi, except the townships of St. John, Hébert, Otis, Kane, Boileau, St. Germain and Champigny, comprised in the Saguenay Agency. J. O. TREMBLAY, Esq., Chicoutimi, Agent, and ISRAEL DUMAIS, Esq., Roberval, Deputy-Agent. Number of acres disposable, 367,980.

No. 15.—The ST. CHARLES Agency comprises all the townships and unsurveyed lands in the counties of Montmorency, Quebec and Portneuf, as far as the rear line of the timber limits south of the river Bastican. L. Z. ROUSSEAU, Esq., Quebec, Agent. Number of acres disposable, 194,370.

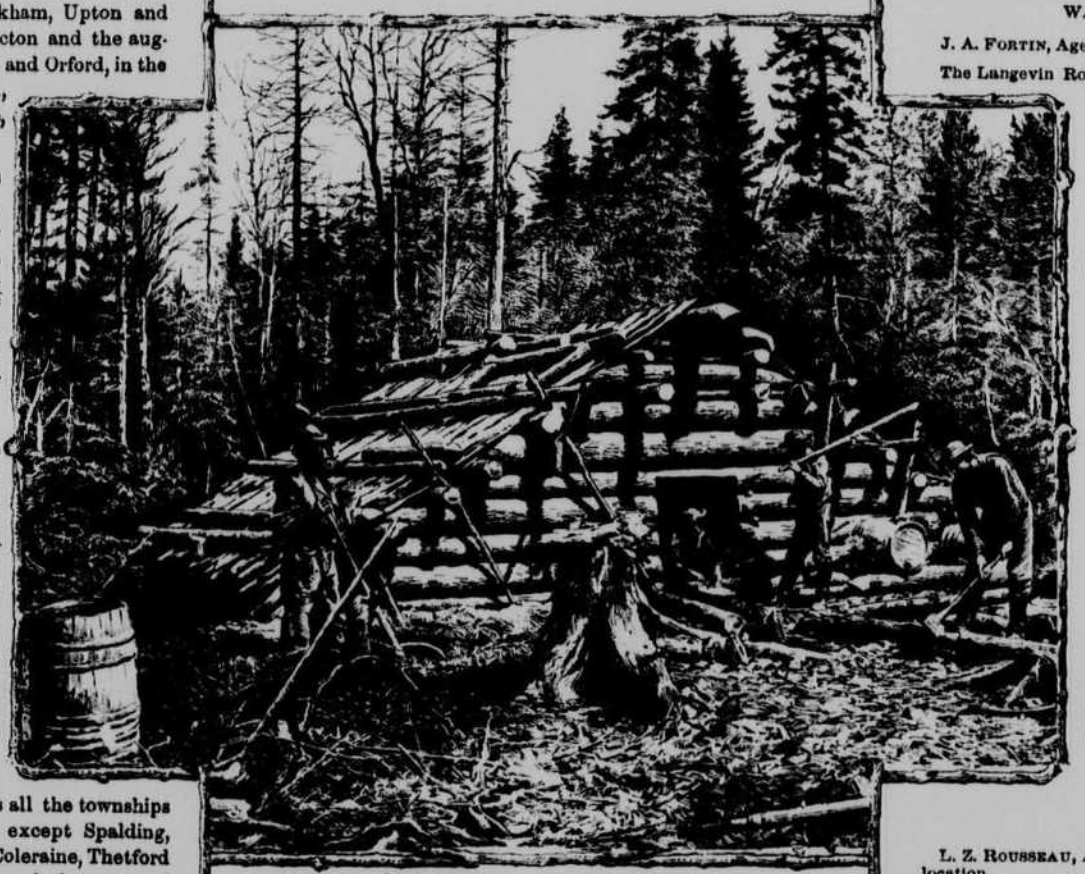
No. 16.—The ST. MAURICE Agency comprises all the townships and unsurveyed lands in the counties of Champlain, St. Maurice and Maskinongé, except that part of the township of Peterborough in the said county of Maskinongé; also the unsurveyed lands in the counties of Portneuf and Quebec, north of the rear line of the timber limits south of the river Batiscan. ALPHONSE DUBORD, Esq., Three Rivers, Agent. Number of acres disposable, 94,200.

No. 17.—The ASSOMPTION Agency comprises all the townships and unsurveyed lands in the counties of Terrebonne, Montcalm, Joliette and Berthier, with that part of the township of Peterborough in the county of Maskinongé. J. B. DELFAUSSE, Esq., Joliette, Agent for part. Number of acres disposable, 209,350. C. E. BELLE, Esq., Montreal, Agent for part. Number of acres disposable, 99,520.

The special Crown Timber Agency under the direction of A. J. RUSSELL, Esq., residing at Ottawa, comprises the county of Pontiac and part of the county of Ottawa.

The special Crown Timber Agency under the direction of C. E. BELLE, Esq., Montreal, comprises the counties of Berthier, Joliette, Montcalm, Terrebonne, Two Mountains, Argenteuil and part of Ottawa.

*A reserve of 320,000 acres in the Chaudière, Rimouski and Bonaventure agencies has been made in favor of the *Société générale Forestière de France*.



LUMBERING IN THE WOODS

Directions regarding Public Land matters.

Department of Crown Lands, Quebec, 1872.

A fee of $1 will be charged on all assignments registered by the Department of Crown Lands, in connection with sales or locations of Public Lands, or retained as necessary to the establishing a claim thereto or the substituting of assignees for purchasers or locatees; and all such documents must be accompanied by the required fee or fees, as the case may be, otherwise they are returned without action being taken on them; they should also be transmitted to the Department through the Agent within whose jurisdiction the land is situated.

Agents grant certificates of the performance of settlement duties in all cases where their knowledge of the fact enables them to do so, on payment of a fee of $3, or if they are required to make a special inspection for the purpose, on pre-payment of a sum sufficient to cover the expense at the rate of $4 per day while actually employed away from home, on the service.

Surveyors' reports of improvements must state the nature and extent of said improvements, distinguishing partial or abandoned clearances from land in a fit state to be cropped, and whether the house, if any on the land, is actually occupied; also whether there are any adverse claims to the land on account of improvements.

Agents are required, when requested and circumstances will permit them to do so, to properly fill up blank forms of unconditional assignments for which a fee of 50 cents must be paid at the time.

All matters of conflicting claims, whether as regards lands, cash or timber duties applied or to be applied, must first be referred to, and all papers or proofs in relation thereto fyled with the Agent to enable him to decide the case or report it for the direct action of the Department, as the case may require.

Communications to this office should be addressed to the Honorable the Commissioner of Crown Lands.

Applications for dates of Patents, names of Patentees, or for copies of Patent should be made to the Provincial Registrar in this city.

STATEMENT of Colonization Roads in the Province of Quebec, together with the names and residences of the Agents, the townships traversed by said roads, the number of acres of land open for location on each, and the regulations or conditions under which Free Grants thereon are made.

TACHÉ ROAD.

J. B. LEPAGE, Agent, Rimouski. C. T. DUBE, Agent, Rivière du Loup, (en bas). THS. BREEN, Agent, Montmagny. 11,490 acres open for location.

The Taché Road, which is only partially constructed, traverses the township of Mailloux, in the county of Bellechasse, the townships of Montminy and Patton, in the county of Montmagny, the townships of Arago, Garneau and Lafontaine, in the county of L'Islet, the townships of Chapais, Painchaud, Chabot and Pohenegamook, in the county of Kamouraska, the townships of Armagh, Viger and Denonville, in the county of Temiscouata, the townships of Bédard, Chénier, Raudot, Macpès, Neigette, Fleuriau and part of the township of Cabot, in the county of Rimouski, to its junction with the Matapedia Road.

MATAPEDIA ROAD.

J. B. LEPAGE, Agent, Rimouski. J. N. VERGE, Agent, Carleton. 13,995 acres open for location.

This Road commences in the parish of St. Flavie, on the River St. Lawrence, in the county of Rimouski, and connects with the east end of the Taché Road, in the township of Fleuriau, and passes thence (occasionally intersecting the Kempt Road) through the township of Cabot, the seigniory of Lake Matapedia and the townships of Lepage and Casupscull, in the county of Rimouski, and the townships of Assemetquagan and Ristigouche to the mouth of the Matapedia, in the county of Bonaventure.

KEMPT ROAD.

J. B. LEPAGE, Agent, Rimouski. J. N. VERGE, Agent, Carleton. 20,826 acres open for location.

The Kempt Road commences on the River Ristigouche, in the township of Ristigouche, traversing that township and the township of Assemetquagan, in the county of Bonaventure, the townships of Casupscull and Lepage, the seigniory of Matapedia, the township of Cabot and the seigniory of Métis, in the county of Rimouski, to the River Métis, on the River St. Lawrence.

MATANE AND CAP CHAT ROAD.

LS. ROY, Agent, St. Anne des Monts. 2,785 acres open for location.

This Road commences at St. Jérôme, in the seigniory of Matane, in the county of Rimouski, and passes along the shore of the River St. Lawrence through the townships of St. Denis, Cherbourg, Dalibaire, and Romieu, in said county, and the township of Cap Chat to St. Ann's, in the county of Gaspé.

WARE AND LANGEVIN ROAD.

J. A. FORTIN, Agent, St. Joseph, Beauce. 473 acres open for location.

The Langevin Road traverses portions of the townships of Ware and Langevin.

MAILLOUX ROAD.

THS. BREEN, Agent, Montmagny. 11,600 acres open for location.

This Road starts at a point on the Taché Road, in the township of Mailloux, traverses said township and the townships of Roux, Bellechasse and Daaquam, in the county of Bellechasse.

TEMISCOUATA ROAD.

C. T. DUBE, Agent, Rivière du Loup, (en bas.) 18,610 acres open for location.

The Temiscouata Road commences at Rivière du Loup, running through the townships of Whitworth and Armand and the seigniory of Temiscouata, to the Province line.

ELGIN ROAD.

THS. BREEN, Agent, Montmagny. 2,300 acres open for location.

The Elgin Road, in the county of L'Islet, commences at the River St. Lawrence, at Port Joli, in the seigniory of Port Joli, and thence passes on the division line between the townships Fournier, Ashford, Garneau, Lafontaine, Casgrain and Dionne, intersecting the Taché Road on the line between the townships of Garneau and Lafontaine.

LAKE ST. JOHN ROAD.

L. Z. ROUSSEAU, Agent, St. Roch, Quebec. 15,758 acres open for location.

The Lake St. John Road starts from the township of Tewkesbury, in the county of Quebec, and passes through unsurveyed lands and the township of Metabetchouan to the village of Metabetchouan, in the county of Chicoutimi.

MARITIME ROAD.

JOHN EDEN, Agent, Gaspé Basin. LOUIS ROY, Agent, Cap Chat. 25,200 acres open for location.

The Maritime Road, beginning at and passing through the seigniory of St. Anne des Monts, traverses the townships of Tourelle, Christie, Duchesnay, the seigniory of Mont Louis, Taschereau township, La Magdelaine seigniory, township Denoue, Grande Vallée des Monts seigniory, township of Cloridorme, the seigniory of l'Anse de l'Etang and the township of Sydenham as far as the township of Fox, all in the county of Gaspé.

CONDITIONS OF FREE GRANT LOCATIONS ON COLONIZATION ROADS.

1st. The locatee is to proceed to and occupy at once the land assigned to him. Should he not do so within one month of the date of his ticket, or should he abandon the land after having been placed on it, he will be considered as having lost all claim to receive the land.

2nd. He is required to clear and place under crop 12 acres of the land located, within four years of the date of his ticket, build a house, and to reside on the land until his settlement duty is performed. When completed, he will be entitled to his patent.

3rd. If under the necessity of being temporarily absent from his location, he will apply to the resident agent, stating the length of his intended absence, and the reason for it, which will be entered on the agent's book, if the reasons for absence seem sufficient. Should he absent himself without permission to do so or should he remain away longer than authorized, he will be considered as having forfeited his location.

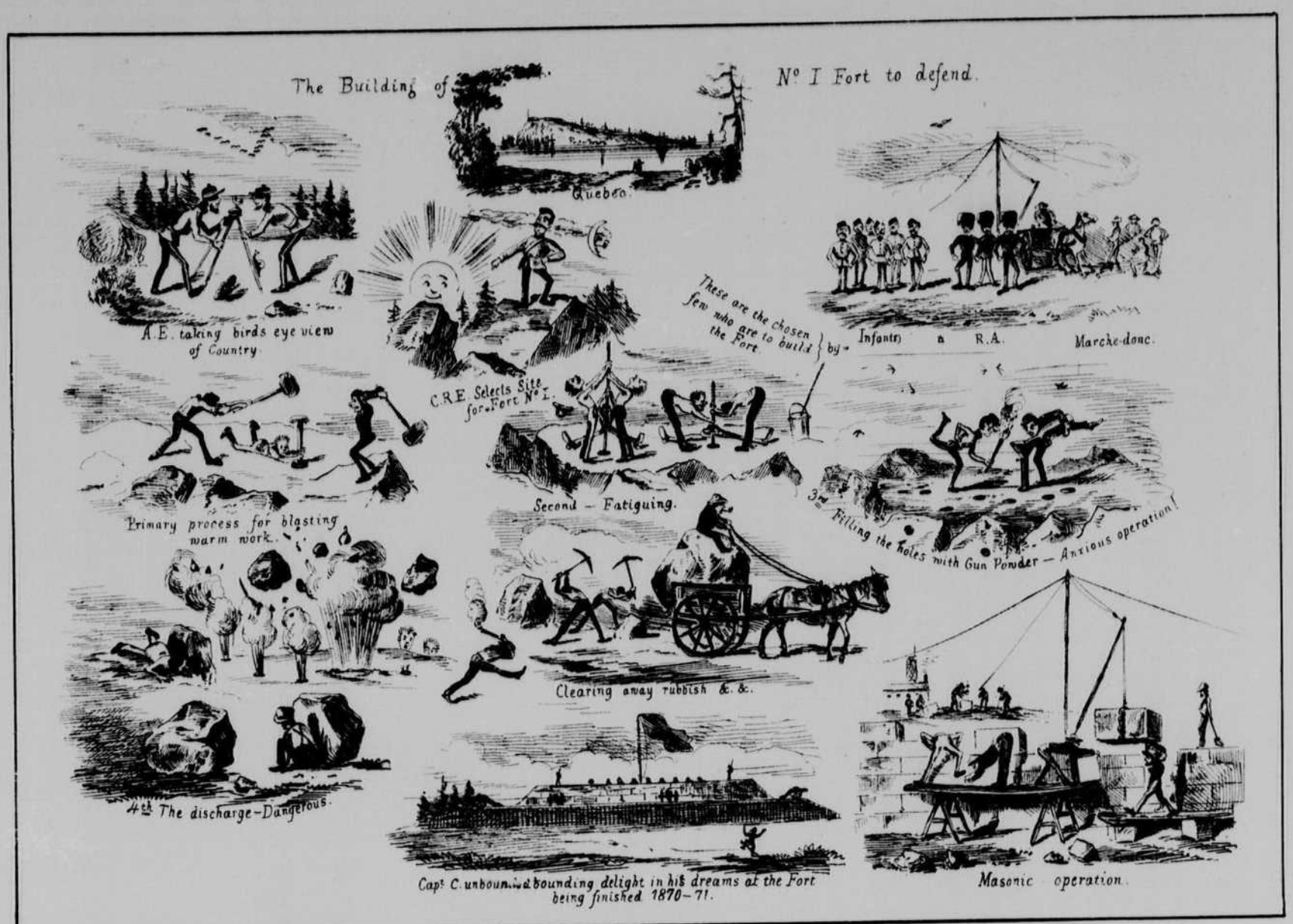
4th. Any assignment or attempt to assign the ticket or location, without the previous knowledge and approval of the agent, will also be considered as a forfeiture of all right in the locatee or assignee.

5th. In all cases of abandonment of location, the located land will be considered immediately open for new location or sale.

No location will be allowed for more than 100 acres to one individual.

NOTE.—The system of Free Grants in this Province (with the exception of Grants not exceeding ten acres for places of public worship, schools, burying-grounds, town hall, &c., and Grants not exceeding one hundred acres for Model or Industrial Farms) is confined by law to land set apart for that purpose on each side of the Colonization Roads mentioned in the foregoing statement.

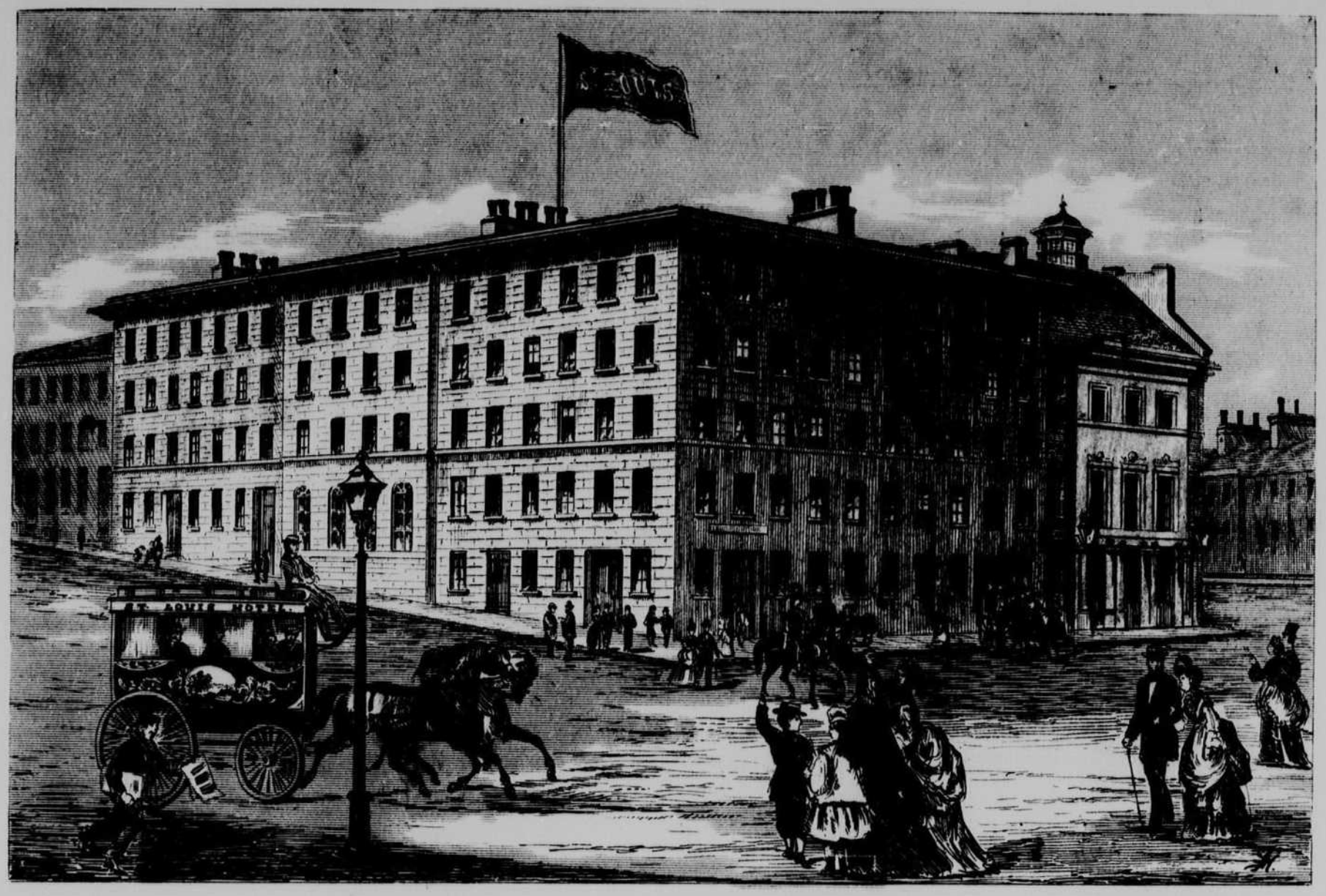
P. FORTIN,
Commissioner.



BUILDING OF FORTS AT POINT LEVIS.



THE QUEBEC PROVINCIAL EXHIBITION, 1871.



ST. LOUIS HOTEL,

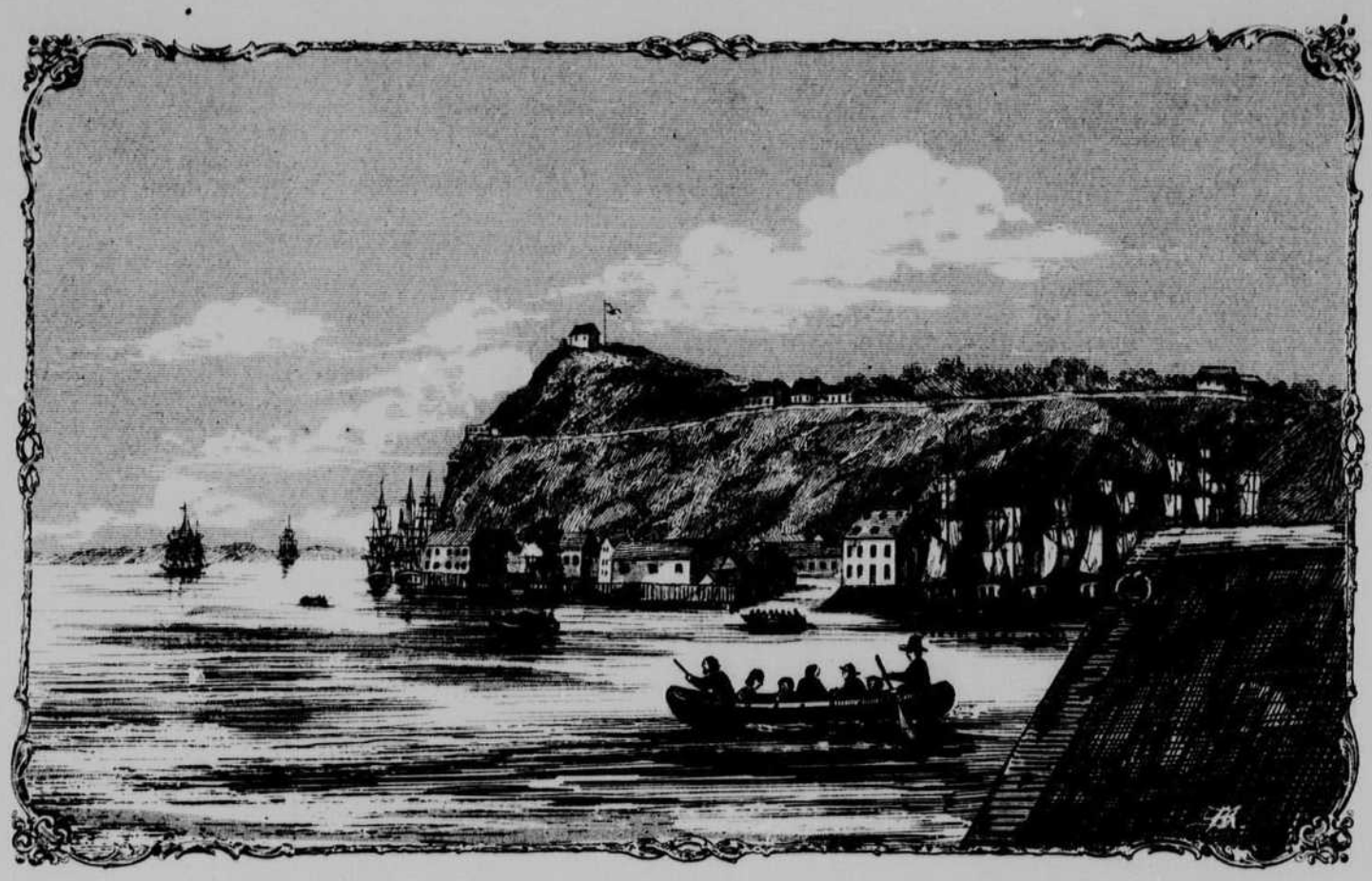
WILLIS RUSSELL, PROPRIETOR,

ST. LEWIS STREET, QUEBEC.



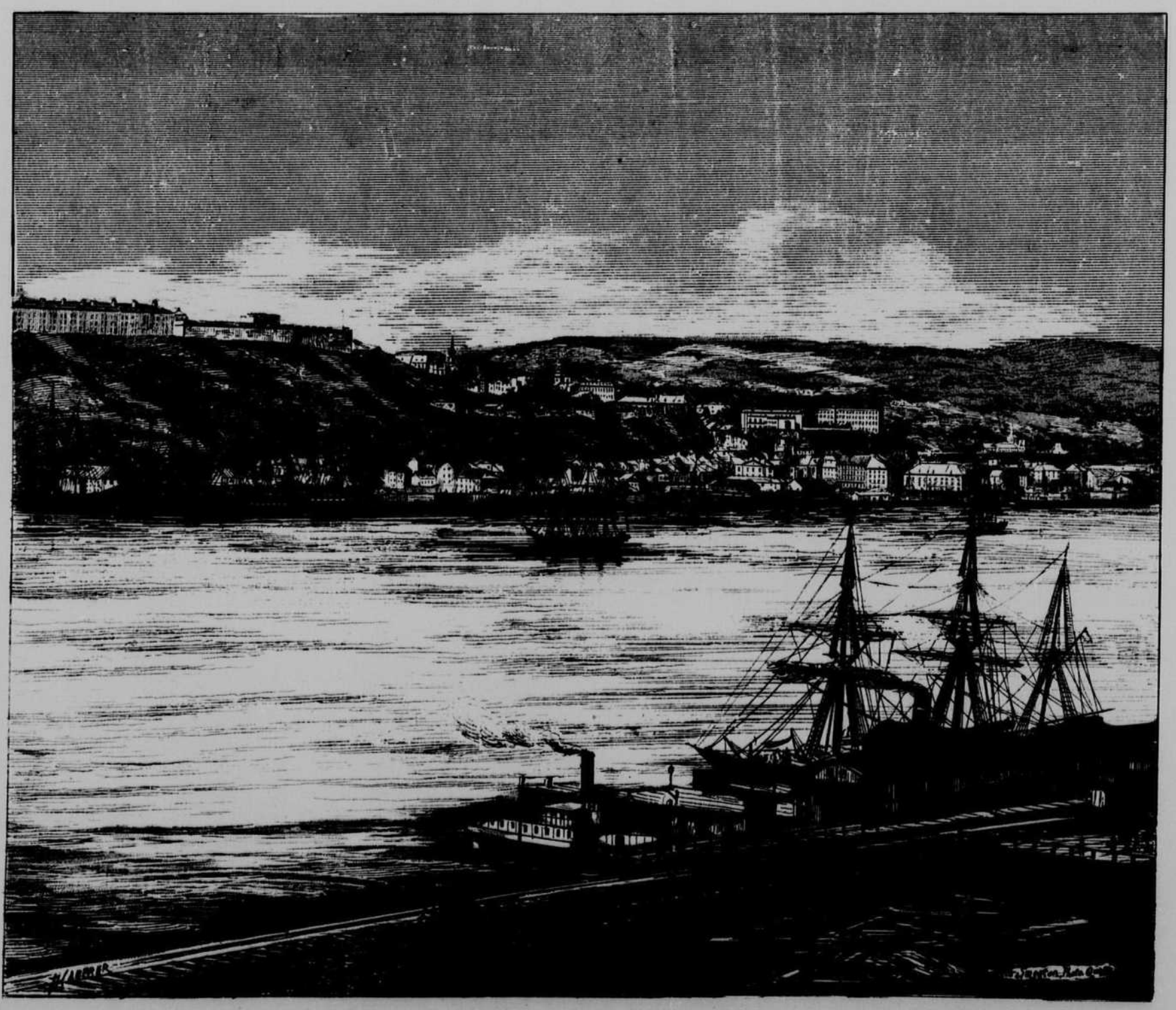
THE INTERIOR OF Mr. SEIFERT'S JEWELLERY STORE,

26 FABRIQUE STREET, QUEBEC.



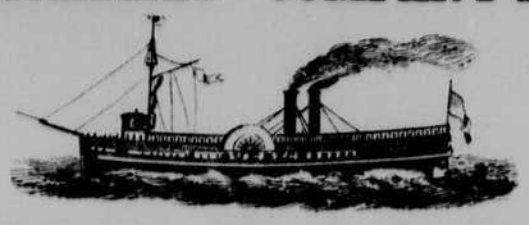
CAPE DIAMOND IN 1806.

From "LAMBERT'S TRAVELS IN CANADA."



QUEBEC, FROM POINT LEVIS, 1873.

RICHELIEU COMPANY'S



ROYAL MAIL LINE OF STEAMERS

RUNNING BETWEEN

MONTREAL AND QUEBEC.

THE IRON STEAMERS

"MONTREAL,"

CAPT. ROBERT NELSON,

AND

"QUEBEC,"

CAPT. J. B. LABELLE,

leave Richelieu Pier, opposite Jacques Cartier Square, Montreal, alternately EVERY EVENING, at SEVEN o'clock during the season, for Quebec, calling at intermediate ports, and return alternately from the Richelieu Pier, Quebec, at FOUR o'clock P.M. for Montreal.

FARES.

FIRST CLASS, Supper and Stateroom Berth included $3.50
SECOND CLASS 1.00

RICHELIEU COMPANY'S OFFICE,

228 St. Paul & 187 Commissioners Streets.

J. B. LAMERE,

General Manager.

QUEBEC, 1873.

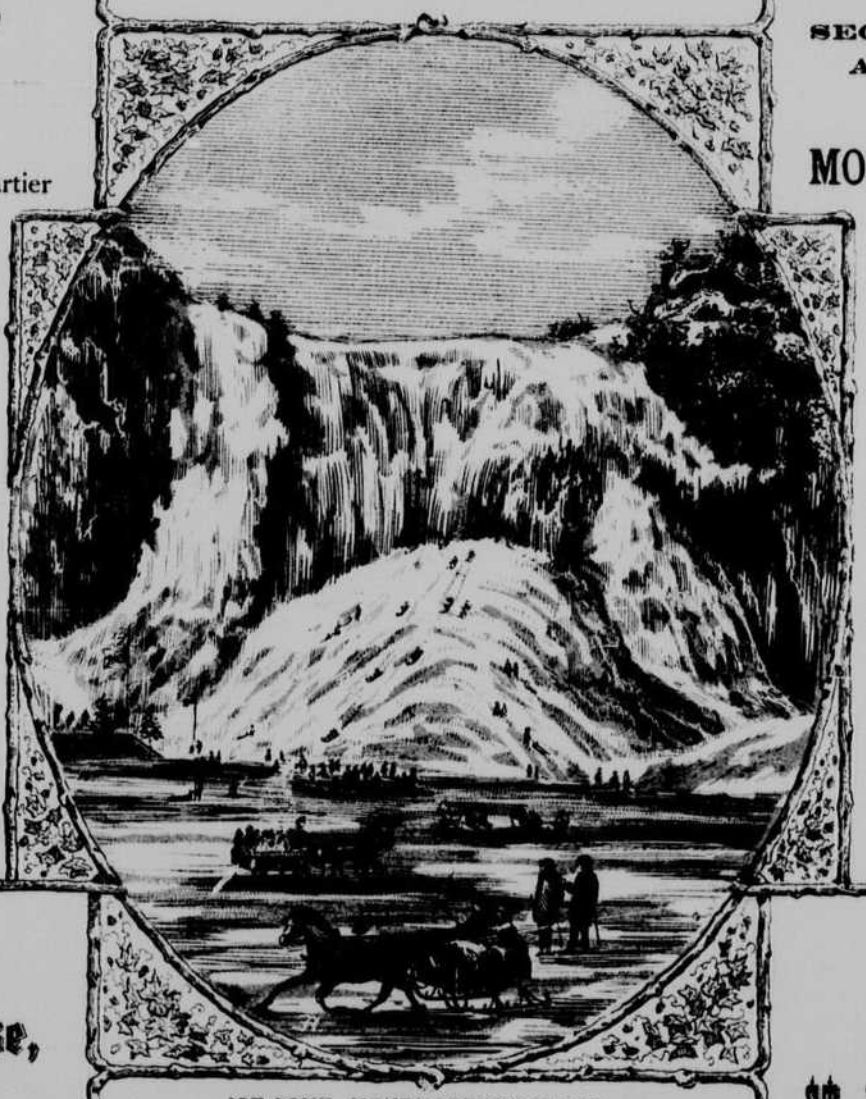
Could the spirit of Champlain now contemplate the picturesque City which he founded, we may imagine that it would be with feelings of a devout exultation amounting to extasy. Catholics and Huguenots are still there in friendly rivalry, and the grim military features of the Citadel contrast strikingly with the plate glass windows which display the latest fashions.

The only walled city on the Continent and full of relics of the past, Quebec has many visitors, from all parts of the American Continent, who look upon its antique character with an enthusiasm only less than that which they exhibit in Europe.

Its strong Citadel caps the summit of Cape Diamond, and its industrial and populous suburb of St. Roch, lies on the banks of St. Charles River, where Cartier first found the Indian village of "Stadacona." Some of its military glories are fading before the modern Art of War and increased facilities for rapid transit.—The city gates are being removed as dangerous and useless obstructions.—Its garrison is but a handful of men, but its forts on the heights of Point Levis ommand both the City and the Harbour, and it still remains a strong military fortress and the Gibraltar of Canada.

Very fine and valuable paintings are to be found in the French Churches. LAVAL UNIVERSITY is finely situated on a spur of the hill and is a very flourishing and well-managed Catholic Institution. The students are resident and number about four hundred. Each student has two rooms, and the course of study is similar to that of the English Universities, and is supplied at a marvellously small cost. The Classical Seminary gives gratuitous instruction to seventy-two pupils and prepares them for the University.

The neighbourhood of Quebec enjoys some very fine natural scenery, within short distances from the City. Thus the falls of Lorette and of the Chaudière are well worth a visit from the tourist, but the wonderful and grand falls of Montmorency bear the palm.



ICE CONE, MONTMORENCY FALLS.

Here the St. Anne River falls over a precipitous rock one hundred and fifty feet in height, producing a voluminous torrent of loudly rushing water and foam seventy-five feet wide.—This mighty torrent has carved its way through massive beds of black Trenton limestone, for some two miles from the St. Lawrence River, from which however it is plainly visible when sailing past Isle d'Orleans. In thus receding inland, it has formed a curious splitting up of the rocks called "the natural steps," which are very interesting to the geologist. When the Ice King throws his winter mantle of snow over the scene, a singular natural phenomenon is formed which is called an Ice Cone, represented in the illustration above.

It is probably founded on a snow drift which regelates into a solid rock of ice based upon the rocks, and this gradually grows up by accumulated snow storms and by the freezing of the spray from the torrent, until it forms a steep hill of ice and snow often one hundred feet in height. Here surrounded by the magnificent icicles and sparkling gems which stud the rocks, parties assemble in the winter months, and often by moonlight, to enjoy the exhilarating but dangerous pastime of "tobogganing," of which we shall give another illustration in our MONTREAL SECTION.

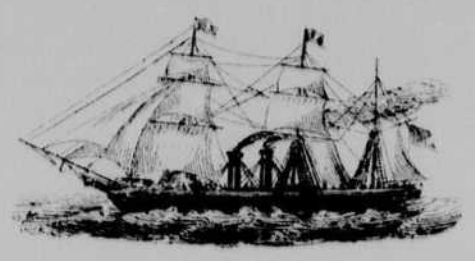
How different the summer scene! The brilliant but evanescent early spring Flora, blossoming up under the lingering snow, rapidly succeeded by the broiling sun, the parched woods, the mosquitoes and fire-flies, the hot nights! forcing families out of crowded cities to seek the cool breezes of the lower St. Lawrence, luxurious bathing in cool waters, trout or salmon fishing in shady streams, or, *dolce far niente* in open boats, or, steaming up the cool shady rocks of the Saguenay river to the high cool breeses of Tadousac or Chicoutimi! or to enjoy the fashionable seaside life at Cacouna, Murray Bay or Kamouraska! or to combine business with pleasure by boarding for a month in one of those excellent locomotive hotels which make the "all round" trip of the Lower Gulf Ports, Gaspé, Pictou, St. John and Halifax, and bring you back again to time.

We are a locomotive people, and as a rule find some excuse for a summer trip, and between St. John's, Newfoundland and Victoria, British Columbia, there is really room for a good long straggle and considerable variety of climate and scenery!

THE

QUEBEC AND GULF PORTS

Steamship Company.



ROYAL MAIL LINE

BETWEEN

Montreal, Quebec, New Brunswick, Nova Scotia, and P. E. Island.

THE STEAMERS OF THIS LINE:

SECRET, GEORGIA,
ALHAMBRA, GASPÉ,

RUN THROUGHOUT THE SEASON FROM

MONTREAL AND QUEBEC

CONNECTING AT

SHEDIAC

With Railway for St. John, N. B.,

AND AT

PICTOU.

WITH RAILWAY FOR HALIFAX, N. S.,

CALLING AT

CHATHAM, NEWCASTLE & MIRAMICHI.

For Freight, &c., apply to

GEO. HEUBACH,
Agent.

32 ST. FRANCOIS XAVIER STREET,
MONTREAL,

Or at the Company's Offices, EAST INDIA WHARF, QUEBEC.

FRECHET'S

Mountain Hill House,

No. 5, MOUNTAIN HILL, QUEBEC.

This FIRST CLASS HOTEL is most centrally located for tourists and business men, being only two or three minutes from the Richelieu Co.'s Steamboat landing, Gulf Ports and Tow Boat Co.'s Docks, as also from Government and Bank Offices, Markets, &c., &c.

☞ Saguenay steamers leave Tuesdays, Fridays, Wednesdays and Saturdays for Murray Bay, Cacouna, Tadousac and Ha! Ha! Bay.

THEOPHILE GOSSELIN'S

HOTEL,

11, STANISLAS STREET,

PALACE WARD,

QUEBEC.



ST. LAWRENCE TOW BOAT COMPANY

QUEBEC.

President, HON. THOMAS McGREEVY,

Vice-President, A. JOSEPH, ESQ.

Managing Director, JULIEN CHABOT.

TWENTY powerful STEAMERS belonging to this Company are engaged in towing vessels and rafts on the St. Lawrence, from the Gulf to Montreal.

THE "CLYDE"

a first-class passenger steamer runs during the Tourist's season from

QUEBEC TO CHICOUTIMI

at the head of the Saguenay River, affording excellent accommodation and magnificent scenery to Tourists.

Address

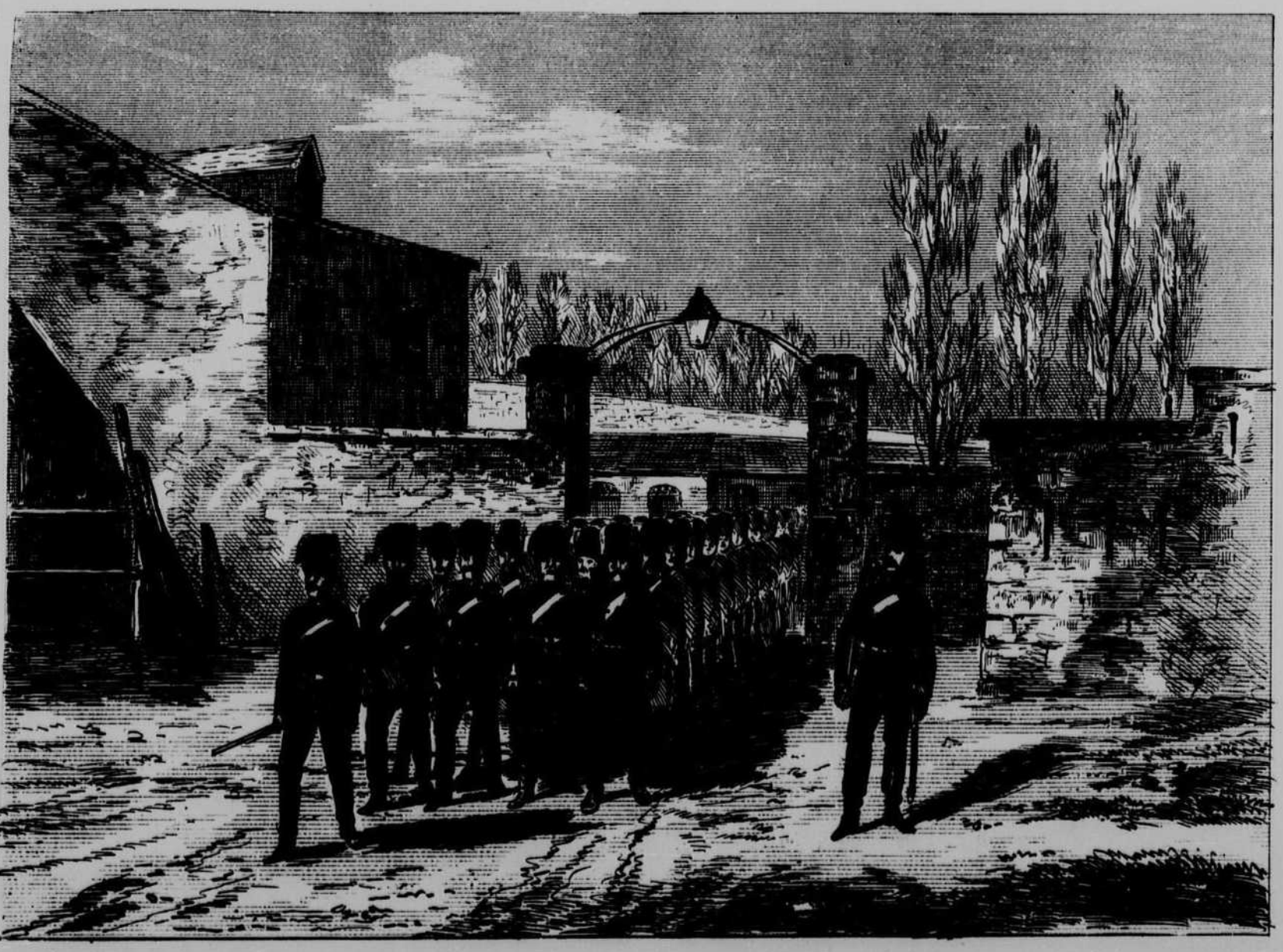
J. CHABOT,

Offices of the Tow Boat Co,

QUEBEC.



THE 60th REGIMENT LEAVING THE CITADEL, QUEBEC.

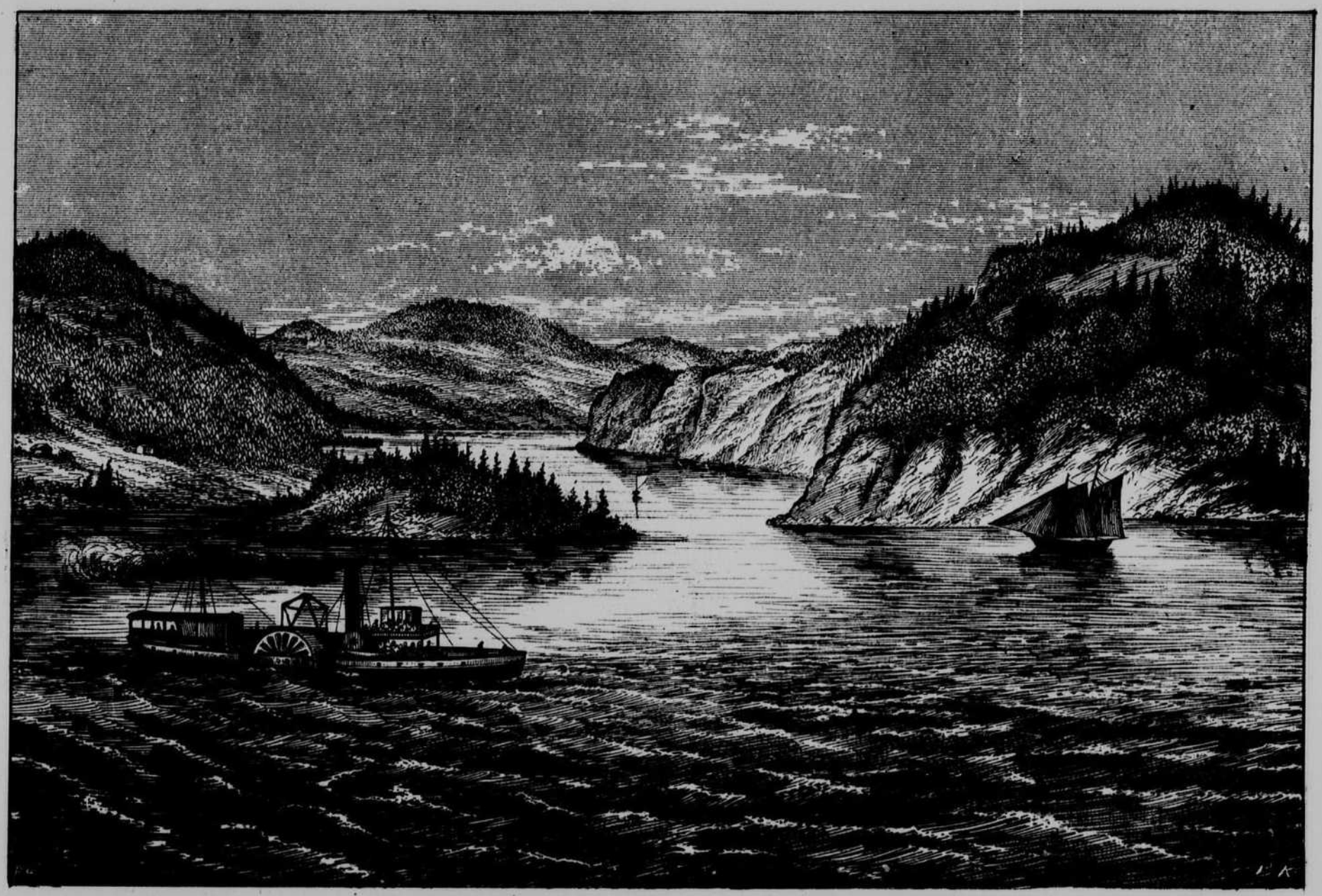


THE ROYAL ARTILLERY LEAVING THEIR BARRACKS, QUEBEC.

EMIGRATION TO NOVA SCOTIA.

THE PROVINCE OF NOVA SCOTIA

from the salubrity of its climate, the fertility of the soil, its natural resources—particularly in the extent and value of its mineral property—its fisheries, second to none in the world, its geographical position—ensuring frequent, rapid and easy communication with the old country—offers splendid attractions to European Capitalists, Farmers, Miners, Agricultural Laborers, domestic servants and others who wish to improve their circumstances by emigrating to a new country.



LONG ISLAND PASSAGE ON THE BRAS D'OR, CAPE BRETON.

FROM A SKETCH BY E. J. RUSSELL.

The Capitalist has no difficulty in finding investments in coal, gold, and iron mining, and in facilities for manufacturing. Even money investments on real estate security, pay from 25 to 50 per cent more than in Great Britain.

Farmers can purchase farms in the best Agricultural Districts of this Province, and contiguous to excellent markets, for very little more than the annual rent of a property of the same extent and capabilities in England.

Free grants of land, of 100 acres each, are given, on certain conditions, to actual settlers. The conditions are, chiefly, that a certain small quantity, about two acres, of land shall be cleared and cultivated annually for five years, and that a house, at least sixteen by twenty feet, shall have been built thereon.

In the Agricultural districts of the Province, the fertility of the soil is unsurpassed, and the proof of this lies in the fact that, in quantity and quality the productions of our farms, although not so scientifically cultivated, are equal, and in many instances, superior to those of Great Britain. The orchards produce larger and finer apples than are grown in any other part of the world. In some districts all kinds of fruit, from the luscious peach down to the little crab apple may be easily raised in the open air. Very fine samples of grapes are annually shown at our Fruit Exhibitions. Grain and roots are sure and profitable crops in every county of the Province.

Miners are wanted in our numerous coal mines, and employment can be found at good wages, for a large number of extra hands. Coal cutters do well, and many of them save money, as they can live at small expense in the neighborhood of the mines, many of which are situate in good agricultural districts.

Agricultural laborers and domestic servants are now in good demand, of the latter class the City of Halifax alone, to-day, requires some hundreds, chiefly female cooks and housemaids. Wages paid to such are from 20 to 30 shillings sterling per month with board and lodging of course.

The Government provides *free schools* for the education of the people. The poor man can, therefore, obtain for his children as good an education, *free of cost*, as the man of wealth. Inside the school room all classes are on an equal footing, and the same attention is paid to the poorest child as to those whose parents are " rolling in riches."

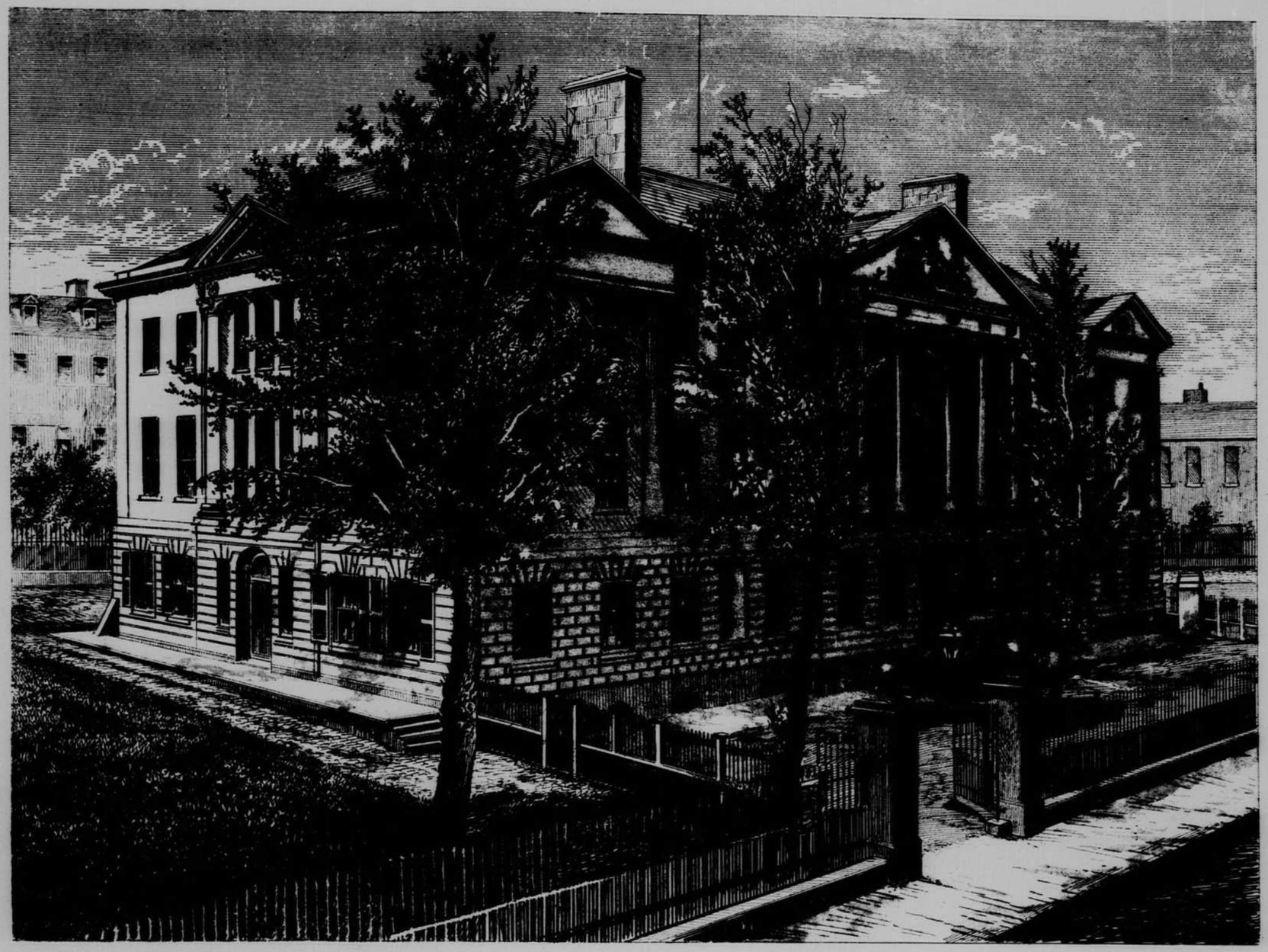
Taking the above facts into consideration it will be perceived that the Province of Nova Scotia offers superior inducements to the European emigrant. The poor laborer who, for the support of his family, requires better remuneration for the " work of his hands " than he can command at home, the capitalist in search of investments, the sportsman, longing for new shooting grounds, or new waters teeming with trout and salmon, in which to try a cast of a " green drake " or a bright " red hackle " can find equal profit and enjoyment.

The City of Halifax, the Capital of the Province, has fortnightly direct communication with Great Britain and Ireland by the "Allan Line" of steam Packets, and through the summer season, the ships of the " Anchor Line " from Glasgow touch at Halifax to land passengers and freight.

Pamphlets, issued under authority of the Government, containing full information respecting the Province, may by obtained on application to any of the Dominion of Canada Emigration Agents in Europe, or to M. B. DesBrisay, Esq., M. P. P., General Immigration Agent, Halifax, Nova Scotia.

W. B. VAIL, Provincial Secretary.

Halifax, 30th January, 1873.



THE GOVERNMENT HOUSE, HALIFAX, N. S.

HALIFAX HOTEL,

HALIFAX, N. S.

HENRY HESSLEIN,

PROPRIETOR.

The largest Hotel in the Province, comprising all modern improvements, situated in the most central part of the City, Horse Cars passing the door every five minutes, the favorite resort for Canadian and American tourists, as also all Commercial Travellers.

LAMY'S HOTEL,

AMHERST, N. S.

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This House is centrally located and fitted with all modern appointments.

A Sample Room for Commercial Travellers.

GOOD STABLING ON THE PREMISES.

A coach will be on hand to carry passengers to and from the station free of charge.

THE MARITIME PROVINCES.

NOVA SCOTIA.

Although the early history of the colonization of Acadia was so disastrous and may be regarded as an entire failure, this eastern sea board peninsula is now in as prosperous a condition, and enjoys as bright a prospect for the future, as any portion of the Dominion of Canada. The magnificent harbour of Halifax, its proximity to Europe and its direct communication with the principal ports of the neighbouring Republic, give it a prominent and important position from a national point of view.

It will take the place of Quebec as a great military centre, and will receive directly from the mother country shipments of troops for the Dominion. Avoiding the fogs and banks of Newfoundland and the dangers of the channel of the St. Lawrence, ocean steamers prefer the route to Halifax, and direct mails lines are there in regular communication with Glasgow, Liverpool, Boston, New York, and Baltimore.

In these days of Ocean telegraphy, rapid "Cigar" steamships, and improved railway connections, Halifax is the keyhole of the Dominion, and is destined to have rapid growth and be a very populous centre of activity.

The golds field of Nova Scotia, the Fisheries of Newfoundland, and the Coal measures of New Brunswick, ought to attract Emigrants of an industrious class from Europe, many of whom are far better qualified to earn an independence in these Eastern districts than to be contented in the isolated agricultural districts of the Far-West.

The great tide of Immigration has for many years swept past these Eastern provinces, and landed its industrial treasures in the far western cities where in too many instances the circumstances of the Emigrant have by no means improved. The struggling masses in Chicago, St. Louis, and San Francisco are really no better off than the struggling masses in London, or Birmingham, or Paris; but in the Eastern provinces, where the cities are small and the population has grown generation by generation, how superior becomes the physique, the stature and the pro-creativeness of the race. In this cold bracing climate of Canada East, including the province of Quebec, descendants of Englishmen, Scotchmen and Frenchmen have multiplied in singular contrast to the City records of America, and have also increased in successive generations in every aspect of virility, and are a hardy, healthy, active, and contented people.

S. R. FOSTER & SON

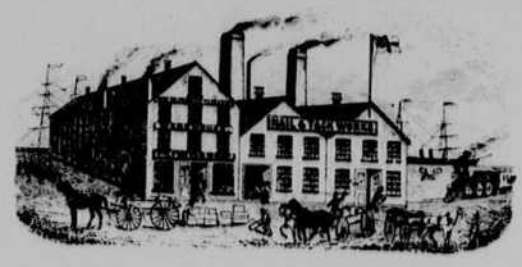
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Hungarian, Channel, Zinc Shank, Countersunk and Heel Plate Nails; Trunk and Clout, Cigar Box, Chair, Hame Slating and Finishing Nails, Patent and Common Brads; Fine 2dy, 3dy, and 4dy Cut Nails, Common Cut Nail all sizes, Flour Barrel, Tobacco Box Nails, &c.

☞ Boot and Shoe Manufacturers' Nails and Tacks a speciality.

☞ Special attention given to orders for Foreign shipment.

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Is the only reliable and really SELF-FASTENING SKATE ever invented, and after a test of several years in Europe and America, is universally ackowledged UNRIVALLED for SAFETY, NEATNESS and CONVENIENCE. The application to the boot is instantaneous and no straps or plates on the boot are required.

After the experience of several years in the manufacture of this skate, the makers are satisfied they have attained the object aimed at, viz.: to produce an article SUPERIOR TO ALL OTHERS in QUALITY as it is also in DESIGN. Made by

The Starr Manufacturing Co.,
HALIFAX, N. S.



THE GOVERNOR GENERAL AT A SKATING TOURNAMENT.

THE

Starr Manufacturing Co'y.



Are prepared to supply Railway Companies with STEEL SCABBARD RAIL-JOINTS made by FORBES' PATENT BENDING MACHINE and either with or without side plates and bolts. They can recommend this machine-made joint as superior in fit to all others, and it is pronounced by competent railroad track-layers to be the most perfect rail-joint ever made.

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OFFICE AT
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By far the most widely circulated newspapers in the Maritime Provinces and consequently the

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Weekly Telegraph,

The "Daily Telegraph and Journal," is published at $5.00 a year in advance; the "Weekly" at $1 in advance.

For further particulars, including Rates of advertising, extent of circulation, etc.,

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ST. JOHN'S, Newfoundland.

VAUX & CO.,

WHOLESALE GROCERS,

&c., &c., &c.

WATER STREET,

HALIFAX.

The entrance to the Gulf of St. Lawrence by the Straits of Belle Isle and the Coast of Labrador, gives the impression to the Emigrant that he is in very northern latitudes: but a glance at the map will show him that in ascending the St. Lawrence he is running almost as much South as West, and that this determination to the South proceeds along the great chain of lakes and that "Pelee Island" in Lake Erie is the southernmost point in Canada, having a latitude 41°77", and a place called Colchester, in the County of Essex, is exactly on the line 42°, which runs through the north of Spain and the Island of Corsica, in the Mediterranean Sea. Canada is therefore not entirely out in the cold, although it is approached at its coldest portal.

Halifax has a latitude of 44°.44° N., which about corresponds to the latitude of Genoa in Italy. Its summer sun is therefore just as hot as it was eight hours before in Genoa and its day as long. Its winter snows are relieved by an Italian sky, and they result not from the absence of that luminary, but from the cold ice currents from the North which sweep down upon it before going out to sea.

It is however a healthy climate, and its people are hardy and long lived.

The population of Nova Scotia by Census return of

1861 was 252,047
1871 " 285,777, Increase of 13.38 per cent.

in spite of the general tendency of the young people to spread themselves westward or venture their fortunes in the States.

Great attention has been paid to the education of the rising youth of this Province, and systems of instruction are supported and encouraged by the Government.

The area of the several Provinces of the Dominion of Canada:

Nova Scotia,	18,000	square miles,	Total, 3,528,805
New Brunswick,	27,500	"	
Quebec,	377,045	"	
Ontario,	121,260	"	
Manitoba,	14,340	"	
British Columbia,	220,000	"	
North-West Territory,	2,750,000	"	

FISHWICK'S EXPRESS

AND

GENERAL FORWARDING AGENCY,

CARRYING HER MAJESTY'S MAILS.

Transport Contractor to H. M. Control Department from Halifax, N. S., to all parts of America, and to the Militia Department for all parts of Nova Scotia, connecting with the Principal Expresses in

EUROPE AND AMERICA.

This Express forwards all descriptions of Freight, specie, and valuables, collects notes, drafts, &c. Goods consigned to this Express, will be entered at Customs and promptly forwarded.

Steamers of this line carrying a Mail, leave Halifax weekly for the Western Ports of Nova Scotia.

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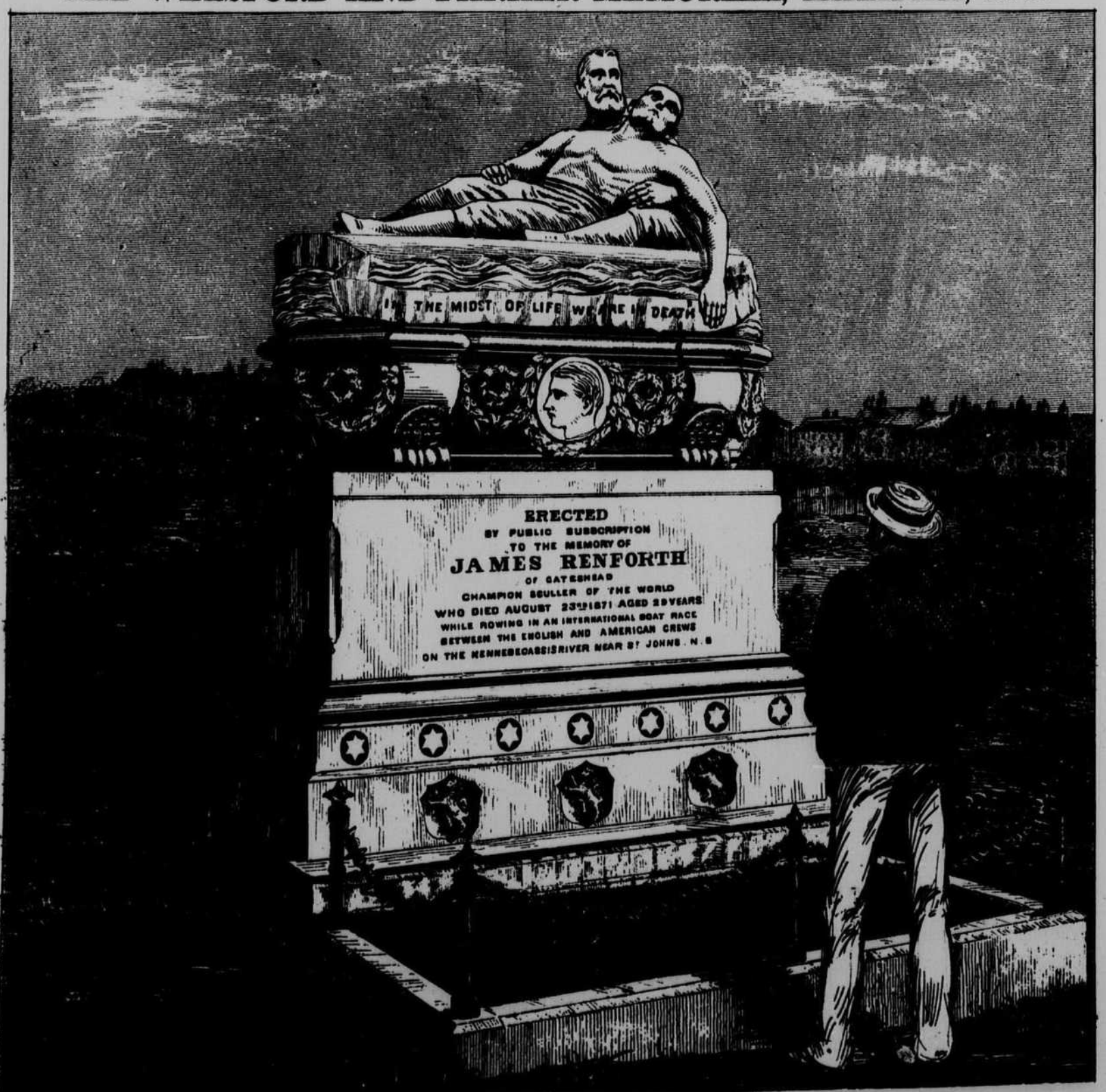
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CHIEF OFFICE, HALIFAX, NOVA SCOTIA.

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RENFORTH'S MEMORIAL, NEWCASTLE, ENG.

DOMINION OF CANADA.

PROVINCE OF NEW BRUNSWICK.

EMIGRATION TO NEW BRUNSWICK.

Under the Provisions of the "FREE GRANTS ACT 1872," the Government of THE PROVINCE OF NEW BRUNSWICK, offer to Emigrants,

A FREE GRANT OF LANDS OF 200 ACRES

to every head of a family having 2 or more children under 18 years of age, and to every child or person of 18 and upwards 100 ACRES in addition.

These grants are

ENTIRELY FREE FROM CHARGE.

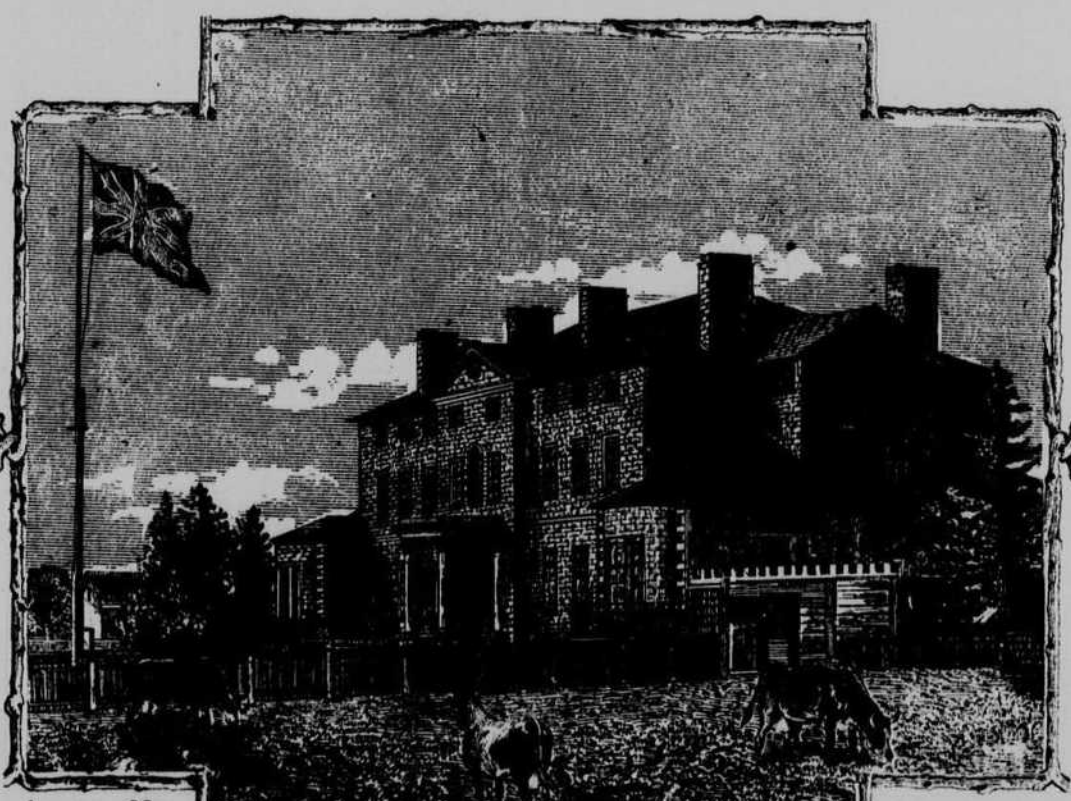
It is only required that the emigrant "settle on the land."—On 3 years "settlement" a grant from the Crown issues to the emigrant. If he die before fulfilling the conditions of "settlement" THE GRANT AT ONCE ISSUES TO HIS WIDOW OR HEIRS. The Government also grant a BONUS OF $15, when the emigrant has commenced to make a "settlement."

The Government having reserved numerous large tracts of the finest agricultural land in various parts of the province for settlement under said Act the emigrant has practically a free right of selecting his lot where he pleases. He is not driven into remote localities. Everywhere he will be within easy reach, by water or rail, of the most settled portions of the province.

Additional inducements are offered to parties of emigrants. In such case on prior notification the government WILL ERECT A TEMPORARY BUILDING on one of the lots in the centre of the tract which the emigrants may choose, and they may for a period of 15 months reside therein until they build upon their respective lots.

These great advantages are being now laid hold of, and in June 1872 a colony from DENMARK, numbering 59 persons, took up a tract of land in Victoria County and now constitute the contented and prosperous settlement of Hellerup. Large additions of their fellow countrymen are expected in 1873.

In April 1873, ONE HUNDRED FAMILIES from KINCARDINESHIRE, SCOTLAND, will leave Scotland for New Brunswick for the purpose of taking up a fine tract of land and forming a settlement near the St. John River, in the County of Victoria. Two of the Directors of the enterprise, one of them a leading tenant farmer of Kincardineshire came out to New Brunswick in 1872, and, after full inquiries and observation, selected a tract sufficient for 100 families.



GOVERNMENT HOUSE, FREDERICTON, N.B.

THE CLIMATE OF NEW BRUNSWICK is warmer in summer, and colder in winter than that of England. Still, from the dryness of the atmosphere, the cold is less severely felt than in England. All business is carried on as actively in winter as in summer and the people do not wear more clothing than in England or Scotland.

ALL THE FRUITS generally found in England are grown in New Brunswick. The POTATOES, of which the land sometimes yields over 200 BUSHELS TO THE ACRE, are superior to any in America. Of WHEAT the average produce to the acre is 20 BUSHELS. Of BARLEY, 29 BUSHELS. Of OATS, 34 BUSHELS. Of BUCKWHEAT, 33 BUSHELS. Of RYE, 20 BUSHELS. OF INDIAN CORN, 41 BUSHELS. Of TURNIPS, 450 BUSHELS.

WAGES.—FARM SERVANTS receive from 10 to 16 DOLLARS a month by the year, WITH BOARD. FEMALE SERVANTS from 4 to 6 DOLLARS a month WITH BOARD. LUMBERMEN from 18 to 26 DOLLARS a month WITH BOARD. FARM SERVANTS, from 1 DOLLAR to 1.50 a day WITH BOARD. BRICK-LAYERS, PLASTERERS, &c., from 2 to 3 DOLLARS a day. CARPENTERS, from 1.50 to 2.50 DOLLARS a day. PAINTERS, from 1.50 to 2.50 DOLLARS a day. MILL-WRIGHTS 2 DOLLARS. SHIP-WRIGHTS, 1.20 to 1.75 DOLLARS. SADDLERS and TANNERS, 1.25 to 1.75 a day.

SOCIAL LIFE OF NEW BRUNSWICK. — The Social Life and Civilization of New Brunswick is that of Great Britain with such changes as are naturally induced by life in a country where the land is owned by the tiller of the soil, where there is no exclusive favoured class, and where the physical characteristics of the country are fitted to develop the best qualities of the race. The NEW BRUNSWICKER, is ordinarily ROBUST ATHLETIC, ACTIVE, INTELLIGENT and ENTERPRISING. The emigrant may according to his means or inclination either engage in commercial, mechanical or agricultural pursuits.

He may find employment in the large cities and towns in the ordinary industrial occupations; he may labour in the construction of the railways now building; he may buy a farm at reasonable rates in the well-settled parts of the country; or he may take out a free grant from the crown of some of the most fertile lands in America; but wherever be settles he will be within the reach of PROFITABLE MARKETS, FREE SCHOOLS and the means of RELIGIOUS WORSHIP. 720 miles of Railway built and in course of construction, and one of the finest river systems, on the Continent of America—the St. John River being navigable for steamers over 220 miles from the sea—bring all parts of the province in easy reach of every other part.

For further particulars, apply to the following Government Agents in Europe:

WM. DIXON, 11 Adam St., Adelphi, London, W. C.; J. G. MOYLAN, Dublin; CHARLES FOY, Belfast; DAVID SHAW, Glasgow, and E. SIMAYS, Continental Agent at Antwerp; HON. GEORGE E. KING, Attorney, General, N. B.; HON. W. LINDSAY, Surveyor General of Crown Lands, N. B.



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CANADIAN PATENT OFFICE RECORD

AND MECHANICS' MAGAZINE,

is published monthly. The official portion will cover from 16 to 32 pages, comprising from 100 to 240 patent claims, specifications and diagrams. As the publication will commence with the patents issued under the new Act, which came into operation September 1st, 1872, the first four issues will contain 240 patents each, and each successive number will contain the patents issued during the preceding month.

The unofficial portion, or *MECHANICS' MAGAZINE*, gives in each number 32 pages of carefully selected articles and items, gleaned from the very best foreign technical papers. Every branch of Engineering, Mechanics, and Manufactures will be treated, especially such as have a practical application in Canada.

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Publisher of the above Periodicals,

GEO. E. DESBARATS,

MONTREAL.

THE DOMINION GUIDE.

THE MARITIME PROVINCES.

NEW BRUNSWICK.

In the early colonization of the country by the French, this province was included with Nova Scotia and Cape Breton in the general term of Acadia.

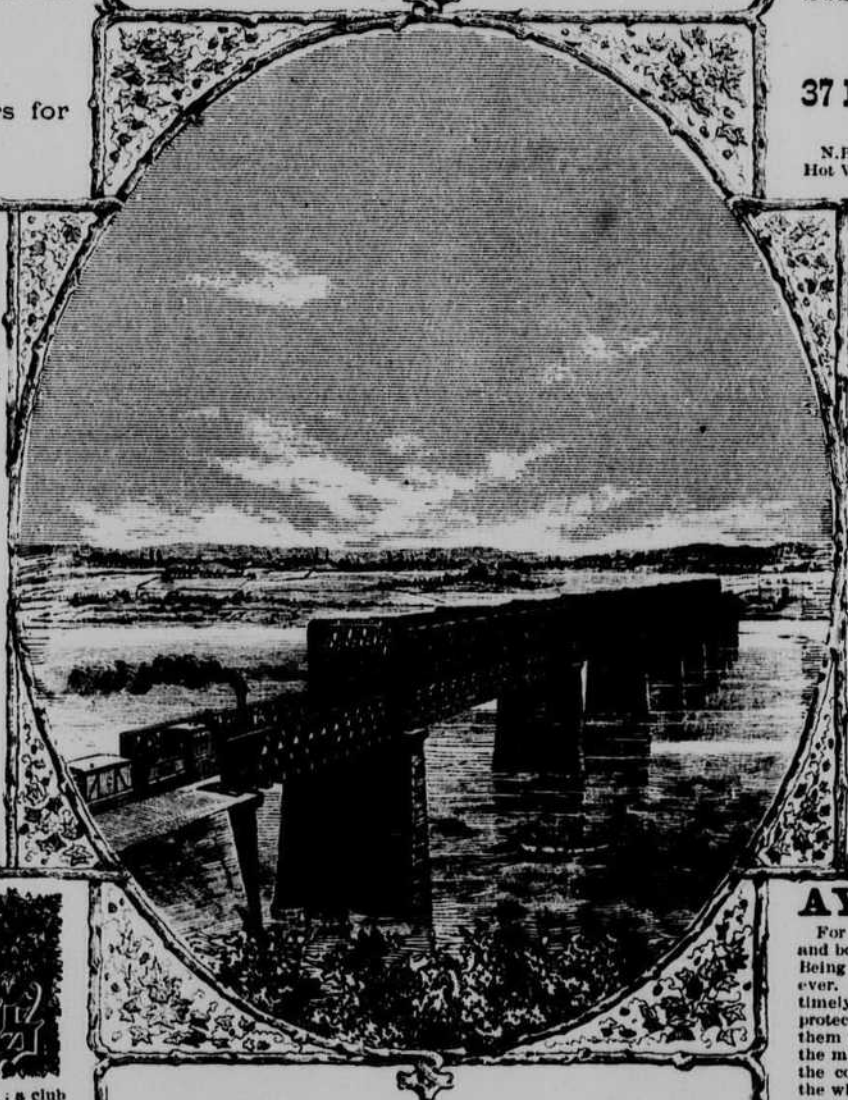
From 1604 to 1713, Acadia was under the rule of French Governors, but in the latter year it was ceded by treaty to England.

In 1758, a separate constitution was given to Nova Scotia, and in 1763, the Island of Cape Breton was annexed to Nova Scotia.

In 1784, the present limits of New Brunswick were defined and a constitution granted to it. The natural resources of the Province being unbounded, in coal and minerals, timber and fisheries, it enjoyed a large prosperity during the term of the reciprocity treaty with America, and owned a large fleet of merchant shipping.

In its consolidation with the Dominion of Canada, by Confederation, and by the probable re-establishment of a just reciprocity treaty with the States, it has every prospect of a magnificent commercial future.

One benefit derived from Confederation is the careful, accurate, and plodding labours of the Dominion Geological Survey, which, under the advice of the Veteran Canadian Geologist, Sir Wm. Logan, and the Energetic Director, Mr. A. W. Selwyn, of Australian fame, is accumulating a vast pile of Scientific facts which will place this country of mines and miners of future generations on a sound and scientific basis. After a careful survey, Mr. Selwyn reports that the gold bearing region of Nova Scotia extends over 3,500 square miles, and although less suited for individual labour than the Australian "diggings," "they offer a very promising field for combined labour and capital."



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SHORTEST AND QUICKEST ROUTE.

Trains leave Halifax every morning at 8 a.m., arriving at Annapolis at 2 p.m., connecting them with the Company's first class steamers to St. John, N.B., arriving at 8 p.m. in time for the train of the European and North American Railway to Bangor, Portland and Boston. Connecting also with the steamers of the International Company, for Eastport and Portland. Returning steamers leave St. John at 8 a.m., arriving at Halifax at 8 p.m. This road runs through the magnificent scenery made celebrated in the story of Evangeline, and is the pleasantest, and cheapest route between the Provinces of Ontario, Quebec or New Brunswick and Nova Scotia.

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" " Boston	8.00
" " New York	12.00

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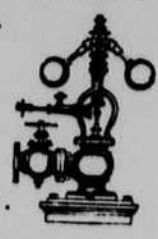
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AYER'S CATHARTIC PILLS

For the relief and cure of all derangements in the stomach, liver, and bowels. They are a mild aperient, and an excellent purgative. Being purely vegetable, they contain no mercury or mineral whatever. Much serious sickness and suffering is prevented by their timely use; and every family should have them on hand for their protection and relief, when required. Long experience has proved them to be the safest, surest, and best of all the PILLS, with which the market abounds. By their occasional use, the blood is purified, the corruptions of the system expelled, obstructions removed, and the whole machinery of life restored to its healthy activity. Internal organs which become clogged and sluggish are cleansed by AYER'S PILLS, and stimulated into action. Thus incipient disease is changed into health, the value of which change, when reckoned on the vast multitudes who enjoy it, can hardly be computed. Their sugar coating makes them pleasant to take, and preserves their virtues unimpaired for any length of time, so that they are ever fresh, and perfectly reliable. Although searching, they are mild, and operate without disturbance to the constitution, or diet, or occupation.

Full directions are given on the wrapper to each box, how to use them as a Family Physic, and for the following complaints, which these PILLS rapidly cure:—

For DYSPEPSIA or INDIGESTION, LISTLESSNESS, LANGUOR and LOSS OF APPETITE, they should be taken moderately to stimulate the stomach, and restore its healthy tone and action.

For LIVER COMPLAINT and its various symptoms, BILIOUS HEADACHE, SICK HEADACHE, JAUNDICE or GREEN SICKNESS, BILIOUS COLIC and BILIOUS FEVERS, they should be judiciously taken for each case, to correct the diseased action or remove the obstructions which cause it.

For DYSENTERY or DIARRHŒA, but one mild dose is generally required.

For RHEUMATISM, GOUT, GRAVEL, PALPITATION OF THE HEART, PAIN IN THE SIDE, BACK and LOINS, they should be continuously taken, as required, to change the diseased action of the system. With such change those complaints disappear.

For DROPSY and DROPSICAL SWELLINGS, they should be taken in large and frequent doses to produce the effect of a drastic purge.

For SUPPRESSION, a large dose should be taken, as it produces the desired effect by sympathy.

As a DINNER PILL, take one or two PILLS to promote digestion and relieve the stomach.

An occasional dose stimulates the stomach and bowels, restores the appetite, and invigorates the system. Hence it is often advantageous where no serious derangement exists. One who feels tolerably well, often finds that a dose of these PILLS makes him decidedly better, from their cleansing and renovating effect on the digestive apparatus.

Prepared by Dr. J. C. AYER & Co., Practical Chemists,
LOWELL, Mass., U. S. A.

FOR SALE BY ALL DRUGGISTS EVERYWHERE.

H. L. SPENCER,

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General Patent Medicine Agency for the Maritime Provinces.

MR. SPENCER would call the especial attention of Country Merchants and Consumers to a general assortment of PATENT MEDICINES, FANCY ARTICLES AND TOILET GOODS, which by particular arrangements with the Manufacturers, he is enabled to supply to dealers on the most favorable terms. Correspondence and orders solicited.

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CHLORODYNE acts like a charm in Diarrhœa, and is the only specific in Cholera and Dysentery.
CHLORODYNE effectually cuts short all attacks of Epilepsy, Hysteria, Palpitation, and Spasms.
CHLORODYNE is the only palliative in Neuralgia, Rheumatism, Gout, Cancer, Toothache, &c.

CHOLERA.

The RIGHT HON. EARL RUSSELL has graciously favoured J. T. Davenport with the following :—"Extract of a despatch from Mr. Webb, H.B.M.'s Consul at Manilla, dated September 17, 1864 :—'The remedy most efficacious in its effects (in Epidemic Cholera) has been found to be CHLORODYNE, and with a small quantity given to me by Dr. Burke I have saved several lives."

*** Earl Russell communicated to the College of Physicians that he had received a despatch from Her Majesty's Consul at Manilla, to the effect that Cholera has been raging fearfully, and that the ONLY remedy of any service was CHLORODYNE.—See *Lancet*, Dec. 31, 1864.

J. LOWE, M.R.C.S.E., Missionary in India, states :—"In nearly every case of Cholera in which Dr. J. Collis Browne's Chlorodyne has been administered in the earlier stages of the attack the patient has recovered. Every traveller in India should take a supply."

Extracts from the GENERAL BOARD OF HEALTH, London, as to its efficacy in Cholera.

1st Stage, or Premonitory. In this stage the remedy acts as a *charm*, one dose generally sufficient.

2nd Stage, or that of Vomiting or Purging. In this stage the remedy possesses great power, more than any other we are acquainted with, two or three doses being sufficient.

3rd Stage, or Collapse. *In all cases restoring the pulse.* So strongly are we convinced of the immense value of this remedy, that we cannot too forcibly urge the necessity of adopting it in all cases.

Cough, Asthma, Consumption, Bronchitis, Hooping Cough, Laryngitis & Croup.

From DR. J. H. SHORTHOUSE, Carshalton, late Physician to the Metropolitan Convalescent Hospital.

I have been in the habit of prescribing Chlorodyne daily for the last twelve months, and beg to express my conviction of its efficiency as a powerful and *unique* remedial agent. It possesses Anodyne, Astringent, and Anti-spasmodic properties in a remarkable degree.

In all cases of Irritability in which I have tried it, it has induced a state of complete tranquillity and repose. In Phthisis it has allayed the harassing cough, and diminished the amount of expectoration. In Neuralgia and Rheumatism it has subdued the pain in a very satisfactory manner. Its effects are totally dissimilar to those of opium or of any other medicine used in England. In Paroxysmal Coughs, from Laryngitis, Croup, Hooping Cough, &c., and in Bronchitis with copious expectoration, Chlorodyne is superior to any other remedy I am acquainted with.

From J. MCGREGOR CROFT, M.D., M.R.C., London, late Staff-Surgeon to H. M.F.—November 10, 1859.

SIR,—After prescribing Dr. J. Collis Browne's Chlorodyne for the last three years, in severe cases of Neuralgia and Tic-Douloureux, I feel that I am in a position to testify to its valuable effects. Really, in some cases, it acted as a charm when all other means had failed. Without being asked for this report, I must come forward and state my candid opinion that it is a most valuable medicine, and I have recommended several Chemists in this neighbourhood not to be without it for prescriptions.



Diarrhœa and Dysentery, Colic, Spasms.

From A. MONTGOMERY, late Inspector-General of Hospitals, Bombay Army, Marlborough Buildings, Bath.

DEAR SIR,—The supply of Chlorodyne you sent me in November last being nearly exhausted, may I request you will be good enough to furnish me with another parcel of three one-ounce bottles, for which I inclose the amount in postage stamps. I am truly thankful to say I have derived the utmost benefit from the use of this admirable remedy, after eighteen months' severe suffering from Chronic Diarrhœa, which reduced me to a mere skeleton, and induced a state of the most helpless debility. Under God's blessing, your invaluable remedy has restored me to comparative health and strength; and any premonitory feelings of a return of the complaint are immediately checked by a few doses of Dr. Browne's Chlorodyne (thirty minims in a wine glass of water), never exceeding three, at six-hour intervals. From my first using this medicine in June last, until now, I have never experienced the very slightest disagreeable effect from its employment.

Fevers and Ague.

From W. R. DAWES, Esq., F.R.C.S., Haddenham.

DEAR SIR,—You should have heard from me sooner respecting the effects of Dr. J. Collis Browne's Chlorodyne, but the fact is, that I have found it so universally applicable as a Sedative, that there is great difficulty in making a selection of cases which most strikingly mark its beneficial action, without rendering my report inconveniently prolix. I can, however, most truly say, that it is a remedy more generally efficient than any other with which I am acquainted. Its Sedative and Anodyne effects are not only more speedily produced, but they are also more lasting, and are not followed by exhaustion, or headache, or disturbance of the digestive functions; on the contrary, in many instances, its continued use has been followed by exhilaration of spirits and improvement of appetite, especially in the various painful symptoms attending uterine irritation. In Hysteria and in Dysmenorrhœa, this remedy acts like a charm, as also in nervous headaches and in many cases of cough. In Fevers, combined in the early Stage with Tartarized Antimony, it is often of signal service; nor is an increase of dose usually requisite to maintain its beneficial action. In a case of Phthisis, the moderate dose of ten minims, taken every night, has sufficed for many months to secure quiet rest scarcely disturbed by cough, while the omission of it is invariably followed by a restless and coughing night. One fact strikes me as very remarkable, namely, that while the tendency of Chlorodyne to produce Constipation is so slight as rarely to require an aperient, it has never failed speedily to stop Diarrhœa, or to extinguish attacks of ordinary Cholera. In only two or three instances has it disagreed. The sleep which follows the composing influence of the medicine is peculiarly light and refreshing.

From CHARLES J. MASON, Esq., Surgeon, Surbiton, Surrey.

I have much pleasure in bearing testimony to the efficacy of Chlorodyne as an Anodyne and Sedative. I have used it in Fever, Colic, and Rheumatism, with marked benefit.

From JOHN C. BAKER, M.D., Littleham, Bideford, Devonshire.

SIR,—I am induced, after numerous trials of Chlorodyne, to send you the results of my experience. I have found it of the greatest value in Colic, Asthma, and other diseases of a spasmodic nature. It is, without doubt, the most valuable and *certain* Anodyne we have. I have used it frequently with the greatest advantage in severe cases of Dysmenorrhœa, and in obstetric practice I find it to allay the severity of "after-pains," caused by the irregular contraction of the uterus, more certainly than any preparation contained in the Pharmacopœia. I have little doubt that when its properties are more generally known, you will have a great demand for it.

CHLORODYNE.

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SPECIAL NOTICE.

Absurd statements having recently appeared in Medical and other Journals respecting the constituents of CHLORODYNE (each analysis differing widely), J. T. DAVENPORT is compelled to further caution the Profession against using any Compound under the name of Chlorodyne but the genuine, which alone has gained such extraordinary celebrity. J. T. Davenport appends Medical Testimony in confirmation of the above. The wonderful efficacy of Chlorodyne being universally acknowledged, it must be evident to all that the assumption of the name to any other compound than the Genuine is not only dishonest in obtaining money under false pretences, but still more unprincipled by injuring the health of the Patient and causing discredit to the Physician. Even death has resulted from the use of spurious Chlorodyne when benefit had been previously experienced from the genuine; and this melancholy circumstance has no effect in restraining these heartless proceedings.

From Dr. J. Wilson, Castleton, Yorkshire.

I require to use a considerable quantity of Chlorodyne in cases where no other medicine is of the least avail; and my object in wishing a supply from your own establishment is, that I am frequently deceived by getting a SPURIOUS article from other places, although I never order anything but the genuine Browne's Chlorodyne.

From James Atkin, M.D., Medical Officer, Fever Hospital, Oldcastle, Co. Meath.

Having ordered from our Druggists "Chlorodyne," I was not only DISAPPOINTED IN ITS EFFECTS, but annoyed when I received a spurious compound. I have been in the habit of using your Chlorodyne with great advantage to my patients and satisfaction to myself.

From F. E. Barton, Esq., Surgeon, Dover.

I have now used your Chlorodyne in numerous cases, and have much pleasure in adding my testimony to its very great efficacy as an Anti-spasmodic and Anodyne, having found it especially valuable in those cases in which Opium does not agree well with the patient.

VICE-CHANCELLOR SIR W. P. WOOD stated :—Dr. J. Collis Browne "was undoubtedly the Inventor of CHLORODYNE." "I believe the whole story of the Defendant Freeman to be as deliberately untrue as the falsehood he has deposed to with reference to the use of his Chlorodyne in the Hospitals."

The following eminent Firms stated on Affidavit that Dr. J. Collis Browne was the discoverer of Chlorodyne, and that they always supplied the preparation as the Original Chlorodyne, or when Chlorodyne was asked for :—

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CAUTION.—BEWARE OF PIRACY AND IMITATIONS.

CAUTION.—Vice-Chancellor Sir W. Page Wood stated that Dr. J. Collis Browne was undoubtedly the Inventor of CHLORODYNE; that the story of the Defendant, Freeman, was deliberately untrue, which he regretted to say, has been sworn to.—See *Times*, July 13, 1864.

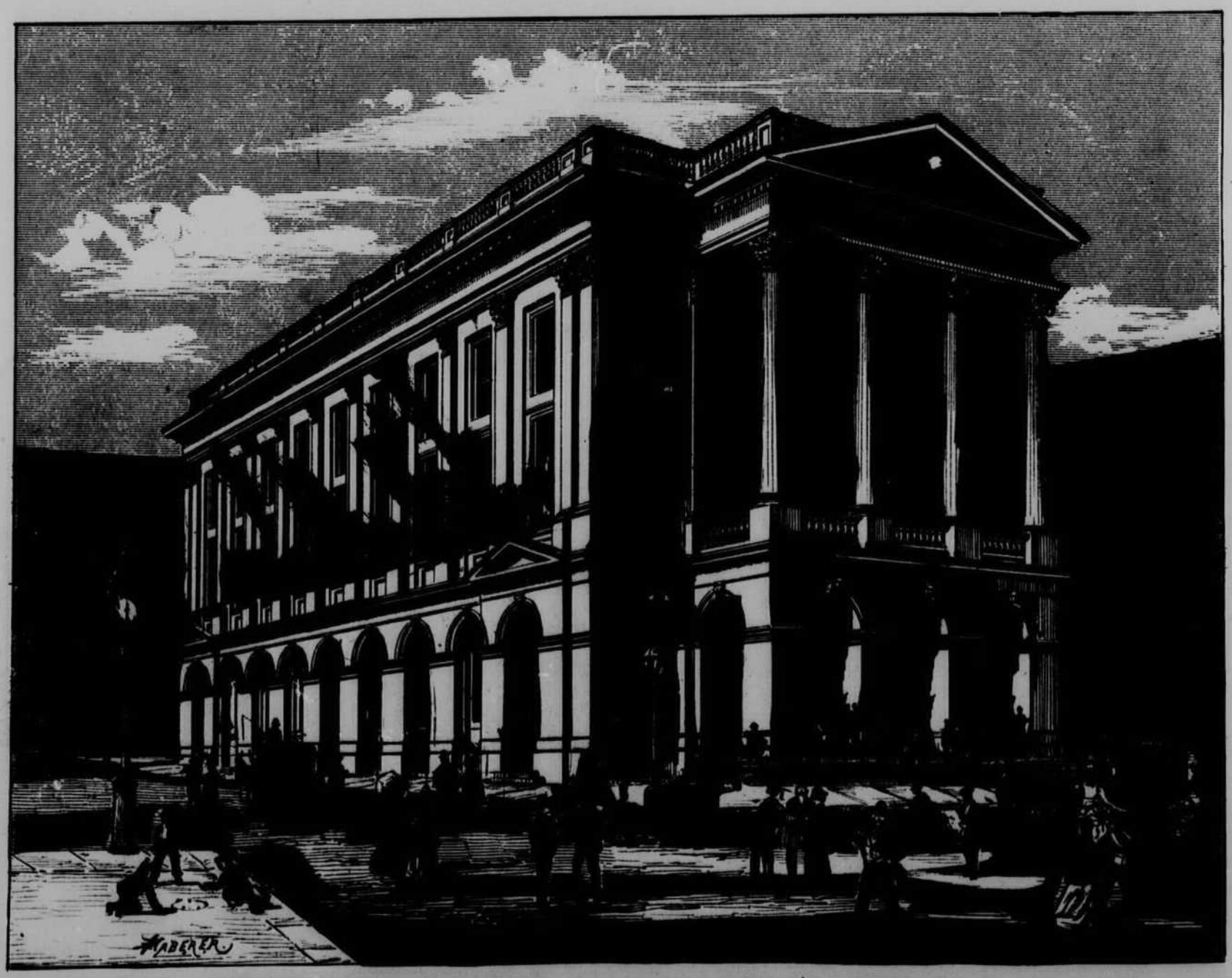
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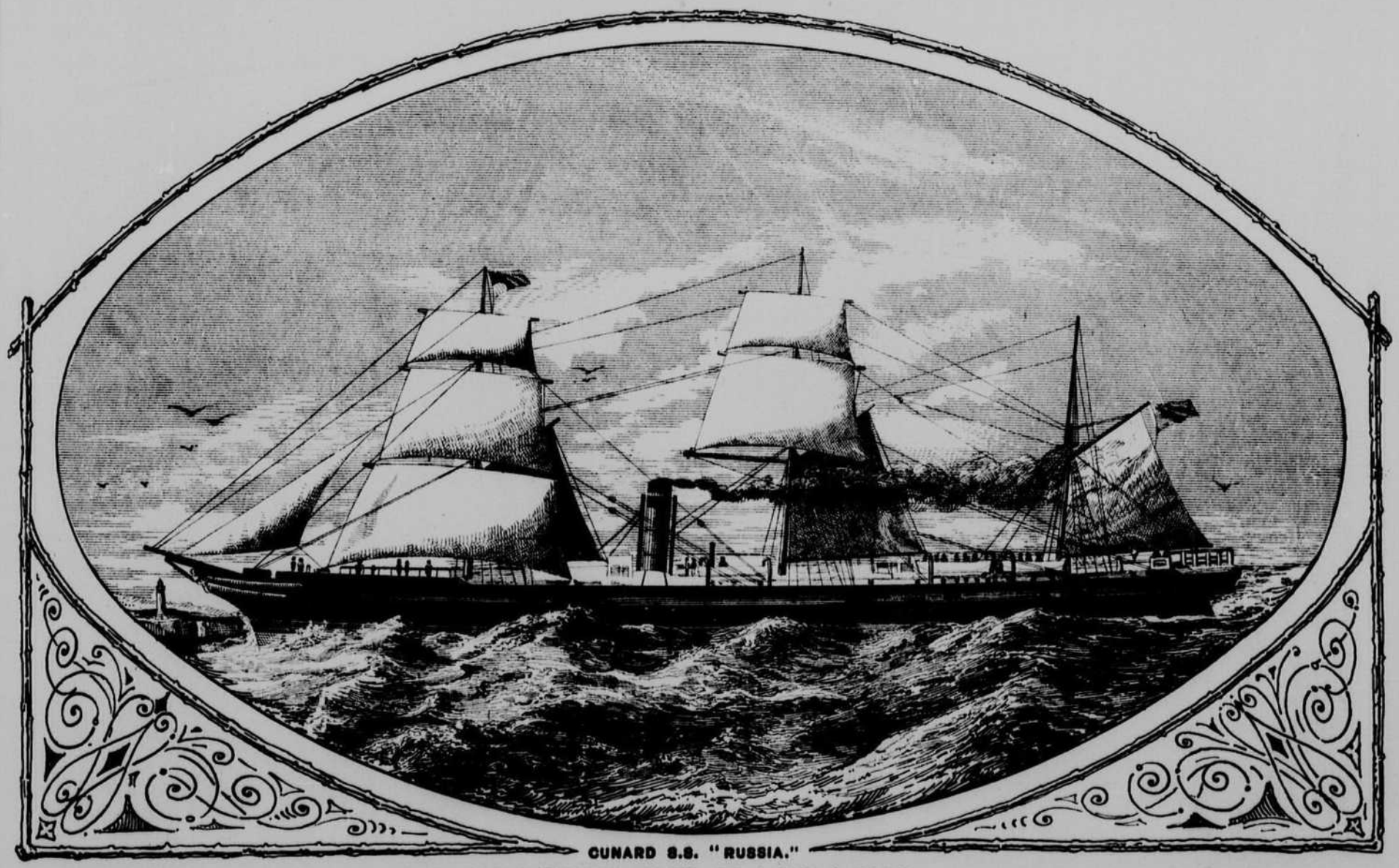
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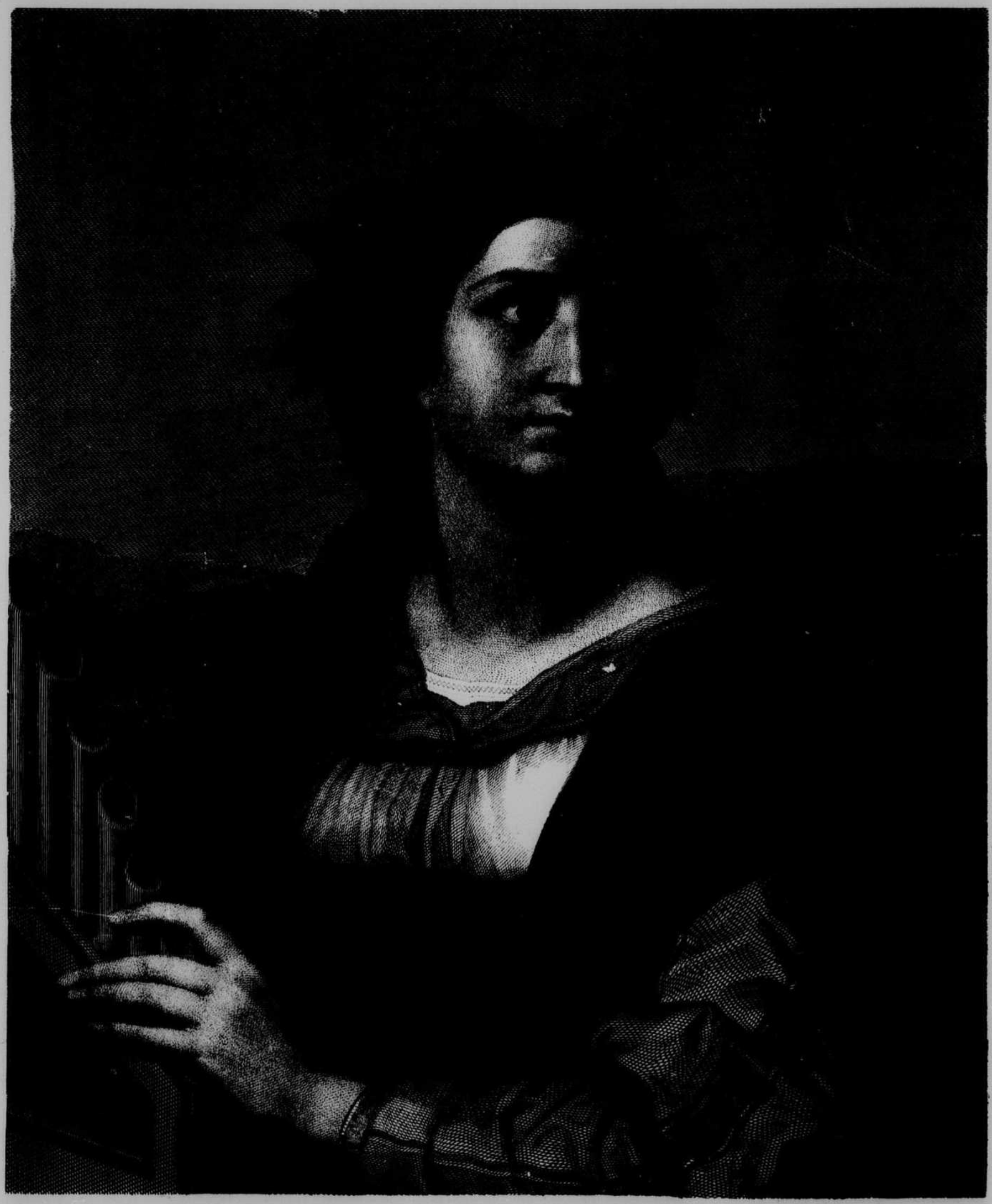
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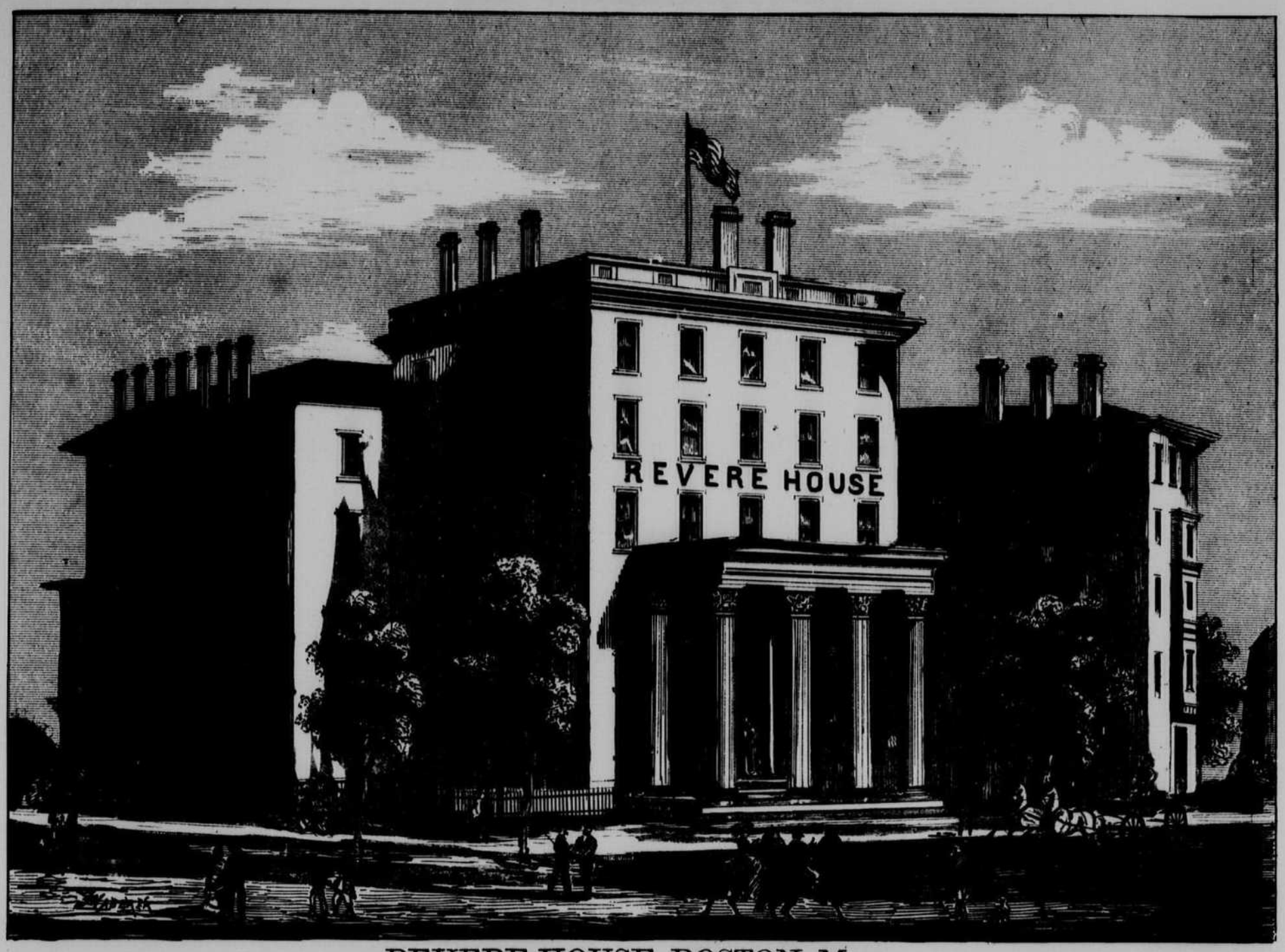
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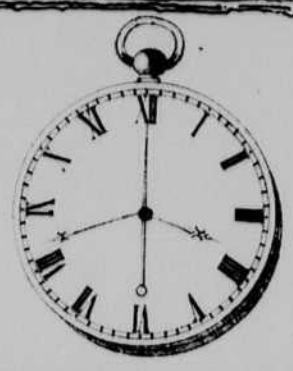
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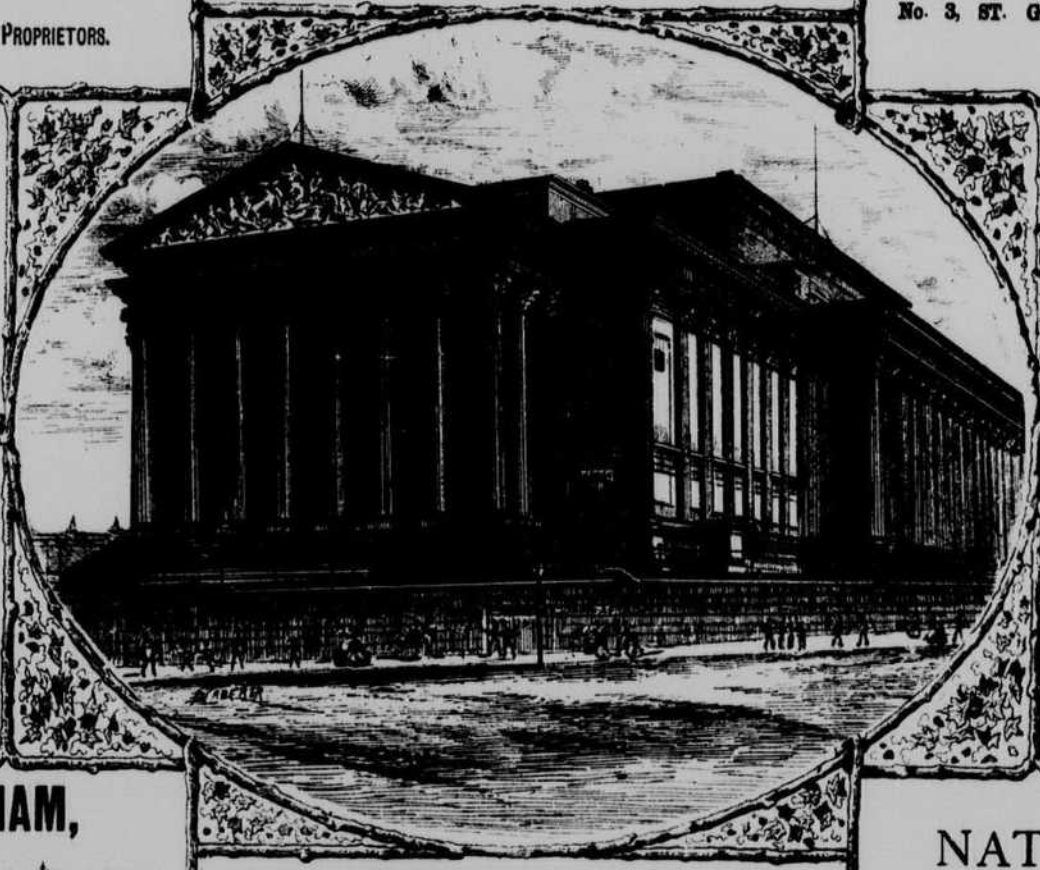
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ESPECIALLY ADAPTED for TRAVELLERS.

Honourable Mention Exhibition 1851, for Good and Cheap Instruments.

Honourable Mention Exhibition 1862, for Good and Cheap Instruments.

CHADBURN'S

PATENT

Telegraphs for Ships, Mines and Railways.

C. H. CHADBURN & SON,

Opticians and Instrument Makers to H.R.H. the late Prince Consort,

71 AND 73, LORD STREET,

LIVERPOOL.

PATENTEES AND MANUFACTURERS.

ST. GEORGE'S HALL, Liverpool.

LIVERPOOL AND MONTREAL.

From whatever point of view we may reconnoitre we find Montreal and Liverpool sister ports—they are both ancient and modern—they are conservative in politics and religion, but go-a-head in trade and commerce. They look out for big ventures and put up with temporary losses for the sake of a great future.

They are the commercial observatories of the two continents. They publish the indications of the commercial barometers, the political thermometer and the humidity or dryness of trade. Occasionally they hoist the drum and show storm signals—and whether right or wrong, are generally found on the safe or winning side.

Both cities have accumulated wealth during the past generation—both have profited by extraneous wars; both are eminently conservative, yet elastic, and open to any appeal to the lively impulses of acquisition.

Yet, with every outward appearance of semblance, how far behind her elder sister is Montreal! Where is the power of centralization, which is illustrated in the Liverpool Harbour Commissioners; the Corporation, with its able Sanitary Staff; the Gas and Water Works; the Galleries of Science and Art; the Free Public Library and Museum; the Parks in every outskirts of the city and the well-regulated systems of locomotion by tramways, omnibuses and cabs?

Having the example so closely before our eyes, when shall we see our Civic Government equal to that of Liverpool?

We have but to glance at the map of international communication over the small area of Great Britain to see how closely associated with each other small communities become when the necessary means of transit is accorded to them; and when the storm-tossed traveller arrives at the port of Liverpool, he can do no better than lay down his wearied head at the London and North Western Station Hotel, where he will pass at once from a sense of weariness to a sense of luxury under the courteous attentions of Mr. Bisroe, and the luxurious furnishings and cuisine of the New Liverpool Hotel.

NATIONAL LINE.



THE STEAMERS OF THIS LINE ARE

The Largest Passenger Steamships Afloat.

STEAM FROM

LIVERPOOL TO NEW YORK EVERY WEDNESDAY

AND FROM

QUEENSTOWN EVERY THURSDAY.

THE NATIONAL STEAMSHIP CO'Y.

(LIMITED)

Despatch one of the new full-powered British Iron Screw Steamships

Ships.	Tons.	Ships.	Tons.
EGYPT, Grace	5064	ENGLAND, W. H. Thompson	3307
SPAIN, Grogan	4900	ERIN, Lawson	3310
ITALY, Webster	3700	HELVETIA, Griggs	3315
HOLLAND, Bragg	3530	CANADA, Kemp	2872
FRANCE, Thompson	3571	VIRGINIA, Sumner	2876
THE QUEEN, Thomas	3517	DENMARK, Andrews	2850

From Liverpool to New York every Wednesday, and from New York to Liverpool every Saturday, and from Queenstown every Thursday.

The SALOON accommodation on board these Steamers is unsurpassed, the State-rooms being unusually large, and open off the Saloons, which are situated in the poop on deck—the poop being 150 feet long.

Rate of Passage from Liverpool to New York,—12, 15, and 17 Guineas according to accommodation in State-Room—all having same privilege in Saloon. Return Tickets TWENTY-FIVE GUINEAS.

The STEERAGE accommodation is unequalled for space, light, and ventilation. Abundance of Fresh Provisions served up cooked by the Company's stewards.

Rates of Passage on Reduced terms.

Passengers booked through to Aspinwall,—San Francisco,—the inland towns of Canada and of the United States on favourable terms; also, to Australia, New Zealand, China and Japan, at low through rates, *vid* New York and San Francisco.

Apply to THE NATIONAL STEAMSHIP CO. (LIMITED), 23, Water Street, Liverpool. To E. & J. CUMMINS & BROS., Queenstown.

Or to F. W. J. HURST, At the Company's Office, 69 BROADWAY, NEW YORK



TESTIMONIAL PRESENTED BY THE CITIZENS OF QUEBEC TO THE OFFICERS OF THE 69th REGIMENT.

MESSRS. ELKINGTON & CO., OF LIVERPOOL, MANUFACTURERS.

This testimonial is intended to commemorate the high esteem in which the officers and regiment were held during their stay in Quebec, by all the inhabitants, and especially the friendly feeling between the regiment and the volunteers during the frontier service at the time of the attempted Fenian invasion in the latter part of May and beginning of June. These ideas have been illustrated in the handsome prize of plate, manufactured by Elkington & Co., of Liverpool, under instruction of the testimonial committee—Messrs. Henry Fry, T. Beckett, and E. J. Price. The design consists of a silver centre-piece, formed by a Grecian column supported on a polished ebony and silver base, and draped with flags. From the acanthus leaves, forming the capital of the column, spring four elegant foliated arms, and a tripod support for a richly engraved glass bowl for fruit or flowers.

At the base of the column is an emblematical group representing an officer of the 69th regiment in full dress uniform, and a Quebec volunteer private in the act of stretching his arm over a pedestal supporting the royal crown, thus figuratively showing the readiness of volunteers and regulars to unite in defending their country. On the ebony base, on each side, are placed beavers in frosted silver, and on the front, also in frosted silver, a bas-relief representing an inspection of volunteers by an officer in the Queen's service. At the back is the plate bearing the inscription, of which the following is a copy :

" Presented by the citizens of Quebec to Lieut-Col. George Bagot and officers of the 69th regiment, in acknowledgment of the high estimation by the whole community of their valuable and gallant co-operation in the frontier service, and the gentlemanly tone that invariably pervaded their intercourse with the inhabitants while the regiment was in garrison at Quebec, November, 1870." The workmanship is exceedingly creditable to the manufacturers, while the design is chaste and appropriate. Our illustration is copied from a photograph.



TO EUROPE.

THE INMAN LINE

FOR QUEENSTOWN & LIVERPOOL

Under contract with the Governments of Great Britain and the United States for carrying the Mails.

AVERAGE PASSAGE 9 to 10 DAYS.

CITY OF CHESTER.	CITY OF WASHINGTON.
CITY OF RICHMOND.	CITY OF NEW YORK.
CITY OF MONTREAL.	CITY OF BRISTOL.
CITY OF BRUSSELS.	CITY OF LIMERICK.
CITY OF BROOKLYN.	CITY OF DUBLIN.
CITY OF PARIS.	CITY OF MANCHESTER.
CITY OF ANTWERP.	CITY OF HALIFAX.
CITY OF LONDON.	CITY OF DURHAM.
CITY OF BALTIMORE.	

FROM NEW YORK FOR LIVERPOOL

Every SATURDAY and every THURSDAY, from pier 45 North River.

Landing Passengers for Ireland at Queenstown, where the delay is about half an hour.

RATES OF PASSAGE.—First Cabin, payable in Gold.

First Cabin to Queenstown or Liverpool $75
Do to London 80

STEERAGE, PAYABLE IN CURRENCY.

Steerage to Liverpool, Queenstown, Glasgow or Londonderry..... $30
Do to London, through by Rail..... 35
Do to Antwerp, Rotterdam and Hamburg..... 35
Do to Sweden, Norway, Denmark and Paris..... 38

Children between 1 and 12, half fare, infants under one year free.

FROM QUEENSTOWN OR LIVERPOOL.

☞ A Steamer leaves Liverpool every TUESDAY and THURSDAY, embarking passengers from Queenstown on WEDNESDAY and FRIDAY.

FIRST CABIN ..... 15 and 18 Guineas, or $75 and $80 Gold.
Children under 12, half fare. Infants free.

STEERAGE, from Liverpool, Queenstown, Glasgow or Londonderry, £6 6s. or $34 U. S. Currency. Children under 12, half fare. Infants, $5.

Tickets can be bought on this side, at the above rates, by persons wishing to bring out their friends.

These steamers are built on the Clyde, are constructed in Water-tight Iron Sections, are supplied with Patent Fire Annihilators, and carry experienced Surgeons. The accommodation and attendance are unsurpassed.

The Vessels of this Line cross South of the Banks of Newfoundland during the ice season.

For Passage or further information apply at the Company's offices, WM. INMAN, Agent, JOHN G. DALE, Agent, 15 Broadway, New York. Nos. 62 and 63 Tower Buildings South. 22 Water Street, Liverpool.

Or to Walter Phillips, Montreal; G. H. Wyatt, Toronto; George McKeand, Hamilton; A. G. Smyth, London; Herrick & Crombie, Ottawa; George Stevenson, Sarnia; D. C. Haynes, St. Catharines; Wm. Jaffray, Berlin; C. E. Chadwick, Ingersoll.

LIVERPOOL SUBURBS.

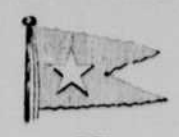
The visitor to Liverpool who is likely to be detained by business for a week or two would do well to select one of the Suburban Hotels which, at convenient distances from the City, afford him much variety and amusement as well as the benefit of fresh air.

Of these Waterloo and New Brighton have fine bathing on a sandy beach and are easily reached at all hours of the day,—Waterloo by train and New Brighton by every half hour. The goodly vessels of all shapes and sizes going in and out of port at every tide is an interesting spectacle, and from Waterloo a fine view is obtained of the Mountains of North Wales. The Abbey Hotel at Childwall, near Wavertree, is a charming rustic retreat on high ground and afford a fine view over a rich agricultural district. It has an ancient and grotesque Church, and the neighbourhood abounds in pleasant walks and rides, once the familiar haunts of Felicia Hemans. The neighbourhoods of Aigburth and Garston are also very picturesque and pleasant and can furnish good hotel accommodation.

Birkenhead, on the opposite shore of the Mersey, is quite a large town, rising abruptly from the river, and from its higher portions, viz., Oxton Hill and Cloughton, a very fine view of the river and of the Welsh Hills may be obtained. The Liverpool observatory is placed on Bidston Hill, which has also a light-house, from whence a fine view of the peninsula of Wirral is obtained. The great glory of Birkenhead is its park of 180 acres which was laid out by the late Sir Joseph Paxton, and is considered to be one of his happiest efforts. Its walks present constant variety, a pleasant degree of undulation and a large number of flowering trees and shrubs, of which an unusual proportion are native to the American Flora.

Liverpool has also added to her suburbs, during the last few years, two noble parks north and south of the City, viz: the "Sefton Park" and the "Stanley Park," the former as well as the "Princes Park" being very tastefully laid out. Whatever else is missed the visitor must not fail to spend some hours in the Derby Museum, William Brown St., which is a credit both to the community and to the country at large.

"WHITE STAR" LINE



OF

First-Class Full-Powered Iron Screw Steamships,

SAILING BETWEEN

LIVERPOOL & NEW YORK

Every THURSDAY, via Queenstown.

OCEANIC	5000	Tons Burthen	3000	Horse Power.
BALTIC	5000	"	3000	"
REPUBLIC	5000	"	3000	"
ADRIATIC	5500	"	3250	"
ANTARCTIC	5500	"	3250	"

No expense has been spared in adopting the latest improvements in steamship building, and it is believed that these vessels combine in an uncommon degree the qualities essential for passenger purposes, while at the same time, they contain ample provision for the carriage of merchandise.

The speed of the steamers comprising this fleet is expected to exceed the average of any other line of Atlantic steamers, and from the fine model of the vessels, and the uniformity of their build, coupled with great steam power, regular and swift passages are anticipated.

The vessels are divided into water-tight compartments, and every precaution is taken to ensure safety.

THE SALOONS will be found to afford unusual space, the whole breadth of the ships being devoted to this purpose; they are light, lofty, well ventilated, and lavishly furnished, whilst the requisites so necessary to the comfort of Passengers in the colder portions of the year, are amply provided by an extensive arrangement of hot water pipes, and capacious fire-grates. Being placed amidships, the saloons are removed from the noise and motion experienced in the after-part of the vessel.

THE COMFORT AND CONVENIENCES which are secured to Passengers by this line, comprising Ladies' Private Saloon, commodious Smoke Room, extensive Library, Bath Rooms, instant communication with the stewards by means of Electric Bells, &c., are such as are only equalled in a first-class hotel.

Saloon passage £18 18s. and £16 16s.

Return Tickets 27 Guineas. Steerage £6 6s.

New York Office.
19 BROADWAY.
J. H. SPARKS, Agent.

ISMAY, IMRIE & Co.,
7, East India Avenue, London.
10, Water St., Liverpool.

ADELPHI HOTEL.

LIME STREET, LIVERPOOL,

Maintains its old-established reputation as

A FIRST-CLASS ENGLISH HOTEL.

THE NEW HOTEL,

ERECTED AT

Lime Street Station, Liverpool,

Is now open for the reception of visitors. It contains upwards of two hundred bedrooms, with spacious coffee room, available for Ladies and Gentlemen. Ladies' Drawing Room, Reading, Writing, Billiard and Smoking Rooms.

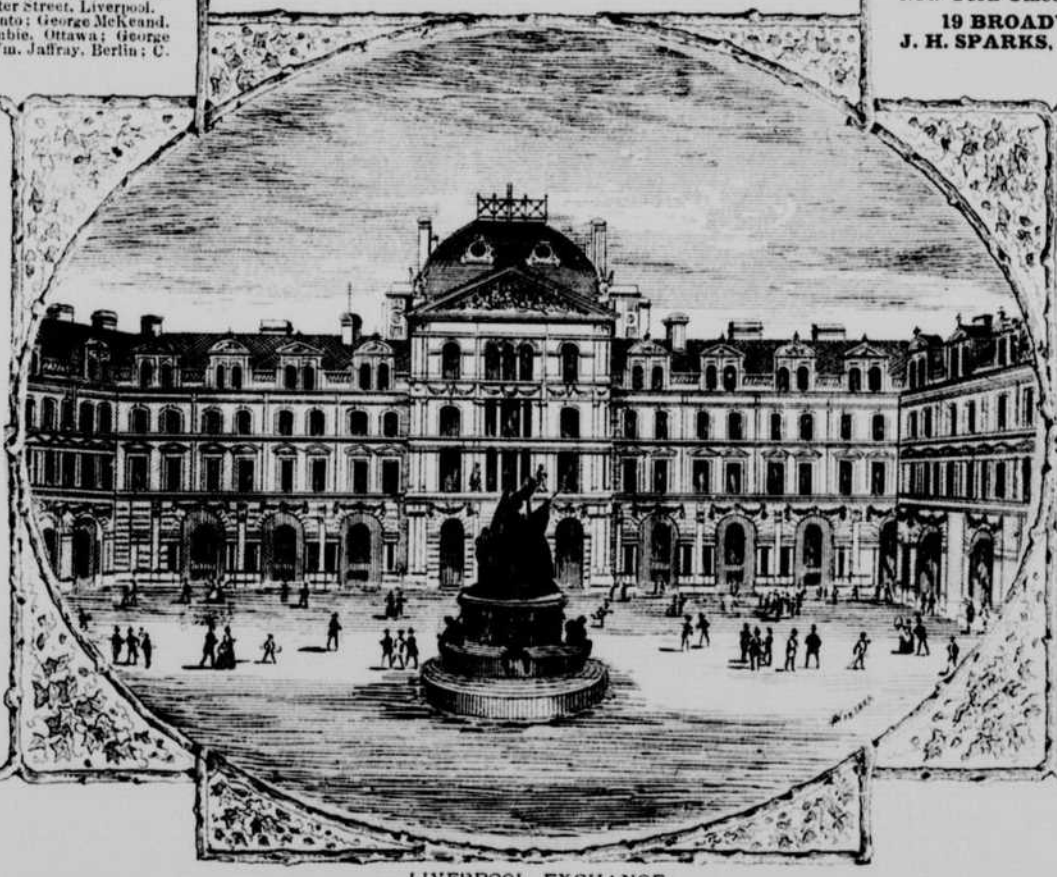
WASHINGTON HOTEL.

LIME STREET,

NOW UNDER ENTIRELY NEW MANAGEMENT.

This magnificent building is one of the finest and most elaborately finished Hotels in the United Kingdom, covering an area of 1,200 square yards, and contains 200 noble and spacious rooms, fitted up with every luxury and requisite that modern art and experience can furnish. Omnibus to different parts of the town and suburbs pass the Hotel.

German, French, Italian, and Spanish spoken.



LIVERPOOL EXCHANGE.

THE

Canadian Illustrated News

AND

DOMINION GUIDE

ARE

REPRESENTED IN LIVERPOOL BY

MESSRS. LEE & NIGHTINGALE,

South John Street,

By whom advertisements will be received and informations as to rates, &c., given upon application either personally or by post-card.

GUION LINE.

UNITED STATES MAIL STEAMERS.

FOR FREIGHT AND PASSAGE

Apply to

GUION & CO.,

25 WATER ST.,

LIVERPOOL.

WILLIAMS

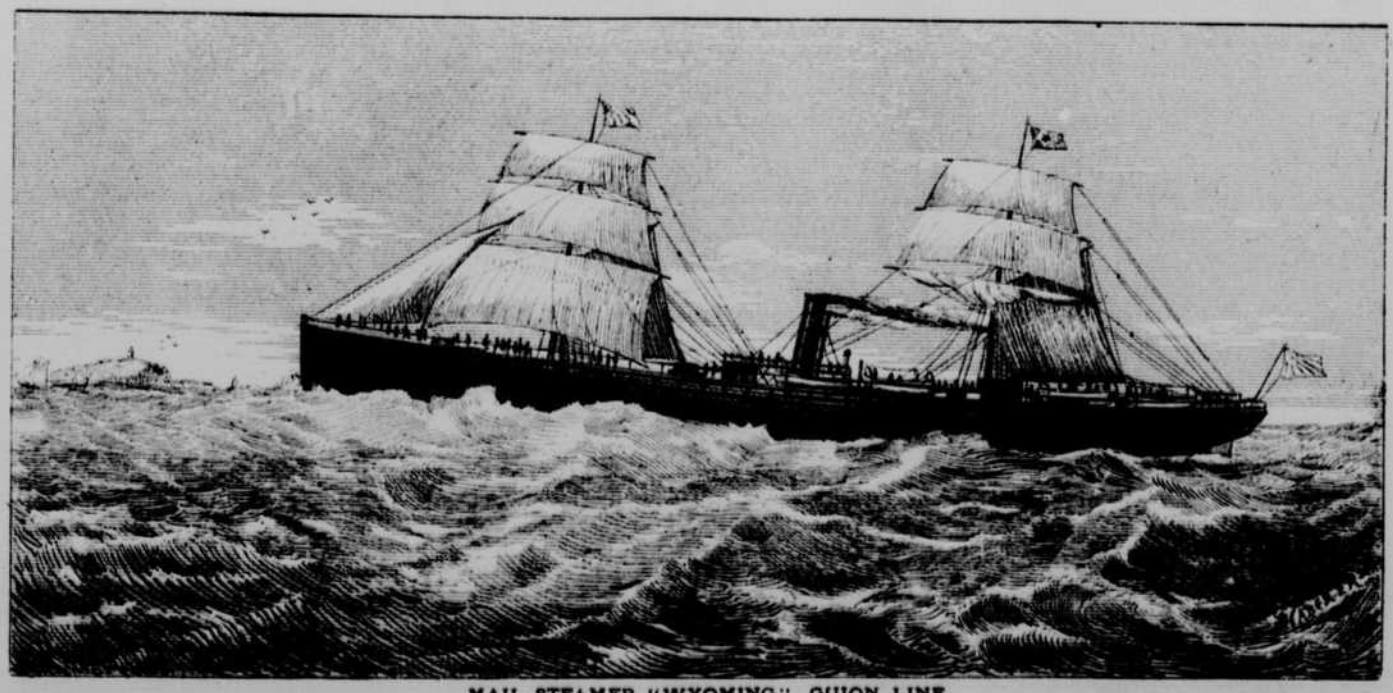
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GUION,

BROADWAY, N. Y.

OR ANY

OF THEIR AGENTS.



MAIL STEAMER "WYOMING", GUION LINE.

FOR FREIGHT AND PASSAGE

Apply to

WILLIAMS

AND

GUION,

BROADWAY, N. Y.

GUION & CO.,

25 WATER ST.,

LIVERPOOL.

OR ANY

OF THEIR AGENTS.

EVERY

LIVERPOOL TO NEW YORK, Wednesday and Saturday. NEW YORK TO LIVERPOOL,

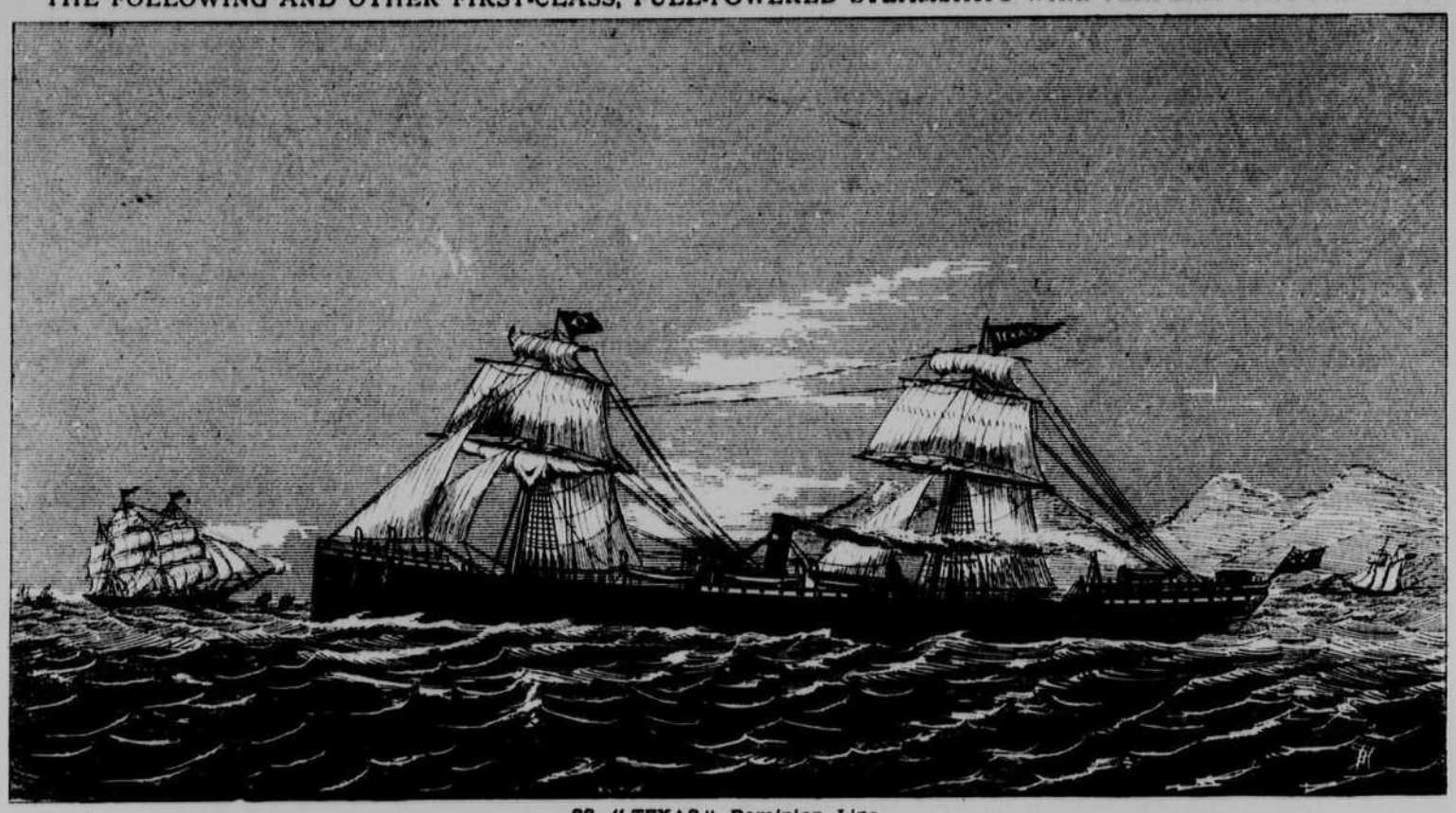
Dominion Line.

Sailing between LIVERPOOL, QUEBEC and MONTREAL in Summer, and LIVERPOOL and PORTLAND in Winter.

Calling at BELFAST to embark Passengers.

THE FOLLOWING AND OTHER FIRST-CLASS, FULL-POWERED STEAMSHIPS WILL PERFORM THIS SERVICE:

DOMINION
3,200 Tons.
MISSISSIPPI
2,200 Tons.
MEMPHIS
2,500 Tons.
VICKSBURG
2,500 Tons.



ONTARIO
3,200 Tons.
TEXAS
2,350 Tons.
MISSOURI
2,150 Tons.
ST. LOUIS
1,850 Tons.

SS. "TEXAS," Dominion Line.

These Vessels have VERY SUPERIOR ACCOMMODATION for both Cabin and Steerage Passengers at reduced Prices.

Through Tickets, available by any Steamer of the Line, to or from the United Kingdom and Canada, can be had at the principal Grand Trunk Railway Ticket Offices in Canada.

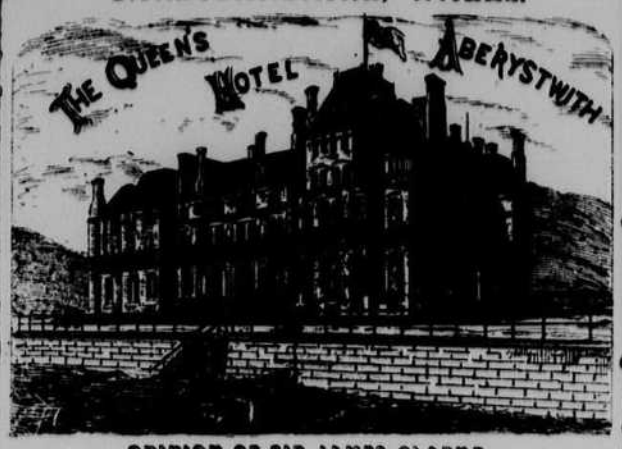
For Rates of Freight and Passage apply, in Liverpool, to the Managing Directors, FLINN, MAIN & MONTGOMERY, Launcelot's Hey; TAYLOR, TIPPER & CO., Hargreave's Buildings, Chapel Street. Or to HENRY GOWAN, Belfast.

General Agents in Canada: DAVID TORRANCE & Co., Montreal.



EMIGRANTS ON THE FORECASTLE.

CARDIGANSHIRE, WALES.



OPINION OF SIR JAMES CLARKE.

"A fortnight at Aberystwith will do more good than a month at any other watering place."

PORT MADOC.

THE QUEEN'S HOTEL,

CAMBRIAN RAILWAY STATION.

The above NEW and SPLENDID HOTEL is now open for Visitors, Commercial Gentlemen, &c. It is handsomely furnished by an eminent LONDON FIRM, with all new furniture, superior for elegance and comfort. It has a large and well ventilated BILLIARD ROOM, spacious COFFEE and COMMERCIAL ROOMS, commanding extensive and varied scenery; also PRIVATE SITTING ROOMS. All are fitted with Patent Electric Bells.

SHOWER, HOT, COLD AND OTHER BATHS AT A MOMENT'S NOTICE.

Visitors staying at the Hotel, and their luggage, conveyed to and from the far-famed "Little Gauge" Festinioc Railway, and to and from the Port, free of expense. Coaches daily to and from the above Hotel for BEDDGELERT and LLANBERIS.

W. CHALTON, Proprietor.

ENGLISH RESORTS.

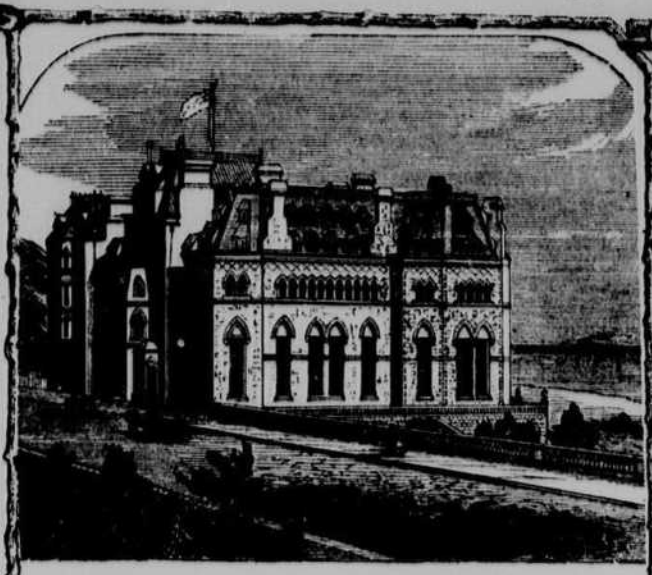
The Canadian and American tourist to England naturally desires to see as much as possible of the country in the shortest possible time.

It is but a very superficial glance, however, that can be obtained by rushing through the country for two or three weeks. There is so much variety of scenery, of mode of life, and of historic interest, that it would require a good twelve months "camping round" to see even its principal attractions. It enjoys also the greatest variety of climate and soil, so that those in search of recruited health may choose between the cool bracing hills of Yorkshire and Lancashire and Westmoreland, the elevated chalky plateaus of Derbyshire, the sheltered verdure of Leamington, the invigorating sea-breezes of the Atlantic on the Welsh Coast, the mild and genial climate of Bath and Ilfracombe, or the warm moist channel air on the lovely southern slopes of the Isle of Wight—at Blackgang, Ventnor, or Shanklin. All these will well repay a visit of two or three weeks, being centres of highly interesting districts of country.

Hydropathic Establishments are now becoming very fashionable resorts and are placed numerously in the neighbourhood of medicinal springs. These are usually under the charge of an able medical man who assumes all the duties of host. A large number of the visitors are in pretty good health and only want rest, regular and regulated diet, fresh air, fresh water and recreation.

These are all provided and the pleasures of society are thoroughly enjoyed by the inmates. Instead of the isolation of hotel life where the Englishman shuts himself up in private rooms and sees only his own party and the waiters, all assemble and board together, and, as in a country party in a nobleman's mansion, they plan their day's excursions and amusements; riding parties, boating, fishing, shooting and excursion parties are made up for the day or for longer trips, and the evenings are also pleasantly and sociably spent in mutual entertainment, concerts, readings, charades, etc., etc.

At Ben Rydding, and Ilkly Wells in Yorkshire; Buxton, Derbyshire; Malvern, Worcestershire; Cheltenham, Gloucestershire, and in many other counties these are situated in beautiful localities, and daily trips may be made to those interesting ruins and baronial castles and mansions which, whilst respected by most Englishmen are especially objects of delighted admiration to their colonial descendants.



"Believe me, Sir, the finest scenery in the world is improved by a good Hotel in the foreground."

THE ILFRACOMBE HOTEL

Stands in its own Ornamental Ground of five acres, extending to the Sea Beach, and the Private Terraces on the north side afford the finest Marine Promenades attached to any Hotel in the United Kingdom.

The Building contains 240 Apartments,—Table d'Hôte and Coffee Rooms, Reading Rooms, Ladies' Drawing Rooms, and several suites of Sitting Rooms and Bed Rooms, nearly all with Sea View; also large Billiard Room (two tables and Smoking Room on ground floor), Baths, &c.

The CUISINE is excellent, the Wines choice, and the appointments throughout perfect. Good Stabling and Lock-up Coach Houses. Post Horses and Carriages always ready. Sailing Boats and Yachts also provided.

Bed Room, Board, and Attendance, with use of Public Rooms, from 3½ guineas per week, according to situation of Bed Room. Table d'Hôte daily.

Address: J. BOHN, Ilfracombe, North Devon.

Through Booking by London and South Western fast Trains, via Barnstaple, and Great Western, Bristol and Exeter and Midland Trains to Bristol, and by Steamers, *viâ* Portishead; also a regular Service of Steamers between Bristol, Cardiff, Tenby, Swansea, Padstow, Hayle and Ilfracombe. (*See Time Tables.*)

LEAMINGTON—WARWICKSHIRE.

THE MANOR HOUSE HOTEL

Affords first-class accommodation for TOURISTS visiting the centre of England. The Hotel is beautifully situated in its own grounds, and is close to the Railway Stations. It is most comfortably furnished with

Elegant Coffee Room for Ladies and Gentlemen.

THE MANOR HOUSE HOTEL is extensively patronised by Americans, and is centrally situated for all trips to Warwick, Kenilworth, Stratford-on-Avon, &c.



LEAMINGTON.

THE

REGENT HOTEL,

A FIRST-CLASS

Family and Hunting Establishment.

FLYS & OMNIBUS

Meet all the Great Western, the London and North Western Trains.

POSTING, &c.

L. BISHOP, Proprietor.



The Banks of the Wye.

Tourists and Families travelling to and from South Wales will find very superior accommodation, combined with moderate charges, at the Royal Hotel, Ross, Herefordshire, adjoining the far-famed "Man of Ross Prospect," and commanding extensive views of the Wye and its enchanting scenery. This Hotel is now the property of a company, it has a Lady Manager and a reduced tariff of charges. It is within a convenient distance of Goodrich Court and Castle, Symond's Yat, Tintern Abbey, Wyncliffe, Ragland Castle, &c. There is excellent fishing, free from charge, close to the town. Families boarded for long or short periods. Posting in all its branches.

DUBLIN.

JURY'S HOTEL,

COLLEGE GREEN, DUBLIN,

WELL KNOWN FOR

Cleanliness, Good Attention and Moderate Charges.

KENILWORTH CASTLE.

WARWICKSHIRE.

Independently of these great social establishments, where every individual of the great family arranges for himself,—to join any party or to remain solitary as he may feel disposed—LEAMINGTON presents especial attractions to the American or Canadian Visitor, because the accommodation at its Hotels is excellent and moderate in cost, and because every kind of board or furnished apartments may be found in the Upper Town, of moderate price and enjoying the purest and best of English air. A short walk brings you to the pump room and a fine restorative saline and sulphurous water. In the gardens a military band and umbrageous promenades with occasional Archery and Terpsichordian pleasures are added to the general attraction; but the pastimes of the locality are exceeded by the rich treasures of its neighbourhood,—of all England it is situated in a Garden of Eden.

Students of Natural History will here find all the flowers of Shakespearian literature, and a couple of hours will at any time remove them from the scenes of busy life, and plunge them in those recorded on the classic page of history.

Leamington has within easy day's excursions,—

Warwick Castle,	Coventry,
Kenilworth	Birmingham,
Guy's Cliff,	Charlecote,

Stoneleigh Abbey, and Merrie Stratford, the birth-place and last resting place of William Shakespeare.

Leamington, therefore, lies in an enviable centre: it commands both the North and Great Western Stations on parallel platforms.

If a man has business in Birmingham, Liverpool or London, he is in the centre of his work at Leamington.

In England, "Time is Money,"—and distance is reckoned not by *miles* but by *hours!*—How far, do you ask, is it to Birmingham?

The answer is,—You are now half an hour from Birmingham—three quarters of an hour from Stratford-upon Avon—twenty minutes from Coventry, and five minutes only from Warwick.

In fact you are in the centre of England.

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CANADIAN ILLUSTRATED NEWS

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AND

DOMINION GUIDE.

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MR. PARKIN,
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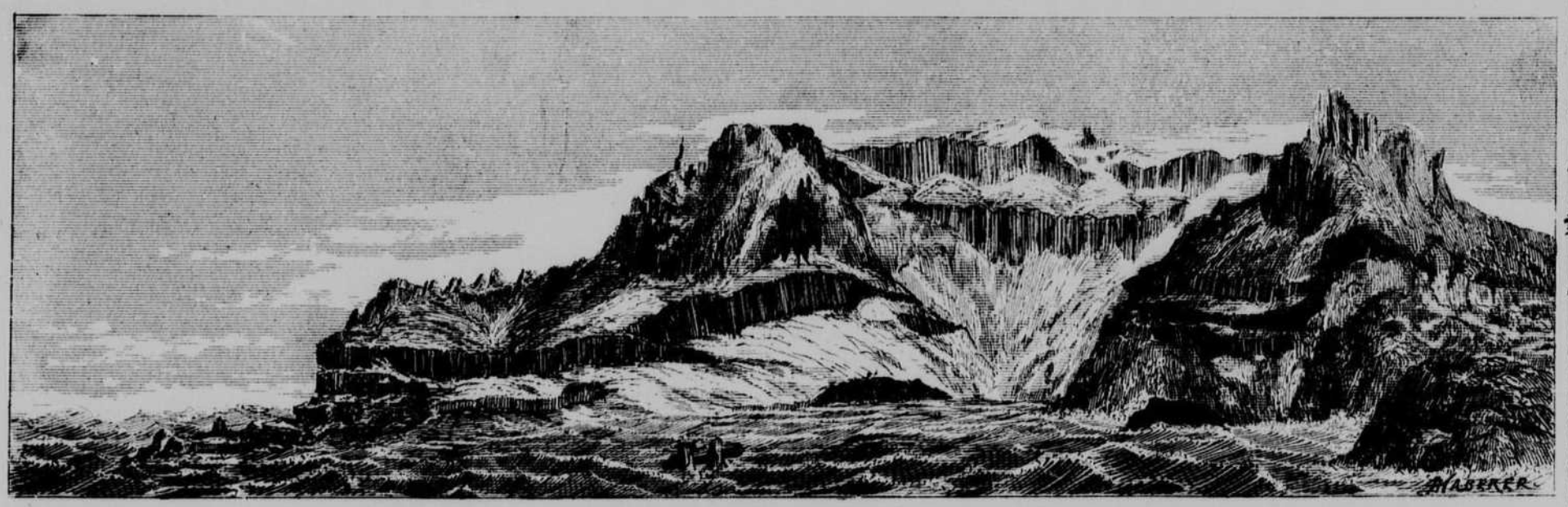
SCOTLAND,
MR. JAMES FRAZER,
27 Union St., Glasgow.



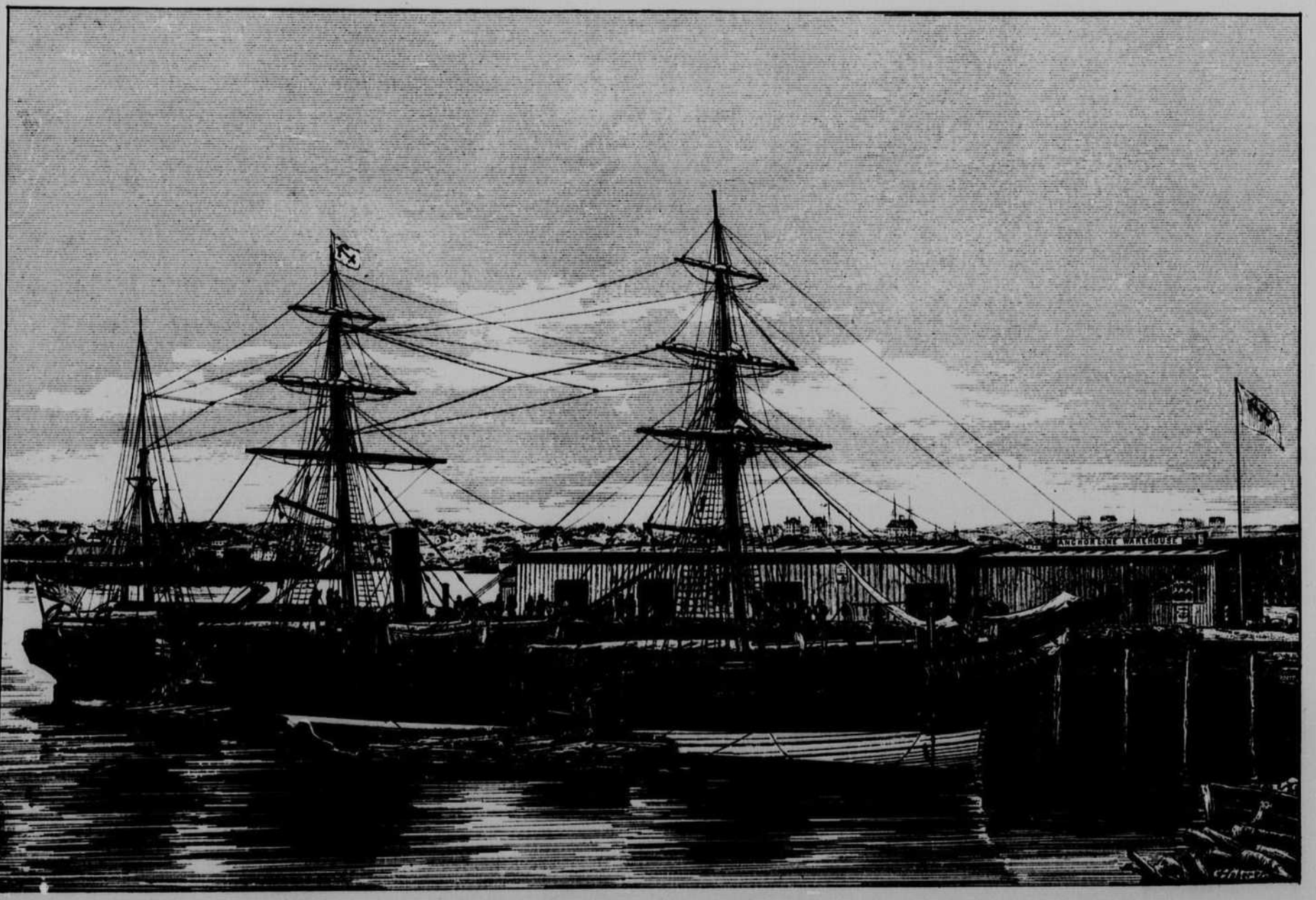
DINNER TIME ON THE FORECASTLE.



SUNSHINE AFTER A BREEZE.



THE GIANT'S CAUSEWAY, IRELAND.



STEAM SHIP "TYRIAN" ANCHOR LINE.

TOURS IN SCOTLAND.
1873.

GLASGOW
AND THE HIGHLANDS.
(Royal Route, Via Crinan and Caledonian Canals.)
THE ROYAL MAIL STEAMERS

Iona, Pioneer, Chevalier, Gondolier, Edinburgh Castle, Mary Jane, Staffa, Clansman, Mountaineer, Clydesdale, Cygnet, Plover,
And Inveraray Castle.

Sail during the season for Oban, Fort William, Inverness, Staffa, Iona, Glencoe, Tobermory, Portree, Gairloch, Ullapool, Lochinver, and Stornoway.

These vessels afford in their passage a View of the Beautiful Scenery of the Clyde, with all its Watering-Places—the Island and Kyles of Bute—Island of Arran—Mountains of Cowal, Knapdale, and Kintyre—Lochfyne—Crinan—with the Islands of Jura, Scarba, Mull, and many others of the Western Sea—the Whirlpool of Corryvrechan—the Mountains of Lorn, of Morven, of Appin, of Kingairloch, and Ben-Nevis—Inverlochy—the Lands of Lochiel, the scene of the Wanderings of Prince Charles, and near to where the Clans raised his Standard in '45—Lochaber—the Caledonian Canal—Loch Lochy—Loch Oich—Loch Ness, with the Glens and Mountains on either side, and the celebrated FALLS OF FOYERS. Books descriptive of the route may be had on board the steamers.

Time Bills with Maps to be had at the *Canadian Illustrated News* Office, if desired, or sent, post free, on application to the Proprietors,

DAVID HUTCHESON & Co.,
119 Hope Street, GLASGOW.

SCOTLAND.

Tourists from the American Continent in search of the beautiful, cannot fail to devote as much time as possible to the classic ground of Scotland. Here at least they will experience more beauty and novelty in scenery than their imaginations could conjure up. Here is the greatest contrast to American scenery; here is grandeur without vastness. Here is rapid variety of landscape, and tints of earth and sky, unknown in the Far West. No traveller, however, can be satisfied in Scotland with its glorious hills, lakes, moors and torrents—with its external landscape and wild beauty.

That which Moore sang of the sweet vale of Avoca, is equally applicable to the beauties of Scotland,—

"It is not that Nature hath shed o'er the scene
Her purest of crystal, her brightest of green.
It is not the soft magic of streamlet or hill,
Oh no! it is something more exquisite still."

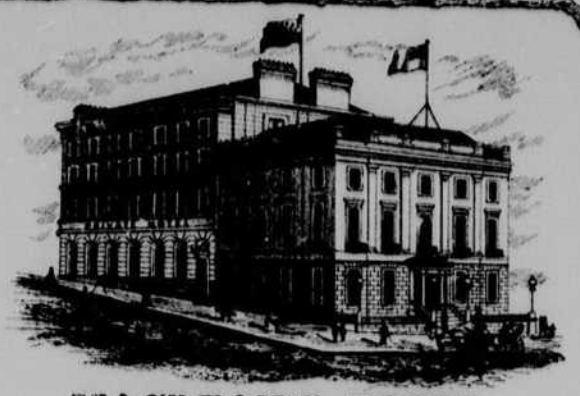
Yet, while the tender sentiments of love and friendship, of kith and kin, are ever associated with Erin's Isle, Scotia commands a more world-wide sympathy, because it is the classic ground on which so many of life's battles have been fought - on which the standard of freedom has been so often reared and so well defended—and because it boasts of a literature whose moral strength is as grand, imposing and enduring as its granite and venerable hills.

Of all European travellers the American Tourist is generally the best read. The scenes of his travel are therefore open to the double gratification,—of the realization of their natural beauties, and the gratification of their historic or personal associations.

Hence the intelligent American is one of the most enthusiastic of travellers, and his gratifications, both visual and mental, culminate in the land of Scott, Burns, Chalmers and Wilson

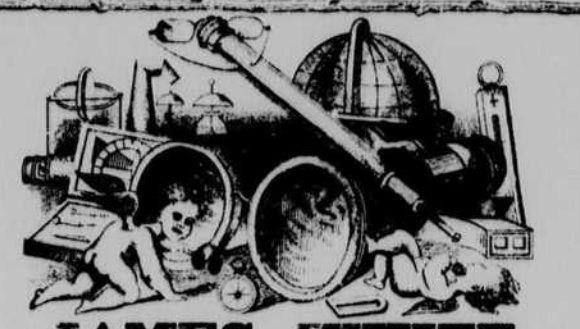
As for the Canadian tourist, he feels especially a "child of the soil" in dear old Scotland, and he calls it, in 99 cases out of 100, the "land of his sires."

Perhaps our Scotch friends will be "surprised to learn" that Gaelic is the mother tongue of several towns, villages and districts in Canada, and that in these districts very little French or English is spoken. Our Presbyterian Colleges train their students to preach in Gaelic, and in these districts the Sabbath services are entirely conducted in this language.



MACLEAN'S HOTEL,
198, ST. VINCENT ST., GLASGOW.

For Families and Gentlemen. In the immediate neighbourhood of Blythswood Square, and within five minutes of the termini of the various Railways and Steamboat wharves.



JAMES WHITE,
OPTICIAN,
Mathematical and Philosophical Instrument Maker.

Manufacturer of Sir Wm. Thompson's Siphon Recorder for Submarine Telegraphy.

'78, UNION STREET,
GLASGOW.

HELENSBURGH.

Helensburgh, the finest Watering Place in the West of Scotland.

Trains and Boats to Loch Lomond and Trossachs, and Steamer every morning to Greenock at 8.30 in time to meet the "Iona," for the Highlands, by that most celebrated route, Ardrishaig, Crinan, and Oban, to Staffa and Iona. The alterations and improvements at the Queen's Hotel are now completed, and the Suites of Apartments for families cannot be surpassed. The view of the Clyde and Lake is most magnificent. Tourists *en route* to the Highlands and Trossachs will find the steamers and trains most conveniently arranged. A magnificent Coffee Room. All charges strictly moderate. Omnibuses and Carriages to all steamers and trains.

A. WILLIAMSON, Proprietor.

GLASGOW.

Drummond's Temperance Hotel,
69 UNION STREET,
(A few doors from Henderson Brothers' of Anchor Line.)

SITUATION CENTRAL AND QUIET.

CHARGES MODERATE.---NO GRATUITIES.



CALEDONIAN RAILWAY,
ROYAL MAIL ROUTE
BETWEEN ENGLAND & SCOTLAND.

Direct trains to and from London (Euston) Birmingham, Liverpool, Manchester, Leeds, Bradford, &c., with Dumfries, Peebles, Edinburgh, Glasgow, Paisley, Greenock, and the West Highlands; Stirling, Perth, Dundee, Aberdeen, Inverness, and the North Highlands.

NEW SHORT ROUTE
BETWEEN
EDINBURGH, PRINCES STREET, WEST END. and GLASGOW, BUCHANAN STREET STATION.

The fast Trains perform the journey in 70 Minutes.

DIRECT IRISH MAIL TRAINS
Between Edinburgh, Glasgow, Paisley and Greenock in connection with the Steamers to and from Belfast, Dublin, &c.

TOUR PROGRAMMES can be had on application on board of any of the Steamers on the CUNARD, INMAN, ANCHOR, and ALLAN LINES, or at the Shipping Offices of these Companies either in GREAT BRITAIN or AMERICA.

JAMES SMITHELLS,
General Manager
CALEDONIAN RY. CO.'S OFFICE, Glasgow, April, 1873.

ANCHOR LINE

REGULAR & DIRECT
STEAM COMMUNICATION
BETWEEN
GLASGOW AND NEW YORK,
HALIFAX, N. S., & ST. JOHN, N. B.

The First-Class Powerful Clyde-built Steam Ships.

ACADIA,	CALEDONIA,	EUROPA,	SCOTIA,
ALEXANDRIA,	CALIFORNIA,	INDIA,	SIDONIAN,
ANGLIA,	CASTALIA,	IOWA,	TRINACRIA,
ASSYRIA,	COLUMBIA,	ISMAILIA,	TYRIAN,
AUSTRALIA,	DORIAN,	ITALIA,	UTOPIA,
BOLIVIA,	ELYSIA,	OLYMPIA,	VICTORIA,
BRITANNIA,	ETHIOPIA,	SCANDINAVIA,	

Will be dispatched from GLASGOW for NEW YORK, (calling at Moville, Lough Foyle, to embark passengers) every WEDNESDAY and SATURDAY, and from NEW YORK for GLASGOW every WEDNESDAY and SATURDAY.

From GLASGOW, LIVERPOOL, and LONDON, for HALIFAX, N. S., and ST. JOHN, N. B., at regular intervals throughout the Season.

Passengers booked at Through Rates to all parts of the United States, Canada, Nova Scotia, and New Brunswick.

FARES TO NEW YORK, Saloon Cabins, TWELVE, THIRTEEN, and FOURTEEN GUINEAS (according to accommodation and situation of Berths). Special State Rooms, TWENTY GUINEAS; Intermediate, EIGHT GUINEAS; Steerage, as low as any other First class Line.

FARES TO HALIFAX, N.S., and ST. JOHN, N.B.: Cabin, THIRTEEN GUINEAS; Steerage, SIX GUINEAS.

Apply to Henderson Brothers, Bowling Green, New York; T. A. S. DeWolf & Son, Halifax, N. S.; Scammell Brothers, St. John, N.B.; Henderson Brothers, 17 Water Street, Liverpool; or to

HENDERSON BROS.,
51 Union Street, Glasgow.

GEORGE'S SQUARE, GLASGOW.

Glasgow is, like Montreal, an inland port, and one of the most wonderful sights in Scotland is to watch one of the stately Ocean Steamers of the Cunard, Allan or Anchor line slowly steaming up the Clyde along a thin canal line in which it could by no means turn round, through harvest fields and pasture lands,up to the Old Broomielaw in "Glasge."

This poor Clyde which was a sluggish and murky river, is now converted by the enterprise of Glasgow merchants into a ship canal worthy of imitation by our Montreal citizens. The food treasures of the great western lakes are now land-locked by Railway monopolies in the Eastern States.

Our Dominion Government is alive to the importance of the situation and is about at once to open still wider our wonderful chain of inland navigation, so that the food commerce of the Great West shall be transferred at Montreal to Glasgow, Liverpool and London steamers.

Glasgow is a very ancient town and yet one which to-day exhibits the latest modern improvements and signs of most rapid and healthy growth. Erected into a burgh in 1180, it has undergone many municipal changes. It obtained a royal charter in 1633 and was degraded by Cromwell in 1690; it was again declared free by a charter of William and Mary. Amongst its revenues is the navigation of the river Clyde which is an enormous trust.

The public buildings are on a noble scale and of great architectural beauty. The Cathedral is a magnificent specimen of the early English style of architecture, and one of the few relics left undestroyed by the Scottish reformers. The crypt is said to be the finest in the Kingdom.

The Royal Exchange is a very fine massive structure surmounted by a clock and cupola. The modern stone public offices and private warehouses contrast in a singular manner with the ancient buildings still standing in the Trongate and on the Broomielaw. The West End park, the magnificent Necropolis, and George's Square, (in the centre of the City), attest to the enterprise and intelligence of the citizens in seeking health as well as wealth, beauty in addition to utility, whilst the magnificence of the New University, and the temples of Science founded by Anderson and Young, two of its merchant princes, show a liberal appreciation of the highest branches of human learning.

Established A. D. 1765.

GARDNER & CO.,
Opticians to Her Majesty,
NO. 33 BUCHANAN STREET,
(*Nearly Opposite Argyle Arcade*),
GLASGOW.



Stereoscopes & Stereoscopic Views of Scottish Scenery.

RACE-GLASSES & TELESCOPES,
Aneroid Barometers, Pocket Barometers,
POCKET COMPASSES, EYE-GLASSES, SPECTACLES, &C.

Gardner's Improved Measuring-Lines, remarkable for accuracy, non-liability to stretch, durability, &c.

POCKET COMPASS AND SUN-DIAL, 1*l*.
GOOD POCKET TELESCOPE, 7*s*6.
And all other Instruments in the Line.

SCOTCH AGENCY
FOR
THE CANADIAN ILLUSTRATED NEWS
AND
THE PORTFOLIO AND DOMINION GUIDE:
Mr. JAMES FRAZER,
27, UNION STREET, 27
GLASGOW.

P. S.—MR. FRAZER will furnish terms for insertion of advertisements in the above periodicals on application by post-card.



DEER STALKING.—THE FATAL SHOT.

FROM A SKETCH BY C. KENDRICK.



LEITH AND LONDON.

THE LONDON & EDINBURGH

SHIPPING COMPANY'S

FIRST-CLASS STEAMSHIPS

MARMION, IONA, MORNA, OSCAR,

or other of the Co.'s Vessels, are intended to Sail from

VICTORIA DOCK, LEITH,

AND FROM

Hermitage Steam Wharf, Wapping, E.,

EVERY

WEDNESDAY and SATURDAY.

FARES:—First Cabin, 20s.; Second Cabin, 15s.; Stage Rooms for Families, 30s. each Berth; Deck (Soldiers and Sailors only), 10s.

RETURN TICKETS, available for a Month—First Cabin, 30s.; Second Cabin, 22s. 6d. Steward's Fee—First Cabin, 2s.; Second Cabin, 1s.

☞ *Provisions, &c., may be had from the Steward on moderate terms.*

Apply in LONDON, to Jno. A. Clinkskill, Hermitage Steam Wharf, Wapping, E.; Spread Eagle, Regent Circus; Lavington Brothers, 69 Old Bailey; EDINBURGH—Leith Steamship Agency, 20 Waterloo Place; Mr. Philp, Cockburn Hotel, Lord Cockburn Street; GLASGOW—John Mather, 147 Queen Street; GREENOCK—W. Lindsay & Co.; and here to

THOMAS AITKEN.

8 Dock Place, Leith, January 1873.

EDINBURGH.

The "Modern Athens" needs for her description, the pen of a Sir Walter, or some other of her own great mother-sons. A grandson approaches the task with reverence and due diffidence.

Beautiful for situation, most exceedingly, is the great Capital of the North; but, far away above its Arthur's Seat and Calton Hill, its Salisbury Crags, and its embosoming Hills of Braid and Pentland, towers its intellectual and moral grandeur, which places it in the first rank of both ancient and modern civilisation. Canada loves Scotland, but the burning rays of her filial affection find a special focus in Edinburgh.

How many of the Canadian sons and daughters of Scottish parents have been educated there! and how many of their grandsons are being sent "home" annually, to be imbued with those careful and thrifty habits of industry and self-reliance, which make the Scotchman sing all over the world—

"The man's the goud, for a' that"?

Every romance of Scotland, every thing sacred, every thing trivial, every thing noble, every thing horrible, will be presented to the tourist in this "Heart of Midlothian," this great learned and conservative City of the Celts.

From the Regalia of Scotland to Darnley's bloody floor; from the Grand Chapel of Rosslyn to the shambles of the Tolbooth; from the elegant mansions of the New Town to the dreary and wretched wynds and closes of the Old Town—Edinburgh is full of surprises and of contrasts. It is a Microcosm, Ancient and Modern! It can reveal to you something of every thing, both old and new!

Edinburgh justly prides itself on its University, which has given to the world some of the most eminent divines, jurists, scientists, surgeons, and men of letters which the European world has known in modern times. The University is well supported by many extra academical schools of learning, which advance its youth to attain its growing honours.

Edinburgh is segmented by a valley which is most conveniently occupied by its railways which tunnel in and tunnel out in such a manner as to render it a curious and attractive feature in the palace gardens instead of being, as is too often the case in large cities, a screaming nuisance. The railways divide the Old Town from the New as seen in our illustration.

THE

NORTH BRITISH RAILWAY

Gives direct access from

LONDON, LIVERPOOL or GLASGOW

TO ALL THE

TOURIST ROUTES in SCOTLAND,

INCLUDING

MELROSE, ABBOTSFORD & DRYBURGH,

the residence and burial place of

SIR WALTER SCOTT,

Rosslyn, Hawthornden, Edinburgh, St. Andrews, Loch Leven, Stirling, Perth, Dundee, and The North Highlands, Glasgow, Loch Lomond, Loch Katrine, Trossachs, Firth of Clyde, West Highlands, Iona, Staffa, Caledonian Canal, Inverness.

THE HIGHLANDS OF SCOTLAND

Can be visited daily by frequent Trains from and to Glasgow (Queen Street Station) and Edinburgh (Waverley Station.)

HOURLY TRAINS RUN BETWEEN

EDINBURGH, Waverley & Haymarket Stations, and GLASGOW, Queen Street Station.

ENGLAND AND SCOTLAND.

The North British Railway also affords communication between all parts of Scotland, and the Lakes of Cumberland and Westmoreland, and with Liverpool, Manchester, Birmingham, Leeds, Newcastle-on-Tyne, York, Cambridge, Oxford, London, &c,

THE QUICKEST TRAINS IN THE WORLD

RUN BETWEEN

LONDON, King's Cross Station. and EDINBURGH. Waverley Station.

400 miles in 9 hours 30 minutes!!!

The North British Time-tables and Tour Programmes can be had on board the principal Steamers, and at the Shipping Offices.

SAM. L. MASON.
General Manager.

Head Offices:
North British Railway.
Edinburgh, 1873.

LOCHLOMOND.

BALLOCH HOTEL, FOOT OF LOCHLOMOND.

Patronized by the Empress of the French.

The above first-class Hotel is beautifully situated at the foot of the "Queen of Scottish Lakes," and at an easy distance from the Railway Station. Visitors will have every comfort, combined with moderate charges. Parties purposing to proceed by first Steamer up Lochlomond would do well to arrive at the Hotel the previous evening.

Posting in all its branches. Boats, with steady Boatmen, for the Lake.

GEORGE McDOUGALL, Proprietor.

THE COCKBURN HOTEL,

EDINBURGH.

This commodious Hotel is conveniently situated, adjoining the Railway Station, over-looking the gardens and commanding some of the finest views in the city.

Agent for THOS. COOK, SON & JENKINS, Tourist and Excursion Managers.

Their Hotel Coupons Accepted.

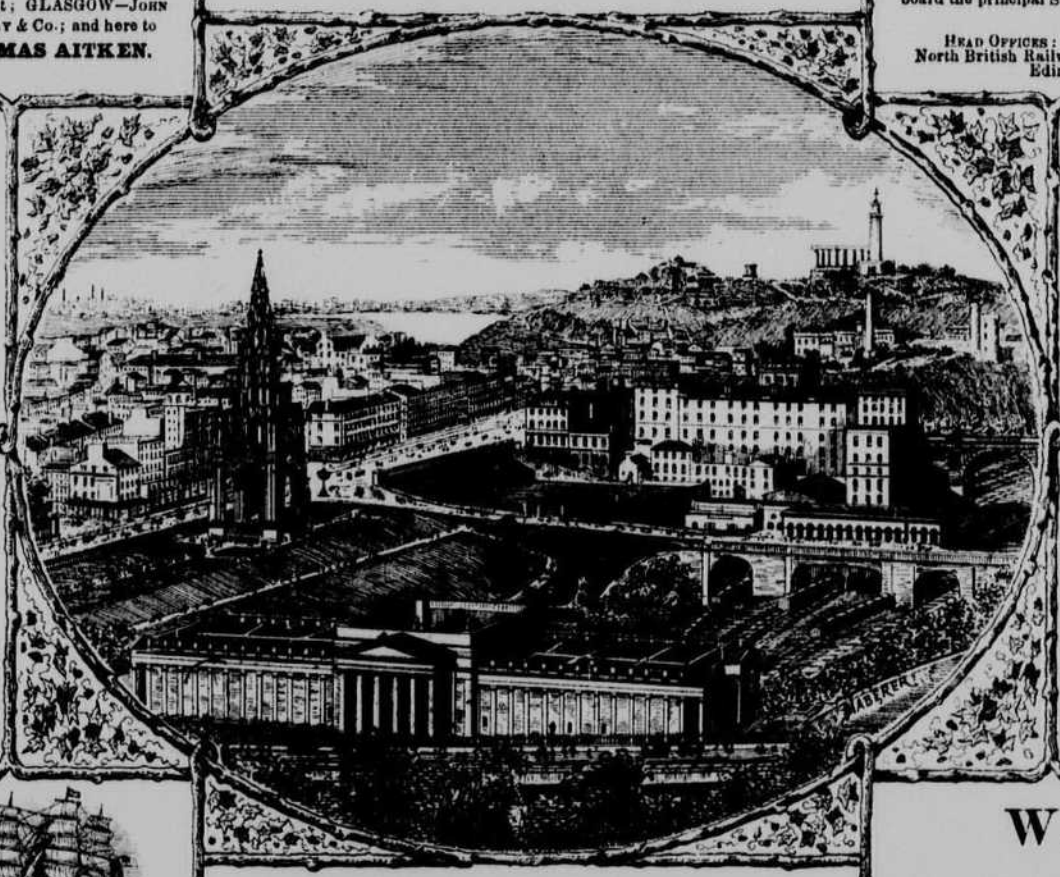
PERTHSHIRE.

LOCHEARNHEAD HOTEL,

BALQUHIDDER.

HER MAJESTY'S FIRST ROUTE IN THE HIGHLANDS FROM TAYMOUTH CASTLE.

ROBERT F. DAYTON, Proprietor.



VIEW OF CALTON HILL AND SCOTT MONUMENT, EDINBURGH.

The National Gallery and Royal Institution occupies a commanding and central position in the foreground of this picture. On the left is seen the beautiful Scott memorial, the arches on the right indicate the position of the Railway Station. The Calton Hill heads the summit and Princes Street flanks the New Town, from the left to centre of the picture. The old town of Edinburgh and its Castle are not shown in this illustration and lie on the right side, on very suddenly rising ground, approached by steps or very precipitous streets.

The University, the Castle, the Economic Museum of Scotland, and the College of Surgeons are situated in the Old Town, and in its suburbs are the classic grounds of Rosslyn, Calton Hill, Arthur's Seat, Holyrood, Hawthornden and Rotting Dean may be approached from either sections of the city.

Leith Walk is a continuous suburb of Edinburgh stretching down to the Firth of Forth, to Leith, the shipping port of Edinburgh.

It is a thoroughfare in constant use by sailors and citizens, and here in 1819, two brothers, William and Robert Chambers, resolved to battle with the world. The younger brother, Robert, commenced business in 1818, at the early age of 16, and carried off from his poor home a number of old books given to him by his father to eke out the show of his small bookstall. After 12 months he possessed a "stock in trade" of the value of £12 sterling and had by a rigid economy managed to pay his way. Encouraged by his success but without any old stock, his brother William in the next year 1819, took a modest front in Leith Walk, and opened a front stall with his modest stock of £10 worth of auction sale books, obtained on credit. Accepting the motto of James Lakington, "*small* profit bound by *industry* and clasped by *economy*" he made slow but sure progress. Soon the brothers united their labours, William printing and publishing the products of his brother's prolific pen, and their united enterprise ensured for them ample fortune, and universal respect, having struck out for themselves new paths in popular literature with unparalleled success. The life of Robert Chambers written by his surviving brother is not only an interesting individual memoir, but a representative and real history; of early struggle, stern frugality, strong principle, and merited success, which is strongly characteristic of the national character, and has been more or less the general experience of hundreds of Scotchmen who without money or friends, have, by self-denial, self-respect and self-education, carved out for themselves successful paths of life in every country under the sun.

THE

SPORTING BREECH-LOADER.

HORTON'S SPECIALITIES.

1. A New Method of treating the barrels to ensure killing at long distances.

In a recent Match at Sixty Yards (See the *Glasgow Herald*, 6th December 1872) the totals were:

Horton's	27 inch gun		391
Dougall's	30	do do	365
Horton's	30	do do	441

2. The Shaded Rib which conduces to ready and correct aiming.

3. The Simplex Central Fire which cannot get out of order and indicates when the gun is loaded.

4. The Factotum or gun of all-work, with only one pair of barrels to be used with either Ball or Shot, and at anything from Snipe to Elk.

5. An apparatus for rendering the Sportsman Independent of Manufactured Cartridges.

6. Guns to take an extra charge for American Duck-Shooting.

Express and other Rifles; Sporting implements and ammunition.

Prices and Particulars Post Free.

W. HORTON,

GUN MAKER,

29 UNION STREET,

GLASGOW.

OUTFITS.



The Subscribers having for many years devoted their unremitting attention to this part of their business, which has now become a regular and well-defined branch of trade, can appeal with confidence to the many families in Scotland whose sons or relatives they have had the honour of fitting out; and will have much pleasure in giving Gentlemen their assistance and advice, not only in the selection of Goods, but in their Despatch or Shipment.

Missionaries and Teachers supplied on the most liberal terms.

PRINTED LISTS,

with prices to all parts of the world, may be had on application, or will be sent free by post.

Outfits Washed, Marked, and Packed, when requested, and Forwarded to any Port in the United Kingdom.

CASH PRICES AND NO DISCOUNT.

JAMES MIDDLEMASS & CO.,

CLOTHIERS, SHIRT-MAKERS, AND GENERAL OUTFITTERS,

18 SOUTH BRIDGE, EDINBURGH,

WAVERLEY

TEMPERANCE HOTELS

WATERLOO PLACE & 43 PRINCES ST.,

EDINBURGH,

BUCHANAN STREET, GLASGOW,

AND

KING STREET, CHEAPSIDE,

LONDON.

1,000 NEWSPAPERS RECOMMEND THE

WAVERLEY, OWL, PICKWICK & PHAETON PENS.



For their names see Graphic, Sept. 16, 1871:

"They come as a boon and a blessing to men,
The Pickwick, the Owl, and the Waverley Pen."

Oxford University Herald says: "These pens have been aptly termed by a contemporary the

'Wonder of the Age.'"

The Standard says: "The Waverley is a treasure."

Somerset County Gazette says: "These pens are a luxury for the million."

The Sun says: "The Phaeton pens create both wonder and delight."

SOLD EVERYWHERE,

1s. PER BOX.

BEWARE OF SPURIOUS IMITATIONS.

SHIPPERS SUPPLIED BY THE PATENTEES,

MACNIVEN & CAMERON,

23 TO 33 BLAIR ST., EDINBURGH.

GREAT NORTHERN RAILWAY.

PROGRAMME

OF

TOURIST AND EXCURSION ARRANGEMENTS

FOR SEASON, 1873.

TICKETS, AVAILABLE FOR ONE CALENDAR MONTH, TO

SCOTLAND,

COMMENCING 1st JUNE, and ENDING 31st OCTOBER,

Will be issued to the undermentioned places, at the following reduced fares, with the option of returning so as to arrive at King's Cross Station on any day not exceeding One Calendar Month from the date of issue.

FARES FROM LONDON (King's Cross Station):—

STATIONS.	FARES THERE AND BACK. 1st class	2nd class	3rd class	STATIONS.	FARES THERE AND BACK. 1st class	2nd class	3rd class
	s. d.	s. d.	s. d.		s. d.	s. d.	s. d.
Melrose	116 0	86 0	50 0	Montrose	140 0	105 0	56 0
Edinburgh	123 0	90 0	50 0	Brechin	140 0	105 0	56 0
Glasgow	123 0	90 0	52 0	Aberdeen	140 0	105 0	56 0
Stirling	131 0	96 0	54 0	Pitlochry	144 0	107 0	56 0
Perth	136 0	102 0	54 0	Keith	156 0	117 0	62 0
Dunkeld	140 0	105 0	54 0	Elgin	156 0	117 0	62 0
Dundee	138 0	102 0	56 0	Inverness	156 0	123 0	67 0
Arbroath	139 0	103 0	56 0				

THE PALACE HOTEL,

is a palatial building on the rising ground above the town and commands a splendid view of the country. It is conducted on the social principle and many families reside here for several months. It is the property of the Palace Hotel Company, and admirably conducted by Mr. and Mrs. Hoadley.

The accommodation is luxurious, but the terms are moderate.



THE OLD HALL HOTEL,

is an old-fashioned English Hotel and hostelry famous for its excellent cellar and its courteous host,

MR. BRIAN BATES.

Mr. Bates is also proprietor of most comfortable private boarding establishments on the Broad Walk, overlooking the gardens and within hearing of the band, and is also proprietor in partnership with Mr. Lockett of the hotel illustrated below, Lee Wood, beautifully situated on high ground in Devonshire Park, about ½ a mile distant from the wells.



LEE WOOD HOTEL.

THE ST. ANN'S HOTEL,

is on the western end of the Crescent and adjoining St. Ann's Well of mineral waters. It has always first-class company and a fine billiard room with excellent tables, and is ably conducted by

MR. HARRISON.

THE CRESCENT HOTEL,

is a very large and business-like house at the eastern wing of the Crescent conducted by

MR. & MRS. SMILTER.

THE ROYAL HOTEL,

is a comfortable and well-conducted hydropathic establishment, with private apartments, also on the Broad Walk. Invalids requiring exercise, find it very agreeable to board and bathe at the Hotel and walk to and fro to their private rooms in this beautiful situation. The terms are moderate and the lady superintendent very attentive and obliging.

THE GEORGE HOTEL,

is a very large and commodious Hotel in a central situation, with very large posting establishment.

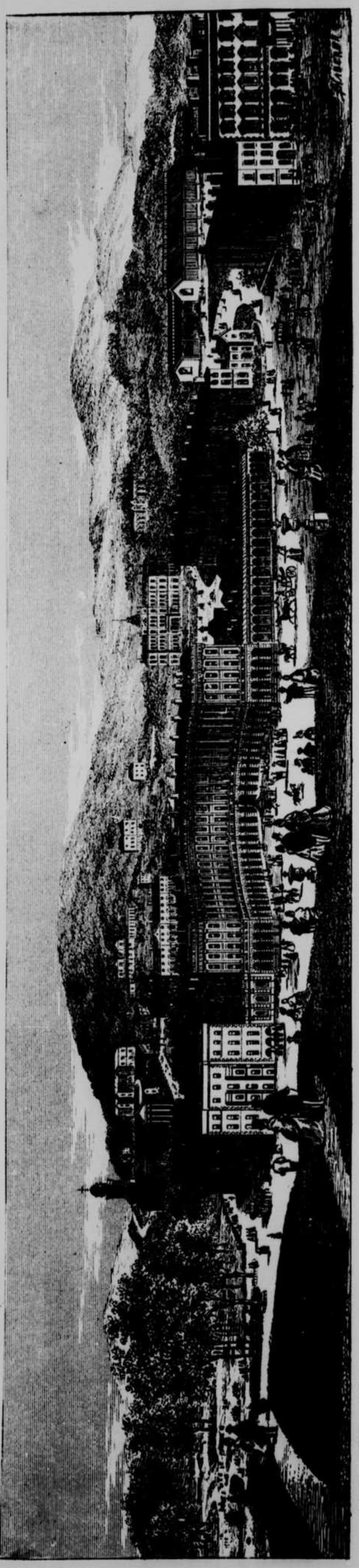
THE SHAKESPEARE HOTEL,

is a good bustling business house and a large posting establishment. Terms moderate.

THE GROVE HOTEL,

opposite the Hot baths, is near the Railway Station, and very conveniently and centrally situated.

BUXTON, DERBYSHIRE.



BUXTON.

Buxton, one of the pleasantest and most fashionable of inland watering places, boasts of considerable antiquity, and was a place of note during the period of Roman occupation of Britain.

Two of the great Roman Roads met here, and remains of them still exist, and under the name of Aquis of Ravennas the thermal springs were made famous.

In 1573, Mary Queen of Scots sought the benefit of the famous waters for the relief of chronic rheumatism, neuralgic pain and indurated liver and found great relief.

The Earl of Shrewsbury built the hall in which the the Royal lady was a guest, and on its site now stands "The Old Hall Hotel," erected in 1670 by William, Third Earl of Devonshire.

In 1780, the 5th Duke of Devonshire erected the famous "Crescent" immediately adjoining the famous "St. Ann's Well," and opposite the sudden spur of a hill which is now laid out with pleasant walks and seats, and which commands a fine view of the most central part of the town, as shown in our illustration.

From this point of view the principal features may be seen at a bird's eye view. The large building to the left is the Old Hall Hotel. The Crescent is divided into the St. Ann's Hotel on the left, and the Crescent Hotel on the right; the whole has a covered promenade and the low-arched buildings, on the right of the centre, comprise the Colonnade, a delightful promenade in showery weather (which is not infrequent.)

Here are the celebrated Hot Baths, and here Mr. John Cumming Bates, the enterprising publisher of the *Buxton Weekly Advertiser*, has his excellent circulating library, and a wonderful assortment of books, pictures, and periodicals, including the *Weekly Canadian Illustrated News.*

Here Mr. Potter shows you the latest fashions in dresses, haberdashery and hosiery.

Messrs. S. Bright & Co., offer an extensive display of watches, clocks, Derbyshire inlaid marbles which are highly ornamented and of great variety.

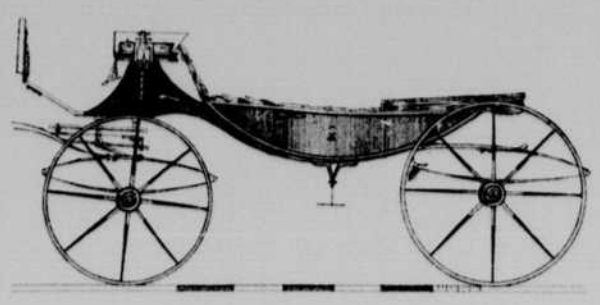
If the visitor is under medical advice, he is recommmended to Mr. A. Barnett, the Pharmaceutical Chemist, who, besides the necessary medicines, has a thousand useful and ornamental "sundries" for sale.

In the leisure which must necessarily overtake him sometimes, he will do well to make an appointment with Mr. Bentley, the eminent Photographer in the Quadrant opposite, whose style of finished and toned portraits are equal to any that can be obtained in the kingdom, and who has also taken some beautiful views of the district.

It would be difficult to find a pleasanter place to spend a wet day than under the friendly and attractive shelter of the Colonnade at Buxton, or a more delightful neighbourhood in fine weather for cool, refreshing, invigorating and romantic rides and drives.

The fine building immediately above the Colonnade, is the Palace Hotel, in its own grounds, and to the left of this, in the rear, is the celebrated Devonshire Hospital, the last munificent charity of William Spencer, sixth Duke of Devonshire, who allowed these buildings to be converted to the use of the sick poor in 1858. During nine years, 9,574 patients received the benefits of this charity, with extraordinary curative results, and the numbers are continually increasing of patients who arrive helpless cripples, and who leave strong, active and able.

Dr. Robertson, the eminent physician of Buxton, has materially contributed to raise the reputation of these mineral waters, and has published a very interesting "Guide to Buxton and the Peak of Derbyshire."



A very light CANOE BAROUCHE, with flat-falling head.

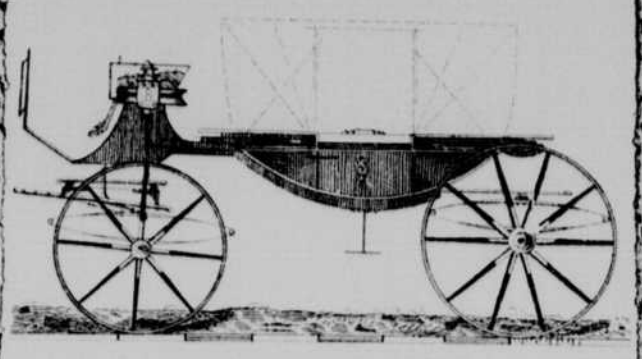
R. J. BOYALL,

PRACTICAL COACHMAKER

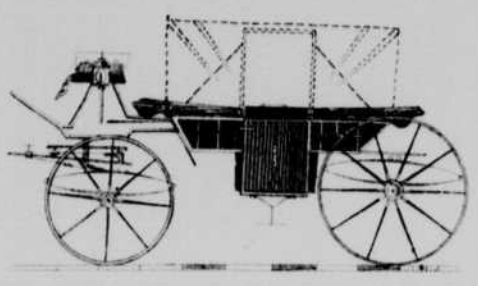
Having increased the capacity of his manufactory, whereby several hundred hands can be employed, and encouraged by the patronage bestowed upon his manufactures by the United States of America, is desirous of making known to the Canadians that he is prepared by extensive premises, excellent workmen, and well-seasoned timber, to execute any orders with which he may be favoured, in such a style as cannot be excelled by any other in the trade.

R. J. B. would especially call attention to his Landau, made in 3 sizes, miniature — medium and magnum, — which can be supplied with the patent balance head which any lady may open or close at pleasure without the servant leaving his horses.

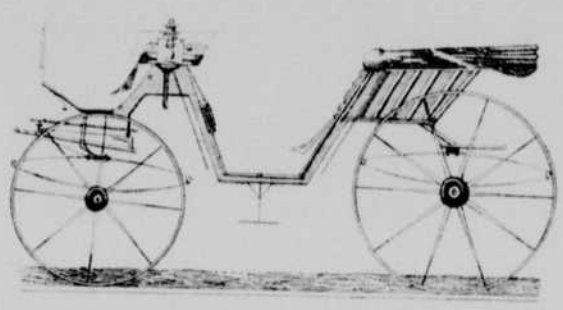
Every carriage is warranted.



MEDIUM LANDAU.



A LIGHT SQUARE LANDAU.



A VICTORIA PHÆTON, very fashionable.



St. Wolfran's, Grantham.



VIEW OF BOYALL'S BROWNLOW CARRIAGE MANUFACTORY GRANTHAM. (ENGLAND)



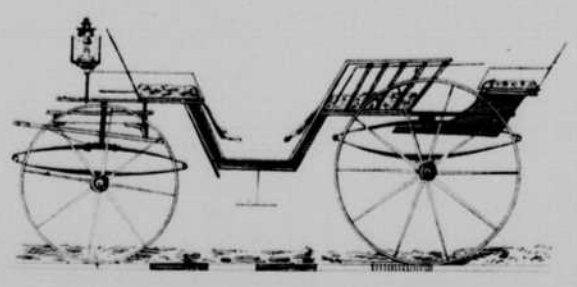
Angel Inn, Grantham.

The handsome Church dedicated to Saint Wolfran has a high and graceful spire rising to an altitude of 274 feet. The interior is very beautiful, having latterly been restored under the guidance of George Gilbert Scott, Esquire, at a cost of about £25,000 sterling.

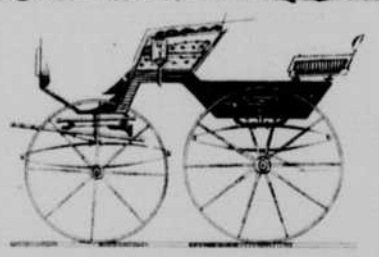
The Borough is a very ancient one, having formerly belonged to Edward the Confessor's widow. Since the passing of the Municipal reform bill it is governed by a Mayor and sixteen Burgesses, four of whom are Aldermen. The town is very healthy having been thoroughly drained and improved, so that here the death-rate is comparatively small. Here Sir Isaac Newton received his early education.

The ancient Hostelry was once the property of the Knights Templars where Royal and other travellers were entertained. King John held his court in this House, 23rd February 1213. King Richard the Third on the 19th October, 1483. Charles the First received in this House the homage of the Alderman of Grantham, Henry Ferman, May 17, 1633, and His Royal Highness the Prince of Wales with the Dukes of Rutland, Hamilton, Beaufort and St. Albans and several other Noblemen, did Mr. Boyall the honour of patronising this Hotel and lunched in the same room on the same date of the same month, viz: the 23rd February, 1866, where 653 years before King John held his court.

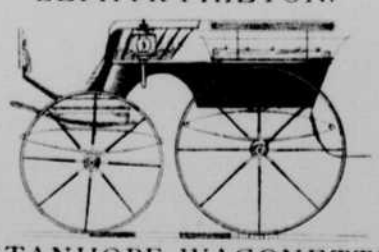
"Vide The Revd B. Street's "History of Grantham."



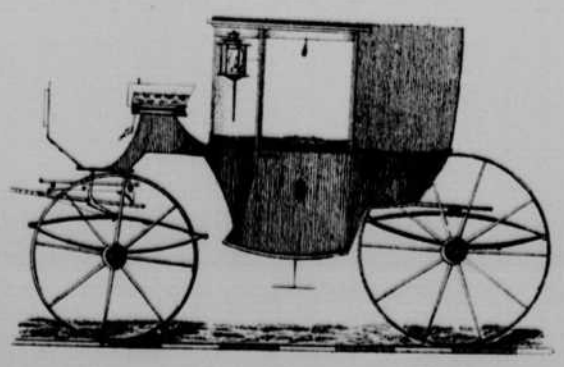
PARISIAN PHÆTON; very light, to carry 5 persons.



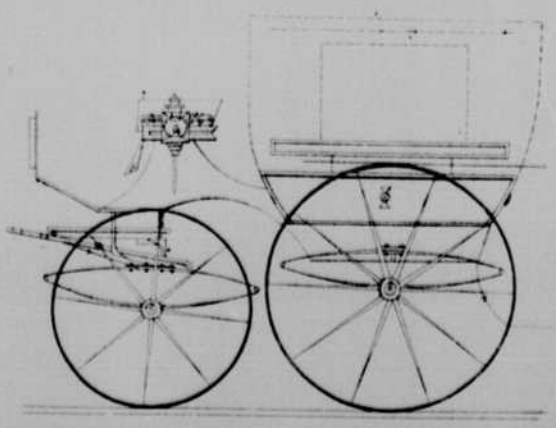
ZEPHYR PHÆTON.



STANHOPE WAGONETTE.



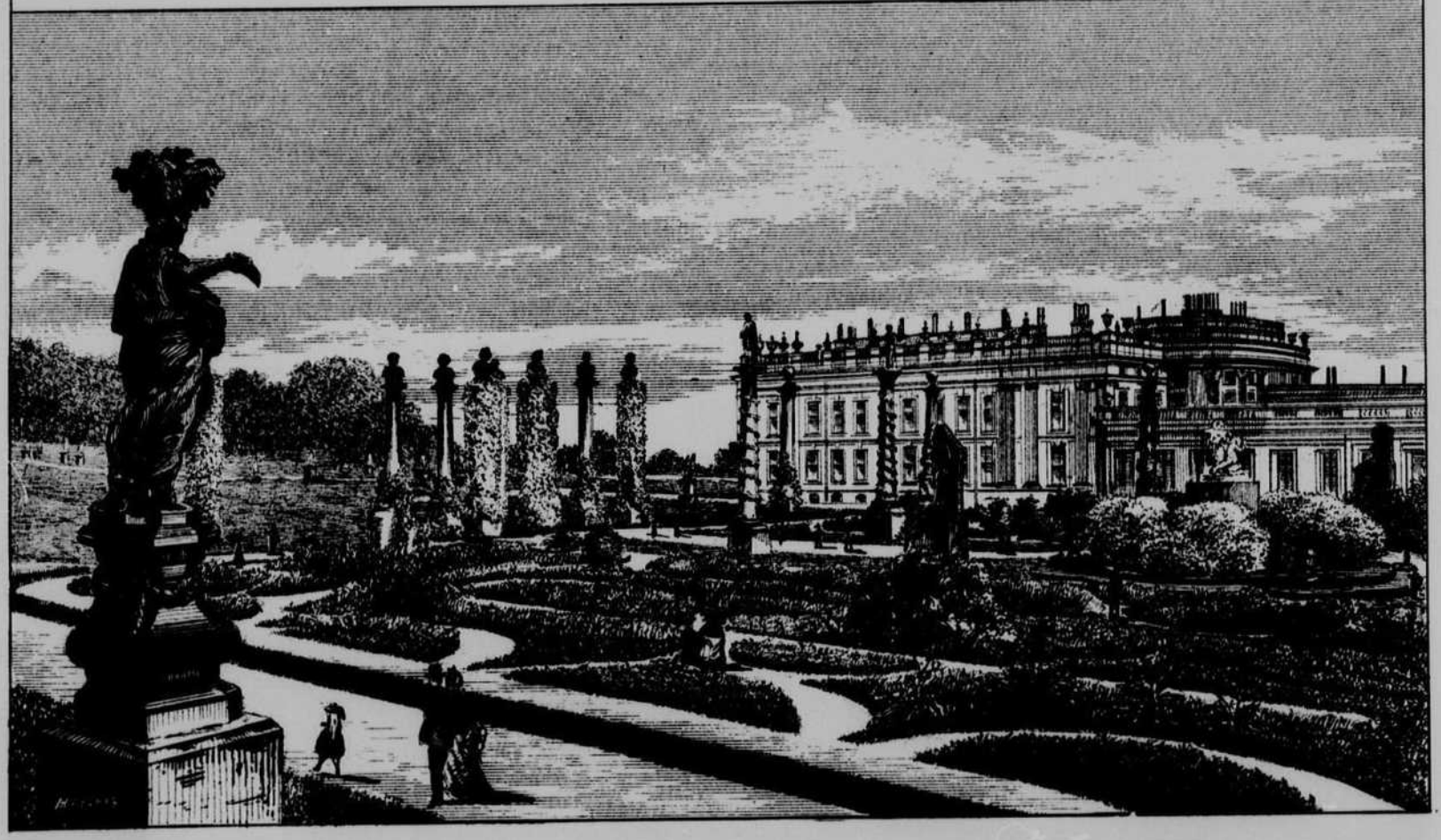
A MEDIUM BROUGHAM; very handsome light and roomy.



An OMNIBUS WAGONETTE with portable roof to make either an open or close carriage.



CHATSWORTH, DERBYSHIRE, SEAT OF THE DUKE OF DEVONSHIRE.

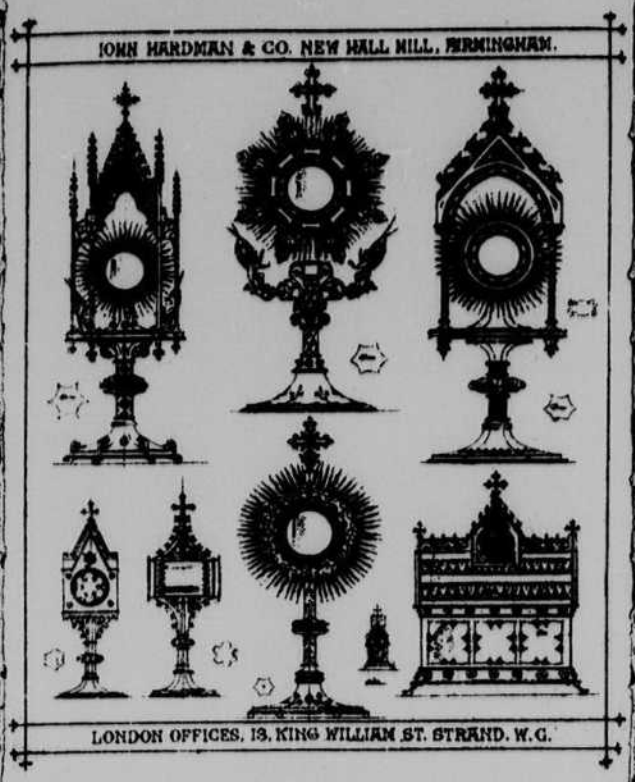




HADDON HALL, DERBYSHIRE, SEAT OF THE DUKE OF RUTLAND.

ECCLESIASTICAL ORNAMENTS,

BRONZES & CHURCH WINDOWS.



JOHN HARDMAN & CO.,

13 King William St., Strand, W. C., London.

MANUFACTORY:

NEW HALL HILL, BIRMINGHAM.

BIRMINGHAM WARWICKSHIRE.

Within a distance of a 30 mile radius from Birmingham may be found some of the most beautiful scenery, the oldest baronial halls and the most wonderful geological curiosities in England. Birmingham itself is as busy as any busy Beehive. Its suburbs are luxuriant, and well wooded, well tilled, and its landscapes most picturesque. As Leamington is within ¼ an hour's ride by rail, it may be counted among the suburbs and is greatly resorted to by Birmingham residents. Between Birmingham and Dudley Port is a very different scene, viz., a perfectly black country where no vegetation exists, and where Coal, and Iron mines, and furnaces occupy the whole district.

As the manufactures of Birmingham are chiefly hardware, much traffic is carried on between the Iron districts and this busy town. The town of Birmingham is of very ancient date and is supposed to have existed in the reign of King Alfred. It is a remarkably healthy town, having for many years had the lowest death rate of any large town in England. It is well elevated and is on a red sandstone rock which gives it good drainage. Its manufactures are of a most multifarious character, chiefly small in size and value but eminently useful, and generally associated with some ingenious mechanical invention, which has supplanted manual labour and cheapened the cost of production; from such trifles as pins, needles, hooks and eyes, steel-pens, buckles, buttons, and cheap jewellery; up to Tin plate or Britannia metal or Electro-plated house furnishings:—Chandeliers, altars, reredos, church windows, bronzes and statues, and every description of glass manufacture and optical instruments.

Birmingham has always ranked among its leading men, eminent members of the Society of Friends or Quakers. The Sturges', the Peases', the Cadburys', the Frys', the Brights', are distinguished names both in commerce and philanthropy.

ELKINGTON & CO.,

SILVERSMITHS,

Inventors and Patentees of Electro-Plating,

MANUFACTURERS OF

Works of Art

IN THE PRECIOUS AND OTHER METALS.

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LIVERPOOL HOUSE, 25 CHURCH ST.

MANCHESTER HOUSE, 6 ST. ANN'S SQUARE.

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L. & N. W. R. STATION,

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GREAT WESTERN HOTEL,

(SNOW HILL STATION,)

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CONTRACTORS' RESTAURANT,

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TOWN HALL, BIRMINGHAM.

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FOR

The Canadian Illustrated News

AND

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P.S.—Mr. Kirk will furnish terms for insertion of advertisements in the above Periodicals on application by post-card.

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SHIP LOG AND SOUNDING MACHINES.

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MANCHESTER.

The Cottonopolis of Great Britain, is also a very ancient town though now the seat of modern industries. Agricola took it in A. D. 79 and changed its name from Mancenion, a place of tents, to Manoynium, a place of men, and a place of very vigorous and active men it is, and every one knows a "Manchester man," always has an eye to business, and never forgets "the main chance." It is divided by the River Irwell from the populous borough of Salford. Its Royal Infirmary, Cathedral, Royal Exchange, Assize Courts, Town Hall, Free Trade Hall, and Railway Stations are among its many fine public Buildings.

It boasts of many excellent Educational Institutions, the Royal Institution, the Atheneum, Owen's College, Mechanics' Institution, Free Public Library, and two fine public parks, Queen's Park and Phillip's Park.

The Peel Park in Salford also contains an excellent Museum and Free Library. The united population of the city of Manchester and borough of Salford, which form in reality one town, exceeds half a million.

The principal hotels are the Queen's, the Albion and the Waterloo. The suburbs of Manchester are especially attractive. The city lies in a hollow and is favored as a rule with too much rain and smoke. It is surrounded, however, with a sort of amphitheatre of hills which afford beautiful scenery and magnificent suburban residences. Alderley Edge is one of those beautiful spots. Bowden is another fine suburb on the borders of a forest; but, as in other great cities, the local suburbs extend to neighbouring counties, and we may reckon Cheshire, North Wales and Derbyshire amongst the suburbs of Manchester and Liverpool. Buxton and Matlock Baths are within easy daily reach of the Manchester Exchange and are much resorted to by Manchester residents.

CHATSWORTH AND HADDON HALL.

On the opposite page we present illustrations of the beautiful mansions and celebrated grounds of Chatsworth and Haddon Hall, near Manchester in point of railway transit. It is true of the superb seat of the Duke of Devonshire, as well as of the famous "Groves of Blarney," that

"There's statues gracing
This noble place in
Of haythen goddesses so rare;
Bold Plutarch, Neptune, and Nicodemus,
All standin' naked in the open air!"

This "Palace of the Peak" was founded in 1688, "in the year of English freedom," and perfected "in the year of sorrow," 1840. Here is a fine collection of paintings but the pride of Chatsworth is its magnificent Sculpture Gallery. Canova, Thornwaldsen, Bartolini, Schadow, Gibson, Westmacott, Wyatt, and Campbell are all here represented by choice selections. The splendid conservatory was erected by the late Sir Joseph Paxton, who was head gardener to the Duke when he followed up this design by the 1st Crystal Palace in 1851, and the famous Sydenham Palace as its great successor. It is said "there is a skeleton in every house" and Chatsworth is at least none the less interesting for Mary's bower, the favorite resort of Mary Queen of Scots during the fourteen years of her imprisonment at Chatsworth.

HADDON HALL is the scene of Sir Walter Scott's historical novel "Peveril of the Peak." In 1561 the estate became vested in Sir John Manners, a son of the Earl of Rutland, who had espoused Dorothy Vernon, the heroine, and it has thus descended to the present Duke of Rutland. It is one of the most romantic and interesting and best preserved baronial mansions in England.

MATLOCK BATHS are in this locality and worthy of a visit. The natural waters are of high reputation and the neighbourhood is redundant with curious natural fossils, stones, marbles, and other curiosities which are ingeniously worked up into ornamental and useful articles by the industrious inhabitants of the district. Here Dr. Smedley has a well appointed Hydropathic Hygiene Establishment admirably and agreeably conducted, which is a place of great resort for rest and recreation.

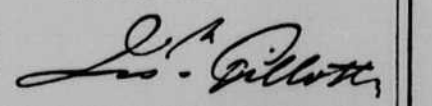
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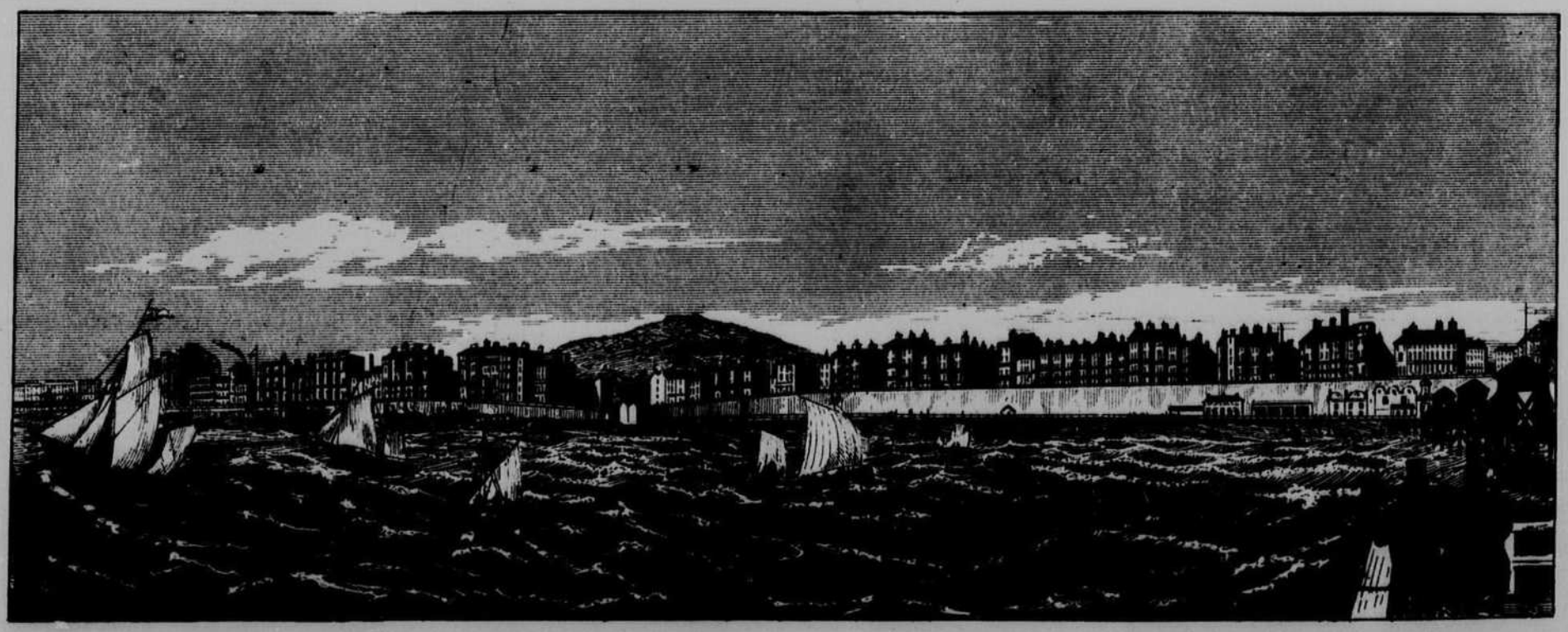
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LONDON SUBURBS.

The facilities of Railway transit convert Brighton in Sussex, into a suburb of London.

The Express trains run from London Bridge in about an hour and from the West End of London, Victoria Station, in about 80 minutes, so that many wealthy citizens reside at Brighton during the winter season and travel daily to business in the City.

Brighton has two seasons for visitors,—late in the fall of the year for fashionable people, and an early summer "cheap trip" to the sea bathing, for the multitude.

The Londoner, whose eye grows weary of the grimy buildings, and his ear of the ceaseless roll of cabs and waggons and busses, finds no change so complete, and so invigorating, as the tossing sea, the salt breeze, and a gallop over the turfy "downs." He feels like a boy let out of school into the summer woods, for at Brighton every thing is in motion, and whether he takes a sail, or mounts a horse, drives along the parade, or saunters on the pier, all his faculties are engaged in agreeable sensations.

Brighton humours the cockney, whether rich or poor, to the top of his bent. He may drive his four-in-hand, or hire his stud or his yacht, and live at his Club.

Or if a costermonger, or green grocer or artisan, he may take down his wife and family on a Saturday, and return on Monday morning, and at very trifling expense enjoy himself in his own way, which is a pretty hearty one, and gaze from the Chain Pier at "the quality folks."

Brighton is also periodically crowded with the sporting community who come down to see the Brighton and Goodwood races. Brighton is also a great place for "genteel academies and seminaries" as Dickens has shown, and it still maintains its Preparatory "Mrs. Pipchinses," and its intellectual hot-houses of "Dr. Blimber" celebrity.

"The Wild Waves" are still saying "something greater" the whole day long, and little spirits like Dombey junior recognise the "voice of the great Creator" therein.



MORSON'S EFFECTUAL REMEDIES

ARE SOLD BY CHEMISTS AND DRUGGISTS THROUGHOUT THE WORLD.

PEPSINE—The popular and professional medicine for Indigestion is MORSON'S PEPSINE, the active principle of the gastric juice. The careful and regular use of this valuable medicine restores the natural functions of the stomach, giving once more strength to the body. In Powder, Lozenges, Globules; and as Wine in ¼, ½, and 1-pint Bottles.

CHLORODYNE has now obtained such universal celebrity it can scarcely be considered a speciality, its composition being known to most European practitioners. Many of the Chlorodynes of commerce not being of uniform strength, has induced MORSON & SON to compound their preparation. Sold in ½-oz., 1, and 2-oz. bottles.

GELATINE—The purest preparation of this nutritious agent extant is MORSON'S.

PEPTIC FOOD for Invalids and Infants, digestible, nutritious, and palatable. Sold in ¼-lb. and 1-lb. tins.

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PURE CHEMICALS & NEW MEDICINES
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OPINIONS OF THE PRESS.

"Those who have not yet tried Maravilla will do well to do so."—*Morning Post.* "It may justly be called the PERFECTION OF PREPARED COCOA."—*British Medical Journal.*

MARAVILLA COCOA.

The *Globe* says: "TAYLOR ROTHERS' MARAVILLA COCOA has achieved a thorough success, and supersedes every other Cocoa in the market. Entire solubility, a delicate aroma, and a rare concentration of the parent elements of nutrition, distinguish the Maravilla Cocoa above all others. For Invalids and Dyspeptics, we could not recommend a more agreeable or valuable beverage."

HOMŒOPATHIC COCOA.

This original preparation has attained a world-wide reputation, and is manufactured by TAYLOR BROTHERS, under the ablest HOMŒOPATHIC advice aided by the skill and experience of the inventors, and will be found to combine in an eminent degree the purity, fine aroma, and nutritious property of the FRESH NUT.

SOLUBLE CHOCOLATE.

MADE IN ONE MINUTE WITHOUT BOILING.

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TO IMITATE WHICH IS FELONY.

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Maw's Elastic Gum Bougies and Catheters.
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ROYAL ALBERT HALL, S. KENSINGTON, LONDON.

Brighton has, we may hope, seen its worst and darkest days. Its Royal Pavilion is a monument to a corrupt and dissolute Court of a past age. It has now been restored and devoted to the higher purposes of Commerce, Education and Recreation of the citizens. Commenced in 1784, the Royal Stables were added in 1805, and converted by the Town Council in 1867, into a magnificent Concert Room capable of seating 3,000 persons, called the Dome.

The Riding School has been converted into a commodious Corn Exchange, and another wing is converted into a Public Library, Museum, and Gallery of Art. The Pavilion itself is a separate building, but within the same grounds and is devoted to Civic and Parochial purposes. The arrangement is highly convenient and the embellishment most brilliant. A suite of apartments, "The Green Drawing-room," "The Grand Saloon," "The Yellow Drawing-room" and "The Music-room" are beautiful apartments, richly decorated. The Organ was taken from the Chapel Royal and presented by Her Majesty Queen Victoria. This property was purchased by the town for £60,000, and has been very handsomely restored, and is now the pride as it was formerly the shame of Brighton. The last new attraction at Brighton is the Marine Aquarium, which has been erected on the shore between the Steine and the Chain Pier, opposite the east end of the Royal Albion Hotel. It is 715 feet in length and 100 feet wide. The first corridor being an elegant entrance hall in which a military band plays at certain hours, then an elegant restaurant and lunch-room. A lofty corridor lined on either side with deep glass tanks 28 in number, and ranging from 11 feet to 100 feet in length, well stocked with the curious inhabitants of the great deep whose habits are under scientific study and are being placed on record, whilst their gambols and motions are highly entertaining to the unlearned. This corridor terminates in a beautiful fernery, rockery and fountain well lighted above, but shaded from the sun, forming a cool, still and lovely spot to which the tired promenader may retire for rest, recreation, refreshment, refrigeration, music and instruction. This collection formed one of the most interesting features of the many attractions of Brighton, last year, to the members of the British Association for the advancement of Science who held their meeting there in August 1872.

WHELPTON'S



Are warranted not to contain a single particle of *Mercury* or any other *Mineral Substance*, but to consist entirely of Medicinal Matters, *Purely Vegetable*.

During the last thirty-five years they have proved their value in thousands of instances in diseases of the Head, Chest, Bowels, Liver, and Kidneys; and in all Skin Complaints are one of the best medicines known.

Sold in boxes, price 7½d., 1s. 1½d., and 2s. 9d. each, by G. WHELPTON & SON, 3, Crane Court, Fleet Street, London; and by all Chemists and Medicine Vendors. Sent free on receipt of 8, 14, or 33 stamps.

ROYAL ALBION HOTEL, BRIGHTON.



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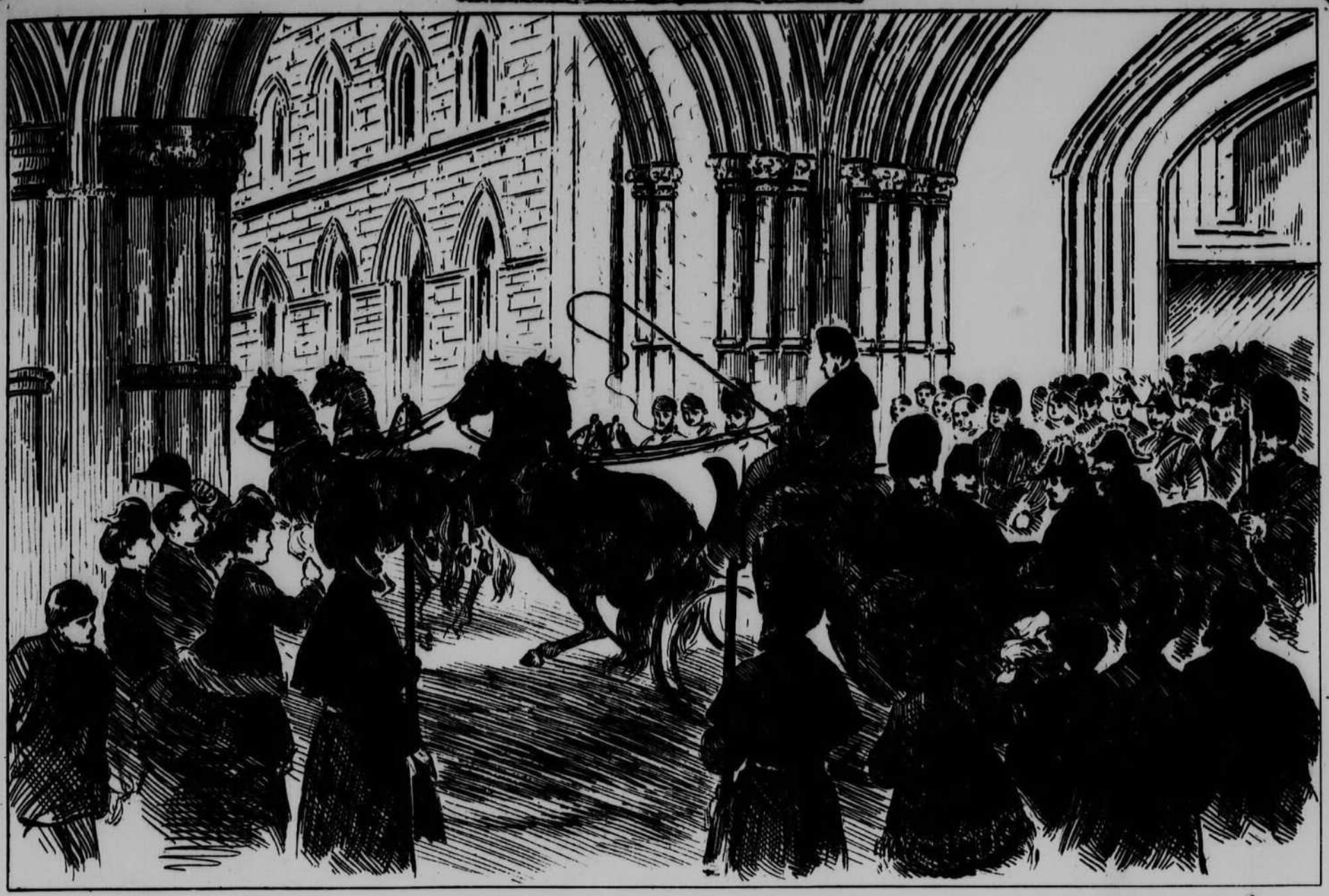
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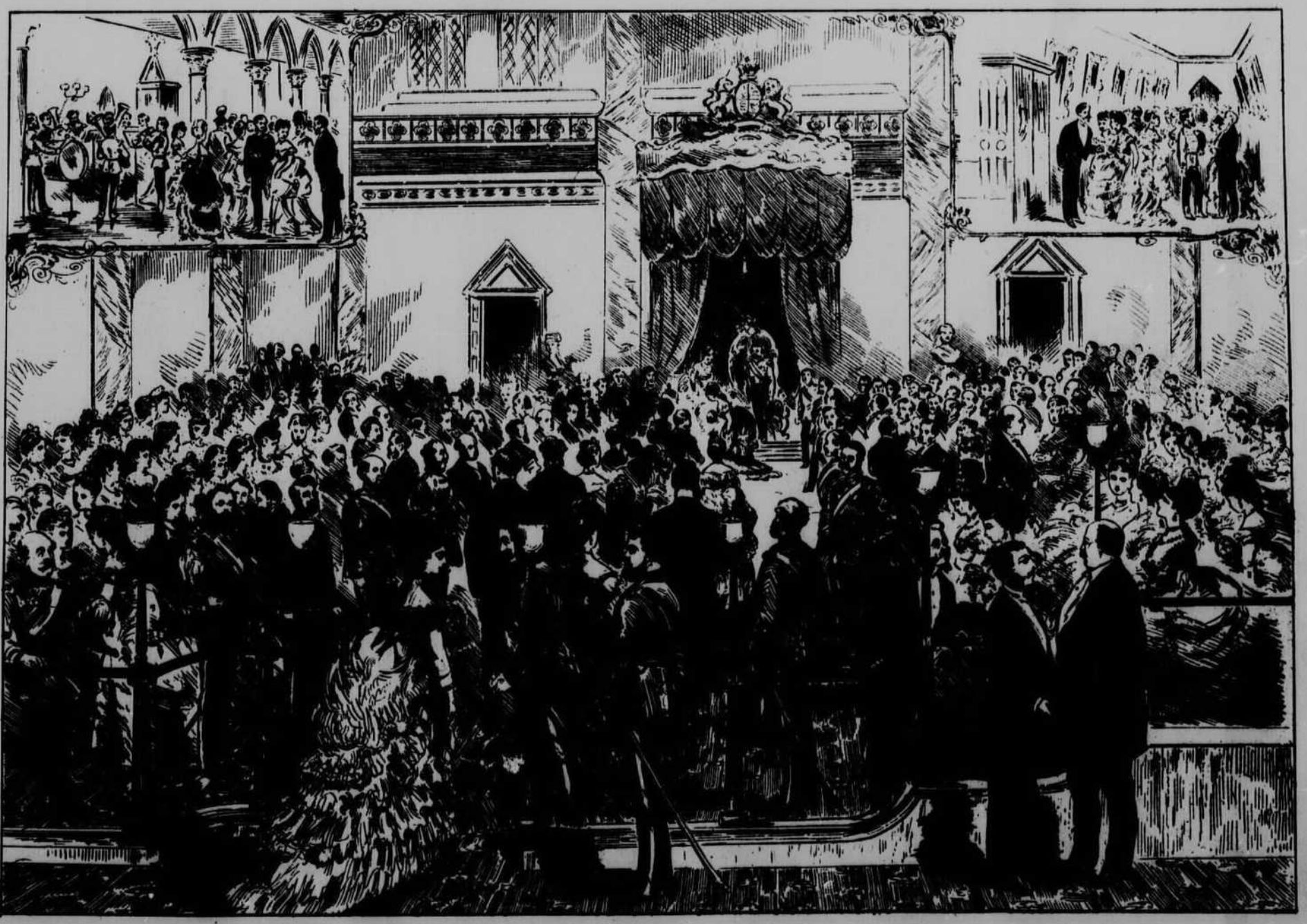
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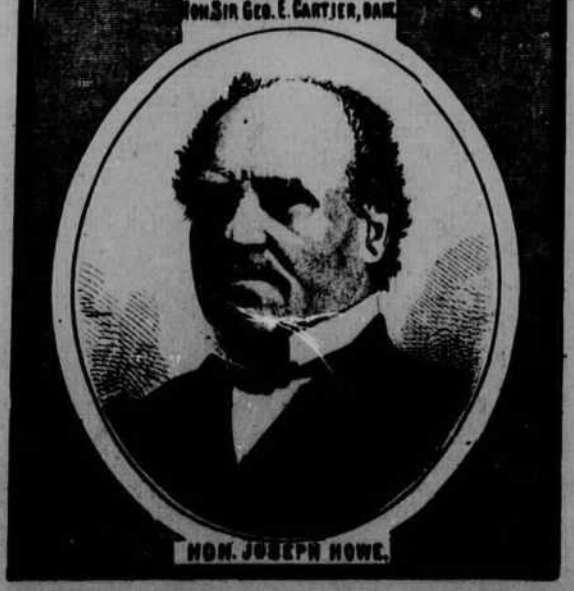

HON. JOHN H. POPE.


HON. PETER MITCHELL.


HON. SIR GEO. E. CARTIER, BART.


HON. CHAS TUPPER, C.B.


HON. J. ROBITAILLE.


HON. JOSEPH HOWE.


HON. J. C. AIKINS.

DOMINION OF CANADA.

Seat of Government, Ottawa, Province of Ontario.

GOVERNOR-GENERAL OF CANADA.

His Excellency The Rt. Hon Sir Frederick TEMPLE HAMILTON BLACKWOOD, Earl of Dufferin, Viscount and Baron Clandeboye, of Clandeboye, in the County Down, in the Peerage of the United Kingdom of Great Britain and Ireland; Baron Dufferin and Clandeboye of Ballyleidy and Killeleagh, in the County Down, in the Peerage of Ireland, and a Baronet, one of Her Majesty's Most Honorable Privy Council, Knight of the Most Illustrious Order of Saint Patrick and Knight Commander of the Most Honorable Order of the Bath, Governor-General of the Dominion of Canada, and Governor and Commander-in-Chief of the Island of Prince Edward, &c., &c., &c. Rideau Hall, Ottawa.

Lieut.-Col. H. C. Fletcher, Scots Fusilier Guards, Secretary and Military Secretary.

Lieut. F. C. B. Coulson, H.M. 60th Royal Rifles, A.-D.-C.

Lieut. F. R. Hamilton, H.M. 9th Regt. Foot, A.-D.-C.

J. L. Pattisson, Private Secretary.

Lieut.-Col. Bernard, Canadian Militia, Extra Aide-de-Camp.

Lieut.-Col. F. Cumberland, Canadian Militia, Extra Aide-de-Camp.

Deputy-Governors to sign Money Warrants.

Wm. A. Himsworth and Etienne Parent.

PRIVY COUNCIL.

Minister of Justice & Atty.-Gen.	Rt. Hon. Sir J. A. MACDONALD, K.C.B.
Minister of Militia and Defence	
Minister of Customs	Hon. CHARLES TUPPER.
Minister of Marine and Fisheries	Hon. PETER MITCHELL.
Postmaster-General	Hon. ALEXANDER CAMPBELL.
Receiver-General	Hon. THEODORE ROBITAILLE.
Minister of Public Works	Hon. H. L. LANGEVIN, C.B.
Minister of Finance	Hon. S. L. TILLEY, C.B.
Minister of Agriculture and Statistics	Hon. JOHN H. POPE.
Secretary of State for Canada	Hon. JAMES COX AIKENS.
Minister of Inland Revenue	Hon. JOHN O'CONNOR.

W. A. HIMSWORTH, Clerk of the Privy Council.
J. O. COTE, Deputy Clerk.



EARL DUFFERIN, K.C.B.,

GOVERNOR GENERAL OF CANADA.



THE COUNTESS OF DUFFERIN.

DEPARTMENT OF MARINE AND FISHERIES.

HON. PETER MITCHELL, Minister.
WM. SMITH, Deputy of the Minister.
W. F. WHITCHER, Commissioner.

The Department embraces the following branches:—

1. The maintenance of light-houses, light-ships, steam fog whistles, buoys and beacons.

2. The construction of such of the new light-houses and piers in connection therewith, steam fog whistles, light-vessels, &c., as may be directed by the Governor in Council.

3. Supervision of Trinity Houses, and pilotage.

4. The steamers belonging to the Dominion not employed for warlike or defensive purposes.

5. The river and harbour police.

6. Humane establishments for shipwrecked mariners, marine hospitals, and care of sick and distressed seamen, and shipwrecked crews.

7. The working and supervision of the Acts for the inspection of steamboats, and the Board of Steamboat Inspectors.

8. Certificates of competency and service to masters and mates.

9. Wreck returns and investigation into wrecks.

10. Rewards for saving life at sea.

11. Meteorological observations, observatories and time balls.

12. Shipping masters and their offices.

13. Subsidies to steamers not coming under the administration of the Post Office Department.

14. Supervision of funds collected for improvement to harbours.

15. Supervision of Harbour Commissioners, and Harbour Masters appointed by the Dominion Government.

16. Administration of the fishery laws.

17. Establishment and control of numerous agencies in the several Provinces for local supervision and protection of the deep sea, estuary, river and lake fisheries.

18. Leasing and licensing fishery privileges.

19. Regulation and preservation of the sea coast and inland fisheries.

20. Improvement of streams, and restoring waters to their natural productiveness.

21. Cultivation of fish by artificial means.

22. Marine police, and guarding inshore fisheries against foreigners; enforcement of treaty stipulations regarding fisheries with Americans, and generally all matters relating to the marine interests of the Dominion, not included in the foregoing list, and not administered by any other Department.

The total amount expended by this Department on the various branches of the public service administered by it during the fiscal year ended 30th June last, was $642.591.08, while the amount voted was $698,516.65. The total number of persons on the outside staff of the Department during last year was 1,035.

DEPARTMENT OF MINISTER OF FINANCE.

HON. S. L. TILLEY, C. B., K. C. M. G., Minister of Finance.
JOHN LANGTON, Auditor General and Deputy Head of Department.
WM. DICKINSON, Deputy Inspector General.
JOHN SIMPSON, Assistant Auditor.

TREASURY BOARD.

HON. S. L. TILLEY, C. B.
HON. CHAS. TUPPER, C. B., M.D.
HON. THEODORE ROBITAILLE, M. D.
JOHN LANGTON, Secretary to the Board.
JOHN MORTIMER COURTENEY, Assistant Secretary and Accountant.

DEPARTMENT OF CUSTOMS.

HON. CHAS. TUPPER, Minister of Customs.
R. S. M. BOUCHETTE, Commissioner of Customs.
JAMES JOHNSON, Asst. Com. of Customs.

DEPARTMENT OF INLAND REVENUE.

HON. JOHN O'CONNOR, Minister.
A. BRUNEL, Commissioner.

Total revenue, $483,483.12.

The following summary comparison will show that the accrued revenues have continued to increase :

	1867-8	1869-70	1870-71	1871-72
Excise	$3,078,212	$3,664,465	$4,301,389	$4,763,278
Public Works	486,811	543,596	579,132	592,961
Culling Timber	70,886	66,475	63,228	74,512
Bill Stamps	119,712	136,276	184,255	189,161
	3,755,621	4,410,816	5,128,004	5,619,012

DEPARTMENTS

OF THE

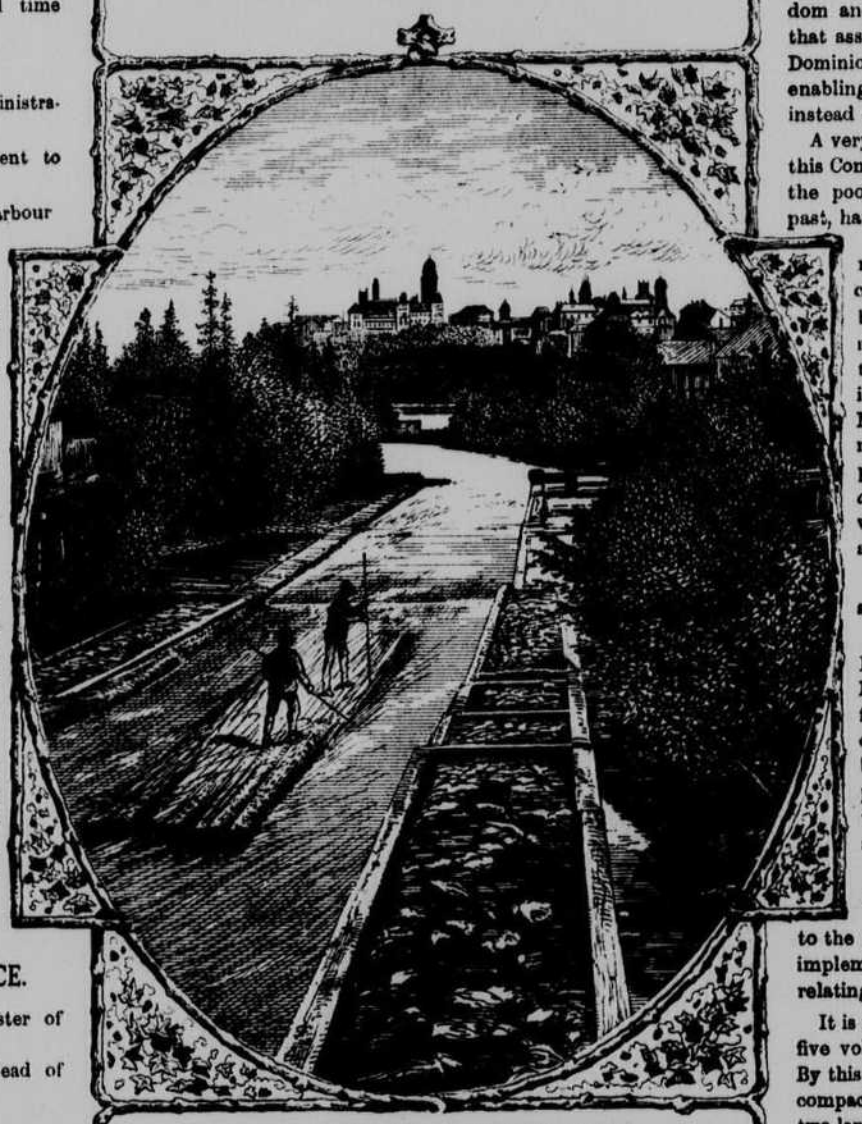
DOMINION GOVERNMENT.

DEPARTMENT OF JUSTICE.

THE RIGHT HON. SIR JOHN A. MACDONALD, K. C. B., Minister of Justice and Attorney General.
HEWIT BERNARD, Barrister-at-law, Deputy of the Minister of Justice.
CHARLES DRINKWATER, Private Secretary to Minister of Justice.

DEPARTMENT OF MILITIA AND DEFENCE.

[redacted] Minister of Militia and Defence.
MAJOR GEORGE FUTVOYE, Deputy of the Minister.
COL. P. ROBERTSON ROSS, Adjutant-General of Militia.
LIEUT.-COL. WALKER POWELL, Deputy Adjutant General of Militia.



TIMBER SLIDE AT CHAUDIERE FALLS.

LIST OF EMIGRATION AGENTS

FOR THE

DOMINION OF CANADA.

EDWIN CLAY, M. D., Halifax, N. S; R. SHIVES, St. John, N. B.; WM. WILKINSON, Chatham, N. B.; L. STAFFORD, Quebec; JNO. J. DALEY, Montreal; W. J. WILLS, Ottawa; R. MACPHERSON, Kingston; JNO. A. DONALDSON, Toronto; R. H. RAE, Hamilton; GILBERT MCMICKEN, Resident Agent, Fort Garry.

IN EUROPE:

WM. DIXON, 11 Adam St., Adelphi, London, W. C.; GUSTAVE BOSSANGE, Paris; RICHARD BERNS, Antwerp; CHARLES FOY, Belfast.

There are other Canadian Agents in the United Kingdom, and on the Continent, but without official residence.

DEPARTMENT OF AGRICULTURE.

HON. J. H. POPE, Minister.
J. C. TACHE, Deputy of the Minister.
JOHN LOWE, Secretary.
A. J. CAMBIE, Patent Clerk.

The Department embraces :—

AGRICULTURE,
IMMIGRATION,
QUARANTINES,
PATENTS OF INVENTION, COPY-RIGHT AND TRADE MARKS.
CENSUS,
STATISTICS and ARCHIVES.

IMMIGRATION.

The total number of Immigrants from all parts who entered the Dominion in 1872, was 89,186. This shows a very large increase, as will appear from a perusal of the following comparative table :

	1866.	1867.	1868.	1869.	1870.	1871.	1872.
Vid the St. Lawrence	28,648	30,757	34,300	43,114	44,475	37,020	34,743
Vid Suspension Bridge and Inland Ports of Ontario & Quebec	23,147	25,631	36,511	30,326	23,857	27,365	49,130
Maritime Provinces and other ports	.....	1,190	637	925	687	1,337	5,313
Totals	51,795	57,578	71,448	74,365	69,019	65,722	89,186

The increase in the number of settlers in Canada appears contemporaneous with the remarkable increase of the prosperity of the Dominion since Confederation.

The remarkable increase during 1872 is in a measure attributable to the active exertions of the agents of the Dominion, to make known the resources of Canada and the advantages which it offers as a field for Immigration, in the United Kingdom and on the Continent of Europe; and also to the fact that assistance was afforded to a considerable extent by the Dominion Government, by means of passenger warrants, enabling Immigrants to obtain passages at £4. 5s., sterling, instead of £6. 6s.; children in proportion.

A very large proportion of all the Immigrants who come to this Continent are aided in some way or other. Very few of the poor labouring classes who have come, for many years past, have been able to pay the cost of passage from their own means. They have been aided by individuals, by charitable societies who collected funds from the public, by poor law guardians, and to the largest extent by remittances from friends who had emigrated before them. The amount of these ascertained remittances in 1871 from North America, as reported by Her Majesty's Emigration Commissioners, was about five million dollars; over half of which was in the form of prepaid passages. In some years the amount of these *ascertained* remittances (many were not ascertained) was more than double those in 1871. The ascertained amount from 1848 to 1871 was, £17,036,799 sterling.

The first volume of the Census Report has been submitted to Parliament.

The volume is accompanied with Census maps of the Provinces of Ontario, Quebec, New Brunswick and Nova Scotia, and comprises the compilation of superficies, dwellings, families, population, sexes, conjugal condition, population by religions, origins of the people, birth places the population of electoral districts compared—1861 with 1871, the population of cities and towns having over five thousand inhabitants compared, and indexes for reference.

The classification of occupations is now completed, and the completion of schedules two and three referring to the returns of public institutions, real estate, vehicles and implements, is already well advanced, as is also the schedule relating to shipping and fisheries.

It is intended that the whole report shall be comprised in five volumes, printed in the English and French languages. By this system of arrangement the returns will be much more compact than by being printed in separate volumes in the two languages, while a considerable saving in expense will be effected.

PATENTS.

The Patent Act passed during the last Session came into force on the first of September. The Rules and Regulations for carrying its provisions into effect having been previously carefully prepared, were distributed on the 1st of August, in order to give inventors, both in and out of Canada, time to have their papers made in accordance with them.

This Act opens to all inventors, whether foreigners or residents of Canada, the privilege of taking out patents in Canada, on condition that the articles patented shall be manufactured in Canada.

The opening of the Canadian Patent Office to foreigners has already led to many applications for patents by them; and it is believed that the result will prove to be highly advantageous to the public, and particularly to the manufacturing interests, of the Dominion.

During the present year the Department has issued The Patent Office Record, monthly, in which all inventions patented in Ottawa will be illustrated, and a Journal of Mechanical Science maintained.

This is published in Montreal by GEO E. DESBARATS, at the office of this publication.

THE DOMINION GUIDE.

DEPARTMENT OF PUBLIC WORKS.

HON. H. L. LANGEVIN, C.B., Minister.
T. TRUDEAU, Deputy of the Minister.
F. BRAUN, Secretary.
JOHN PAGE, Chief Engineer, Public Works.
THOMAS S. SCOTT, Chief Architect, Public Works.

This Department has charge of the following Public Works of the Government of Canada :—

Canals, Works on Navigable Rivers, Harbors and Piers, Slides and Booms, Railways, North-Western Route; Roads and Bridges, Public Buildings,

The following are the Government works designed to improve navigation, facilitate trade and manufactures, and extend the means of communication between the several Provinces of the Dominion of Canada :—

The Improvement of the St. Lawrence River Navigation;

a series of works by the aid of which vessels pass from Montreal Harbour to the Upper Lakes; comprising the

Lachine, Beauharnais, Cornwall, Farran's Point, Rapid Plat, Gallops and the Welland Canals.

The united length of these canals is 70[1/2] miles; their total lockage 536½ feet.

The Lower Ottawa Navigation Improvements;

a series of works which enable vessels to pass from the head of Lachine Canal to Ottawa City; comprising the

St. Ann's Lock, Grenville, Chute-à-Blondeau, and Carillon Canals.

United length 8½ miles; lockage 87¼ feet.

The Rideau River and Canal Navigation;

enabling vessels to pass from Ottawa River to the City of Kingston, on the River St. Lawrence. Length 126¼ miles; lockage 446¼ feet.

The River Trent Improvements;

consisting of Locks and Dams, designed to improve navigation; and Slides, Dams and Booms, made to facilitate the descent of timber.

Burlington Bay Canal;

half a mile in length; no lockage; connecting Lake Ontario with Burlington Bay, and enabling vessels to reach Hamilton City.

The Richelieu River and Chambly Canal Navigation;

by the aid of which vessels pass from Sorel, on the St. Lawrence River, to Lake Champlain. Length of canal works, 12¼ miles; lockage 79 feet.

The St. Peter's Canal;

which connects St. Peter's Bay, on the southern coast of Cape Breton, with the Bras D'Or Lake. Length, about 2,400 feet.

The works on the Upper Ottawa, St. Maurice, and Saguenay Rivers.

consisting of Slides, Dams and Booms, for facilitating the descent of timber from the tributaries.

The Red River Route;

a series of land and water improvements and conveyances, to all immigration, travel, and transport of freight, between Thunder Bay, Lake Superior, and Fort Garry, Manitoba.

The Government Systems of Railway;

comprising the Intercolonial Railway, now being constructed with its branches; and the Canadian Pacific Railway, now under survey.

The following table shews the distances to be travelled between Great Britain and Vancouver's Island, *viâ* the Canadian route:

Liverpool to Straits of Belle-Isle	2,334 miles.
Belle-Isle to Thunder Bay, *viâ* Lakes Ontario, Huron, and Superior	2,247 "
Thunder Bay to Fort Garry, (Manitoba)	454 "
Fort Garry to Bute Inlet (British Columbia)	1,360 "
Total	6,395 "

Total expenditure 1872—$2,908,498.53.

THE DOMINION OF CANADA

Consists of a Confederation of the following provinces, each having its own local Legislature, consisting of two chambers each governing its own Province in laws relating to property, education, immigration and various other internal matters, viz.,

Ontario,	estimated population in 1871,		1,620,851.
Quebec,	do	do	1,191,575.
Nova Scotia,	do	do	387,804.
New Brunswick,	do	do	285,777.
British Columbia	do	do	11,945.

These Provinces are thus represented in the House of Commons:

86	constituencies	return	88	members	for Ontario.
61	do	do	65	do	for Quebec.
18	do	do	21	do	for Nova Scotia.
15	do	do	16	do	for New Brunswick.
5	do	do	6	do	for British Columbia.
4	do	do	4	do	for Manitoba.

The Senate is nominated by the Government and numbers.

24	members	for Ontario,
23	do	for Quebec.
12	do	for Nova Scotia,
11	do	for New Brunswick,
3	do	for British Columbia,
3	do	for Manitoba.

Canada has in times passed experienced the weakness of segregation, and a condition of internal rivalry of separate provinces. Thus Upper and Lower Canada felt opposed in race and religion and the maritime provinces stood aloof and independent. It has been the wise policy of the Mother Country to consolidate these growing populations by Confederation, and those provinces which have thus joined to form a United Canada have already experienced so large a benefit that the rest are following. Prince Edward Island has already applied for Confederation and it is expected that Newfoundland, the only outsider, will shortly came into this alliance.



THE OTTAWA CANAL

This union has enabled the Imperial Government to hand over the forts and armaments to the Dominion Government. And this country undertakes to provide its own peace establishments, by means of a well organized Militia. This force has already won distinguished honours both at the rifle matches at Wimbleton, and in the more serious affrays at Ridgeway, and at Pigeon's Hill.

This consolidation also enables the Government to undertake and assist great national enterprises such as the Intercolonial Railway and the Canadian Pacific Railway, whilst the former will connect all existing lines with the seaboard and with American commerce; the latter will open up the resources, both mineral and Agricultural of the Great West, and complete the Britannic settlements *en route* from the Atlantic to the Pacific Ocean and give prizes, the greatest and most inviting ever yet offered to agricultural Western emigration.

Each province of the Dominion has now its Emigration Agents in Europe, who are expected and requested to state simple facts and to spread sound information concerning the Dominion; and are expressly cautioned against decoying the Emigrant by false hopes.

To the sober and industrious, there is in Canada every prospect of success and as great a variety of soil, climate, industry, and renumeration, as in any empire in Europe, with scarcely any obstacle except the unfitness of a man, for the post which he may undertake to fill.

The Dominion is as open to national emigration as the the territory of the bordering States, and the local legislatures are now in treaty with large communities of Russian and French emigrés, for special lots of land for the population of whole provinces of the Eastern Empire.

The great fertile and well watered alluvial tracts of land in the North West, adjoining Lakes Nipissing and Neepigon will be opened up by the Canadian Pacific Railroad, *en route* to Manitoba and British Columbia, and will offer superior inducements for settlement, to those of the prairie lands of the Western States.

POST OFFICE DEPARTMENT.

HON. ALEXANDER CAMPBELL, Postmaster General.
WILLIAM HENRY GRIFFIN, Deputy Postmaster General.
HORATIO ASPREY WICKSTEED, Accountant.
WILLIAM WHITE, Secretary.
PETER LaSUEUR, Superintendent, Money Order Branch.
J. CUNNINGHAM STEWART, Superintendent, Savings Bank Branch.
JOHN ASHWORTH, Cashier.

REVENUE.

The Postal Revenue of this year has been as follows :—

In Ontario and Quebec	$1,017,430 82
New Brunswick	70,280 00
Nova Scotia	92,180 00
Manitoba	4,362 67
British Columbia	8,809 00
	$1,193,062 49

REGISTRATION.

The number of Registered Letters estimated to have passed by post in Canada in the year 1872, was :—

In Ontario and Quebec	1,155,000
In New Brunswick	50,000
In Nova Scotia	70,000
In Manitoba	2,000
Total	1,277,000

This is an increase of more than 16 per cent, on the number estimated for last year.

POST OFFICE SAVINGS BANK.

It was computed last year, that the miscarriage of Registered Letters from various causes, exclusive of destruction by fire, was as one in 18,000, and this year, from all causes, the average appears to have been only as one in 33,600.

The number of transactions, that is deposits and withdrawals, during the six months ended 31st December, 1872, was 32,964 against 28,441 in the corresponding period in the previous year, shewing an increase in the business of 4,523 transactions.

MONEY ORDER OPERATIONS—YEAR ENDED 30TH JUNE, 1872.

—	Ontario and Quebec.	New Brunswick.	Nova Scotia.	British Columbia.
Number of Money Order Offices	514	45	75	3
Amount of Money Orders issued	$ cts. 3,347,830 36	$ cts. 851,963 62	$ cts. 926,757 15	$ cts. 21,283 28
Net Revenue from Money Orders within the year	20,104 40	2,837 62	3,310 24	492 00
Cost of management including Salaries of Superintending Officers at Ottawa, St. John and Halifax	12,591 33	2,999 60	6,837 84	.....

THE INDIAN LANDS,

SURVEYED AND DISPOSABLE IN THE

PROVINCE OF ONTARIO,

Are offered for sale subject to the condition of actual Settlement, and consist of the following important, well situated Tracks.

In the Saugeen Peninsula, about 207,000 acres through which the Great Northern Road, terminating at the Tobor Moray Harbor, opposite the southerly part of the Manitoulin Island, have been surveyed, and opened out to within eight or ten miles of the Harbor. W. R. Bartleet, Esq., Indian Officer, Toronto, is Agent for the sale of these lands.

On the Great Manitoulin Island, where there are about 287,000 Acres of unsold surveyed land, the construction of upwards of fifty miles of Colonization Roads has been completed, and an extension of the lines to Gore Bay, on the northerly shore of the Island, has been surveyed. W. Plummer, Esq., Indian Officer, Manitowaning, is Agent for the sale of these lands.

The third Tract is that situated between the Sault St. Marie, at the head of Lake Huron, and Batchewana Bay, and Goulais Bay, and comprehends about 115,000 Acres of surveyed land. Through this Tract a line of Road, to connect with the Sault St. Marie, has been laid out which it is proposed to place under contract for construction in the Spring of the present year.

On the St. Mary's River the lands in the Township of Macdonald, still disposable, and embracing about 18,000 Acres are open for sale.

The lands in this Township as well as those in Batchewana, and Goulais Bay Tract, are under the charge of the Agent at the Sault St. Marie.

At Fort William, Lake Superior, the lands in the Township of Neebing are also open for sale, and they include about 20,000 Acres.

The various Indian lands, above described, are timbered chiefly with Hard-wood, and a large proportion of them are adapted for Agricultural purposes; and being situated conveniently for water communication, and in the vicinity of valuable Fisheries, may be regarded as highly desirable for Settlement.

Each purchaser is required to enter upon the occupation and improvement of the land sold to him, within three months during the season of navigation, within six months at other periods of the year, from the date of sale, and continue resident thereon three years priviously to the issue of Letters Patent.

JAMES COX AIKENS,
Superintendent General of Indian Affairs.



THE INTERCOLONIAL RAILWAY.

This important undertaking is progressing as rapidly as possible and already connects the Eastern Provinces with the leading American lines. This is a broad guage line and will connect the Grand Trunk Railway at River du Loup and by way of the Bay of Chaleurs---extend to Truro and to Halifax, N. S. The length of the line is 443 miles and its estimated cost is $20,000,000. Its military importance will be very great in the event of British troops being required at any time in Canada. The amount expended up to 28th February 1873, was $13,245,022.10. The progress has been very satisfactory during the past year, notwithstanding the advanced prices of labour and material. The heavy portion of the work is on section 13, which is difficult of access and has two heavy rock cuttings. During the last summer about 10,000 men, 5,000 boys, and 2,000 horses were employed on this Railway. The Bridges across the Rivers Restigouche and Miramichi will be fine pieces of work, and are contracted for partly in England and partly in Pennsylvania, U. S.

Several Sections are complete; the Section 13 will be completed during the present year but some large Bridges will require another year to connect the whole line.

The following connections are now working, viz:

TRAINS WILL CONNECT:

At Painsec with Trains to and from Shediac and intermediate stations.
At Truro with Trains to and from Pictou and intermediate stations.
At Windsor Junction with the Trains of the Windsor and Annapolis Railway.
At St. John with the Consolidated European and North American Railway from Bangor Danville Junction, Montreal, Quebec, Portland, Boston; also, with the International Steamer to and from Eastport, Portland and Boston.

The rails are to be of steel and all materials of the best quality. Mr. Sandford Fleming is the Chief Engineer and Mr. Lewis Carvell, the General Superintendent of the road.

The Commissioners for the Construction of this Line are:

Messrs. E. WALSH,
E. B. CHANDLER,
C. J. BRYDGES,
A. W. McLELAN.

J. L. ORME & SON,

MUSIC PUBLISHERS

and Importers of

PIANO-FORTES, ORGANS,

BAND INSTRUMENTS,

&c., &c., &c.

General Agents for the Estey Cottage Organ.



THESE ORGANS HAVE THE

VOX JUBILANTE, DELECANTE,

AND

VOX HUMANA STOPS,

And for Power, Quality of Tone and Beauty of Finish stand unrivalled.

WAREROOMS, 8 SPARKS STREET,

OTTAWA.

THE LUMBER REGIONS.

PRODUCTION,—SAW MILLS, &c.

First in order may be mentioned a region stretching eastward from the Saguenay, known as the Tadousac Territory, with an area of 65,000 square miles, which contains a large quantity of timber available for ship-building; besides Birch, Maple, Ash, Oak, and Elm of the best kinds.

The Valley of the Saguenay has an area of about 27,000 square miles, and is rich in White and Red Pine, Spruce, Birch and Tamarac.

The St. Maurice Territory has an extent of 21,000 square miles, and contains large quantities of White, Red and Yellow Pine, Spruce, Birch, Maple, Elm, Ash and Tamarac.

Between the St. Maurice region and the Valley of the Ottawa there lies a valley of 9,600 square miles, in which White and Red Pine, Spruce, Tamarac and Ash are found.

The Ottawa River Valley, comprising an area of 87,761 square miles, is the chief seat of Canada's lumber trade, and has been so for about seventy years; during which time not much more than 20,000 square miles have been divested of merchantable timber. The products of this region are White and Red Pine of the best quality; also Tamarac, Spruce, Ash, White Oak of a superior kind, Elm, Birch, and all varieties of Maple.

The Trent Valley, and a smaller contiguous district, include about 8,550 square miles, and furnishes White and Red Pine, Ash, Oak, Birch and Tamarac.

The rivers in the above-mentioned regions empty into the St. Lawrence and Lake Ontario, and the sum of the areas is 226,911 square miles. There are, however, other timber lands stretching westward as far as Lake Superior, covering a space of 60,800 square miles, which contain White and Red Pine of choice quality,—besides Birch, Maple, Oak, Elm, Spruce, Tamarac, Ash, and White Cedar. According to these figures the total area of the timber territories of Ontario and Quebec is equal to 287,711 square miles.

During a period of five years, the average annual quantities of timber and lumber arriving at Quebec, and manufactured for other markets, amounted to over one million and three quarters of tons!—The particulars are:—

	Cubic Feet.
Oak, average yearly quantity	1,585,856
Elm, " "	1,438,706
Ash, " "	149,930
Birch, " "	92,714
Tamarac, " "	987,662
White Pine, " "	17,665,675
Red Pine, " "	2,566,560
	24,488,503
Sawed planks, 250,000,000 feet, B. M.	20,833,333
home consumption, 250,000,000 feet, B.M.	20,833,333
American market, 250,000,000 feet, B. M.	20,000,000
Total	86,988,202

Continued on page 71.



THE

RUSSELL HOUSE,

OTTAWA,

CANADA.

This Hotel is the largest and only first-class house in the City. It is fitted, furnished and kept as an unexceptional

FIRST-CLASS HOTEL,

Combining Modern Elegance, Comfort and Economy. It has ample accommodation for three hundred guests, and is delightfully and centrally situated, being in close proximity to the Parliament Buildings, the Post Office, and all the points of interest.

OTTAWA CITIZEN

PRINTING and PUBLISHING CO'Y.,

ANDREW HOLLAND,

Business Manager.

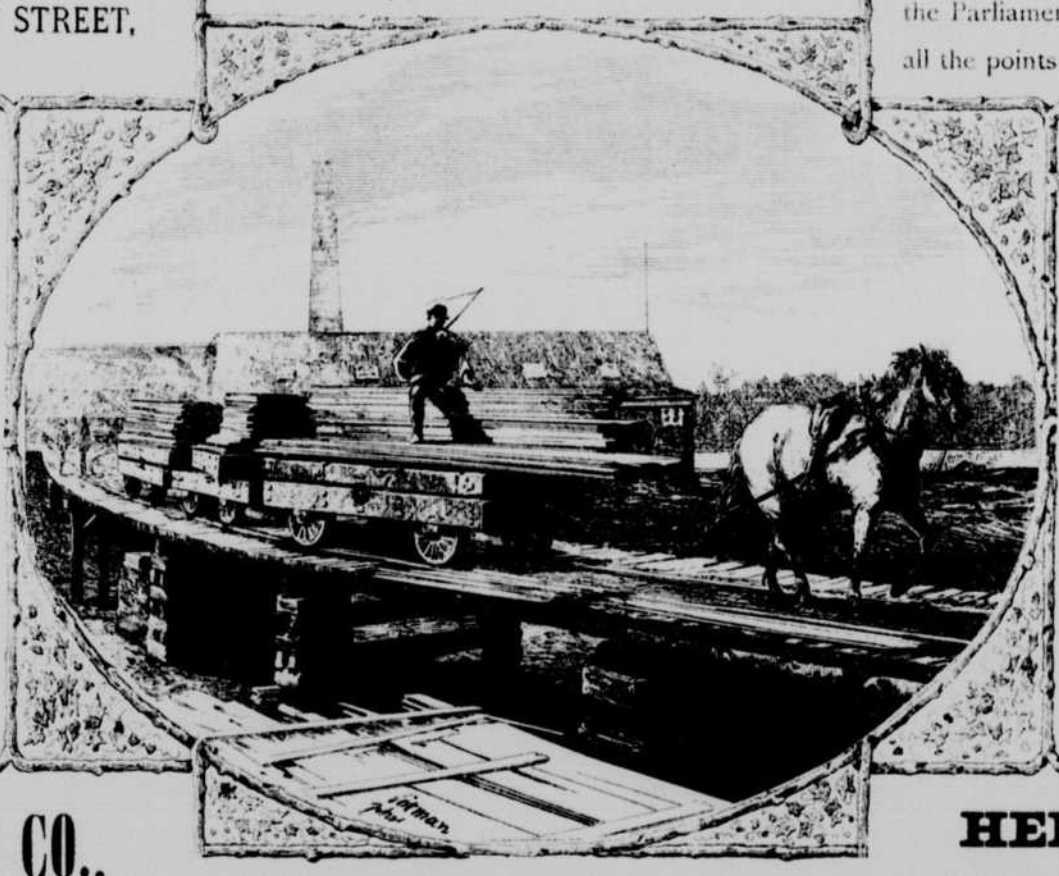
THE OTTAWA CITIZEN,

The oldest, largest and most extensively circulated Daily and Weekly Paper, published in Central Canada, now in its twenty-sixth year.

In politics it gives the administration of Sir J. A Macdonald a liberal support, without being a Government "organ."

Particular attention is paid to the Lumbering and Mining interests of Central Canada.

As an old reliable journal it is the best advertising medium at the capital of the Dominion of Canada.



LUMBER YARD, OTTAWA

THE OTTAWA TIMES.

OFFICE:

Wellington St., Centre Town.

THE OTTAWA DAILY TIMES,

Published every Morning (Sundays excepted)—the only Morning Paper published in Ottawa—at SIX DOLLARS per Annum.

THE OTTAWA WEEKLY TIMES,

Published every Friday Morning, in time for the morning mail, at **$1.00** per ann. paid in advance; or **$1.50** if paid during the year.

☞ The usual encouragement (ONE FREE COPY IS TEN) will be given to parties getting up Clubs, whether for the Daily or Weekly.

Letters, prepaid, and if containing Money, registered, (in which case they will be at the risk of the undersigned,) may be addressed.

ROBERTSON, ROGER & CO., Proprietors,
Ottawa, Canada.

LE COURRIER D'OUTAOUAIS,

The only French Daily Paper in Central Canada Printed at the Times Office.

FIVE DOLLARS PER ANNUM.

L. A. GRISON & CO., Proprietors.

JAMES HOPE & CO.,

Manufacturing Stationers,

BOOK-BINDERS,

GENERAL ENGRAVERS, COPPER-PLATE PRINTERS,

AND IMPORTERS OF

General Stationery,

Artist's Materials,

School Books, Bibles, Church Services,

and Prayer Books,

CORNER SPARKS & ELGIN STREETS,

OTTAWA,

SHOWN IN ANNEXED CUT.



HENRY GRIST,

OTTAWA, Canada,

Mechanical Engineer & Draughtsman, Solicitors of Patents

FOR INVENTIONS, &c,

(Aided by Skillful Office Assistants).

Prepares applications for the Canadian, United States and European Patent Offices, on receipt of the Model of the Invention.

Preliminary Searches as to Patentability carefully made.

All Communications strictly confidential.

Send Stamp for Book of Instructions.

Copyrights, and the registration of Trade Marks, Timber Marks and Designs procured, and Letters Patent for the incorporation of Joint Stock Companies obtained.

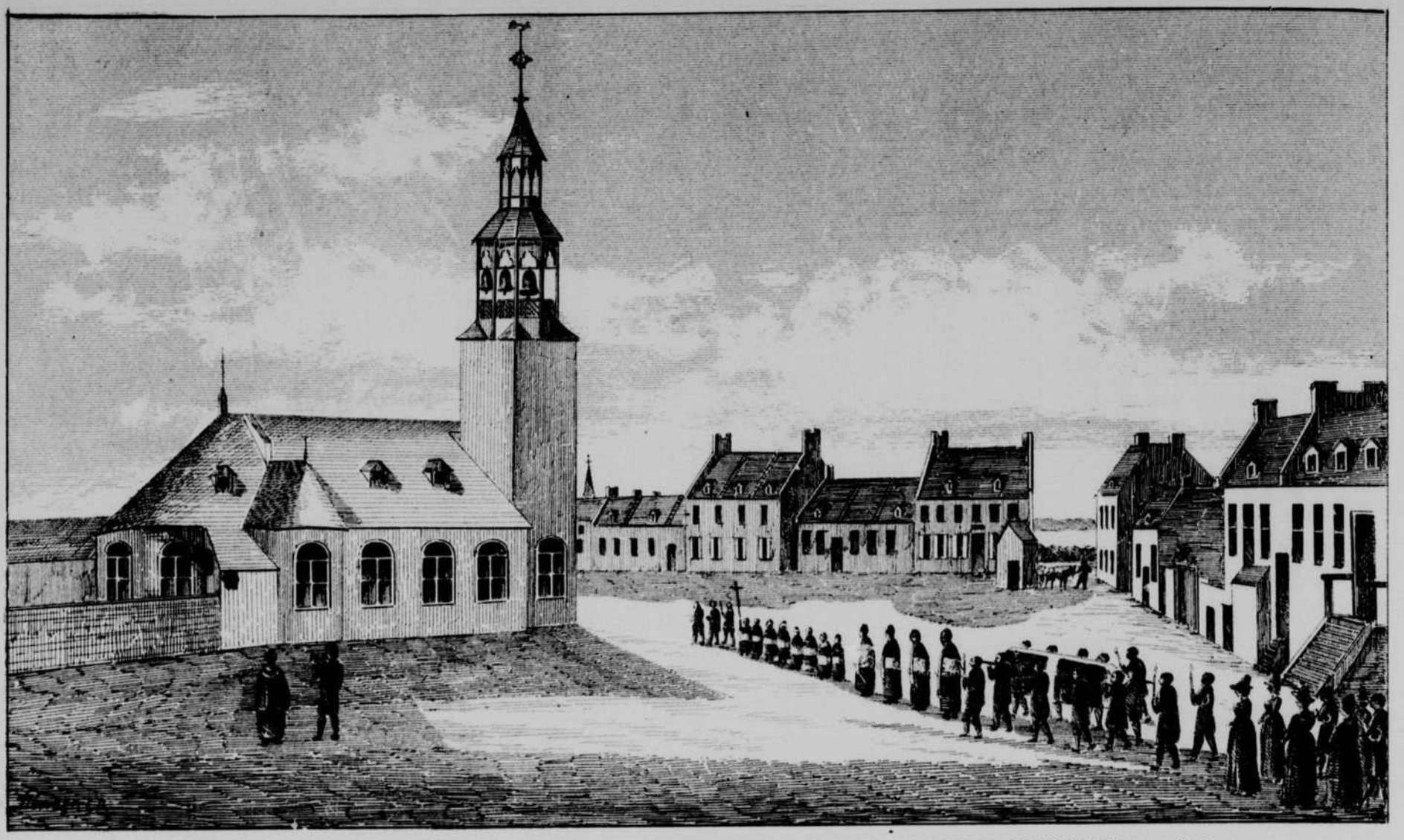
ESTABLISHED 10 YEARS.

NOTE: The Register of the Patent Office for 1871 shows that more patents were obtained through our agency, than by any and other Office in Canada. Prompt attention to all business and charges moderate. No patent no pay.

OFFICES:

CORNER ELGIN & SPARKS STREETS,

SHOWN IN ANNEXED CUT.



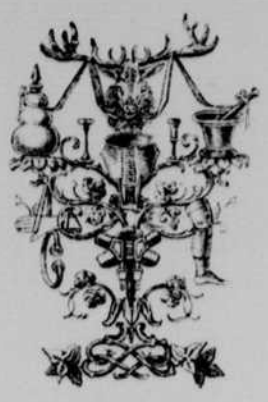
PARISH CHURCH, PLACE D'ARMES, AND NOTRE DAME STREET, MONTREAL, 1806.



The relics of Montreal have to a large extent lost their identity; yet, the sites, and many of the names, remain. Men yet living remember the projection of the old Parish Church upon the French Square—now Place d'Armes—and can attest the faithful-ness of above sketch of the business houses forming the Square.

The lower picture shows NOTRE DAME STREET, west of the Church, and is a striking contrast to the busy scenes, the handsome buildings, and the street car and cab traffic of the present day.

The above are copied from Lambert's "Travels in Canada."



VICTORIA

DRUG HALL & TRUSS FACTORY,

26, ST. RADEGONDE STREET,

MONTREAL.

J. ENEAS,

CHEMIST AND DRUGGIST,

MANUFACTURER AND IMPORTER OF

Trusses, Chest Expanders and Shoulder Braces, Abdominal Supporters and Belts, Suspensory Bandages, Elastic Stockings, Splints, Bandages, Invisible Crutches for Spinal Curvature, Artificial Limbs, Appliances for the Relief of Club Feet, Bow Leg, Weak Ankles, Ununited Fractures, Anchylosis, Diseases of the Hip Joint, &c., &c., &c.

A variety of Surgical Instruments and Rubber Goods. Surgical Instruments repaired.



(See Grafton's Advertisement.)

TO ADVERTISERS.

The circulation of the DAILY WITNESS was last year 10,500; TRI-WEEKLY, 3,600; WEEKLY, 9,000; of the CANADIAN MESSENGER, 14,000; of the DOMINION MONTHLY, 3,250.

The circulation of the Daily exceeds that of all the other English Dailies in Montreal put together, and the other figures exceed those of similar publications.





A. D. 1535.

Plan of the Indian Town at Hochelaga.

In the above ground plan of this City, *A* represents the single entrance or portcullis; *B*, the open square of audience; *C*, the Chief's Wigwam; *D*, *D*, the surrounding palisade of defence.

When Cartier, in 1535, arrived at Stadacona, and formed friendly relations with Donacona, the Indian Chief of the tribe settled there, he was informed that a still more important settlement of Indians dwelt in a palisaded city at Hochelaga, 60 leagues higher up the St. Lawrence River, to which he proceeded in the *Emerillon* as far as Lake St. Peter, when a party of thirty proceeded in boats to the Indian Metropolis. This Cartier describes as a populous settlement of about 50 habitations, surrounded by fields of Indian Corn and walled in with a circular palisade or wooden fencing, well stayed with props, stones and trunks of trees to protect from the denizens of the forest at night.

THE CHILDREN'S FRIEND.



Here Cartier and his party were graciously received by the Lord of the Country, Agonhanna, and the natives, and ascended the hill behind the city, which in honor of his King and delight at the imposing spectacle, he named "Mount Royal," from which the present Metropolis, Montreal, takes its name.

What became of this Indian Capital is not recorded in history; whether razed by fire or captured and destroyed by hostile tribes is unknown; but when 70 years afterwards Champlain visited the land, Hochelaga had disappeared.

Indian relics, pottery, implements, and human bones, are still occasionally disinterred on the site of the old settlement.

The Montreal of to-day shows a very different picture, as shown in our view of Victoria Square, with a bronze statue of the Queen, a corner building devoted to a Bible House and Young Men's Christian Association, and its group of Churches—Congregational, Baptist, Unitarian, Episcopal, and Roman Catholic—all towering amid the luxuriant maples, planted as shade trees along the public avenues.

The contrast of the quaint style of costumes, figures, vehicles, and houses pictured by Lambert in 1806, with the gay equipages of the Driving Club of the present day, and the substantial buildings, street cars and active bustle, is shown in the illustrations of the next few pages.

J. Baker Edwards, Ph.D., D.C.L.
Analytical & Consulting Chemist
630 Lagauchetière St
Montreal
Box 398½ P.O.
(Ed. Dominion Guide)



JOHN HENDERSON & CO.,

HATTERS & FURRIERS,

Crystal Block,

283 NOTRE DAME STREET,

MONTREAL.

THE LARGEST AND BEST ASSORTMENT OF

FURS, FUR COATS, CLOAKS, SLEIGH ROBES, &c.,

IN THE CITY.

HATS, CAPS, GLOVES & SUMMER ATTIRE.



F. E. GRAFTON,

Publisher, Bookseller, and Stationer,

INVITES ATTENTION TO HIS LARGE STOCK OF

EDUCATIONAL WORKS & APPARATUS,

THE MOST COMPLETE IN MONTREAL.

Also to his

SUNDAY SCHOOL DEPARTMENT,

which embraces every requisite for a good

SUNDAY SCHOOL.

BOOKS FOR LIBRARIES AND PRESENTS.

TEMPERANCE LITERATURE

Forms another Department, embracing the best collection of Books and Tracts to be found in the Province.

IN THE

RELIGIOUS TRACT AND BOOK DEPARTMENT

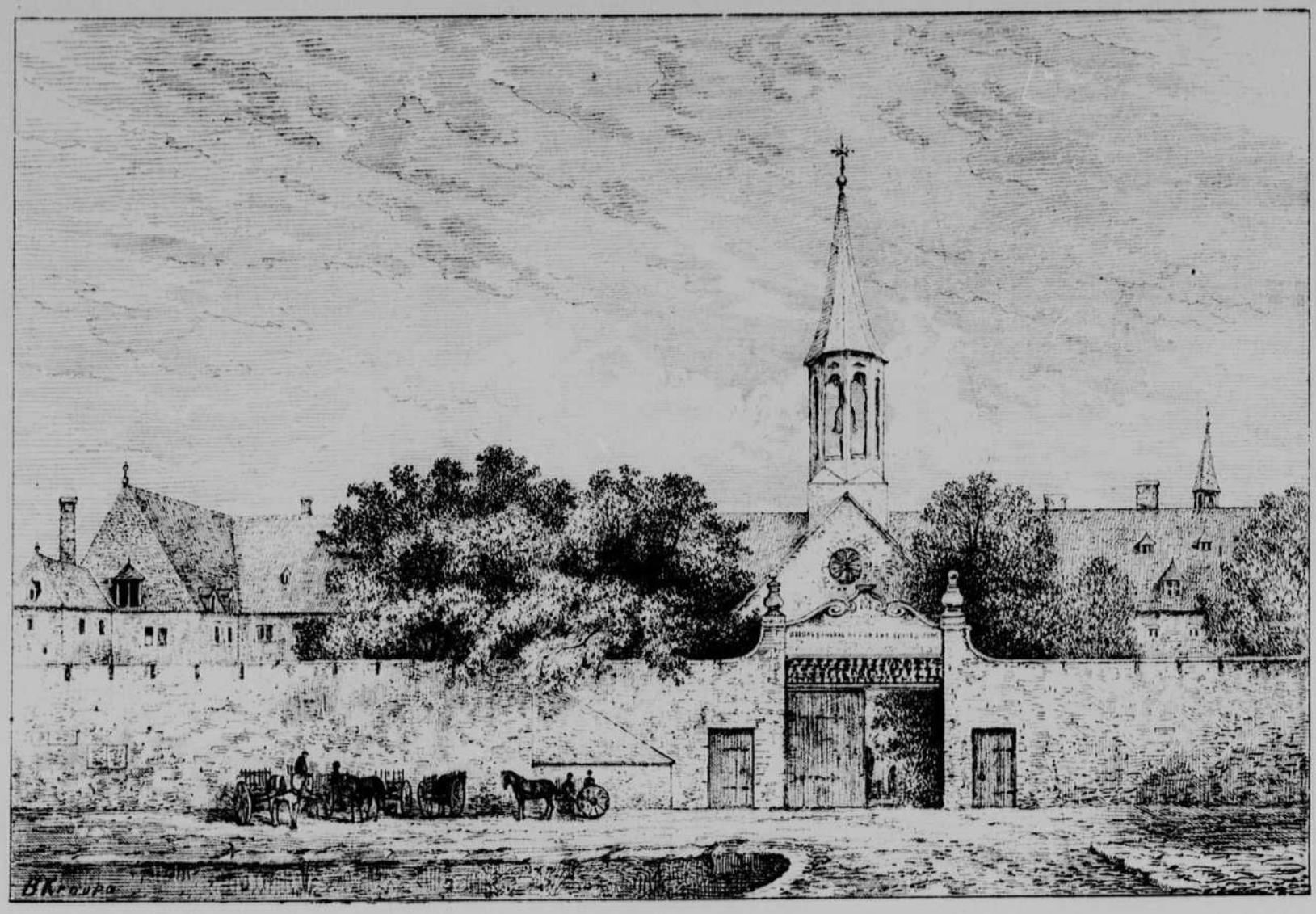
Will be found a variety of the best Religious Publications of the day.

English and American Papers and Magazines promptly supplied. Circulars, Catalogues, and Lists sent on application.

F. E. GRAFTON,

182 ST. JAMES STREET,

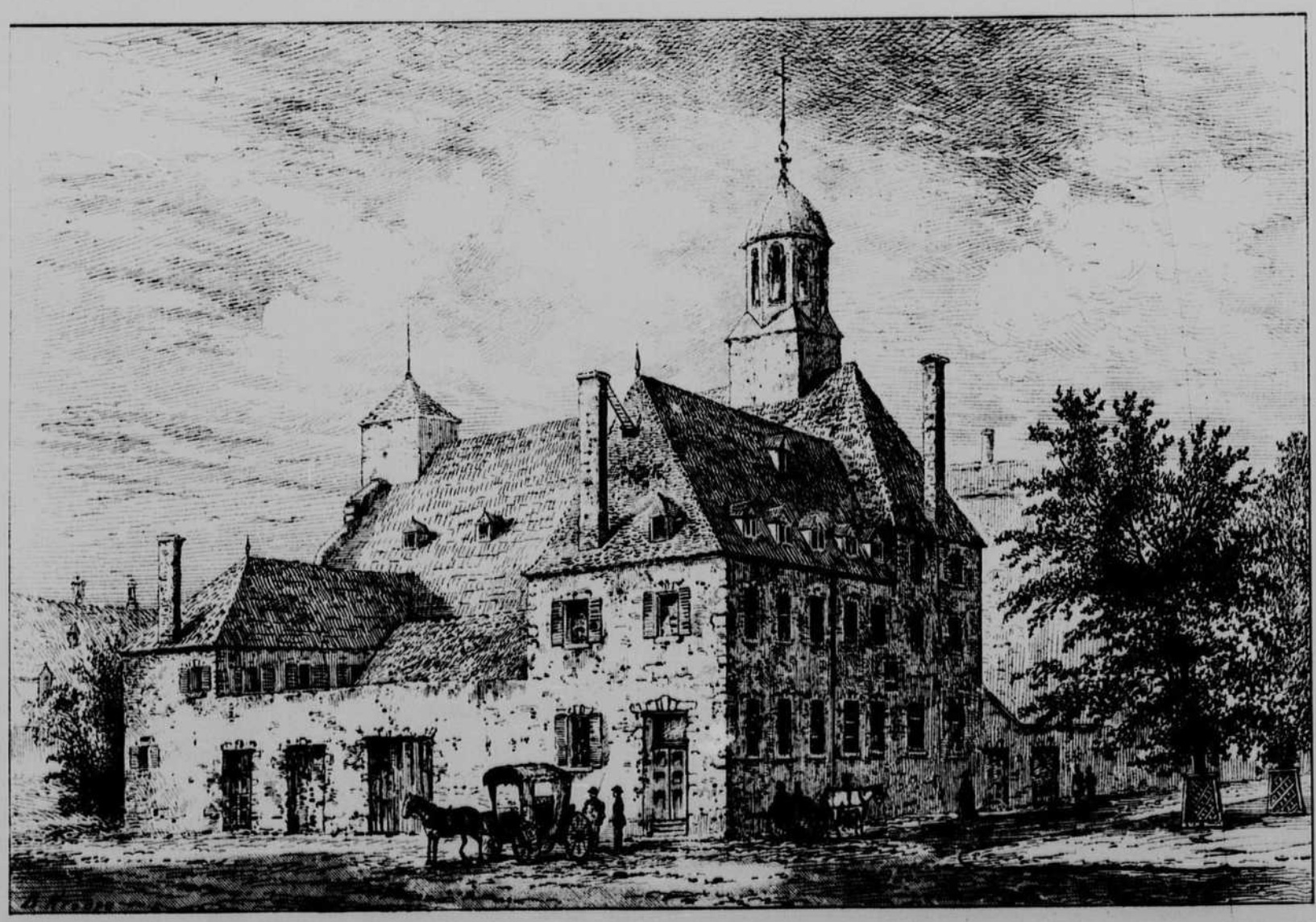
MONTREAL.



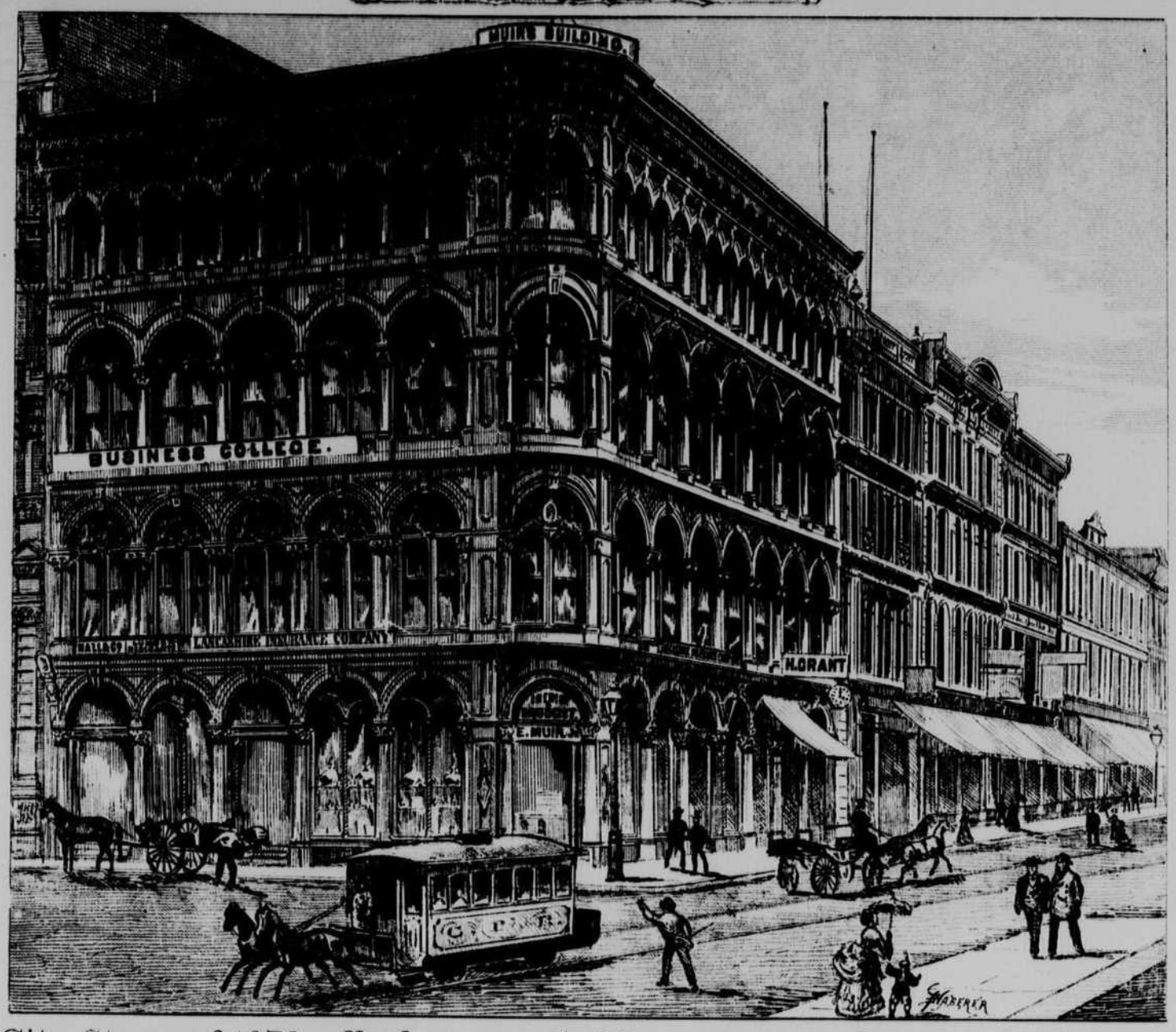
OLD GREY NUNNERY, Montreal, (Now Removed).

To Canada, though yet young, and growing, there belongs a Mediæval period; and above and below we have Illustrations of these relics of a comparatively modern date, which have now passed away. The Recollet Monastery and the Grey Nunnery were once secluded and sequestered spots, but they are now swept away before the advance of Trade and Commerce, and the increasing demand for central situations for business.

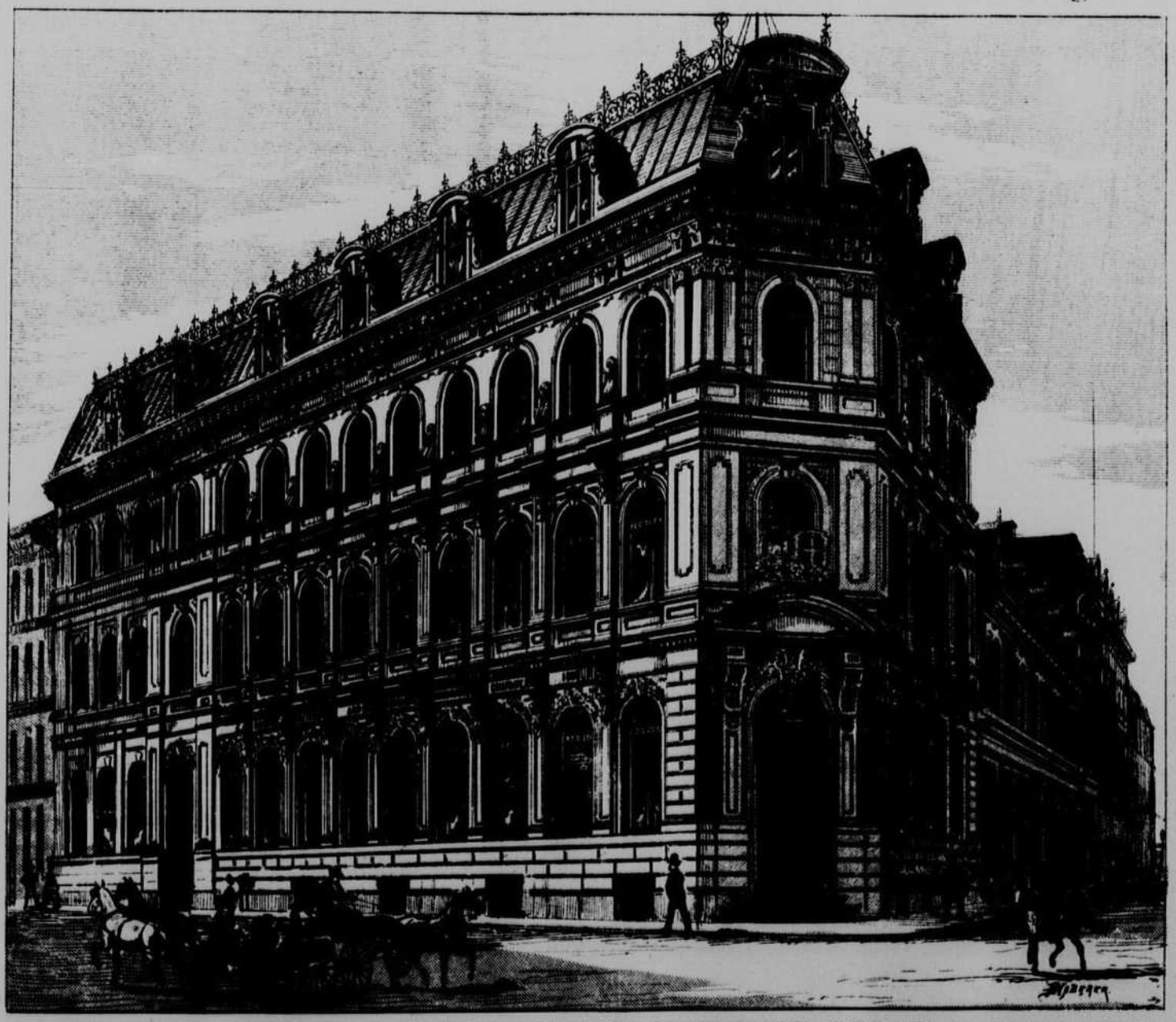
These Institutions, however, are by no means extinct, for from the proceeds of the sale of their valuable City lots, they have obtained excellent sites and palatial buildings on the rising ground of the venerable Mountain.



OLD RECOLLET CHURCH and MONASTERY, Montreal, (Now Removed).

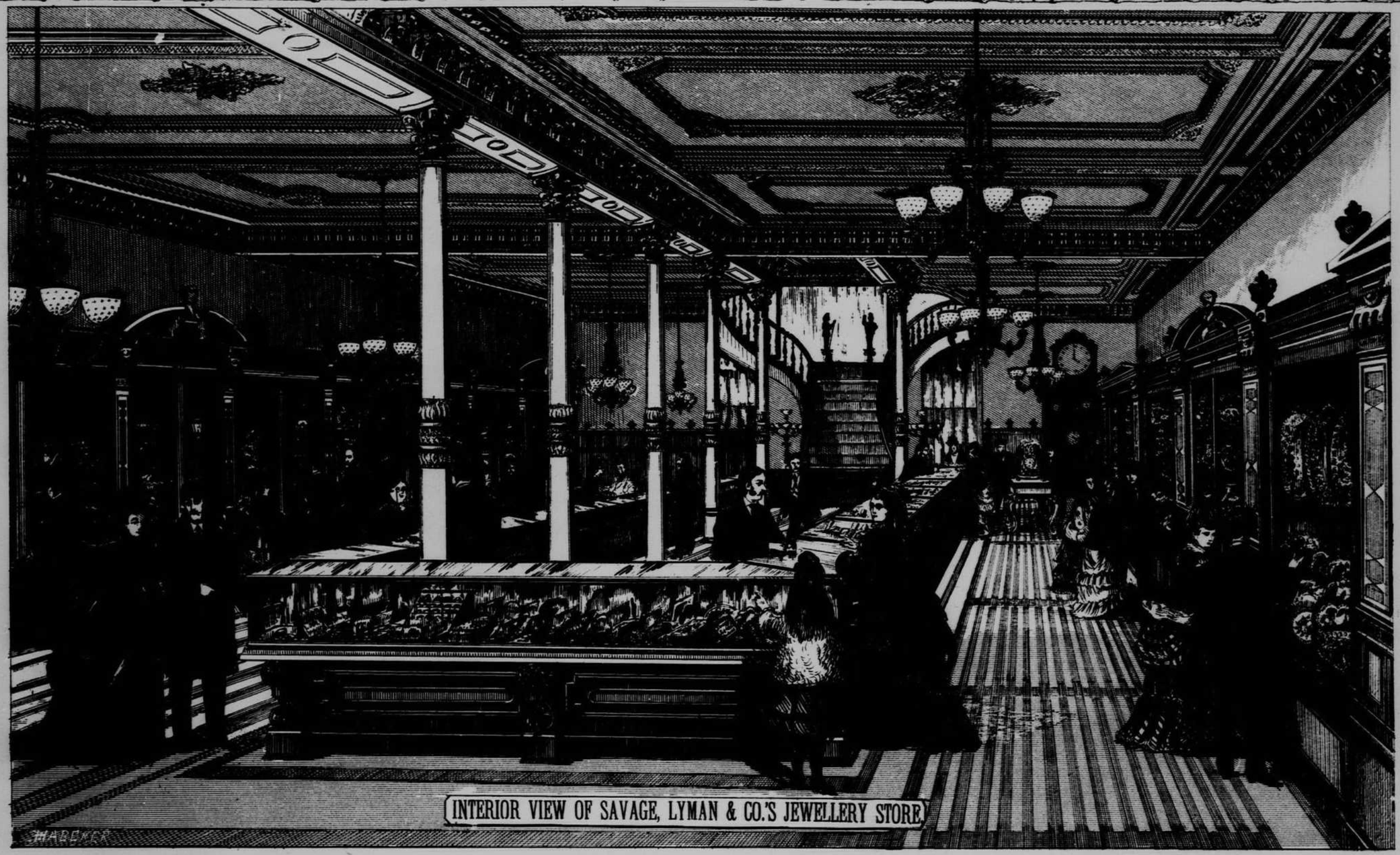


The City Stores of 1873, afford a remarkable contrast to those of 1806. If we look on this picture, with its basement stores of modern Pharmacy, Canadian Express, and Masonic Insignia, and to the higher stories occupied by Insurance Agencies, Business Colleges, and various business Offices, we see that the Montreal style of the present day follows pretty closely on that of Liverpool, Manchester or Glasgow, and that capital is liberally and remuneratively laid out in Montreal in real estate and substantial buildings.



NORTH BRITISH & MERCANTILE INSURANCE COMPANY,

MacDOUGAL & DAVIDSON, Hospital Street.



INTERIOR VIEW OF SAVAGE, LYMAN & CO.'S JEWELLERY STORE.

ST. JAMES ST. **ESTABLISHED 1818.** MONTREAL.

A LARGE ASSORTMENT OF

FINE SWISS, ENGLISH, AND AMERICAN-MADE WATCHES OF EVERY DESCRIPTION;

ALSO

RICH JEWELLERY, & SILVER WARE, CLOCKS, BRONZES, & FANCY GOODS,

Sole Agents for ULYSSE NARDIN'S (of Locle,) Celebrated Watch & Chronometer Manufactures.

SAINT

JAMES

STREET



NOTRE

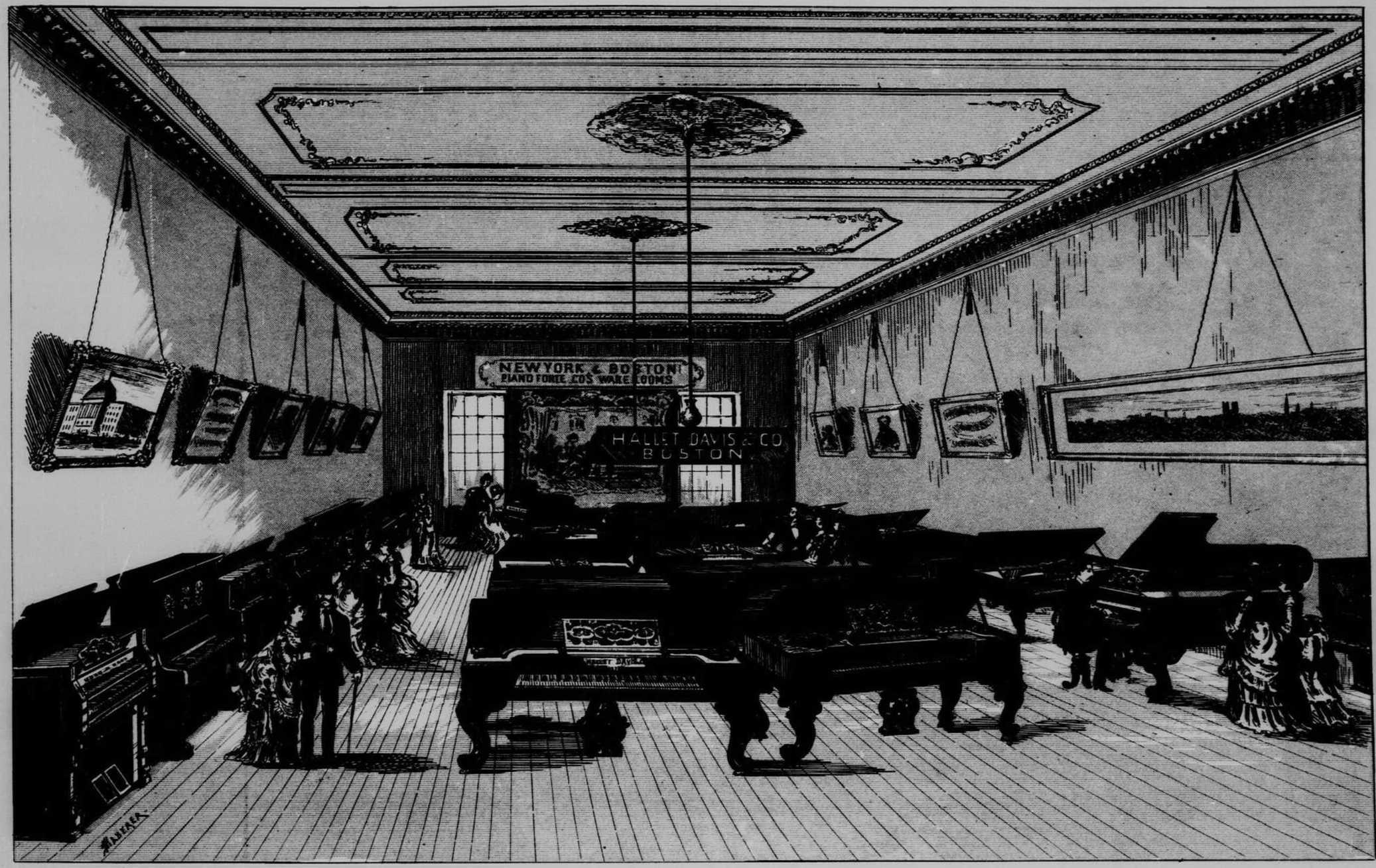
DAME

STREET

MONTREAL.

BROWNE & PERLEY, Proprietors.

THE DOMINION GUIDE.



NEW YORK AND BOSTON PIANO-FORTE COMPANY,

SOLE AGENTS FOR
HALLET, DAVIS & Co.,
W. H. JEWETT & Co.,
WEBER & CO.'S.
} PIANOS.

432, NOTRE DAME STREET, 432.

THOMAS A. HAINES, MANAGER.

SOLE AGENTS FOR
GEO. WOOD & CO.'S.
} ORGANS

ANNUAL INCOME
OVER
$8,000,000.

NEW-YORK LIFE INSURANCE CO.

Broadway, cor. of Leonard Street.

TONTINE

THIS FORM OF INVESTMENT

Has a GREATER VARIETY OF BENEFITS and more SUBSTANTIAL ADVANTAGES than any other form of
TONTINE LIFE INSURANCE.



Leggo & Co. Steam Lith. Montreal

THE ADVANTAGES

Of which, at the Option of the Policy Holders, are as follows:

The conversion of the Entire Accumulations into an Annuity for Life.
The conversion of the Entire Accumulations into a Paid-up Policy.
An Annuity for Life or Time that the Policy Has to Run.
The Payment of the Accumulated Dividend in Cash.
The Payment of the Entire Accumulations in Cash.

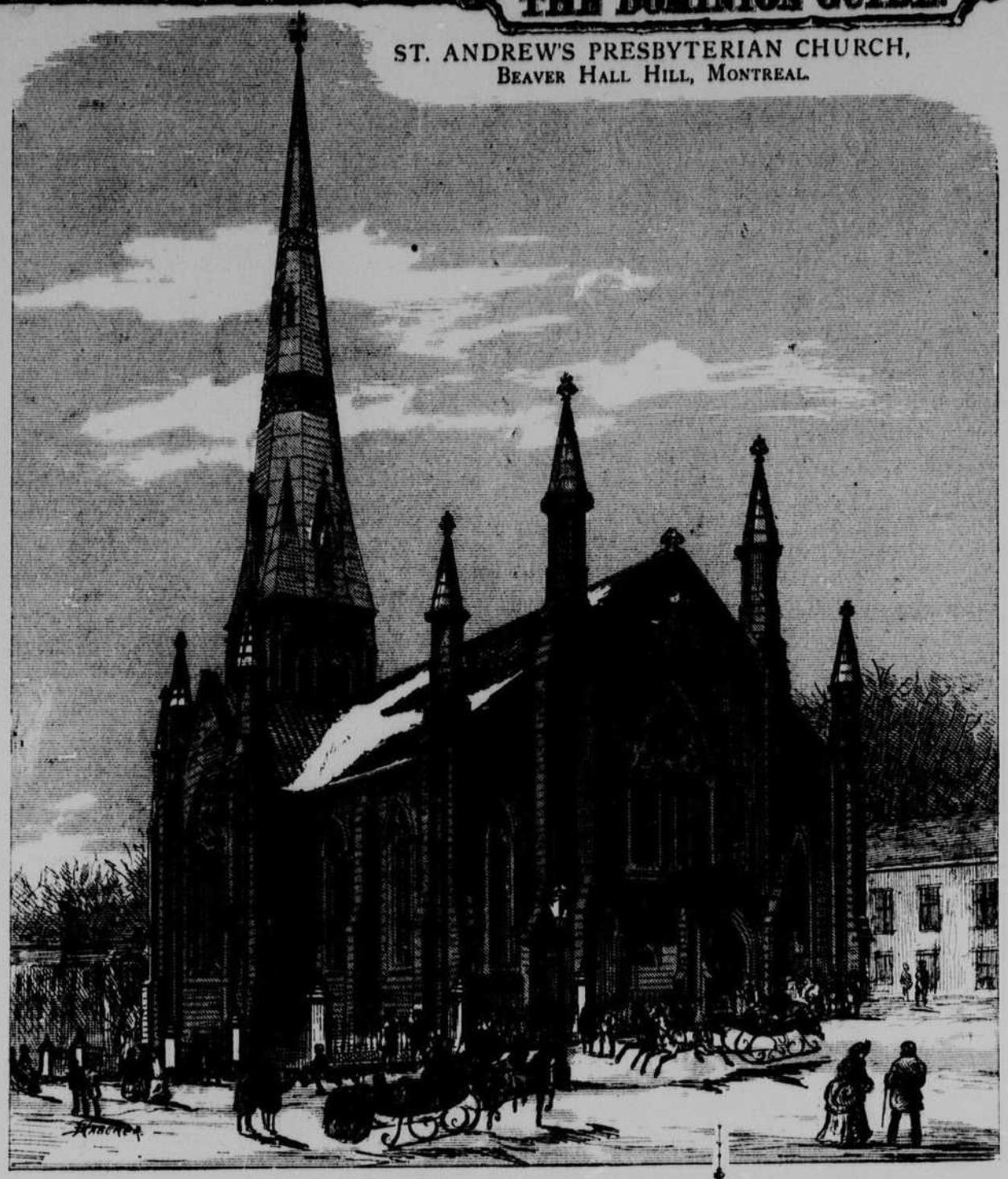
CASH ASSETS, TWENTY-THREE MILLIONS OF DOLLARS.

Before Insuring, procure an EXPLANATORY PAMPHLET from the Home Office of the Company or any of its Agents in the United States, Canada or Great Britain.

THEODORE M. BANTA, *Cashier.* MORRIS FRANKLIN, *Pres.*
D. O'DELL, *Supt. of Agencies.* WILLIAM H. BEERS, *Vice-Pres. & Actuary.*

Burke, Walter, Barron's Block, Montreal, C. E.
Byrne, J. A., Wilmington, N. C.
Clarke, W. M., 18 N. Pennsylvania St., Indianapolis, Ind.
Copes & Ogden, 44 Carondelet St., New Orleans, La.
Crane & Hawes, 426 Montgomery St., San Francisco, Cal.
Curran & Perkins, Bryan Block, Chicago, Ill.
Davenport, Nelson, 17 First Street, Troy, N. Y.
Frost, Thomas, 54 Broad Street, Charleston, S. C.
Goll, James E., 151 Market Street, Newark, N. J.
Graves, Rev. John L., cor. Main and State Sts., Springfield, Mass.
Hill, R. C. & Co., 113 South Fourth Street, Philadelphia, Pa.
Hill, W. L., 417 Pine Street, St. Louis, Mo.
Homans, H. S., 76 & 77 Cheapside, London, England.
Howe, R. C., 115 Market Street, Louisville, Ky.
Humphreys, B. G. & Co., Vicksburg, Miss.
Johnston, Jos. E. & Co., Savannah, Ga., and Selma, Ala.
Kendrick, O. C., 171 Superior Street, Cleveland, Ohio.
McElroy, Solon, 18 Indiana Avenue, Chicaco, Ill.
Mohl, F., Houston, Texas.
Morrill, W. F., Portland, Me.
Partridge, Reuben, Leavenworth, Kan.
Richardson, George I., Baltimore, Md.
Spicer, L. A., 9 Madison Street, Memphis, Tenn.
Stocking & Austin, Boston, Mass.
Studdart, I. F. A., St. Paul, Minn.

ST. ANDREW'S PRESBYTERIAN CHURCH,
BEAVER HALL HILL, MONTREAL.



The handsome Church of Scotland or Kirk, here shown, has one of the largest and wealthiest Presbyterian Congregations in the City, and is a fine object on Beaver Hall Hill. As very close neighbours, it has the Baptist Church, Zion Church and the Church of the Messiah (Unitarian). In the early morning of Sunday, about two years since, the Church was burned and the flames communicated to the Unitarian Church opposite, the roof of which was destroyed; the Baptist Church also caught fire and had a very narrow escape from destruction, which would also have involved the loss of the Congregational Church which was destroyed by fire in 1867.

Revd. Gavin Lang is Pastor of this Congregation, and overtures are now being made to unite the Presbyterian Churches in Canada under one denomination.

The building illustrated below, is a Bible House Tract Depositary and Young Men's Christian Association, which has been recently erected through the efforts of the President, T. J. Claxton, Esq. It was designed by one of its members, Mr. O. Steele, and is an ornament to this portion of the City.

YOUNG MEN'S CHRISTIAN ASSOCIATION AND BIBLE HOUSE, MONTREAL.



INFORMATION FOR TRAVELLERS.

Tourists desiring information concerning the Dominion of Canada, would do well to consult the following books:

The Publications of the Geological Survey.

These contain the most reliable information on the mineral resources of the country. Special reports have been made upon the Coal and Iron Mines of Nova Scotia, the Geology of Southern New Brunswick, the Coal of British Columbia, the Gold region of the Chaudière, the Phosphates of Central Canada, the region north of Lake Superior, &c., &c.

THE GREAT MAP of the GEOLOGICAL SURVEY,

Coloured. Showing at a glance the Geological structure of the country from the Straits of Belle-Isle to the Red River.

Dr. MILES' HISTORIES OF CANADA.

The larger History of Canada under French Regime is specially interesting and valuable. It is illustrated by Maps and Plans. The school History is a small and handy volume covering the whole period from the discovery of the country to the present time.

DAWSON'S MAP OF THE DOMINION.

The late editions of this Map have been very much improved by the addition of new features most important to all interested in the Dominion.

The Free Grant Lands for settlers are shown in colour. The lands granted for railway purposes are also indicated, and the enormous extension of the railway system, both in completed and in projected roads, is laid down with care.

It is done up in pocket case for tourists' use.

MACMILLAN'S MAP OF NEW BRUNSWICK, and MACKENLAY'S MAP OF NOVA SCOTIA,—both very complete and accurate Maps.

DR. DAWSON'S WORKS ON THE ZOOLOGY AND THE GEOLOGY OF THE DOMINION.

THE CANADIAN NATURALIST & GEOLOGIST.

This serial embodies a vast amount of information not to be found elsewhere, concerning the resources of the country.

DAWSON BROTHERS,
PUBLISHERS,
159 to 161 ST. JAMES STREET, MONTREAL.

MONTREAL IMPROVEMENTS.

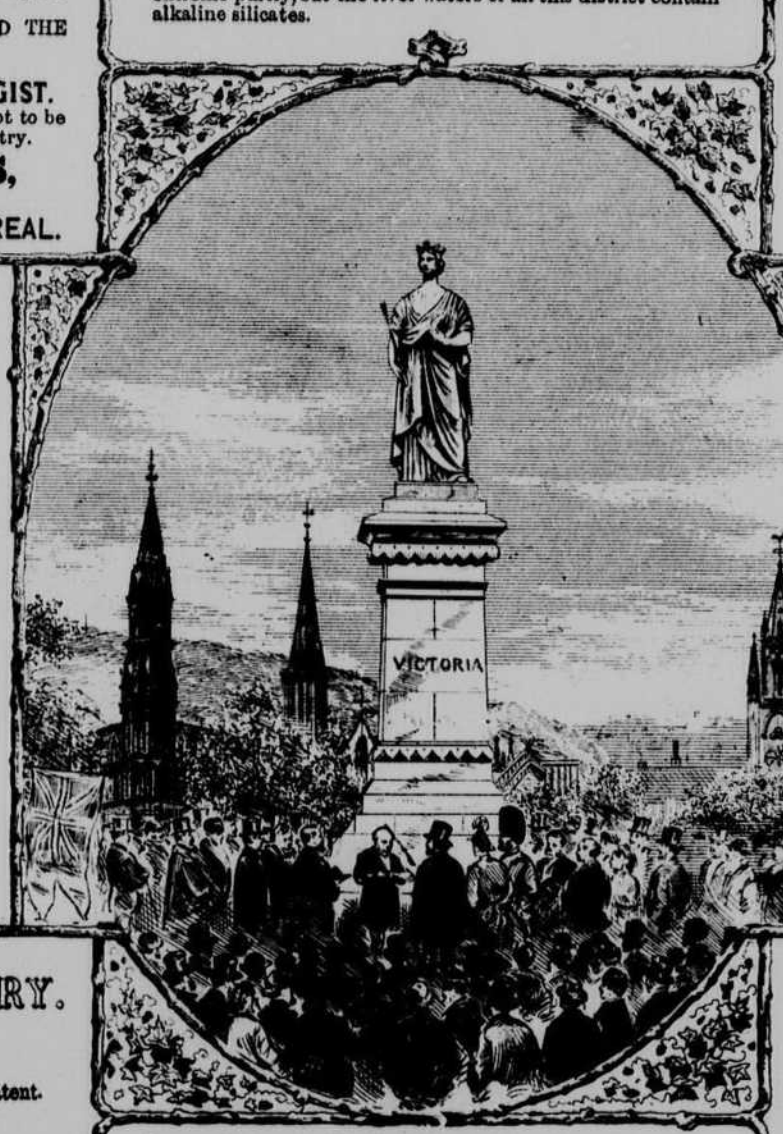
Every city which is growing in wealth, population, and importance, at such a pace as Montreal has done during the last twenty years, finds itself called upon occasionally to put forth special efforts to anticipate the wants of the future.

In this respect Montreal finds its hands very full, during the present year. A magnificent public park on the summit of Mount Royal is being purchased by expropriation, and will be thrown open to the public on Dominion Day, 1st July next. The work of street improvement is steadily going on and has this year been stimulated by destructive fires in neighbourhoods where improvements have long been deemed necessary.

These fires have also shown some weak points in the organization of the Fire Department, especially the want of ladders and life-saving apparatus, which the Fire Committee have promptly supplied. A salvage corps has been added to the Fire Brigade, and done good service in saving property during fires. An association has also been formed for training a corps for the rescuing of *lives* endangered by FIRE and by WATER. The water supply which for some time past has been unsatisfactory, requires large expenditure to face the wants of the future, with the ample and excellent St. Lawrence and Ottawa waters washing our shores, and sparkling in our rapids.

It seems too bad that during the hot and most trying months of the year, the citizens should be furnished with the turbid, unfiltered, mawkish and unwholesome water of the Ottawa river, which is well known to affect travellers unpleasantly, whilst during the winter months the city is supplied with the pellucid and excellent water of the St. Lawrence.

Owing to the difference in the levels of the two rivers, Montreal is at some seasons an Island of the St. Lawrence and at others, an Island of the Ottawa. Amongst the several schemes for improving the water supply is one for bringing in water from the north district of St. Jerome, from some elevated lakes which would furnish a gravitation supply of some 300 feet, the distance traversed for this advantage being over sixty miles. The character of the Lake waters is extreme purity, but the river waters of all this district contain alkaline silicates.



Bronze Statue of "H. M. THE QUEEN," Victoria Square Montreal.

Besides these large undertakings of the Corporation, the Harbour Commissioners have under consideration a grand scheme for the improvement of the docks, so as to provide the much needed accommodation for the constantly increasing shipping. This improvement to the deepening of the channel will probably be undertaken by the Department of Public Works of the Dominion Government.

Of equal importance to the City are some of the more private enterprises, such as the Gas supply. The "NEW CITY GAS COMPANY" which is a "*Consumers Company*" (formed by an amalgamation of two private companies) have lately increased their capital and have been during the past three years, erecting magnificent new works at Hochelaga, the East end of the City. These have already cost a large sum, and are expected to be ready for next winter's supply.

They will be by far the finest and most complete in Canada, and models of modern Gas Engineering. They are laid out on plans furnished by Messrs. Laidlaw & Sons of Glasgow, and their erection has been superintended and directed by Mr. E. S. Cathels, late of Sydenham, London, a gentleman well known in the "Gas World" who is the present Manager of the "New City Gas Company."

A company has lately been formed called "The Montreal Town Manure Company," which ought to be of great service to the community in a sanitary point of view. It proposes to collect the town sewage and to convert it by a process somewhat similar to that known in England as the A.B.C. process, into manure,—for which its principal markets will be England and the States.

The present stage of the sewage and drainage of Montreal is disgraceful. The offensive, and malarious sewer gases, rush up the open grids with the most noisome redolance at every street corner—and the sewers are chiefly ventilated by entering private dwellings through badly trapped water closets.

With all its boasted improvements and natural advantages, Montreal has yet "skeletons in the cupboard"—in its *abominable sewage*, its *wretched side walks*, and its *filthy streets*.

We hope that amongst next year's "Improvements" we may be able to enumerate the appointment of an efficient Sanitary Commission and the practical success of the "Town Manure Company."

JOHN L. HARDMAN & CO.,

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Inventors visiting Montreal should not fail to call at these Offices, where they will be cordially received, and furnished with all the information they may require; or, if not convenient to visit Montreal, their business can be transacted equally well by correspondence. *All communications, either verbal or by letter, are, in the strictest sense of the word, confidential.* A large proportion of the Patents granted in the Dominion of Canada are obtained through these offices, and nearly all the Foreign ones.

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ARTIFICIAL LIMBS, SURGICAL INSTRUMENTS, SURGICAL APPLIANCES, TRUSSES IN GREAT VARIETY, RUBBER GOODS OF EVERY DESCRIPTION, ELECTRIC CHAINS & MACHINES, INVALID CHAIRS AND COUCHES, &c. RAZORS, KNIVES, SCISSORS AND SURGICAL INSTRUMENTS, GROUND, SET AND REPAIRED,

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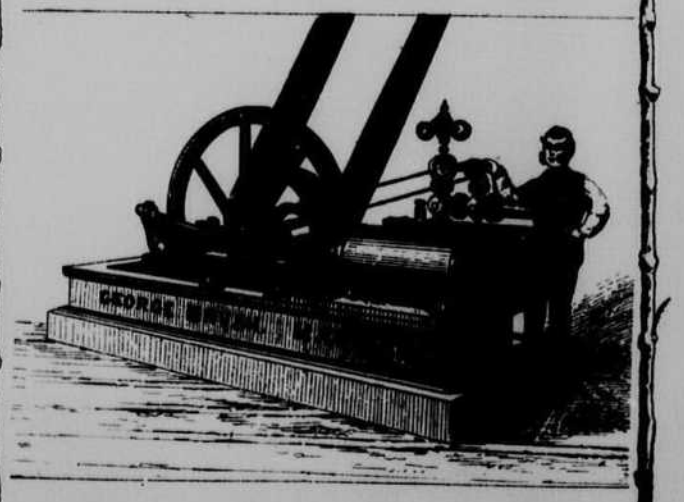
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Steam Engines, Steam Boilers, Hoisting Engines, Steam Pumps.

Ore Crushers, Stamp Mills, Water Wheels, Mill Gearing, Shafting, &c.

Winches, Hoisting Machines for Warehouses, &c.

Bark Mills, Hydraulic Presses, Screw Presses, Casting and Forgings of all kinds.

Best Fire Bricks, Fire Clay and Foundry Paving always on hand.





ICE CUTTING ON THE ST. LAWRENCE ABOVE THE VICTORIA BRIDGE.

This is a large industry and gives employment to a considerable number of men and horses, during both the Summer and the Winter months. The season for Ice collecting commences about the month of December and the " Ice harvest " continues until the end of March. The solid blocks of Ice cut out as represented in our illustrations are about 3 feet 6 inches long, 2 feet wide and 10 to 27 inches thick ; these blocks are conveyed on sleighs to the " ICE HOUSES " which are brick and wooden buildings, with double walls, " deafened " with saw dust or spent bark.

The daily delivery of Ice commences on 1st of May and is continued until the end of September. The minimum daily supply is 10 lbs., which is served with great regularity and generally comes before " the Milk " every morning, and an extra delivery on Saturday night for Sunday's use. This quantity is served for the season, five months, for the moderate sum of $6.00. Many families take 20 lbs., some 50 lbs. and some as much as 100 lbs. a day. There are several Ice firms in the City, but we have illustrated above the Ice cutting in the reserves of Messrs. D. Morrice & Co., which are above the City and above the Victoria Bridge which is seen in the distance. This is the largest firm in the business, and has the purest Ice. It employs about 60 horses and over 100 men during the Winter season in Ice cutting, drawing and stacking, and a larger number in Summer in daily delivery. The total consumption of Ice in Montreal and placed on steamers is estimated at from 75 to 100 tons per season.

Exportation of Ice to Great Britain is looked forward in the future, but has not yet proved a successful speculation.



TO THE MAN WHO THINKS.

Suppose a wealthy man of your acquaintance, one whose word and whose ability to carry out his promises you place confidence in, proposes to sell you a valuable farm, worth, *at this time*, say $10,000, and would sell it *to you* on a credit running through *ten* years, with a certain equal amount payable each year of the ten, and that it was in your power to apply that sum each year to the payment required; suppose, further, that this friend said you can make these yearly payments for any number of the ten years *that you please*, and if you see fit, for *any cause*, to stop these payments at the end of any of the years short of the ten, I will make you a deed of the land in the proportion you *have* paid for; and, further, I agree to give you, at the end of each year, while you are making these payments, the annual profits, earnings or dividends on that farm, and, each year, deduct from your annual payment such earnings profits, or *dividends* as the farm may earn that year; and he assures you that these earnings or dividends *will probably increase* each year, and materially reduce the amount of your annual payment, and that the farm in that ten years shall not be subject to city, county or town *taxation*, nor be liable *for your debts*, and he further guarantees that at the end of the ten years the farm SHALL be worth exactly $10,000. He then says: Take this offer and I will further bind myself and guarantee to you that if you keep up your annual payments, and die ANY TIME within those ten years, and before all the payments are made, that, *in such case*, I will deliver or pay over to your heirs or administrator, or to *any person* you may will or devise it to, THE ENTIRE FARM or $10,000 IN GOLD COIN, and *require no further payments on the same.* WOULD YOU NOT BUY A FARM UNDER SUCH CIRCUMSTANCES?

The above is a fair sample illustration of a Ten Year Endowment in the ÆTNA LIFE INSURANCE COMPANY.

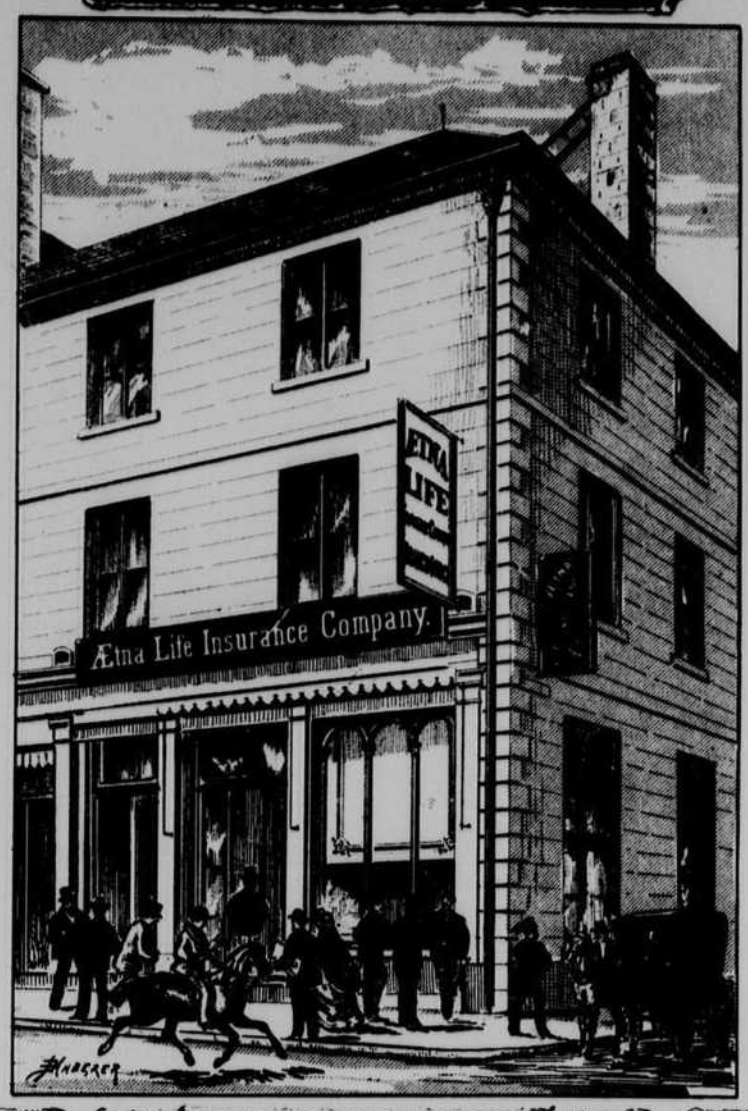
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WILLIAM H. ORR, Manager.



ENDOWMENT LIFE INSURANCE.

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OF DIFFERENT COMPANIES

FOR $1000 "WITH PROFITS."

COMPANIES.	AGE 35. PAYABLE IN 10 Years.	AGE 35. PAYABLE IN 15 Years.	AGE 35. PAYABLE IN 20 Years.	AGE 40. PAYABLE IN 10 Years.	AGE 40. PAYABLE IN 15 Years.	AGE 40. PAYABLE IN 20 Years.
Life Ass'n of Scotland..		73 32	53 92	114 92	74 70	55 80
London & Lancashire..		72 56	53 50	113 34	74 01	55 04
Reliance.....		72 50	53 36		73 82	55 12
Scottish Provincial.....	110 04	72 30	54 00	111 78	73 78	55 58
Star (without profits)...		69 42	51 33		70 80	52 70
Standard do ...		64 83	47 95	101 06	66 12	48 83
Liv. L. & Globe, do ...	97 09	63 17	46 63	98 59	64 38	47 88
Canada, of Hamilton...		66 80	48 70	110 40	68 80	50 59
Confederation, Toronto.	107 97	67 73	48 69	109 17	69 30	50 70
Citizens, Montreal.....		68 00	48 50	110 70	69 30	50 40
Sun, do	105 50	67 80	49 70	106 90	69 40	51 70
Equitable & N. Y. Life.	105 53	67 85	49 79	106 90	69 49	51 78
Connecticut, Hartford..	105 02	67 45	49 54	106 47	69 28	51 81
Phœnix, do ..	104 05	66 66	48 78	105 31	68 20	50 64
ÆTNA LIFE, do ..	96 63	63 28	47 14	97 43	64 46	48 77
2nd payment about,	90 00	57 00	41 60	90 60	58 00	42 00

An Endowment Policy in the ÆTNA furnishes a convenient method of investment, at a high rate of interest, and is PERFECTLY NON-FORFEITABLE *from any cause*, after two regular annual payments—being far superior in this respect to those of any other Life Insurance Company doing business in Canada.

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Persons contemplating Life or Endowment Insurance should see an Agent of this Company, or write to the Company's Branch Office for full information, before insuring.

Competent General Agents wanted for Provinces and Districts, on salary and commission.

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MANAGER.

PERRY DAVIS & SON,

PROPRIETORS OF THE

PAIN KILLER AND BEARINE,

AND

GENERAL PATENT MEDICINE AGENTS.

DEPOT AND SALES OFFICE:

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MONTREAL.



"IN MEMORIAM."

The illustrations of our page remind us that with all our boasted progress, there are still such things in the world as Pain, Disease, and Death.

It is well sometimes to be thus reminded and while in health and strength to make proper provision for those who may be dependent upon us. Other pages also lead us to this subject and teach us that in the midst of Life we are in Death. On page 20, the Welsford & Parker Memorial is eloquent of the ravages of War, and the tender memories of the "flowers of the forest;" whilst the Renforth Memorial shows that in robust health and vigour there is no safety from "THE MOWER'S" scythe. Page 50, instructs us that eminence of position has no exemption, for within a few weeks of each other, two of our great representative statesmen have been taken from our Cabinet and left a large breach in our Privy Council.

Page 72 will also tell a sad story of the two young and brilliant editors who, on Queen's birthday, 1871, found sudden death and a watery grave, whose elegant and appropriate "Tribute of respect from the Canadian Press" adorns our Cemetery, and reflects credit on the kindly feeling which exists amongst the members of the fourth estate. Not by water only, but by fire have we had to regret the sudden loss this year of Montreal citizens (and of one who expected shortly to make his home in Montreal.)

Whilst we deplore the painful circumstances which surround such losses, we have reason for comfort in the Christian sympathies so generally extended in this country to the memory of those who are thus suddenly called from our midst, and in the consolations of religion for their bereaved relatives and friends.

PERRY DAVIS & SON,

PROPRIETORS OF THE

PAIN KILLER AND BEARINE,

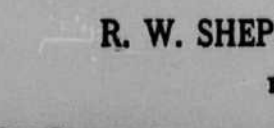
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MAIL STEAMERS,

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Steamer QUEEN VICTORIA, from Ottawa, at 7 a. m.

Market Steamer DAGMAR, from Canal Basin, Wednesdays and Saturdays at 6 a.m.

Excursion, Return and Single Tickets to be had at the

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Single and Return Tickets to Ottawa can be procured at the Bonaventure Depot.

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FROM PRESCOTT TO THE CAPITAL.

The Shortest and Best Route from all Points East, West and South to Ottawa.

ASK FOR TICKETS BY PRESCOTT JUNCTION.

Four Passenger Trains run daily, making CERTAIN CONNECTIONS with those on the GRAND TRUNK, the VERMONT CENTRAL and the ROME and WATERTOWN RAILWAYS, and with the Steamers of the ROYAL MAIL LINE, for all points East, West and South.

COMFORTABLE SOFA CARS on the Trains connecting with the Grand Trunk Night Expresses. Passengers leaving Montreal and Toronto in the Evening, reach Ottawa the following morning. Charge for Berths, 50 cents.

FREIGHT NOTICE.

The extension to the Chaudière Mills is now open for business, by which Lumber loaded at the mills goes through without transhipment to all the markets in the Eastern States, State of New York, &c.

A FLOATING ELEVATOR always in readiness at Prescott Wharf, where Storage for Grain, Flour, Pork, &c., can be had.

A CHANGE GAUGE CAR FIT

Is provided in the Junction Freight Shed by means of which Freight loaded on Change Gauge Cars COMES THROUGH TO OTTAWA WITHOUT TRANSHIPMENT.

E. LUTTRELL, Superintendent, Prescott.

THOS. REYNOLDS, Managing Director.

Ottawa, 1872.



JOSEPH GOULD'S PIANO-FORTE WAREROOMS,

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Fresh supplies of the above celebrated Instruments constantly arriving, and for sale at the lowest possible prices, and on most favorable terms. A variety of second-hand Instruments, of all styles and at all prices, constantly on hand. Also, a complete assortment of the MASON & HAMLIN CABINET ORGANS at from $60 to $600 each.

THE DOMINION GUIDE.

(Continued from Page 57).

The manufacture of sawed lumber in Canada employs over 2,000 mills, many of them having cost $30,000 to 40,000, some as much as $300,000. According to the census for 1861, the quantity of lumber produced in the Provinces was 982,060,145 feet, board measure, (exclusive of square timber,) the value being $8,621,149; the cost of the raw material was $3,516,695, and the capital invested $8,621,149. The tonnage employed in this trade at Quebec includes about 1,200 vessels, with a capacity of 673,507 tons. There are about 15,000 men employed in lumbering operations in the forests; 10,000 more are engaged at the mills and otherwise in preparing the product for market; the number of seamen and others required to transport the timber and lumber to market being 25,000,—making in all say 50,000 men.

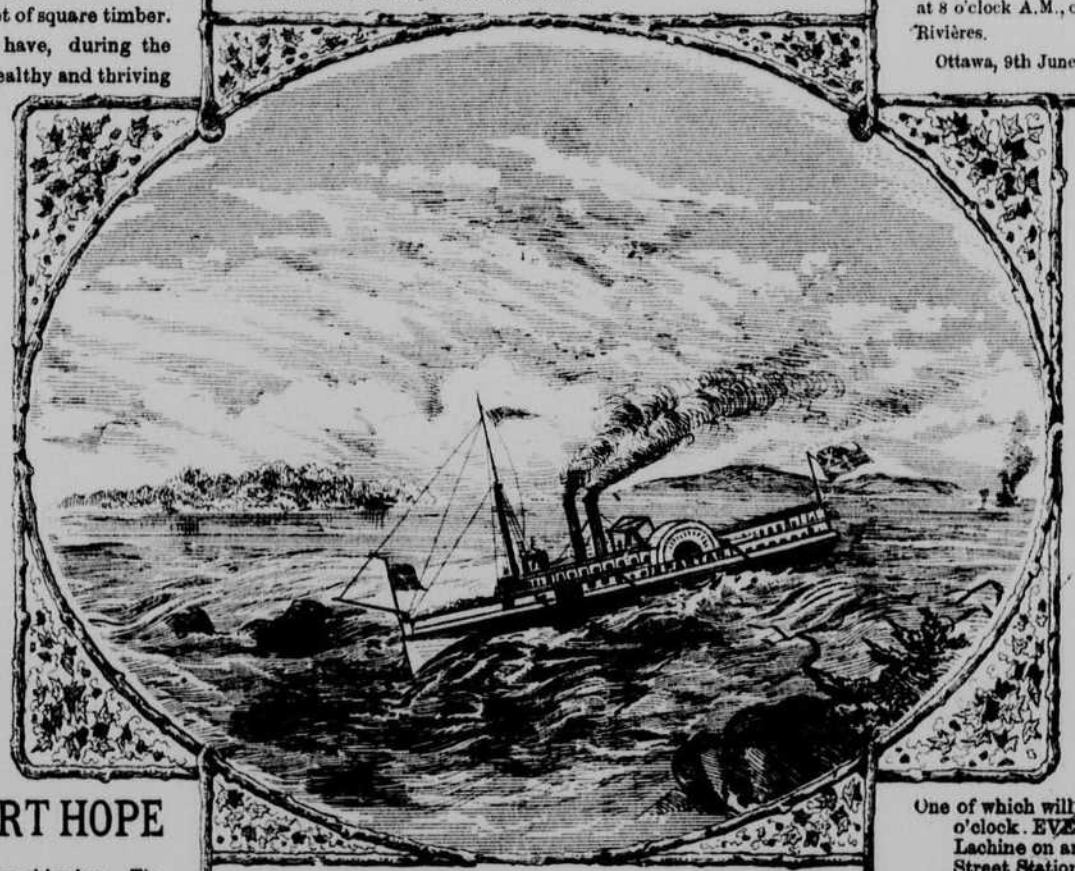
The following table shows the values of the timber and lumber exported from Ontario and Quebec, particularly to Great Britain and the United States, during a period of eighteen and a half years:—

YEARS.	VALUES OF TOTAL EXPORTS.			VALUE OF PLANK and BOARDS TO U.S.
	To all Countries.	To Great Britain.	To the United States.	
1851	$ 5,085,628	$3,373,080	$1,147,268	$ 774,116
1852	5,548,130	3,918,088	1,590,316	1,144,092
1853	8,866,160	6,162,568	2,383,184	1,866,712
1854	9,275,780	7,246,968	1,975,030	1,579,821
1855	7,127,104	4,370,668	2,694,236	2,313,359
1856	8,894,948	5,935,892	2,897,548	2,483,686
1857	10,427,656	7,212,132	3,121,556	2,557,206
1858	8,354,755	5,106,696	3,207,964	2,890,319
1859	8,556,691	5,204,248	3,301,819	2,676,447
1860	10,081,147	6,130,776	4,846,611	3,027,730
1861	8,693,638	6,408,789	2,065,870	1,507,546
1862	10,051,147	4,896,533	3,253,589	2,279,567
1863	12,264,178	7,713,316	4,165,290	2,963,426
1864 (6 mos.)	3,653,321	1,995,189	1,586,107	1,075,624
1864-'65	13,008,595	7,971,991	4,758,539	3,292,451
1865-'66	12,741,983	6,445,137	6,055,546	4,608,554
1866-'67	13,224,704	6,325,995	6,671,438	5,043,367
1867-'68	13,752,084	6,339,474	7,091,972	5,537,089
1868-'69	14,483,157	7,508,817	6,566,520	5,303,303

Aggregate value of products of the Forest exported from the Dominion:—

	Products of Forest. Total value.	Plank and Boards. Feet.
Fiscal year 1868-'69	$19,838,963	677,859,000
" " 1867-'68	18,262,170	671,025,000

The above extracts are taken from the valuable annual reports of the Secretary of the Board of Trade, Wm. J. Paterson, Esq. The city of Ottawa is situated on the southern shore of the River Ottawa on the boundary of the province of Ontario.



S.S. "SPARTAN" RUNNING THE RAPIDS.

Canadian scenery is most charming during the long and lingering autumn months, viz.: from July until the end of October. The brilliance of the maple, touched by frost, contrasting with the evergreen firs and cedars, and junipers, makes a perfect garden of the extended and hilly landscape. The vallies of the St. Lawrence and of the Ottawa are routes by which these beauties of Canadian landscape may be best appreciated with ease and comfort.

Embarked on board one of those floating hotels, with dining and drawing rooms, and staterooms all convenient, and admirably furnished, we sail down the St. Lawrence from Toronto or Kingston, with no other sensations than those of enjoyment imposed upon us. We pass the varied scenery of a thousand islands. We shoot the rapids. We eat, we drink, we read, we gaze, we enjoy, and then—sleep.

Along the course of the Ottawa we have a different scene, and a more varied mode of transit.

Starting from Montreal at 7 a. m., we arrive by rail at Lachine in about half an hour, and we go on board one of the spacious and comfortable steamers of the Shepherd line, "Victoria" or the "Prince of Wales." We steam up Lake St. Louis, and soon feel appetite for the good substantial breakfast spread in the saloon, the smell of which fascinates, and induces numerous travellers to congregate within eyesight of the viands, ready to pounce upon the best seats at the first ringing of the breakfast bell.

After refreshment we soon pass the Indian Settlement of Oka, with its curious yellow sands resembling English wheatfields in harvest time, then to Hudson and Como, and at Grenville we tranship to rail again. Here we run along a beautiful district for two or three hours, and again take water, arriving at Ottawa in time for dinner.



THE

MIDLAND RAILWAY OF CANADA.

The Midland Railway extends from the town of Port Hope, northward to Peterboro', Lakefield, Lindsay, and Beaverton. It was originally constructed to Lindsay, distant 43 miles from Port Hope, and opened 1857; two years afterwards a branch 13 miles in length was built from the village of Millbrook, distant 18 miles from Port Hope, to Peterboro'; this branch was afterwards extended to the village of Lakefield, a further distance of 10 miles.

In 1870 the main line was extended a distance of 23 miles to Beaverton, a thriving village on the eastern shore of Lake Simcoe, making the length of the present main line from Port Hope through Lindsay to Beaverton 66 miles, and the branch through Peterboro' to Lakefield 23 miles, making a total of 89 miles.

The opening of the road to Peterboro' and Lindsay at once gave a vast stimulus to the lumber trade of that part of the country, the export of sawed lumber previous to that time being limited to about 3 millions of feet, owing to the difficulties of transportation to market, but after the opening of the railways to the front, this trade has increased to nearly one hundred millions shipped at Port Hope and Cobourg. about three-fourths of the total amount being sent from Port Hope, besides nearly two millions cubic feet of square timber.

The towns of Peterboro' and Lindsay have, during the same period, risen from mere villages to wealthy and thriving towns of from 4000 to 6000 inhabitants.

The extension of the main line from Beaverton northward to the Georgian Bay, is now under contract, and a large amount of work done; it is expected that it will be completed through to that point by the end of this year; the whole length of this extension being about 58 miles, including the branch to St. John's Lake.

When this work is completed the line will present the shortest and most direct route from the Western States to the seaboard. The distance from Chicago to Montreal being about 950 miles and to Oswego 800 miles.

The road connects with the Grand Trunk at Port Hope, and the gauge being the same no transhipment is necessary, so that goods shipped on the cars at Montreal, Portland, &c., can be taken through to the Georgian Bay without transhipment, and grain, cattle, &c., from the West can be taken eastward with the same convenience.

THE HARBOUR OF PORT HOPE

Is unrivalled on the lakes for its facilities for shipping. The piers extend about 2,000 feet into the lake and enclose basins of some 20 acres in extent. The tracks of the Midland Railway are laid down on these piers and 20 or more vessels may load at once. Vessels of the largest tonnage navigating the lakes may enter and depart with ease and safety.

The principal places of business along the line of Railway are:—

PORT HOPE, MILLBROOK,
PETERBORO', LAKEFIELD,
BETHANY, OMEMEE,
LINDSAY, CAMBRAY,
OAKVILLE, WOODVILLE,
ARGYLE, KIRKFIELD,
AND BEAVERTON.

Those connected with it by water are

FENELON FALLS,
BOBCAYGEON,
BARRIE and ORILLIA.

And boats on Lake Simcoe connect with

Washago and the Muskoka District.

M BOULTON, Chairman.

1878.

UPPER OTTAWA ROUTE.

UNION FORWARDING & RAILWAY Co.,

ROYAL MAIL LINE.

Steamers:	*Captain:*
JESSIE CASSELS	Robt. Findlay.
CHAUDIERE	Isaac Smith.
EMERALD	B. Mulligan.
PRINCE ARTHUR	T. L. Murphy.
ALLIANCE	Philip Toner.
OREGON	Hilliard
SNOW BIRD	O. Esmond.
SIR JOHN YOUNG	Geo. Beattie.
JASON GOULD	C. A. Prigg.
JOHN EGAN	P. Duggan.
FOREST QUEEN	Charles Munro.
PEMBROKE	R. Dickson.
KIPPAWE	B. J. Mulligan.
DEUX-RIVIERES	J. Reid.

R. S. CASSELS, - President. | C. O'KELLY, - Vice-Pres.
HENRY CHEPMELL, Sec'y.-Treasurer.

Hon. JOHN HAMILTON, M.L.C.,
Henry McKay, Gilbert Scott, D. K. Cowley, Wm. R. Thistle, T. H. Thomson, Directors.

The steamer *Jessie Cassels* leaves Aylmer daily, Sundays excepted, at 8 o'clock A.M., connecting with the steamers of the line to Deux-Rivières.

Ottawa, 9th June, 1873.

1873. —— 1873.

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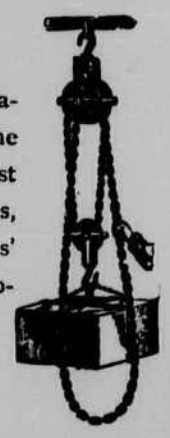
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THE PROVINCE OF ONTARIO.

This magnificent province lies to the north of the great chain of fresh water SEAS (rather than Lakes) which are the pride of the Continent and the wonder of the world.

Reference to the Official Map on page 75, will show that Lakes Superior, Huron and St. Clair flank its western territory, whilst Lake Erie, the marvellous River Niagara, Lake Ontario, and the noble River St. Lawrence form its southern boundary. The River Ottawa forms a large portion of its northern boundary and at its junction with the St. Lawrence closes its eastern point, dividing it naturally from the Province of Quebec. Its northern boundary west of the Ottawa River is yet undefined. Its area is at present 121,260 square miles or 65 millions of acres, equal to the United Kingdom of Great Britain and Ireland. Its present population, of a little over 2 millions of people, is less than one-fifth of the number which the arable land is capable of supporting with equal comfort and with a far greater variety of soil and climate, than that of the British Isles.

The province is as different in race, religion and enterprises, from the Province of Quebec, as is "Protestant Germany" from "Catholic France;" and the large Scotch element in its population exhibits the national characteristics in its leading industries, and in its advanced agriculture.

The natural "Garden of Eden," of the province, is the peninsula of WELLAND, which enjoys a moist and warm climate in which tropical fruits and grapes can be grown in the open air with such luxuriance that a wine-producing country is now under careful cultivation.

The fisheries of the streams and deep lakes form an abundant supply of cheap food and the forests yield deer and the musk ox as venison.

From the last published returns we find that the number of persons holding land partly arable and partly cleared in the Province of Ontario, was 132,000, in the Province of Quebec the number was 106,000.

On the whole the private land-holders have as yet only got about one-half of their possessions under cultivation, whilst the provincial Government still holds many millions of acres of rich but uncleared land for disposal to future emigrants. Even ten years ago Canada raised twice the amount of grain in proportion to the land cultivated, which was raised in the cultivated lands of the United States; and in point of expenditure upon agricultural implements, in the number of stock and horses owned, according to the agricultural population and in the production of wool and butter, the farmers of Canada were in advance of those settled in the States. During the last 10 years this advance has increased fully 50 per cent.



NORMAL SCHOOL, TORONTO.

The mere productiveness of a Colony and its accretion of material wealth would not constitute a sufficient claim to advanced civilization, unless it could also boast of good laws well administered, and a school system which is in every way adapted to its rising circumstances. In this respect Ontario excels. The laws of Ontario are mainly English with some very just exceptions, and are administered with an economy which would surprise a Lord Chancellor. The special changes in the Civil Law are the abolition of primogeniture and the separation of the property of married women from the debts and control of her husband.

The Courts are Queen's Bench, Common Pleas, and Chancery. The Judges are appointed by the Dominion Government. The Courts of Inferior jurisdiction decide, as County Judges, cases of a minor character such as civil cases between $100 and $400.

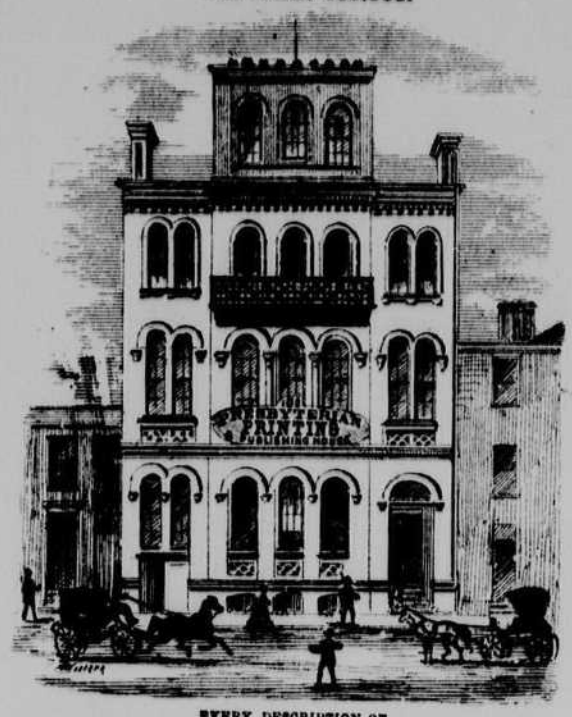
In the Province of Ontario no special Church is established by law; there is *perfect religious equality* in the eye of the law. The Roman Catholic population numbers about ¼ of a million amongst a population of over 1½ million. This has an important bearing on education, and while the Catholic minority adopt to some extent the "separate school system" "union" schools are very general and appears to work satisfactorily in this province. This is shown by the fact that not ¼ of the Roman Catholic school population prefer the separate schools whilst 356 Roman Catholic teachers are employed in the union or non-denominational schools.

In the above illustration we present a view of the Education Offices and Normal and Model Schools in Toronto, supported by the Department of Public Instruction. This valuable Institution is engaged in training teachers and scholars in Toronto, and granting means of instruction to public schools throughout the country, circulating an Educational Library and granting books and apparatus to country schools and establishing a central Library and Museum and a Gallery of Art including both pictures and sculpture of the highest class and excellence.

This Institution which is flooding the province with highly skilled teachers and at the same time superintending and assisting Mechanics' Institutes, Night schools, Drawing and Science classes throughout the country is doing its good work with great success and has the resources of the venerable and excellent University of Toronto and Trinity College, for its advanced students to aspire to.

The University received from William IV large grants of land which have proved very valuable and have enabled it to well endow its chairs, to build a magnificent University forming a square. It is in the Norman style of architecture and cost 500,000 dollars. It has a magnificent Library of some 20,000 volumes, and a fine Museum.

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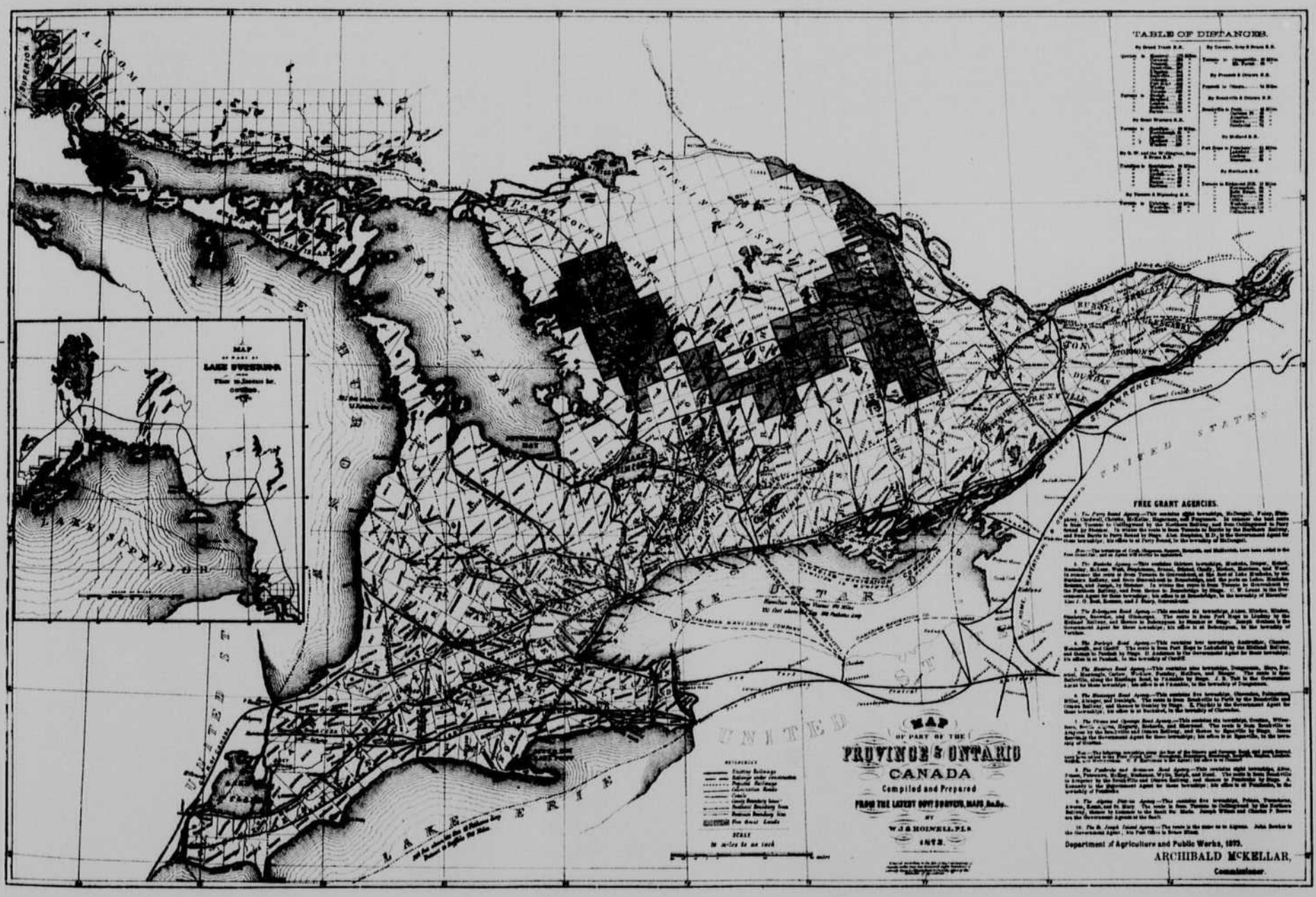
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Emigrants, on their arrival at Quebec, should communicate with the Agent for the Province of Ontario, who attends all Vessels coming into port.



ASSISTED PASSAGES.

The Government of Ontario will pay to regularly organized Emigration Societies, or to individuals, in Europe or in Ontario, the sum of six dollars (£1 4s. 8d. stg.) for every statute adult pecuniarily assisted and sent to this Province, or to any emigrant paying his or her own passage, or the passage of his or her family, on the following conditions:—

1st. Each Emigrant so sent out, or paying his or her own passage out, must be approved of by some one of the Ontario Emigration Agents in Europe, or by the London Agent for the Dominion of Canada, and furnished by such Agent with a certificate entitling such Emigrant, or the Society or individual by whom such Emigrant has been assisted, at the end of three months' residence in the Province, to the refund bonus of six dollars.

2nd. The Agent in Europe issuing the certificate shall be satisfied that the Emigrant is of good character, and that at least seventy-five per cent. of the adult males, are of the Agricultural or farm-labouring class, and the residue Mechanics or skilled labourers. Of "professional men, book-keepers, clerks and shop-men," the Province has already enough and to spare. Dress-makers, Milliners, and Seamstresses are required; and female Domestic Servants are in great demand.

3rd. The Emigrant, or the party in charge of assisted Emigrants, on landing at Quebec, must present the endorsed certificate to the Emigration Agent for the Province of Ontario, at his office at Quebec, who will again endorse the certificate, and give the Emigrant such advice and instructions as may be required.

4th. The Emigrant having reached the Agency in the Province of Ontario nearest to his intended destination, will then be provided for by the Local Agent, and sent by free pass or otherwise to where employment is to be had.

5th. At any time after three months from the date of the endorsement of the certificate at Quebec, and on proof being furnished and endorsed upon such certificate (which certificate must be presented in person or sent by mail to this Department), that the Emigrant has, during the interval, been and still is a settler in the Province, the Government of Ontario will pay to the Society or to the individual entitled to the same, the sum of six dollars per statute adult.

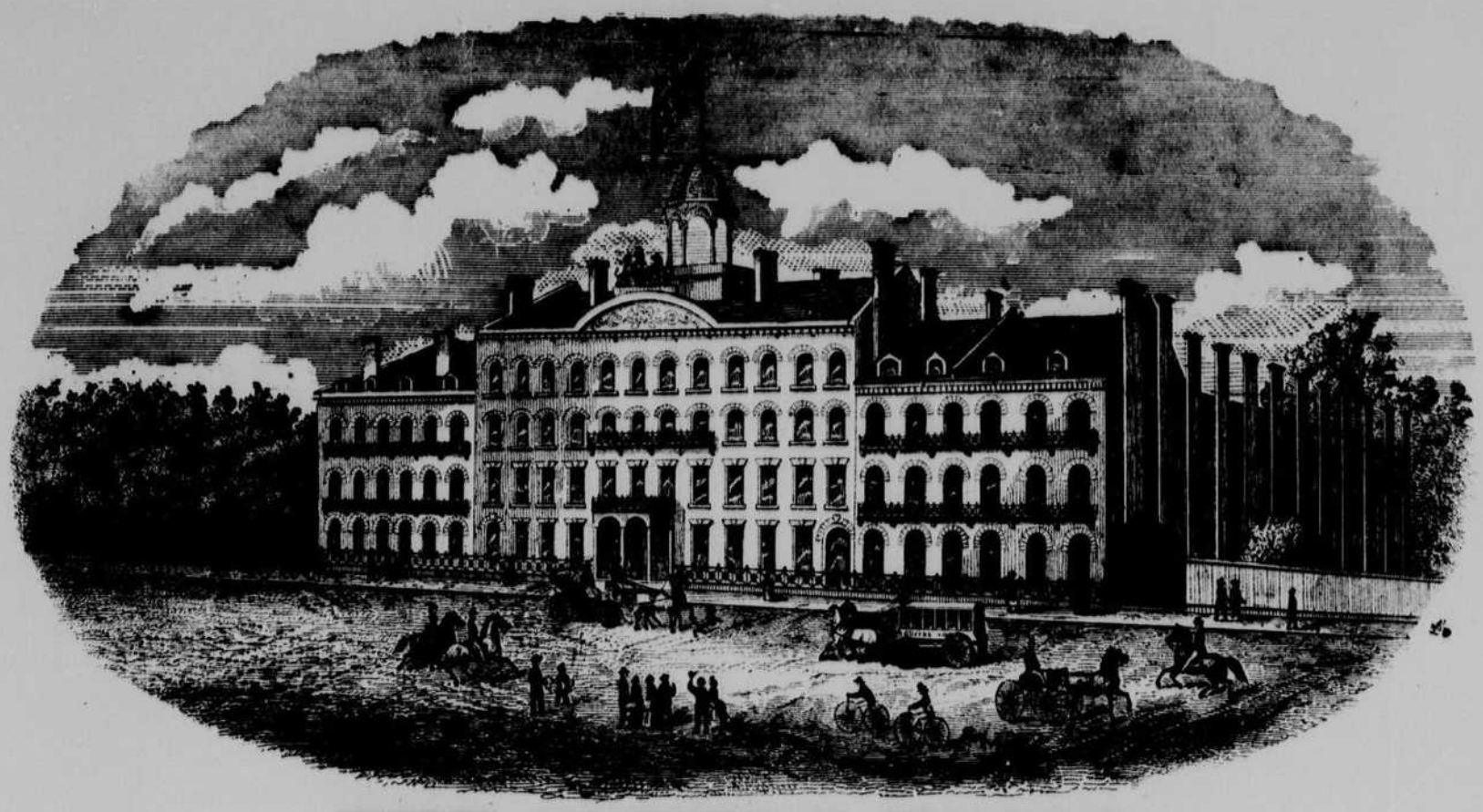
6th. Forms of Certificate, and full information, can be had by application to W. DIXON, 11 Adam Street, Adelphi, or to any other Agent for the Dominion of Canada, or to any Commissioner or Agent for the Province of Ontario.

ARCHIBALD McKELLAR,
Commissioner.

DEPARTMENT OF AGRICULTURE AND PUBLIC WORKS,
Toronto, Province of Ontario, 1873.



INTERIOR VIEW OF LASH & CO.'S JEWELLERY STORE, TORONTO.



THE QUEEN'S HOTEL,

TORONTO, ONTARIO.

CAPT. THOMAS DICK - - - - - - - Proprietor. **THOMAS McGAW - - - - - - - Manager.**

The "Queen's," in the City of Toronto, is one of the largest Hotels in the Dominion of Canada. It is most convenient to ALL the Railway Depots, Steamboat Piers, and to the business part of the City, being situated on Front Street, between Bay and York.

In 1865 it was considerably enlarged by its enterprising proprietor, Capt. THOS. DICK, to accommodate the large and constantly increasing travel through this Province, and now has a frontage of 200 feet, with two side wings, each 180 feet long, and a centre wing extending northward 108 feet.

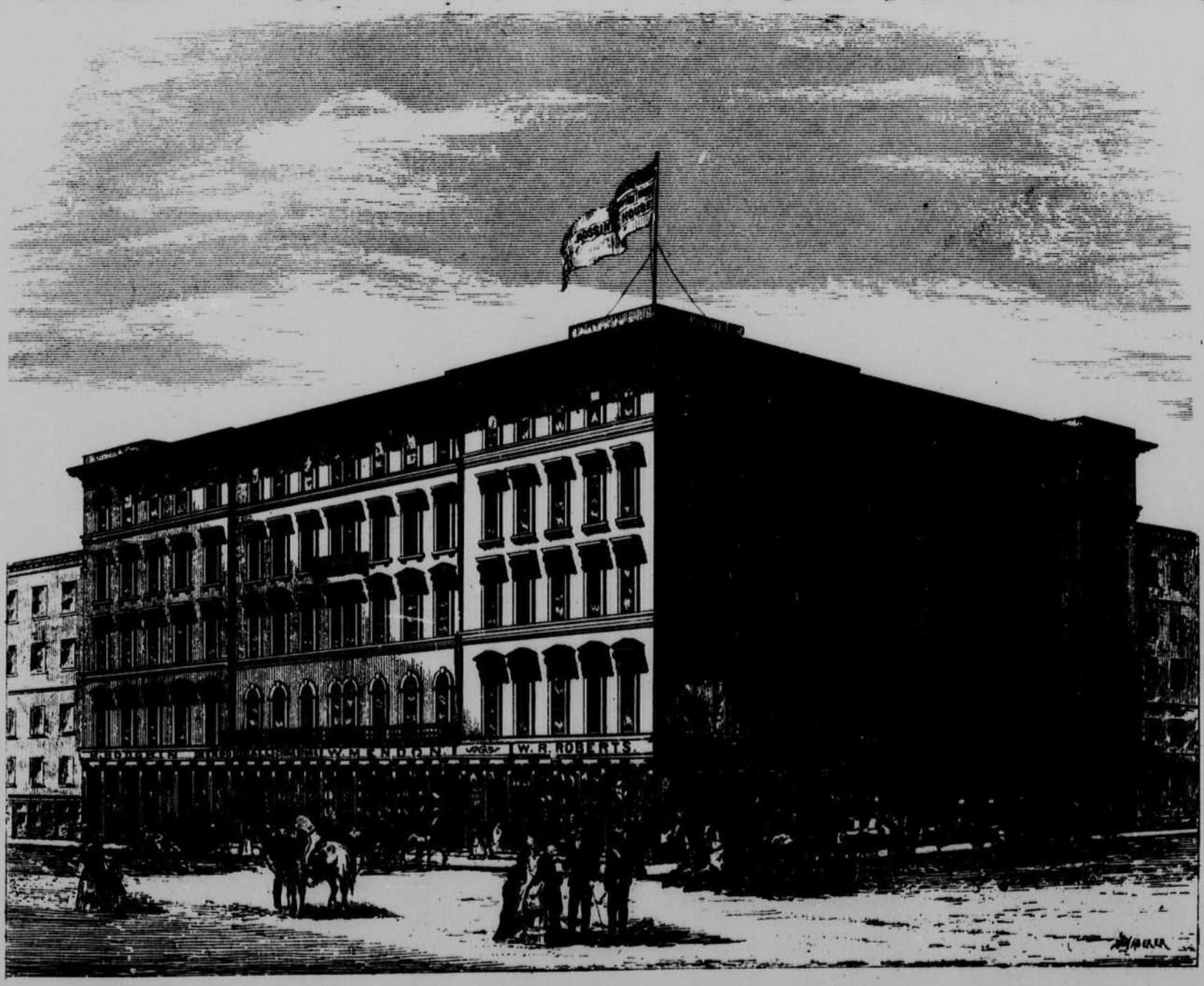
Notwithstanding the present extent of the premises, it is the intention of CAPTAIN DICK to add another wing on the east side, and add a Story to the centre portion of the house, finished off with Mansard Roof, Cupola, &c., &c.

The proprietor is continually making improvements, and has lately completed some alterations which have proved of great service in securing the comfort of the guests.

The Hotel is furnished with accommodation for 350 guests; the rooms are commodious, and fitted up with new furniture in the most modern style, and arranged with a taste scarcely surpassed by any hotel on the Continent.

The grounds are both spacious and airy—the beautiful lawn to the east of the Hotel having been laid out as a Croquet Ground for the accommodation of guests—while the site of the building overlooking the Harbour, commands an extensive view of Lake Ontario, thus adding to the charm of this well-known House, and rendering it one of the most pleasant and desirable Hotels for business men and the travelling public.

In December, 1871, splendid suits of apartments, comprising one wing of the House, were engaged for the accommodation of HIS IMPERIAL HIGHNESS THE GRAND DUKE ALEXIS OF RUSSIA and suite, *without extra preparation*, thereby showing appreciation of the magnificent style in which this favourite House is already furnished.

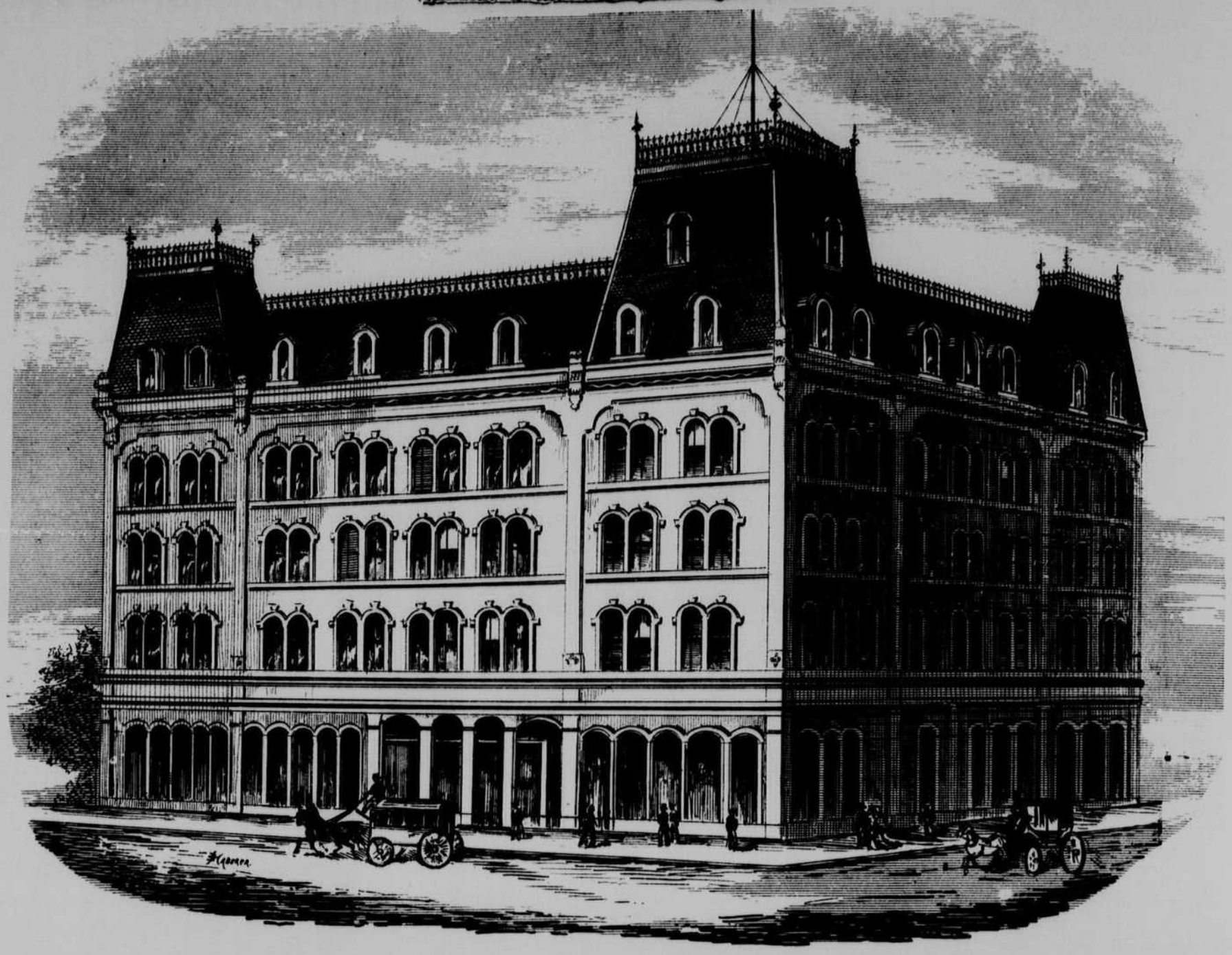


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THE DOMINION GUIDE.

PROVINCE OF ONTARIO.

The chief towns of the province are naturally placed along the line of navigation, and at such bays and points as form convenient landing places.

The metropolis of the province is TORONTO, formerly called Yorktown, on Lake Ontario, and sheltered from the storms thereon by a long low island and a bay of still water called Toronto Bay. The lower part of the City is a mere wharf and railway junction, with convenient markets and dry goods stores and grain warehouses. The city rises above this to a considerable elevation and its principal street, Yonge Street, leads up the hill-side and is an excellent military road, planted with trees, extending through the suburban village of Yorkville, the fashionable portion of the city, as far north as Holland Landing, a distance of thirty-three miles. The population of Toronto, by the census of 1871, was about 56,000.

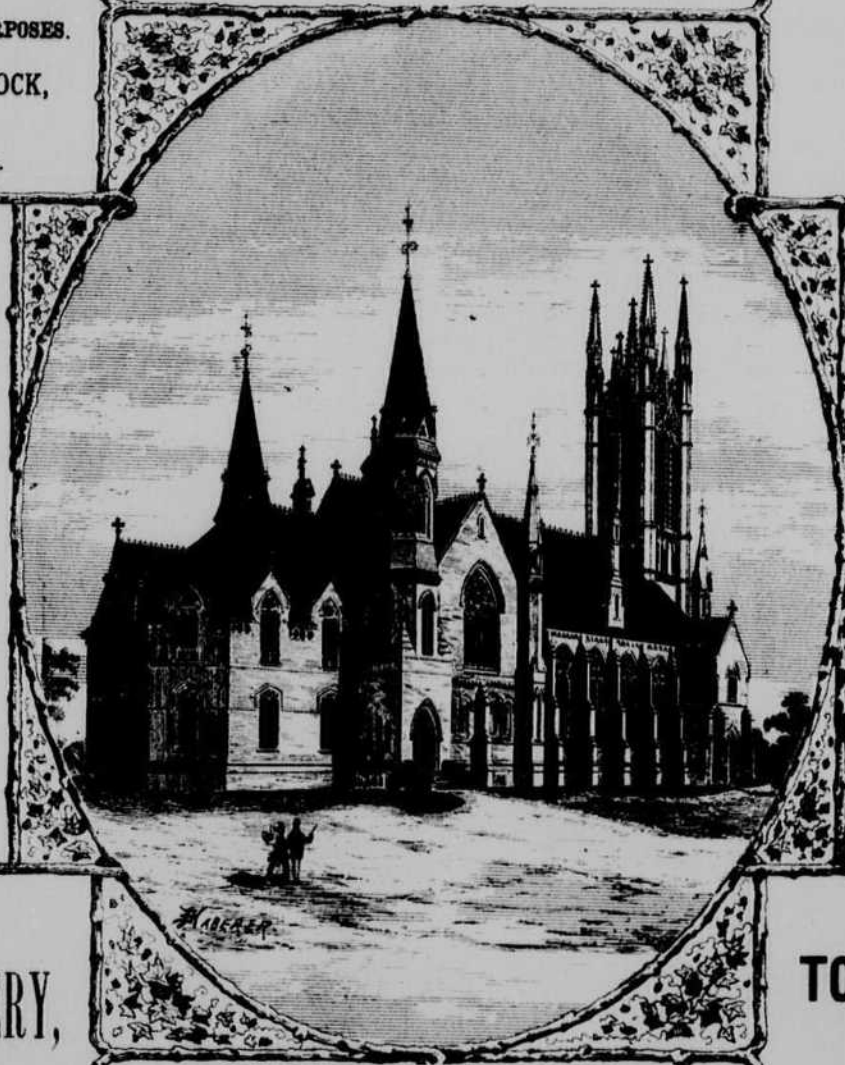
HAMILTON, the next most important city of the province is situated in a bay, at the western extremity of Lake Ontario, called Burlington Bay. The city rises in abrupt slopes to a considerable eminence above the lake and commands a fine view of Lake Ontario. It is a very substantially built city and has about it a very English rural aspect. It is the depositary of a large amount of valuable agricultural produce and stock, which is here disposed of chiefly to shippers in Montreal, and also to consumers in accessible eastern ports.

Hamilton has a population of 26,800 souls.

The Great Western Railway of Canada makes Hamilton its head quarters and here it has extensive work-shops.

It has a splendid water supply on an elevated level 190 ft. above the lake and an efficient gas supply. It is the market town of a very large district, and in 1871 its imports were $711,191, whilst its exports amounted to upwards of four millions of dollars. It is the special seat of the wool trade of Canada.

The district of St. Catharines is a lovely portion of the peninsula of Welland, and is a very thriving community, having good hotels and an Institution with Mineral Springs and a Hydropathic Establishment second to none on the Continent, and is called the "Saratoga" of Canada.



NEW WESLEYAN CHURCH, TORONTO.

OSHAWA and BOWMANVILLE are small towns on the neighbourhood of Lake Ontario, which possess water power and are centres of great manufacturing activities. In the former place are the celebrated Joseph Hall Works, where all kinds of iron manufacture are carried on from a steam engine to a tin tack, (see page 80); also the Whiting Manufacturing Company (see page 81), which is perfecting Agricultural Instruments of every description; also the picturesque Hat Manufactory of Messrs. George Barker & Co., of Toronto, (see page 81.)

In BOWMANVILLE, a spirited little town of some 3000 inhabitants, the principal industries are a large Furniture Manufactory, extensive Engine Works, and an Organ Factory; it is also a good agricultural centre.

PORT HOPE is an important and active town of some 6 or 7000 inhabitants. It is the terminus of the Midland Railway of Canada, and the key to an important district of country, (see page 71.)

KINGSTON was incorporated as a city in 1846 and has a population of nearly 13,900 inhabitants and is the seat of the Penitentiary, which is a model establishment, also of the Rockwood Lunatic Asylum. It was formerly, with Montreal and Halifax, one of the principal garrison towns of the Dominion. This makes an apparent diminution in the population and prosperity of these military centres which is not justified by the fact which shows rapid and constant growth in all the cities of Canada, especially since Confederation. This may be less apparent in mere population, although the present stream of immigration promises also this aspect of prosperity,—for in Canada, population means wealth—and the surprising activity of trade and export during the last few years are shown in the following figures taken from official returns.

The total Trade of the Dominion during

1869-70 - - -	$148,387,829.
1870-71 - - -	170,266,589.
1871-72 - - -	194,070,190.

The increase alone of these three years is almost as large as the total trade in 1850.

In fact the volume of trade doubled between 1866 and 1872. This indicates much material prosperity.

TORONTO MAIL,

A FIRST-CLASS

DAILY & WEEKLY NEWSPAPER

PUBLISHED IN THE

Interest of the Liberal Conservative party in Canada.

Contains full Telegraphic Intelligence from all parts of the World. Ample Parliamentary reports. General Dominion, United States, and European News.

It is recognized as the leading Journal. Has a wide and influential circulation.

It is a most successful Medium for Advertising.

PRICE: MORNING EDITION, - - - $6.00

WEEKLY EDITION, - - - - 1.00

ADDRESS, MAIL OFFICE,

TORONTO, Ontario.

ROYAL HOTEL,

GUELPH, ONT.,

BOOKLESS & BOULTER, - - Proprietors.

Free Omnibus for Guests to and from all Trains.

MAGOG HOUSE,

SHERBROOKE, P. Q.,

W. HEPBURN, - - - Proprietor.

N. B.—Good accommodation at moderate tariff, and excellent fishing.

ESTABLISHED 1854.

TORONTO AUCTION MART.

F. W. COATE & CO.,

MANUFACTURERS' AGENTS,

AUCTIONEERS & COMMISSION MERCHANTS,

KING STREET,

TORONTO.

ESTABLISHED 1851.

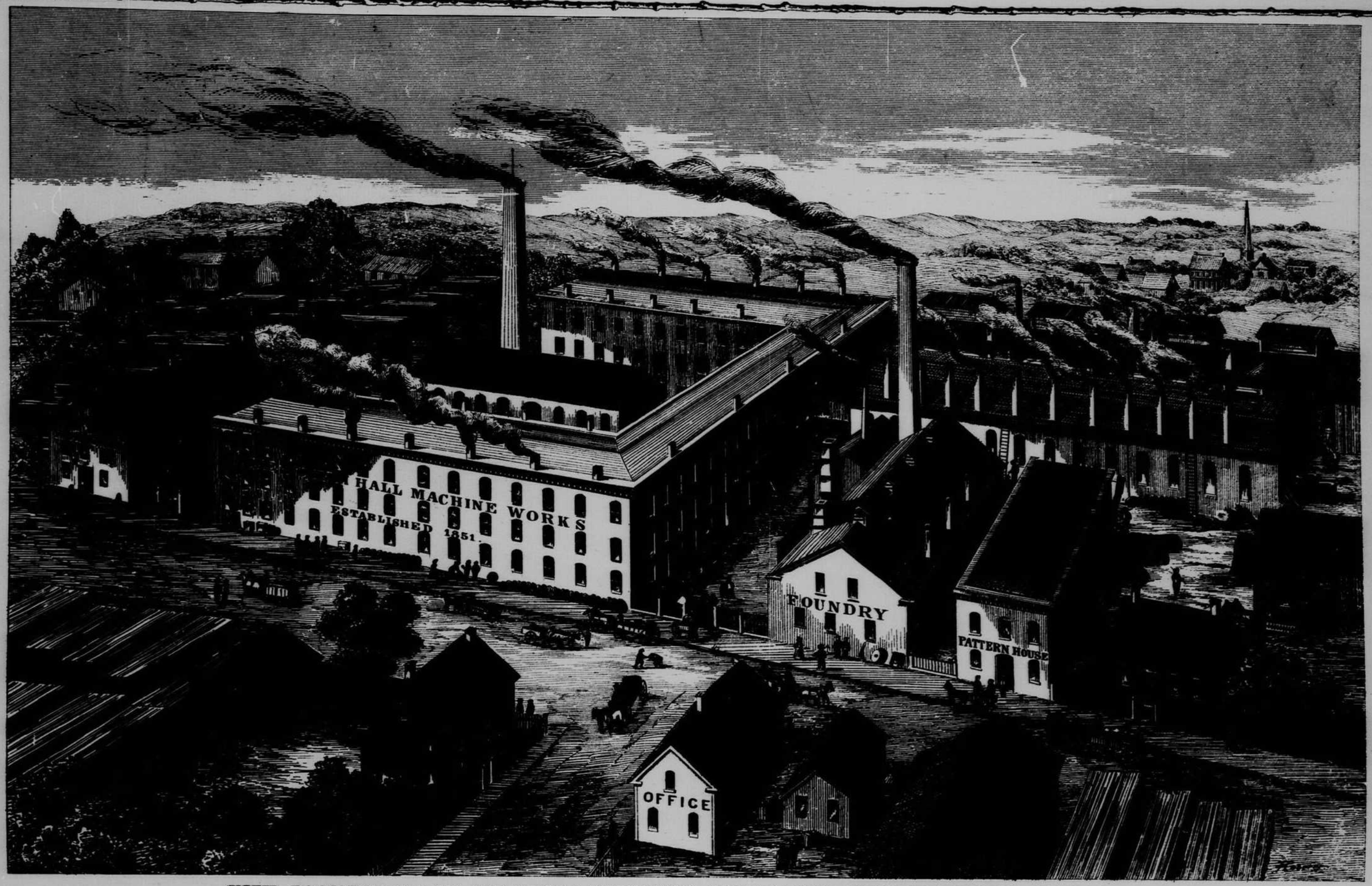
LONDON HERALD

STEAM PRINTING HOUSE.

The LONDON DAILY and WEEKLY HERALD and PROTOTYPE, the oldest Moderate Conservative Journal in the County of Middlesex. No paper in the West is making such rapid advance in public favor. Our circulation is now larger than that of any other paper in London or the West, a statement that we are prepared to prove beyond contradiction. It is one of the large cheap Dollar paper of the country, and no better advertising medium can be found west of Toronto. The HERALD is read by everybody. Daily, six dollars a year. Weekly, one dollar a year, invariably in advance. Our Job Department is complete in every particular, and the work turned out cannot be surpassed in any respect, at reasonable rates.

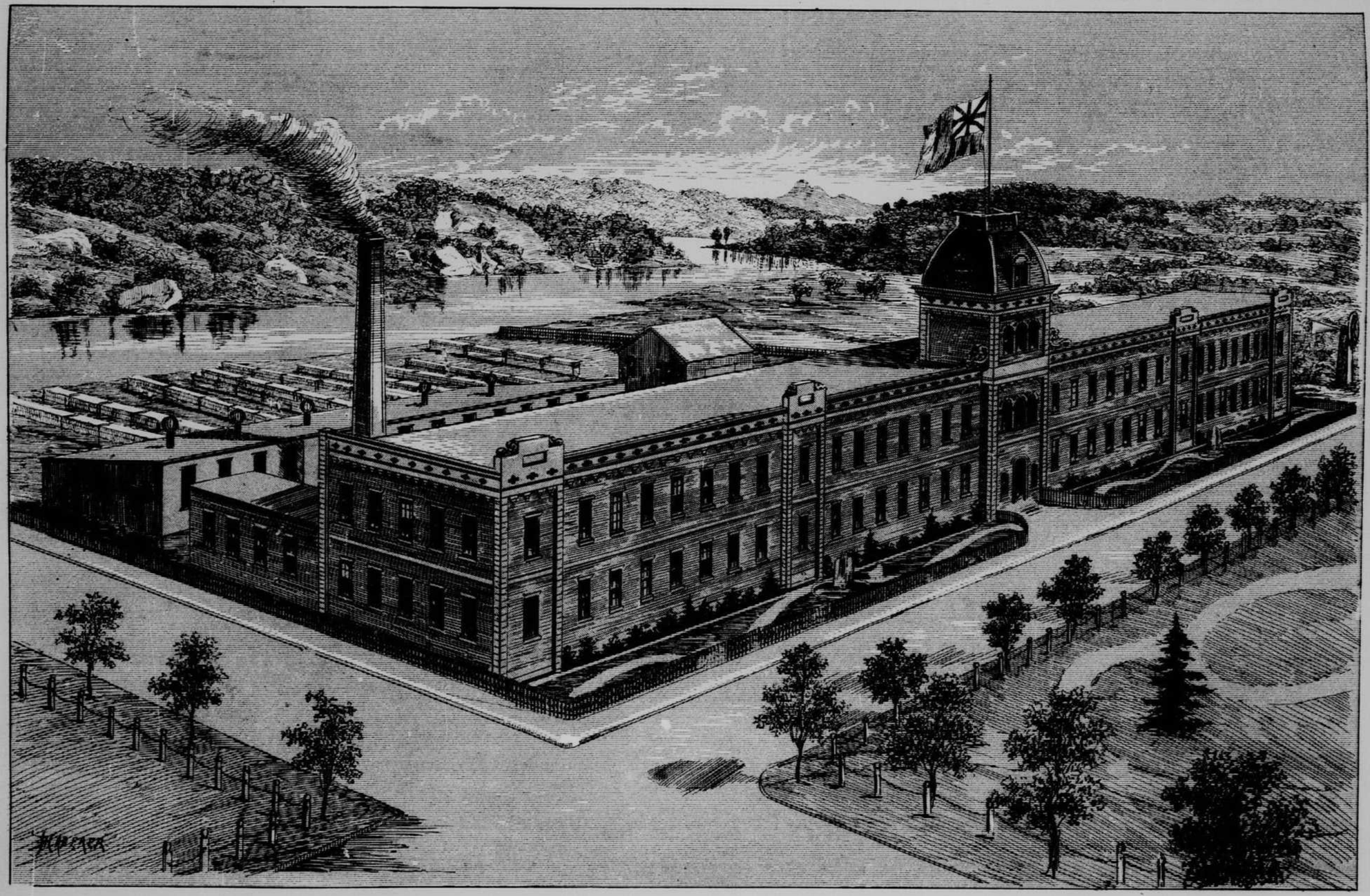
SIDDONS & DAWSON,

Proprietors.



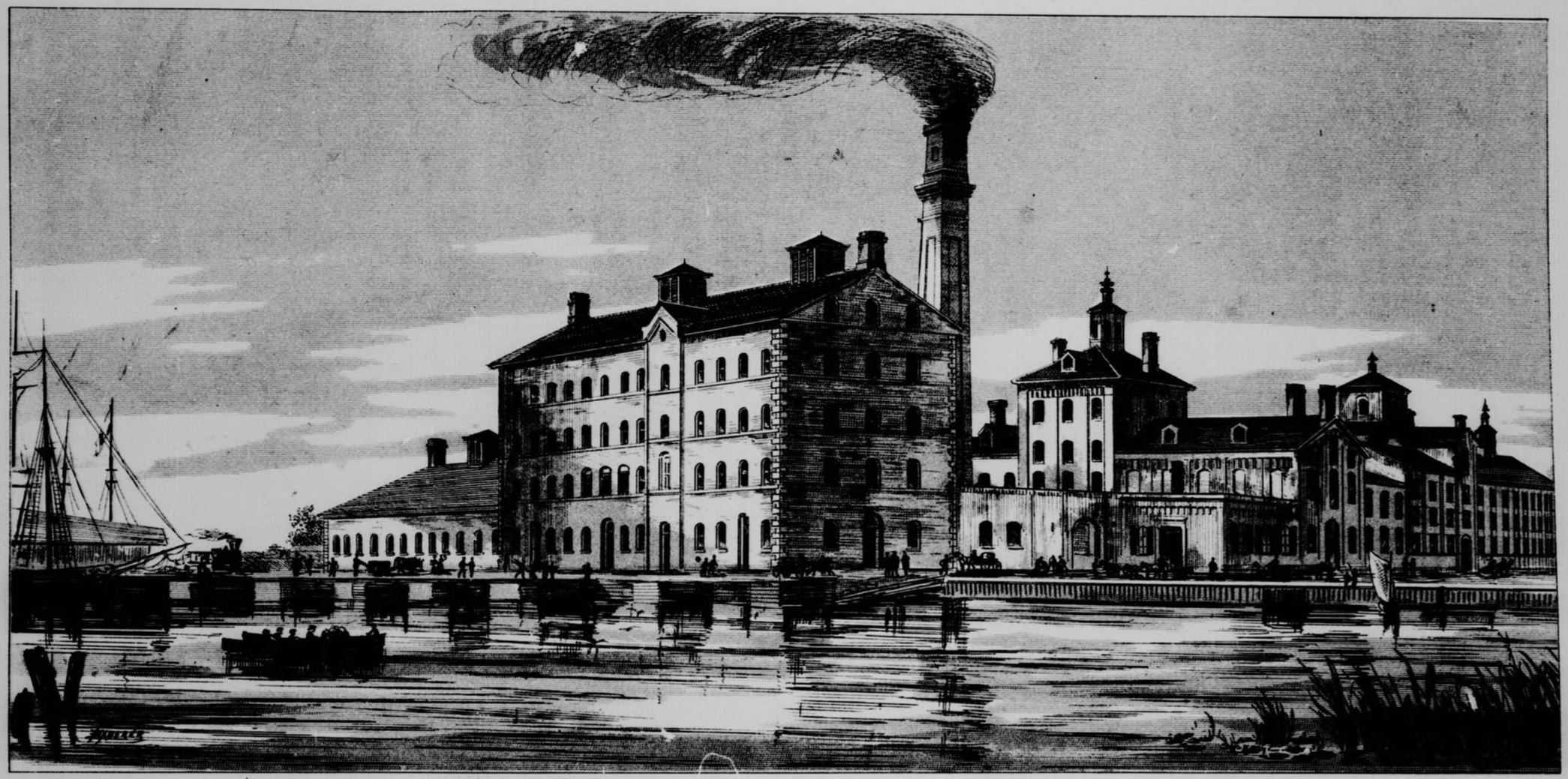
THE JOSEPH HALL MANUFACTURING COMPANY, PROPRIETORS, OSHAWA.

F. W. GLEN, Manager & President.

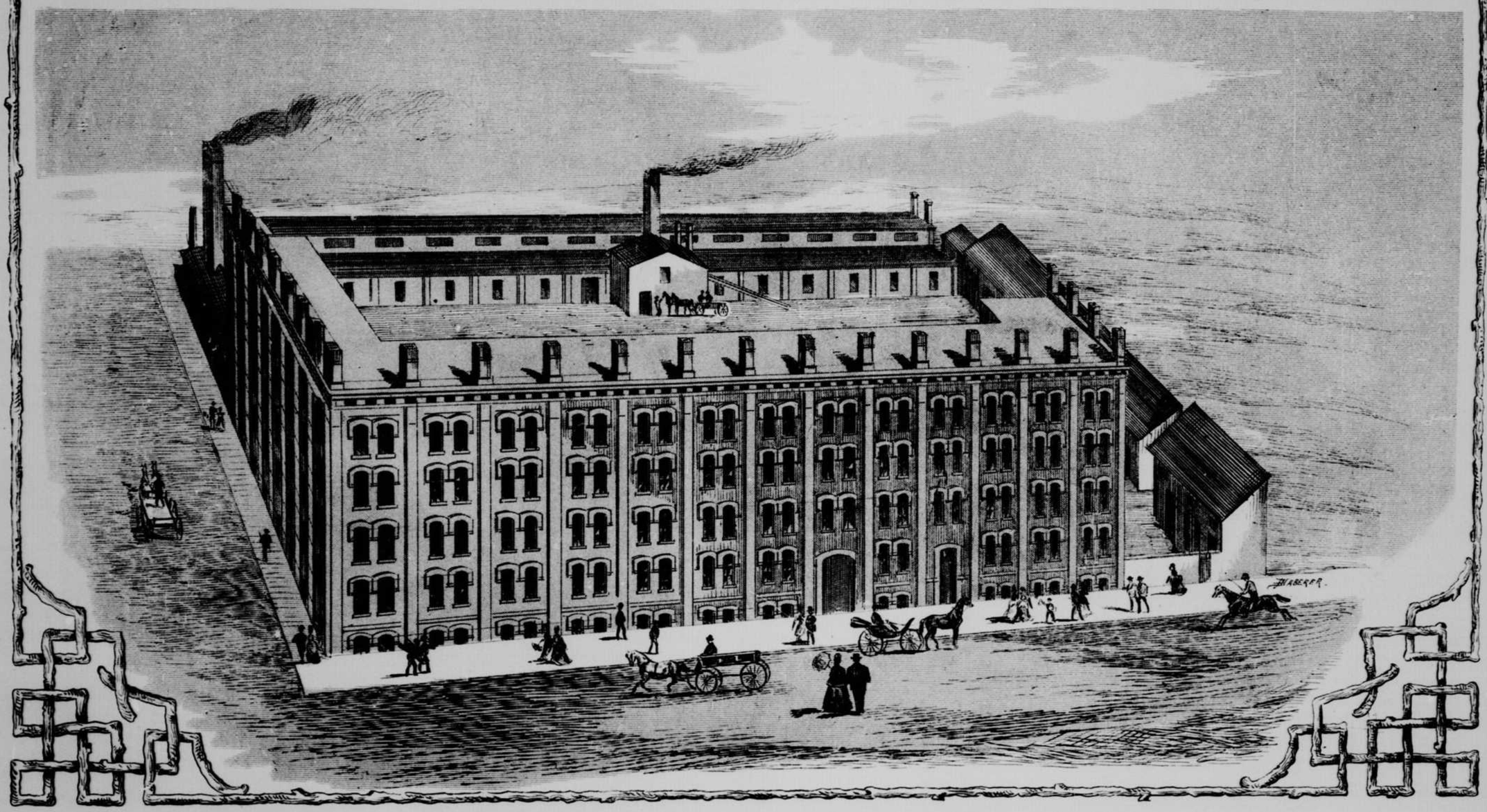


HAT FACTORY OF GEORGE BARKER & CO., OSHAWA, ONT.

WAREHOUSE, 40 YONGE ST., TORONTO.

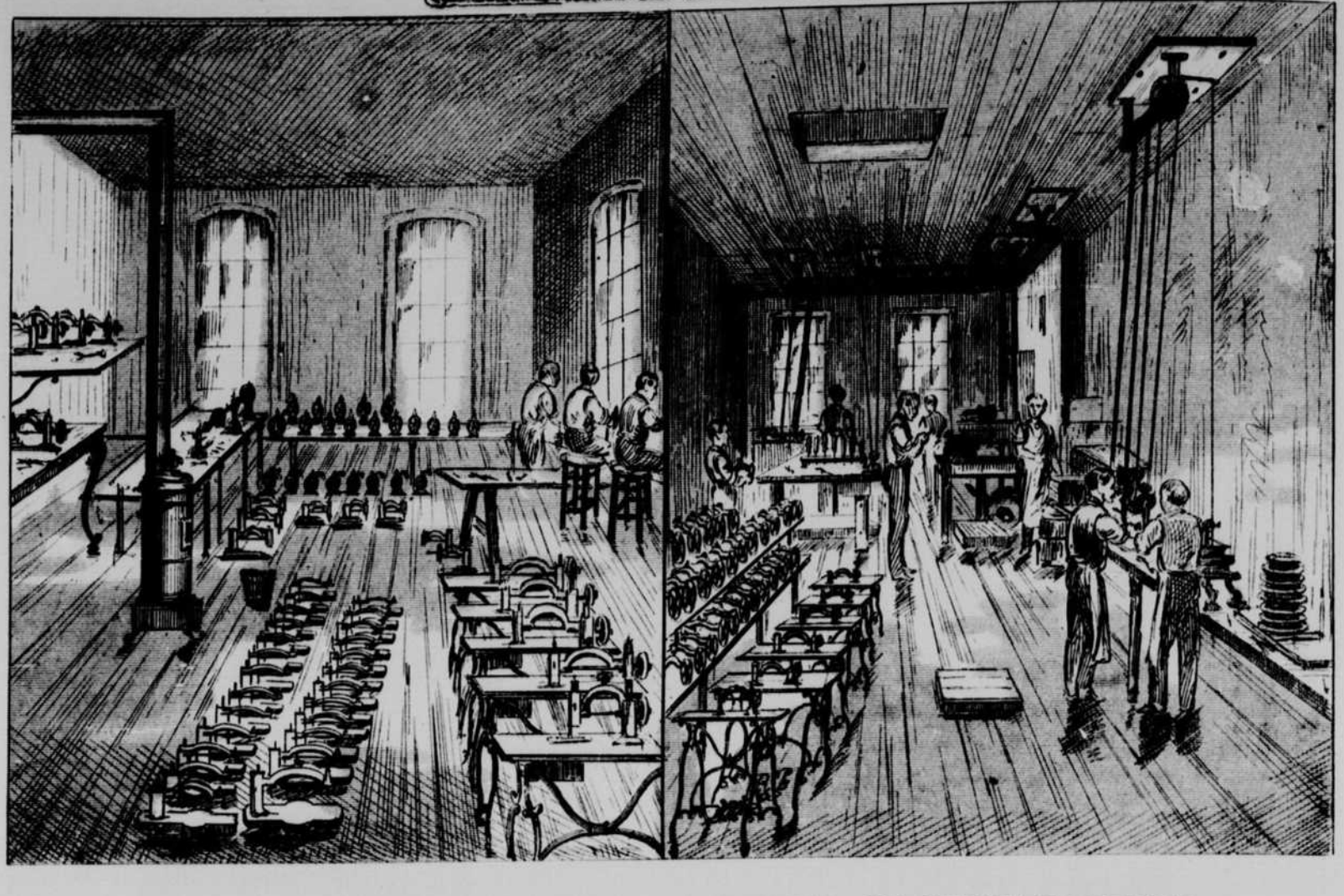


DISTILLERY OF Messrs. GOODERHAM & WORTS, TORONTO.

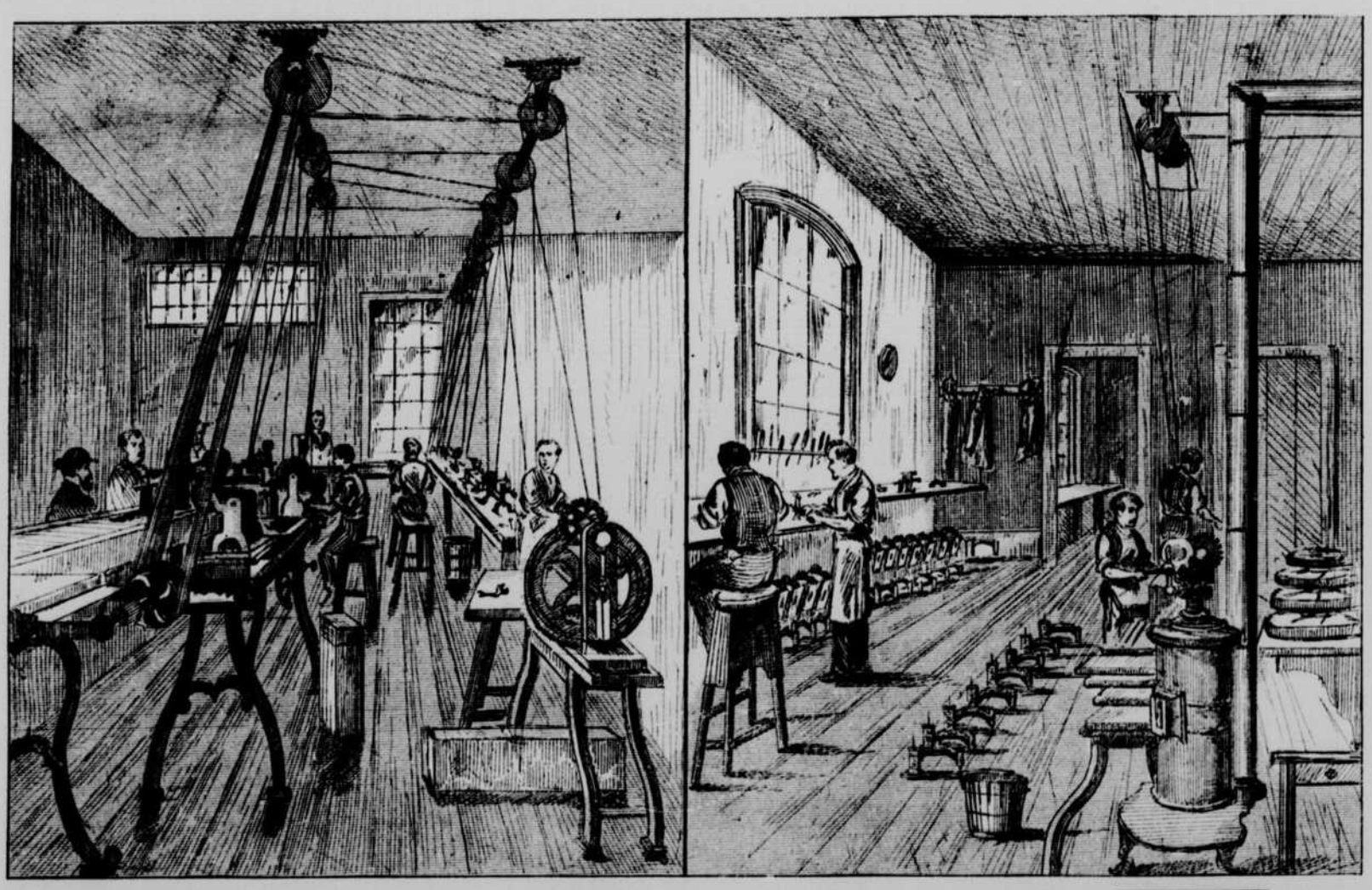


E. & C. GURNEY, STOVE MANUFACTURERS, KING STREET WEST,

TORONTO.



INTERIOR OF MESSRS. GATES CO.'S SEWING MACHINE FACTORY





G. W. GATES & CO'S

NEW FAMILY

SHUTTLE SEWING MACHINE

THIS MACHINE is a great improvement, uses Two THREADS, and works on the same principle as the Singer, Howe and other First-class Machines, being adapted to all Fabrics, making the Lock or Shuttle Stitch, and being alike on both sides of the Fabric. 20,000 have been sold, and the demand is still increasing. We are satisfied the public have appreciated our efforts, in giving them a FIRST-CLASS MACHINE at so LOW A PRICE, combining Simplicity of invention, Thoroughness of construction, Convenience for using, Superiority of execution, and Neatness of arrangements, being adapted to all kinds of work.

EVERY MACHINE WARRANTED PERFECT OR NO SALE.

Our Improved Hand-Shuttle Machines are in great demand. Price, $25,00.—AGENTS WANTED.

G. W. GATES & Co.

☞Send for our Circular. CANADA MANUFACTURERS,

Sales Room, No. 14 King St. East. Toronto, Ont.

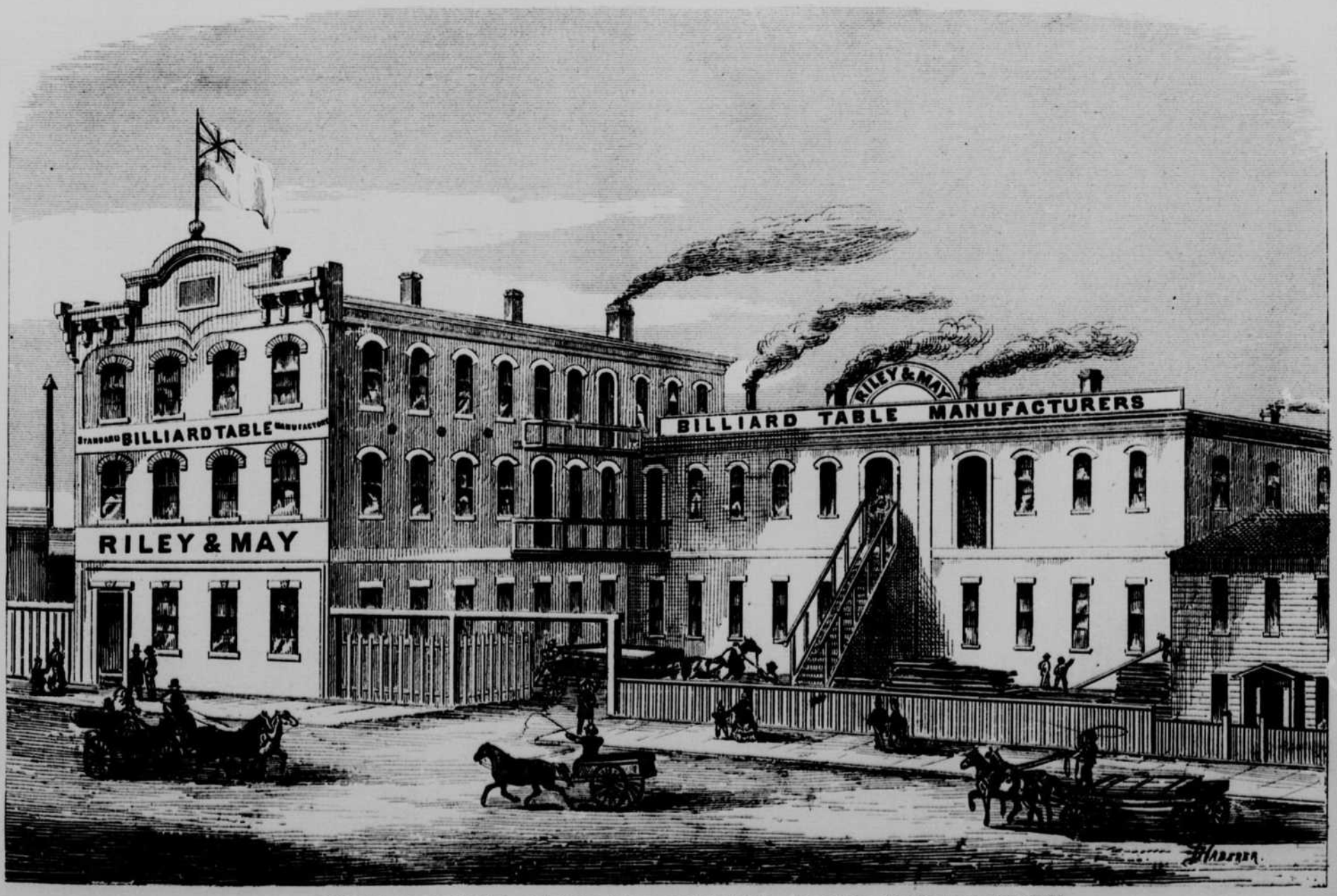


PRIZE MEDAL,

Awarded at the Workmen's International Exhibition, at London, England, 1870.



THE BANK OF BRITISH NORTH AMERICA, TORONTO. SAM'L. TAYLOR, Manager.



RILEY & MAY'S STANDARD BILLIARD TABLE MANUFACTORY

ST. PETER'S CATHEDRAL,

DORCHESTER STREET.

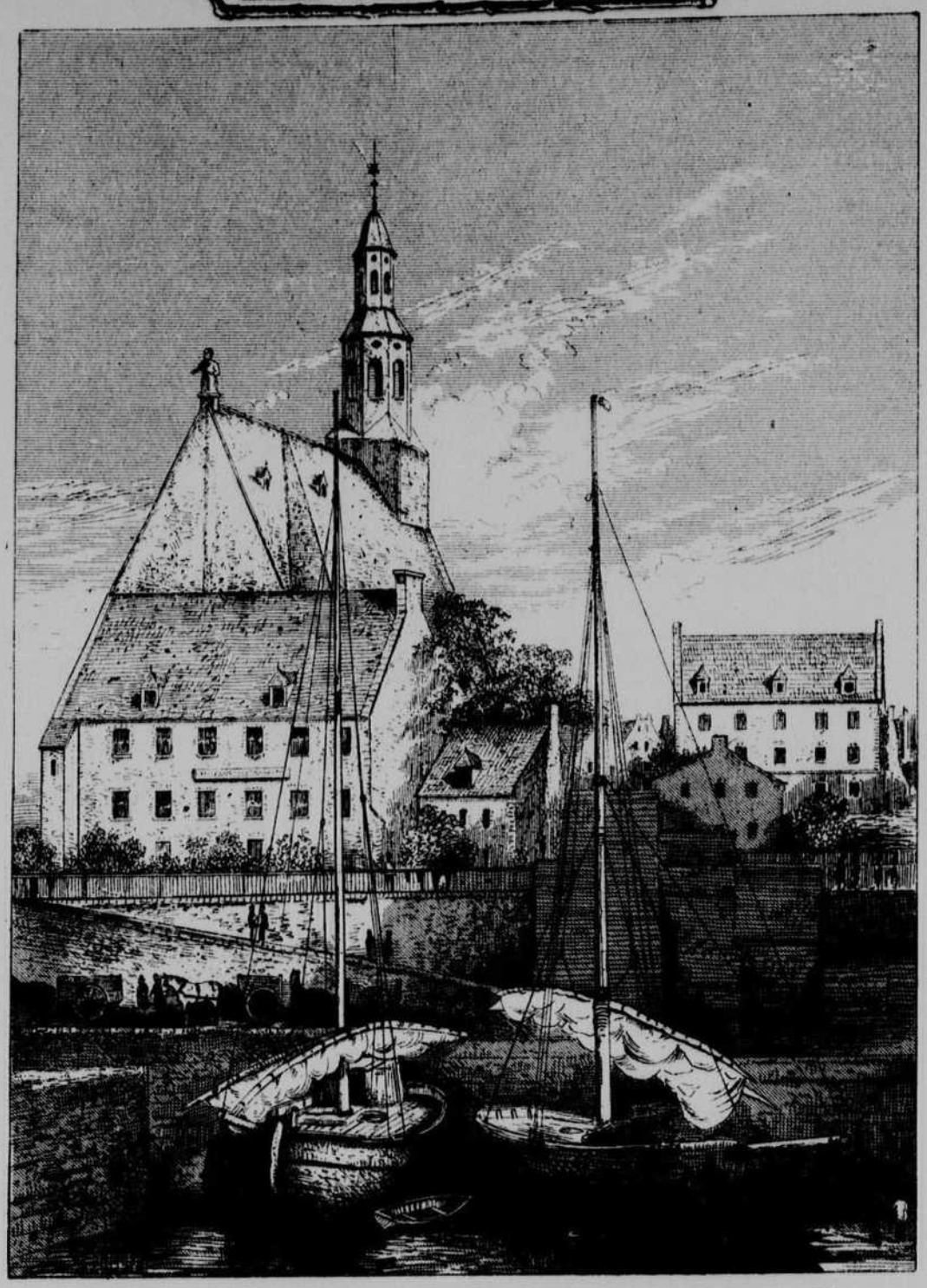
This magnificent pile of stone building is designed upon the model of St. Peter's at Rome, and its interior is intended to be an exact copy of that grand edifice.

The foundations were laid in 1869, and its walls are well nigh completed.

Although smaller than its great original, its proportions are very imposing, and when complete, it will undoubtedly be the *finest cathedral on this continent.*

Its length is 300 feet, and breadth of transept 225 feet, the nave is 180 feet.

It has already cost a very large sum, and as it has been resolved complete, it free from debt its progress will be slow, but its perfection will be equal to any of those grand mediæval structures which are the pride and glory of European civilization.



BONSECOURS CHURCH, MONTREAL.

BONSECOURS CHURCH.

ST. PAUL STREET.

This quaint old church is one of the oldest in Montreal, and the first which was built of stone.

The foundations were laid in 1671, and the building was erected in 1673.

In 1754 it was destroyed by fire and restored in 1773.—as a shrine for a highly reputed image of the Virgin Mary, said to be gifted with miraculous powers.

The building is still well preserved, and small storees are erected on its sides in a narrow thoroughfare near the Bonsecours Market.

The City Hall, Council Chamber and City offices are now inconveniently situated above this large market, but a fine site is reserved near the Court House for a new City Hall which will be speedily erected.



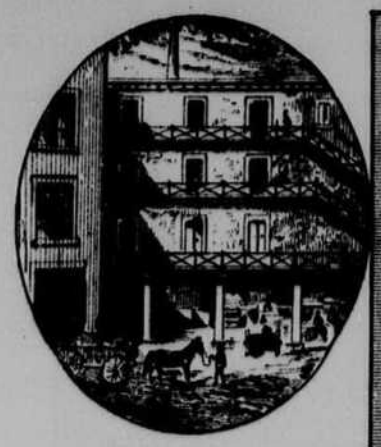
ST. PETER'S R. C. CATHEDRAL, MONTREAL.



TOUPIN'S BLOCK, MONTREAL.



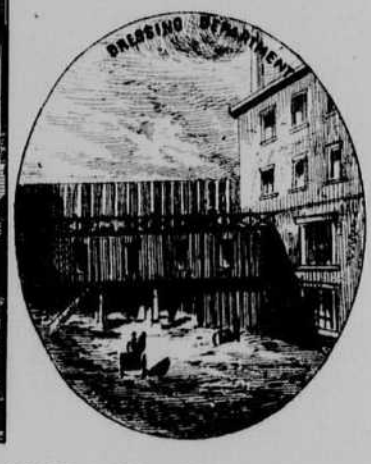
BARRON'S BLOCK, MONTREAL.



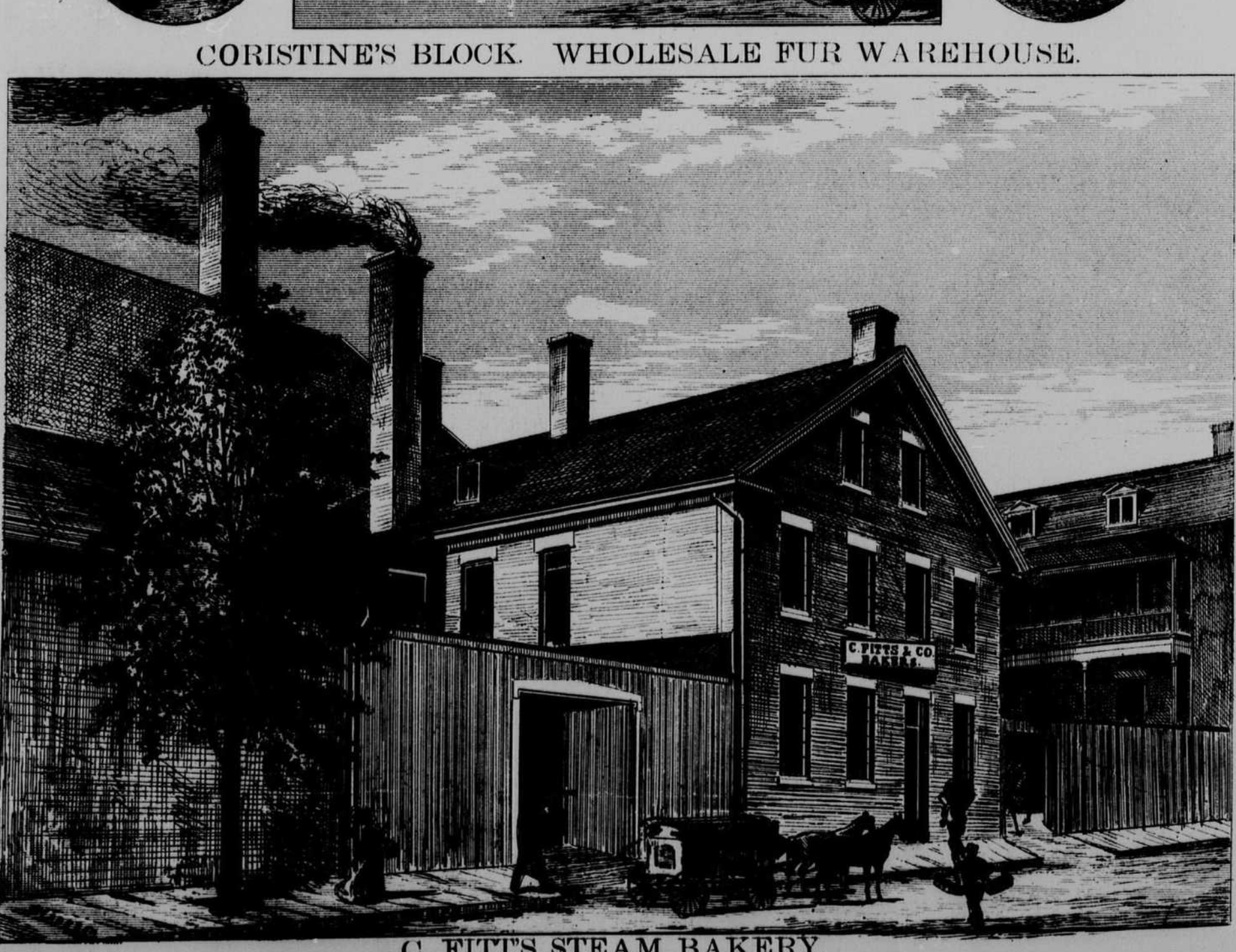








CORISTINE'S BLOCK. WHOLESALE FUR WAREHOUSE.



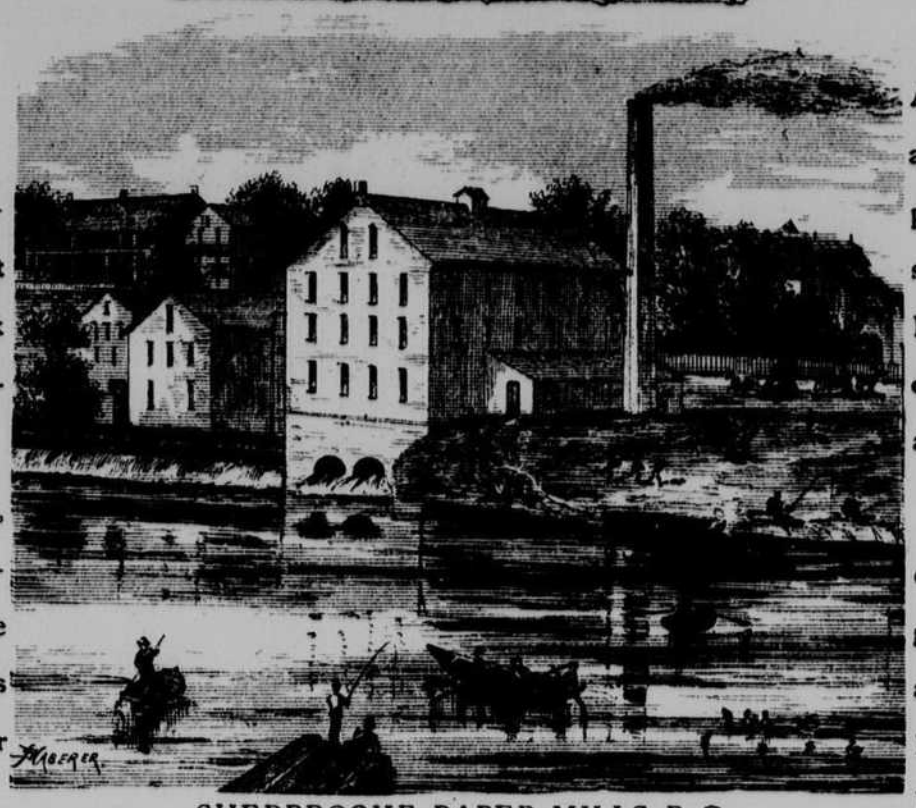
C. FITT'S STEAM BAKERY.

SHERBROOKE, P. Q.

—o—

Sherbrooke, the capital of the Eastern Townships, is 97 miles distant from Montreal, on the Grand Trunk Railway between Montreal and Portland.

It is on the beautiful Magog River, which rises at the outlet of Lake Memphremagog, (20 miles distant), and some 200 yards below the paper mills the river MAGOG falls into the river ST. FRANCIS.



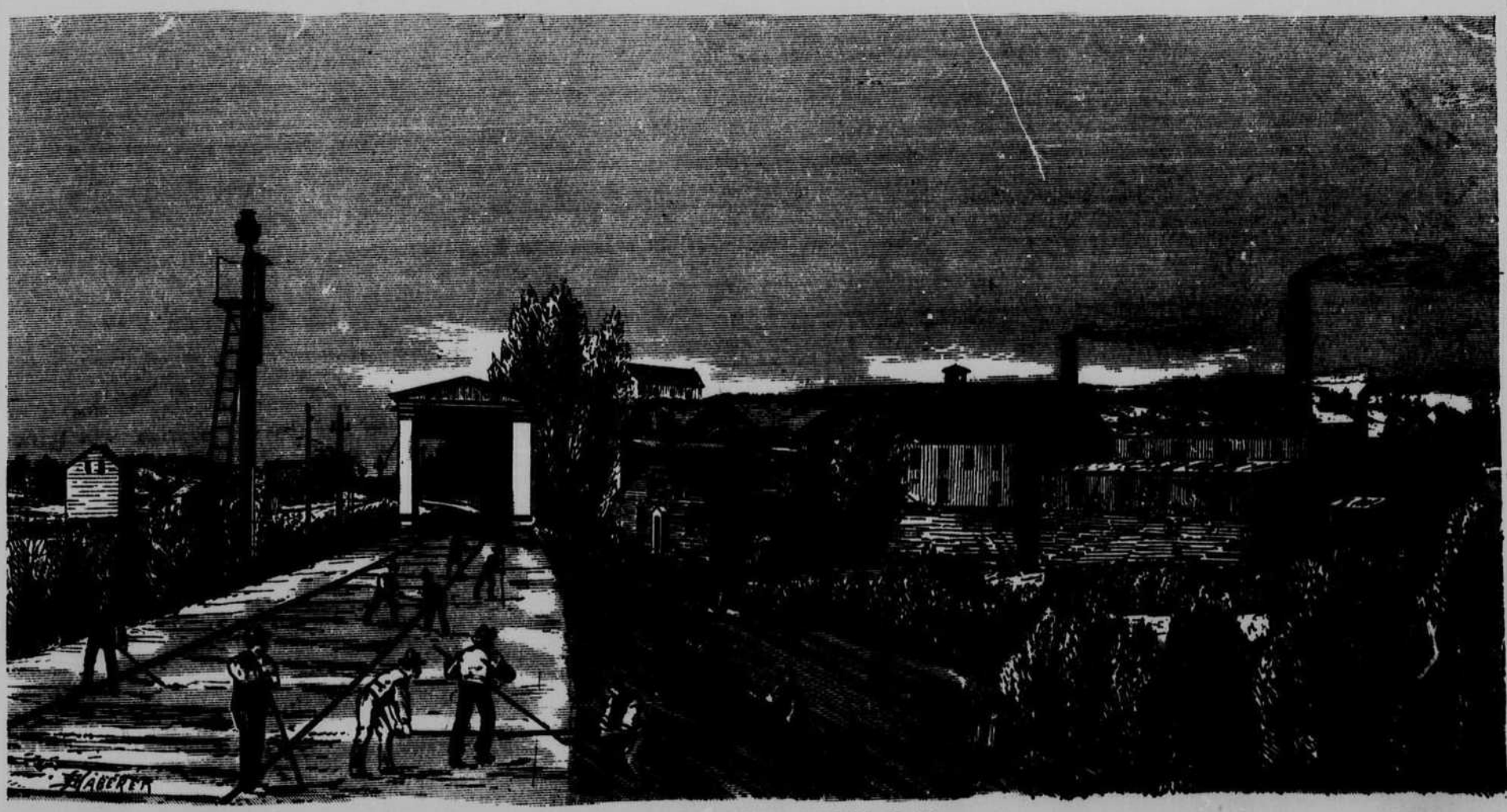
SHERBROOKE PAPER MILLS, P. Q.

The CANADA PAPER COMPANY, (late Angus, Logan & Co.,) own two mills at this point, each having a cylinder paper Machine, which are kept constantly running on MANILLA, BROWN, MATCH and ROOFING PAPERS, turning out 2½ tons a day—750 tons a year, and employing 60 persons.

This place is quite a manufacturing centre, naturally arising from the many good water privileges to be had. Here are situate the great PATON WOOLLEN MILLS, LOMAS' WOOLLEN MILLS, also MACHINE SHOPS, FURNITURE FACTORIES, &c., &c., and at this point the Massawippi Valley R. R. connects with the Grand Trunk.

SHERBROOKE, being surrounded by a fine agricultural and grazing country, and being the County Town, a large business is done there; the place is delightfully situated, and all about and around it is exceedingly picturesque.

Tourists find this a most desirable place to spend a few days, and under the care of *mine host*, the genial HEPBURN of the MAGOG HOUSE, they find they have had a very pleasant and enjoyable time.



WINDSOR PAPER MILLS, P. Q.

WINDSOR PAPER MILLS, P. Q.

These Mills are 83 miles from Montreal, on the Grand Trunk Railway between Montreal and Portland.

It is beautifully situated at the mouth of the Windsor River, at its junction with the St. Francis.

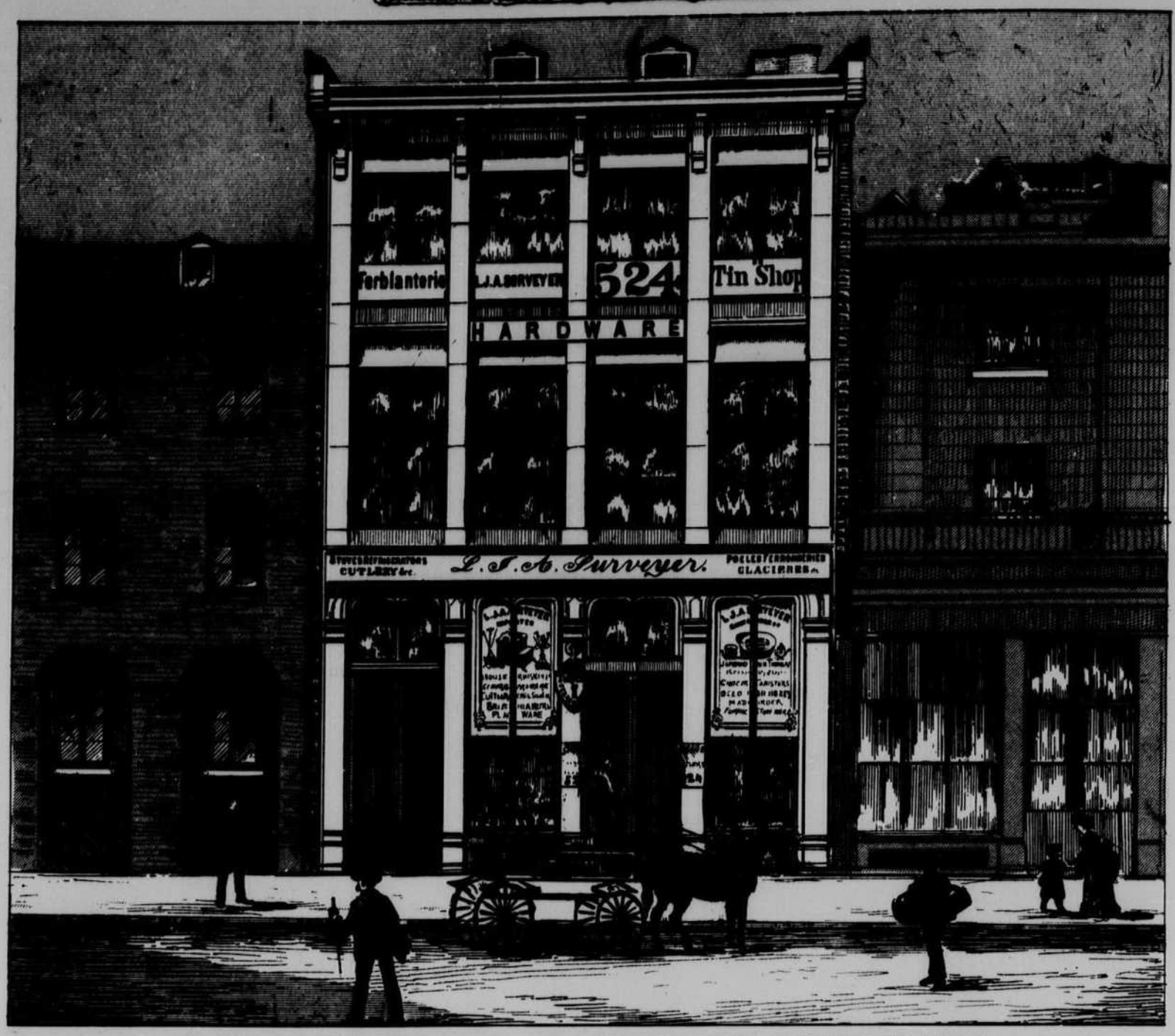
The large PAPER MILL and WOOD PULP MILL were built here by Messrs. ANGUS, LOGAN & Co., (now the CANADA PAPER Co.) in 1866, and from some few houses, the place has grown to be *quite a large flourishing village.* The mill has two Fourdrinier Paper Machines in it, and turns out 4 tons of paper daily. The class of paper made, being NEWS, BOOK, COLOURED and ENVELOPE PAPERS. There are about 150 hands employed about the works. The Paper Company own some 4,000 acres of timber lands adjacent to the Mills for the purpose of getting the wood that is on it; they also buy wood from the farmers in winter, they consume some 8000 cords a year.

About a mile above, on the Windsor River, the Windsor Powder Company's Mill is situated, and further up is a large Saw Mill belonging to MR. S. C. CLARKE. The Paper Mill has for power a fall of 42 feet, and on the right of the mill is a beautiful waterfall of some 60 feet. A bridge is to be constructed this year connecting the north with the south bank of the St. Francis; this will of course be a great convenience both for business men and for pleasure seekers.

OFFICERS OF THE CANADA PAPER COMPANY:

WILLIAM ANGUS, PRESIDENT AND MANAGING DIRECTOR. | JOHN MACFARLANE, ASSISTANT MANAGING DIRECTOR.

THOMAS LOGAN, MILL MANAGER. | JOHN G. YOUNG, SECRETARY-TREASURER.



L. J. A. SURVEYER, HARDWARE MERCHANT,

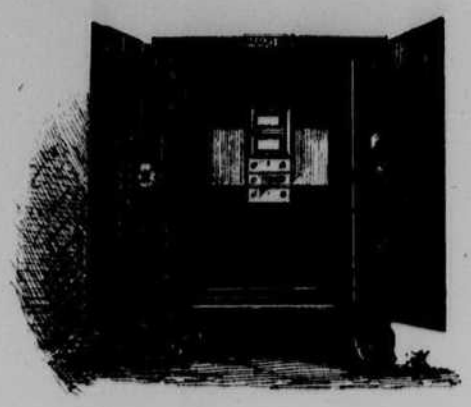
524 CRAIG STREET, MONTREAL.

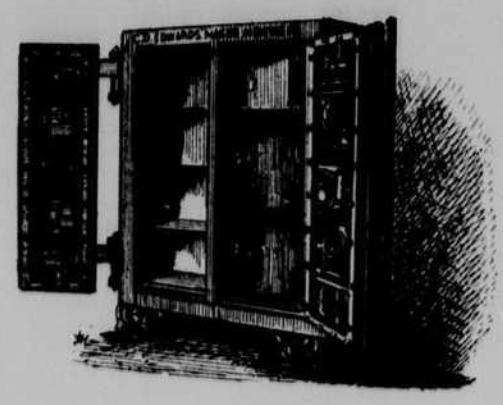


ROBERT MITCHELL & CO.,

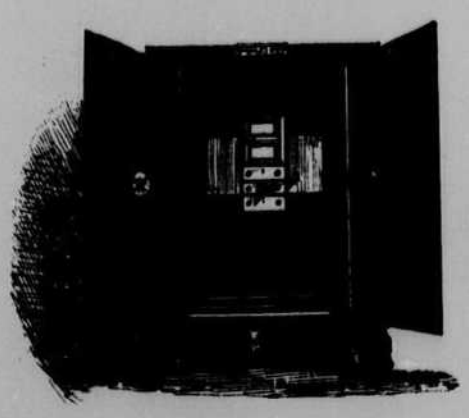
Brass Founders, Plumbers, Gas Fitters, Electrotypers, &c., &c.

FOUNDRY, SHOW ROOMS AND OFFICES: CORNER OF ST. PETER AND CRAIG STREETS, MONTREAL.









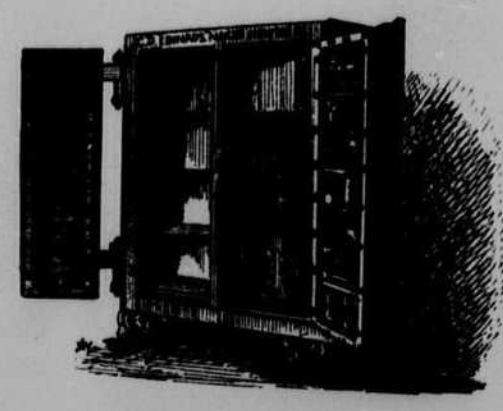
C. D. EDWARDS,

MANUFACTURER OF

FIRE-PROOF SAFES

49 ST. JOSEPH STREET,

MONTREAL.



MUIR, EWAN & Co.,

WHOLESALE CLOTHIERS,



IMPORTERS OF **ENGLISH WOOLLENS,**

DEALERS IN **CANADA TWEEDS,**

CORNER ST. JOSEPH and ST. HENRY STREETS,

MONTREAL, P. Q.

MANUFACTURER OF THE CELEBRATED "MORNING GLORY" HALL STOVE.

W. CLENDINNENG.

KEEPS IN STOCK

COAL,

COOKING,

DOUBLE

AND

BOX STOVES.

—

WROUGHT

AND

CAST IRON

BEDSTEADS.



FARMERS'

BOILERS, SINKS,

BATHS,

PLUMBERS' CASTINGS.

—

ORDERS

SOLICITED FOR

BUILDERS',

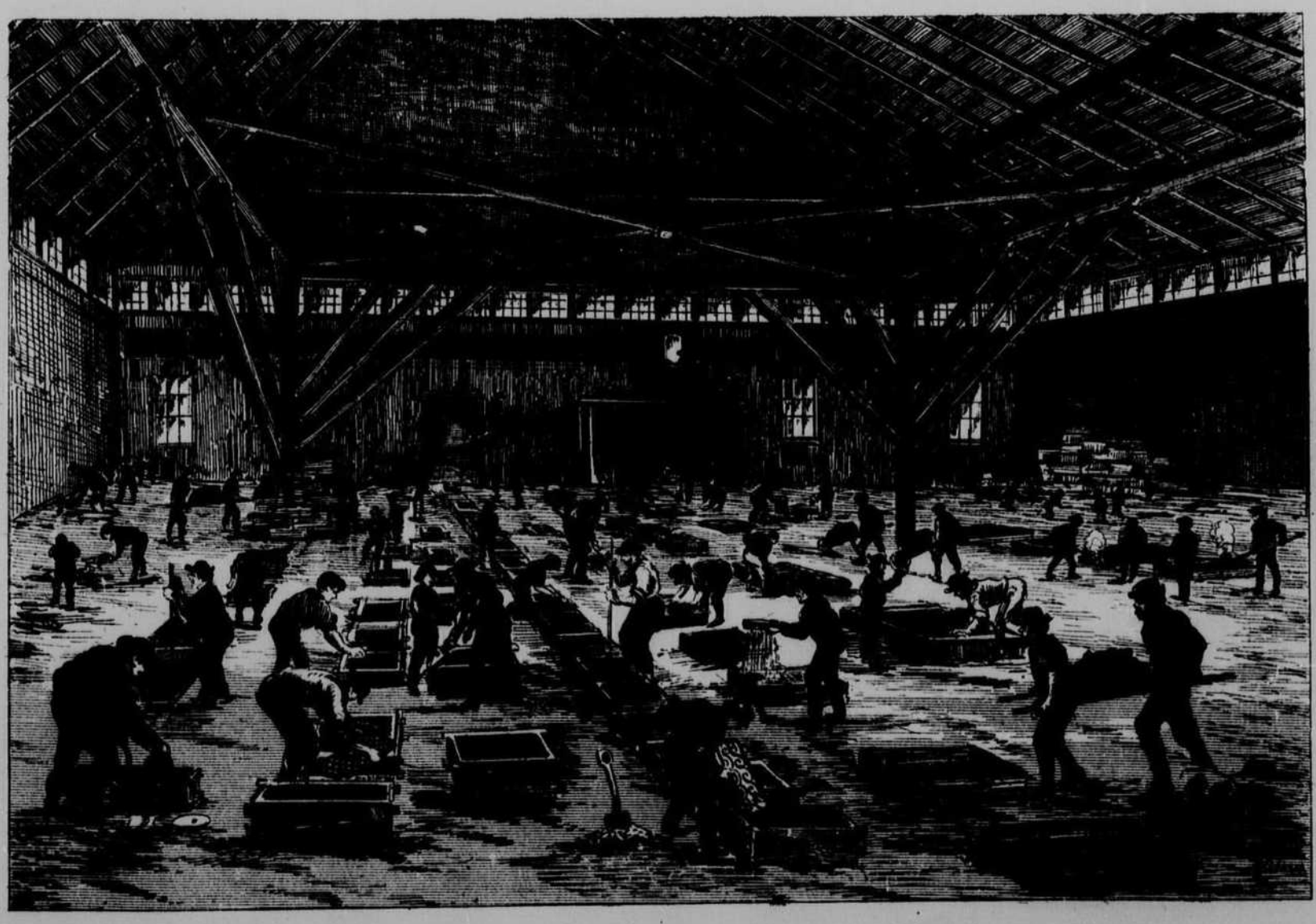
MACHINISTS', RAILWAY

AND

LIGHT & ORNAMENTAL

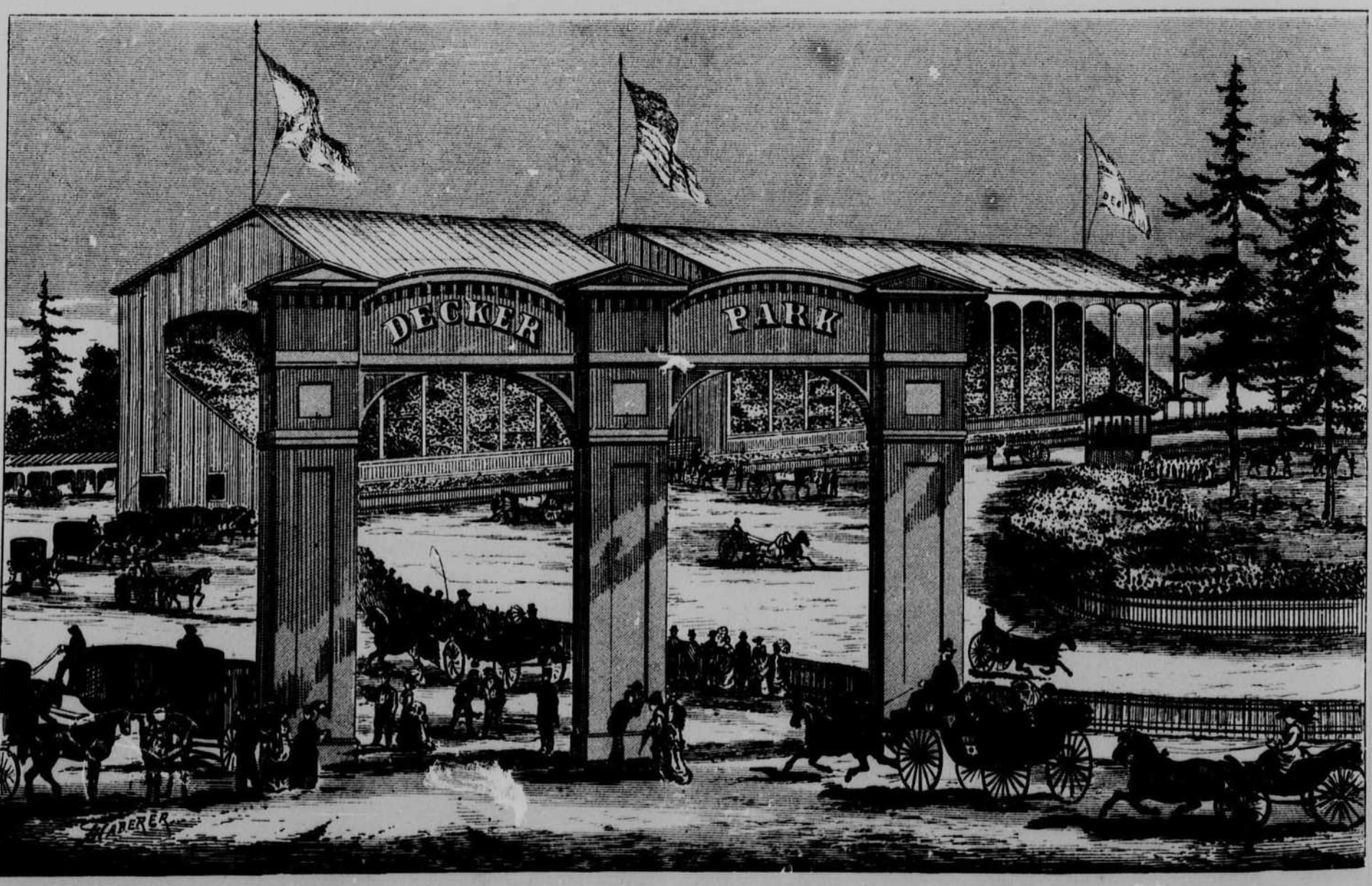
CASTINGS.

W. CLENDINNENG'S FOUNDRY.—EXTERIOR VIEW.



W. CLENDINNENG'S FOUNDRY.—INTERIOR VIEW.





RACE-COURSE, DECKER PARK, MONTREAL.



FIRST PRIZE
AT THE
EXHIBITIONS OF
1868 & 1870.

B. LEDOUX,

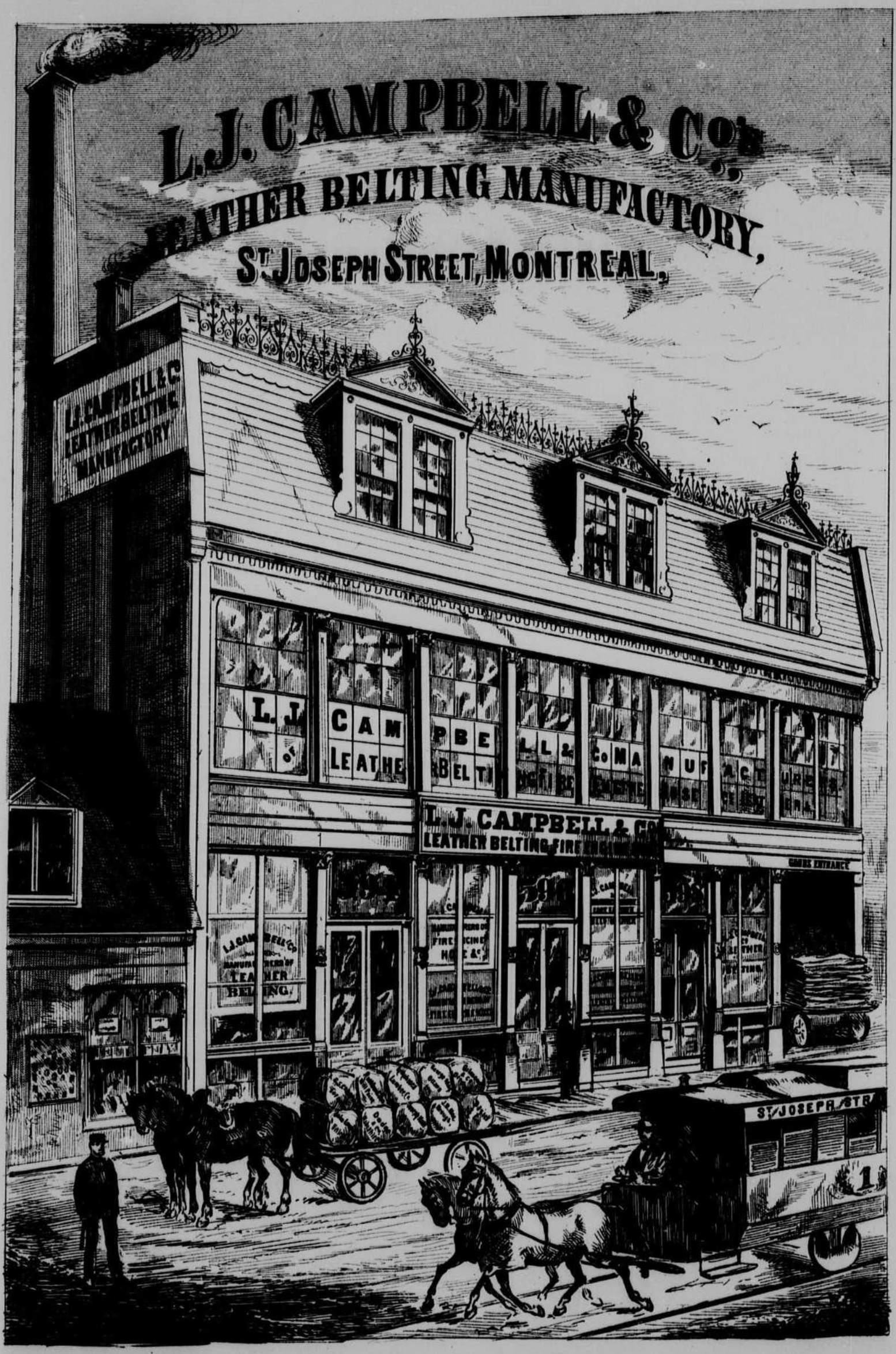
CARRIAGE MAKER.

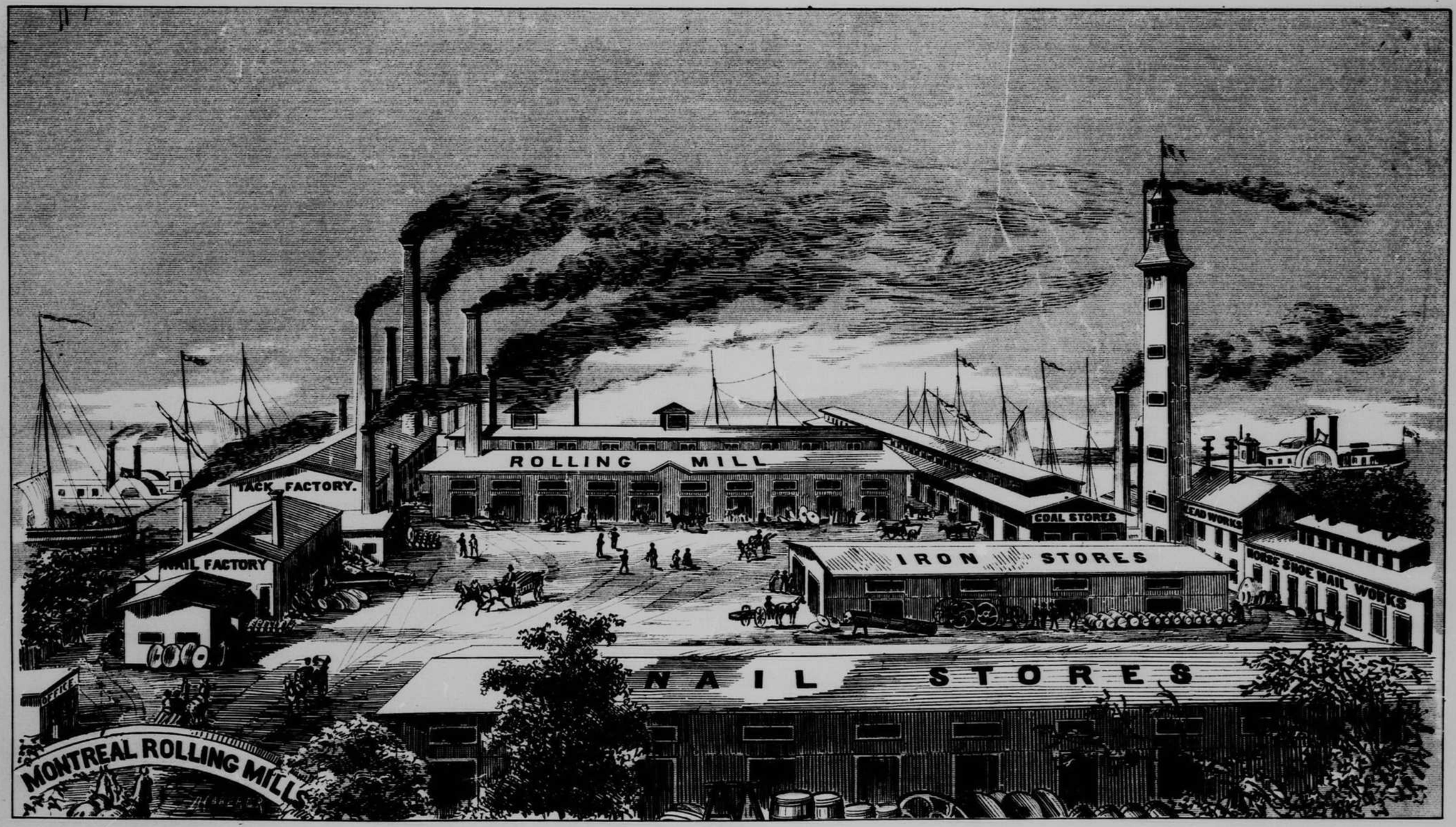
THE DIPLOMA
AWARDED AT
EXHIBITION OF
1870.

Factory and Office : 125, and Show Room : 131 and 133 St. Antoine Street,

MONTREAL.




L.J. CAMPBELL & Co.'s
LEATHER BELTING MANUFACTORY,
St. JOSEPH STREET, MONTREAL.
L.J. CAMPBELL & Co
LEATHER BELTING FIRE
ST. JOSEPH STR

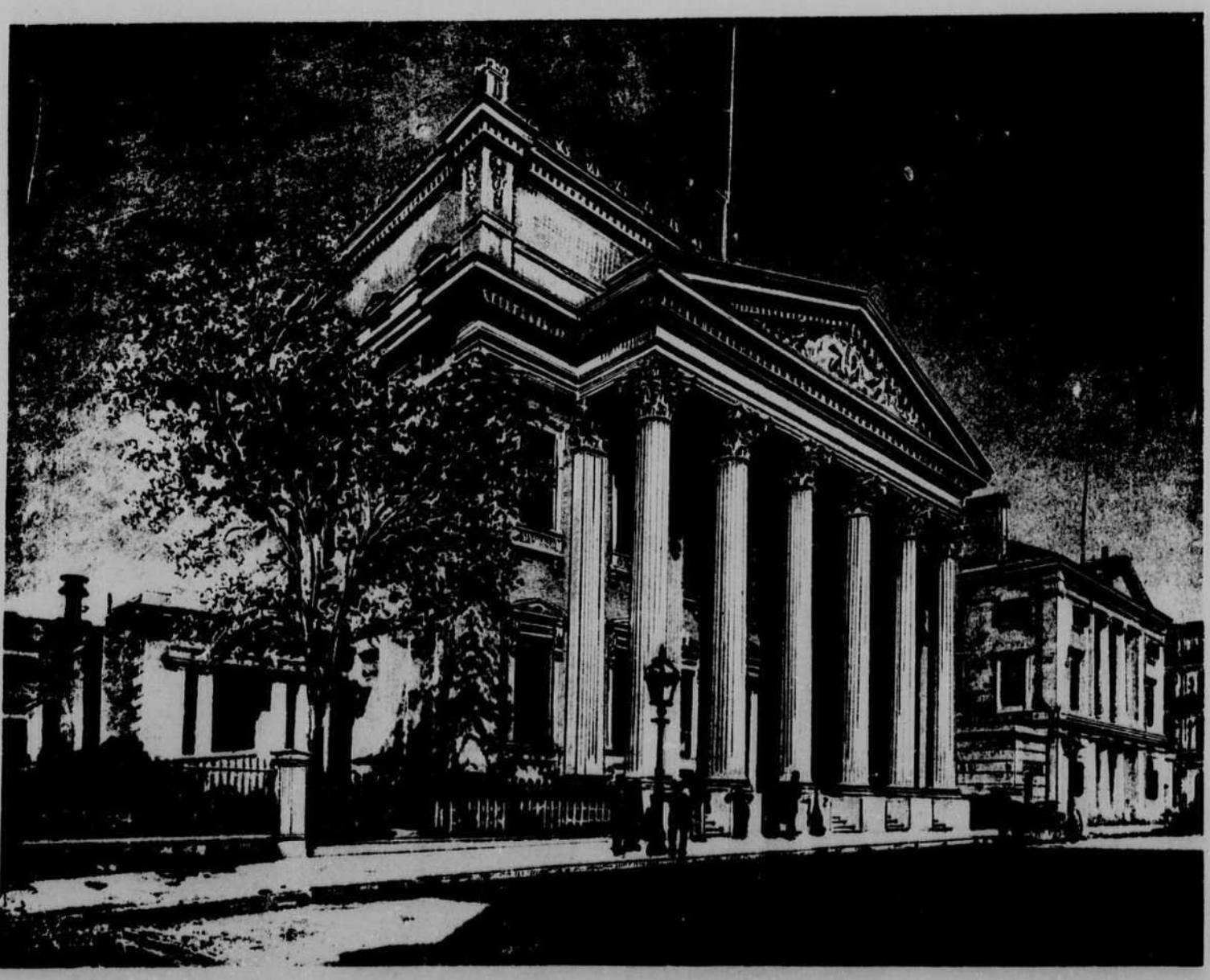


Messrs. MORLAND, WATSON & Co.,

OFFICES : 387 and 409 ST. PAUL STREET, MONTREAL.



MERCHANTS' BANK. JACKSON RAE, Manager.



BANK OF MONTREAL. R. ANGUS, Manager.

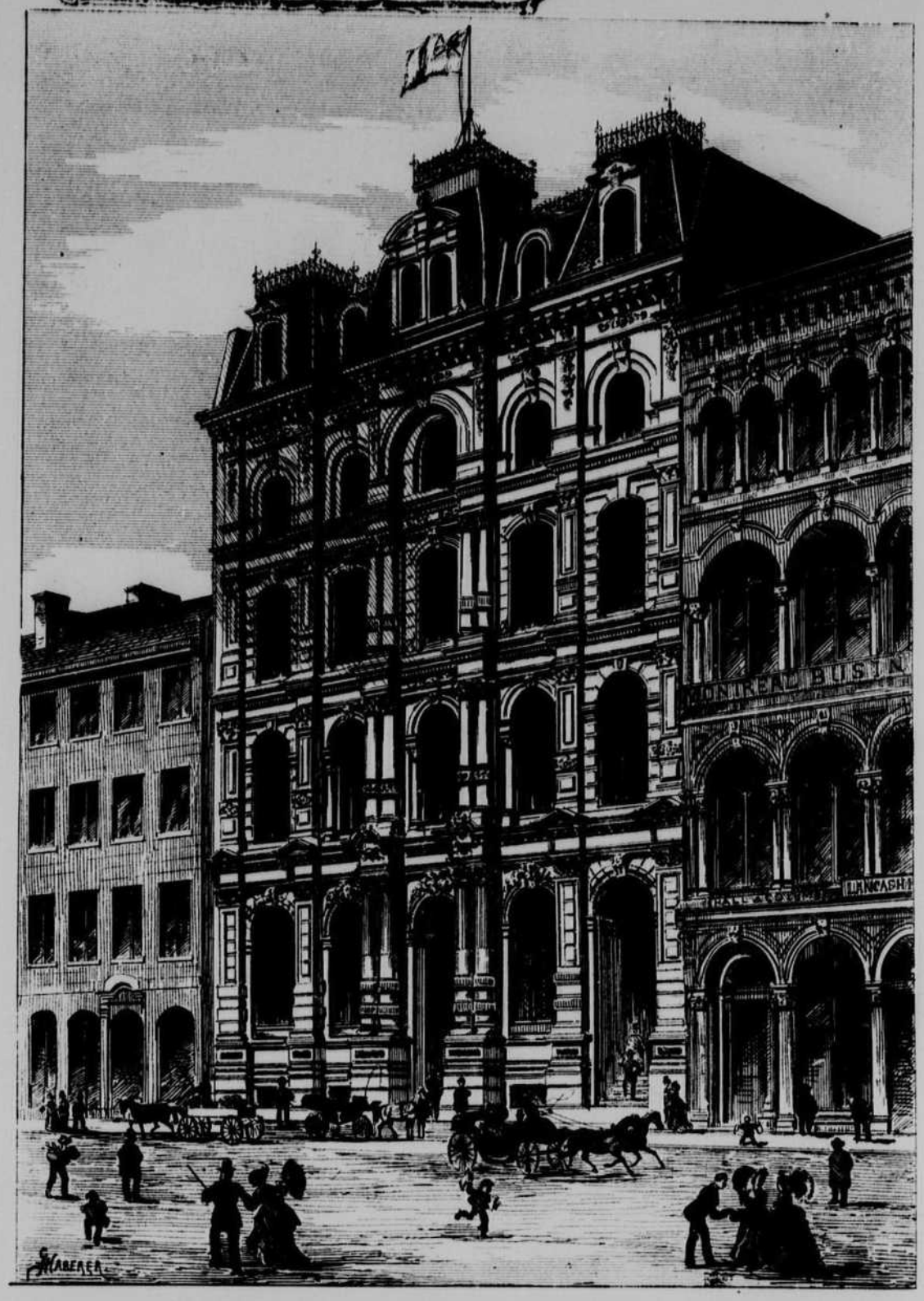
MONTREAL BANKS.

These are institutions which prove both by their dividends and their palatial structures the vitality of Canadian commerce. The Bank of Montreal stands second to none on the continent, and under the energetic guidance of its late Manager, E. H. King, Esq., who is ably succeeded by Mr. R. Angus, has often been the terror of Wall Street.

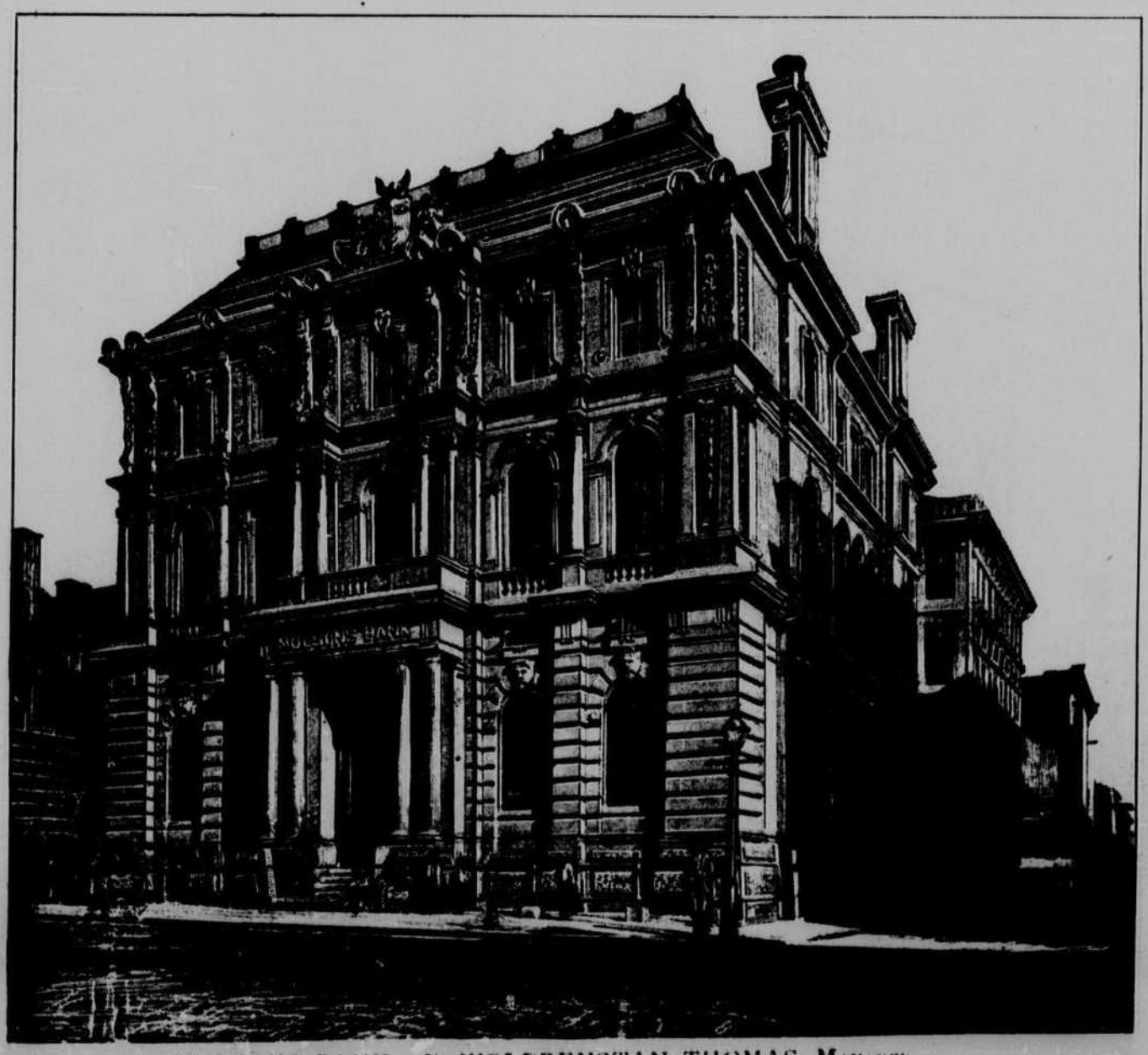
The Merchants' Bank is under the presidency of Sir Hugh Allan, one of our most enterprising capitalists.

The Jacques Cartier Bank has been just ocmpleted in Place d'Armes and is a highly ornate structure.

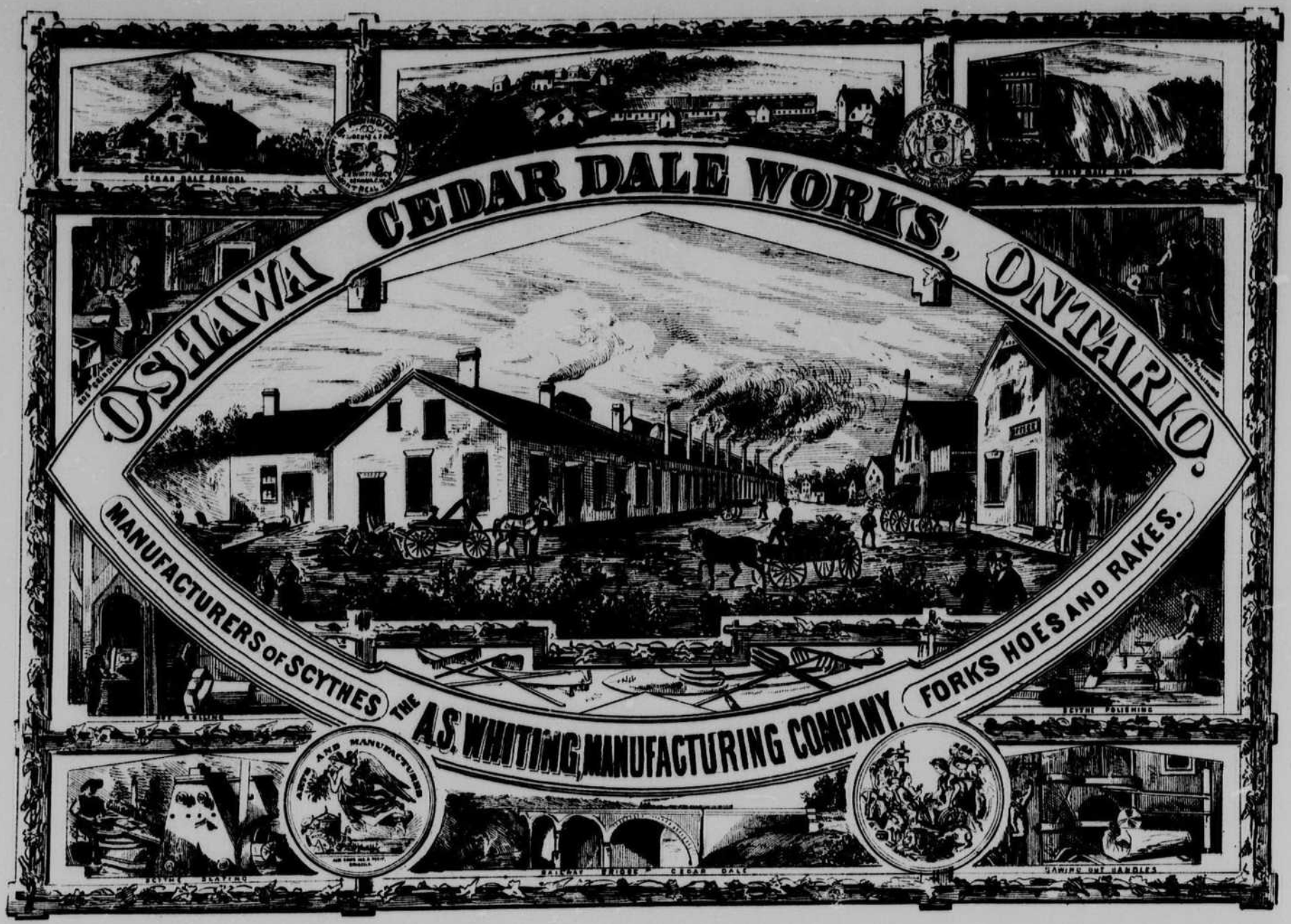
Molsons Bank is a solid record of the success of an enterprising commercial family who have been leading mercantile men for several generations and whose industries embrace Banking, Sugar Refinery, Brewing, Copper Mining and Iron Smelting in Canada.

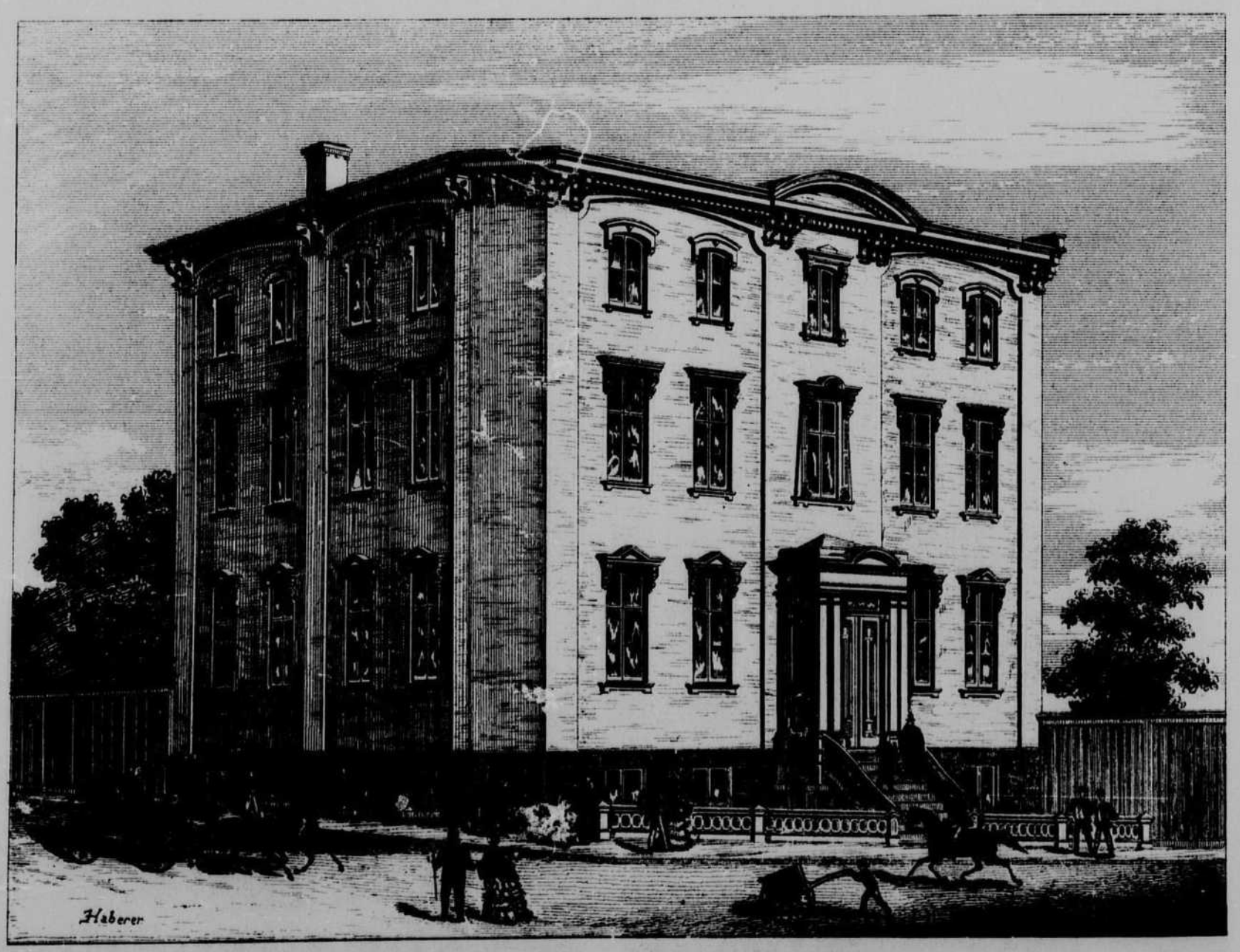


JACQUES CARTIER BANK. H. COTTÉ, MANAGER.



MOLSONS BANK. F. WOLFRENSTAN THOMAS, MANAGER





MEDICAL COLLEGE OF BISHOP'S COLLEGE UNIVERSITY, MONTREAL.

REGISTRAR, DR. F. W. CAMPBELL.

EVANS, LESCHER & EVANS,
LONDON, England.

TRADE  MARK.

EVANS, SONS & CO.,
LIVERPOOL, England.

SAVAGE'S URSINA

OR

REAL BEAR'S GREASE.

PATRONIZED AND APPROVED
BY
HER MOST GRACIOUS MAJESTY
THE QUEEN.

This Preparation has now been in use more than half a Century in Great Britain, the United States and Canada, and has met with universal approval.

SAVAGE'S URSINA or the Pure Grease of the Canada Bear, is prepared and refined by a peculiar process, known only to the Proprietors so as to prevent its becoming rancid by long keeping in any climate.

If there is any Lady or Gentleman who has not used it, we recommend them to buy a bottle, and are sure they will always, in future, use it in preference to any other Hair Dressing.

It will be found superior to all other preparations for Softening, Giving a Brilliant Gloss and Increasing the Growth of the Hair.



AND THE NOBILITY
AND GENTRY
OF
GREAT BRITAIN.

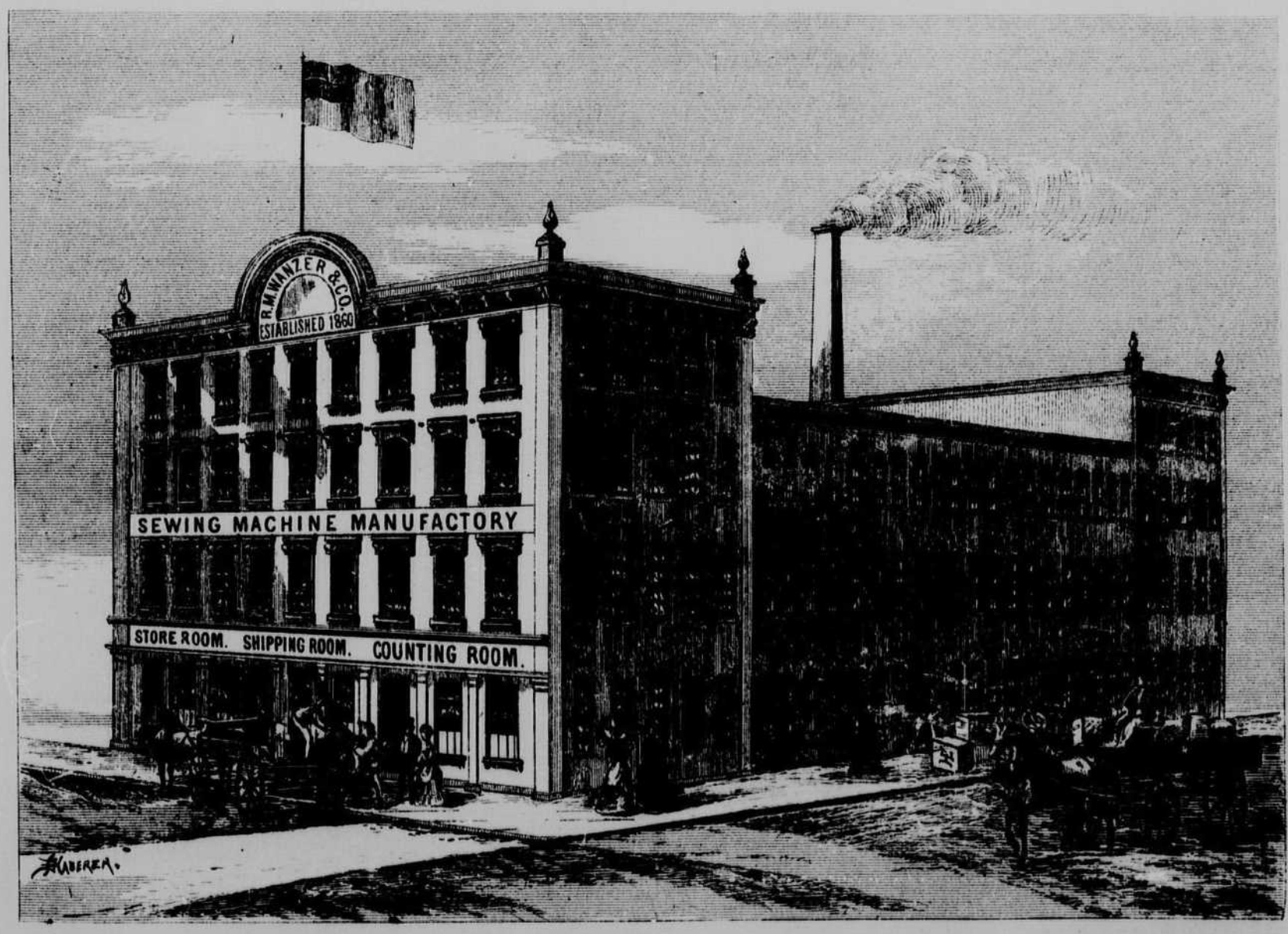
It eradicates Scurf and Dandruff, thus preventing Baldness and the Growth of Grey Hair.

Beware of counterfeits, as the very extensive patronage enjoyed by SAVAGE'S URSINA, has induced unprincipled parties with thievish propensities to imitate it.

Observe the BIRCH BARK LABEL on the Bottle, without which none is Genuine.

Sole Proprietors, EVANS, MERCER & CO., (Successors to Lamplough & Campbell,) Montreal.

Sold by all Druggists, Merchants and Perfumers.

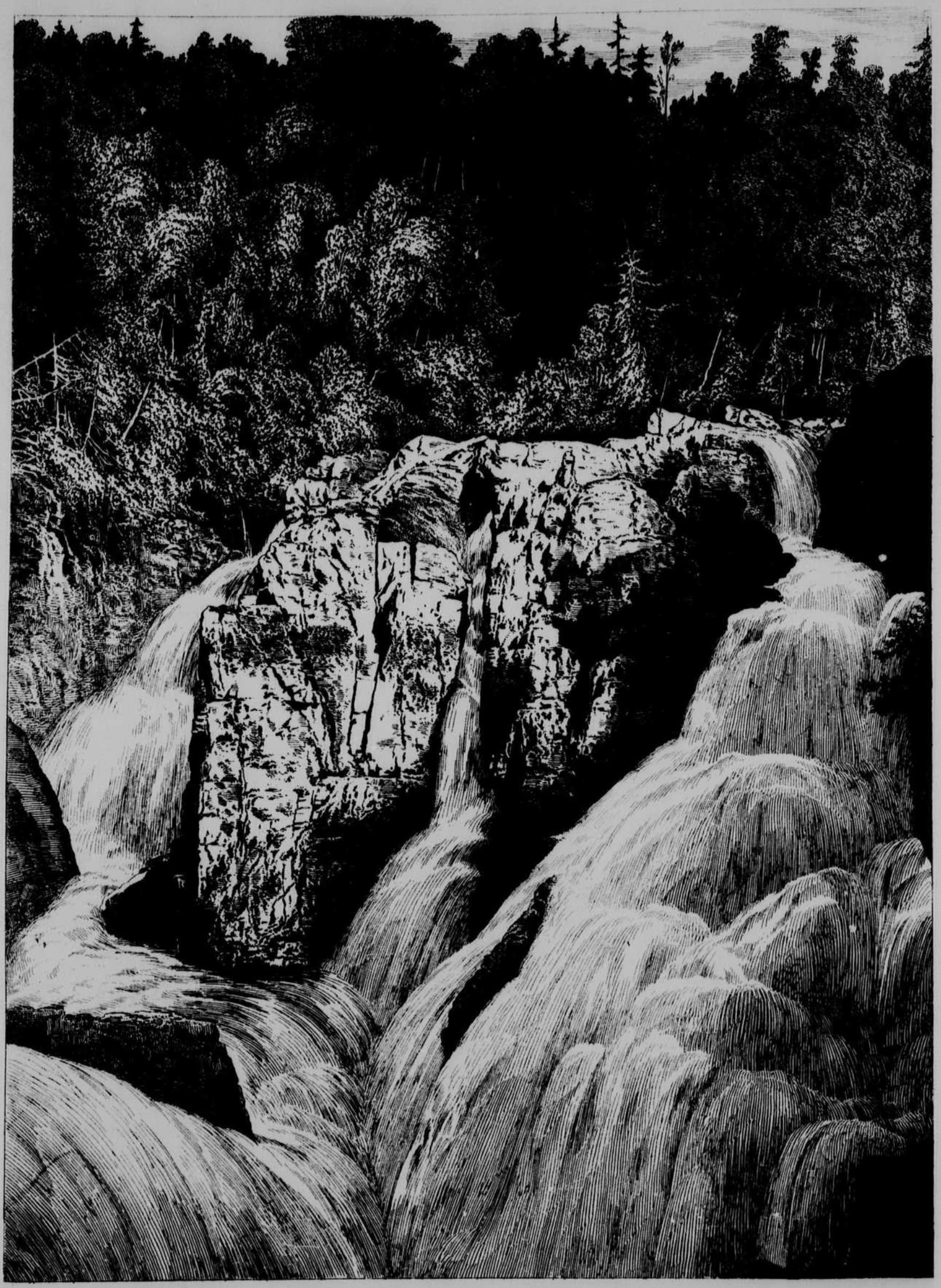


OFFICE OF

R. M. WANZER & CO.,

SEWING MACHINE MANUFACTURERS,

HAMILTON, ONT., CANADA.



FALLS OF ST. ANNE, MONTMORENCY, P. Q.

MUIR'S BUILDINGS.

(Page 61.)

E. MUIR, Pharmaceutical Chemist.

H. GRANT, Watchmaker, Etc.

LANCASHIRE INSURANCE Co.

HALL & CO., Lumber Merchants.

BRYANT, STRATTON & TASKER'S Business College.

TOUPIN'S BLOCK.

(PAGE 87.)

RICHMOND SPENCER, Druggist.

H. S. EVANS & Co., Boots and Shoes.

ALEX. SPENCE, Manufacturers' Agent.

A. M. DAVIDSON, Commission Agent.

FRANCIS FRAZER, Glassware, &c.

"FINIS."

"WESTWARD HO!"

The commercial enterprise of our Metropolitan City of Montreal is abundantly illustrated in our pages of interior and exterior views of Foundries, Factories, Show-rooms, Banks, Warehouses and Blocks, where industry is rewarded and wealth is accumulated.

It must be obvious to the thoughtful reader that what is most needed in Canada is labour, honest labour, whether skilled or unskilled. The scarcity of this is the one great drawback to our public and private enterprises, and the attempt to supply this demand by listless and indifferent young men, or by broken down clerks, or by threadbare teachers, is a mistake which makes their experience in this country a hard and probably a disappointing one.

An immigrant should be able to put his hand to anything, and yet know some one thing practically and thoroughly. When a young man presents himself for employment, the question generally is "What can you do?" (not How much do you know!) and if the reply is "almost anything," it is generally found that this means "practically nothing."

The class distinctions in trades are less marked in Canada than in the old country, and there is a difficulty in running large industrial establishments arising out of the natural disposition of the best hands to drop off employment, and to commence business on their own account. The feeling of independence naturally grows upon them in this country and they are right, for, as a rule, they succeed and sometimes excel.

BARRON'S BLOCK.

(Page 87.)

ROYAL CANADIAN BANK, W. SACHE, Manager.

NEW YORK LIFE INSURANCE CO., W. BURKE, Manager.

CANADA CENTRAL RAILWAY.

A. B. CHAFFEE, General R.R. Agent.

C. G. JONES, Estate Agent.

C. LEGGE & Co., Civil Engineers and Patent Agents, (See Fol. 67.)



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This is, in great measure, the cause of the late appearance of this annual volume. We have been short-handed in every department, and the demand for work has exceeded our power of execution. We want *printers, lithographers, engravers, photographers, and artists,* and offer a remuneration fully equal (in proportion to the cost of living) to the salaries ruling in the States.

Every year shows increased activity in business, and whilst new towns are springing up with every evidence of vitality and prosperity in the western Province and a new and wide field will be opened up in the West by the construction of the Canadian Pacific Railway, yet the central and more eastern cities enjoy their share of the general prosperity, and advance in population, wealth, buildings, shipping, and general enterprise with the times. With the rest of the world we cry Westward Ho! To the rich vallies of Neepigon. To the solid Wealth and Silver Islets of Lake Superior. To the wide fertile prairies of Manitoba. To the grand canyons, glorious forests and unexplored mountains of British Columbia. To all new comers we say "Welcome stranger. Westward Ho!" And as the golden food and the silver and copper ingots and the gallant timber and the undiscovered wealth, finds its best market Eastward Ho! we are striving to make our eastern ports all that they ought to be to convey the treasures of the West to the toiling millions of the Old World and Home.

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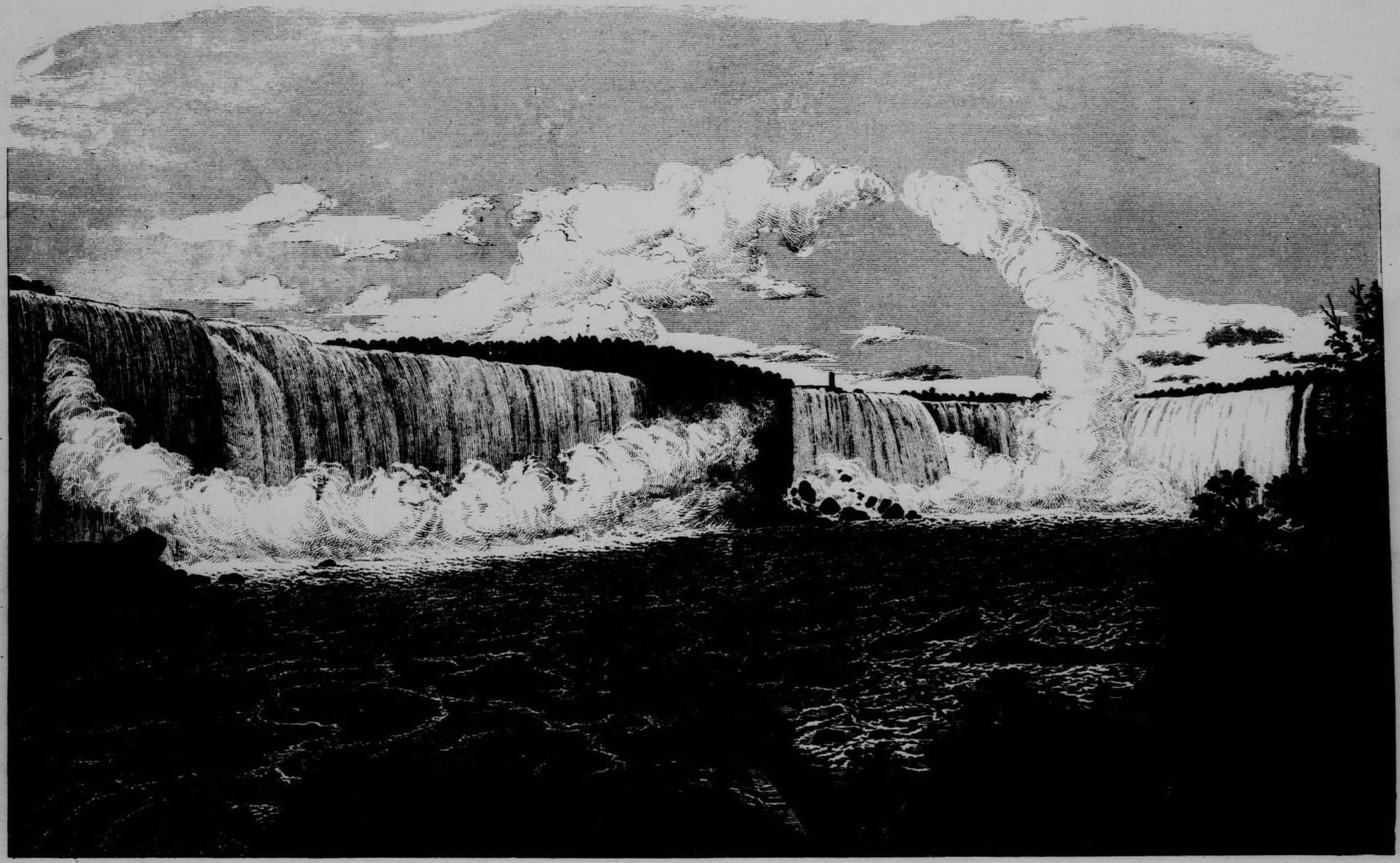
PAINTERS,

GRAINERS, GLAZIERS,

PAPER HANGERS, &c.,

660, CRAIG STREET, 660

MONTREAL.



FALLS OF NIAGARA.

FROM THE CANADIAN SIDE. AFTER A PAINTING BY VOGT.

THE INTERNATIONAL HOTEL, NIAGARA FALLS, N. Y. J. T. FULTON, Jnr., Proprietor.

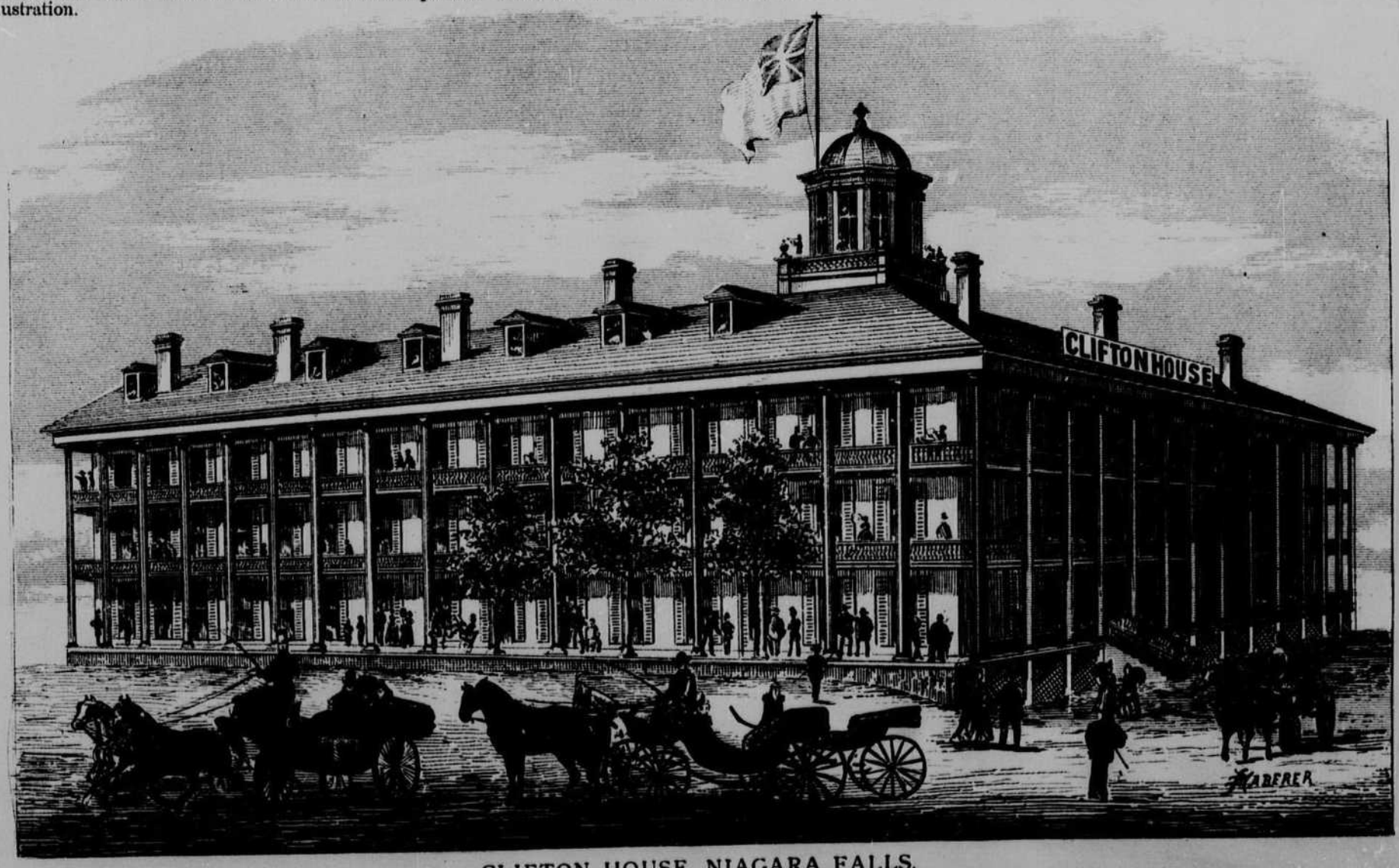
The spirited proprietor of this first-class and admirably conducted Hotel, has recently added a charming cottage ornée, commanding a most lovely view of the river and whirlpools above the falls. The exquisite taste exhibited in the site and the fitting up of this charming and luxurious "Arboretum," commands the admiration of all the visitors who are so fortunate as to be guests at this excellent Hotel.—Ed.



THE FALLS OF NIAGARA.

These stupendous falls, the most wonderful and picturesque in the world, are past description; even the graphic pen of Dickens fails to convey any idea of them although it records the poetic ideas kindled within his mind by their contemplation. Professor Tyndal, the scientist and tourist, describes another class of impressions called vividly forth in his own mind. But Niagara itself has never been described. It inspires the observer with the highest emotions he may be capable of; and "holds the mirror up to nature," but no man can "lay his hand upon its mane."

The thoughtless, the unreflecting, and the unimaginative, are disappointed in Niagara, especially on a brief inspection; but as Dickens well says it *grows day by day* upon the conception and requires the element of time to grasp its colossal grandeur. To a mind capable of appreciating the sublimity of the scene, a week is the minimum of time which should be devoted to its contemplation. An artist should devote to it at least a month. The best view is from the Canadian side as shown in our illustration.



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COLBURN & McOMBER, Niagara Falls, N. Y.

CLASSIFIED BUSINESS DIRECTORY.



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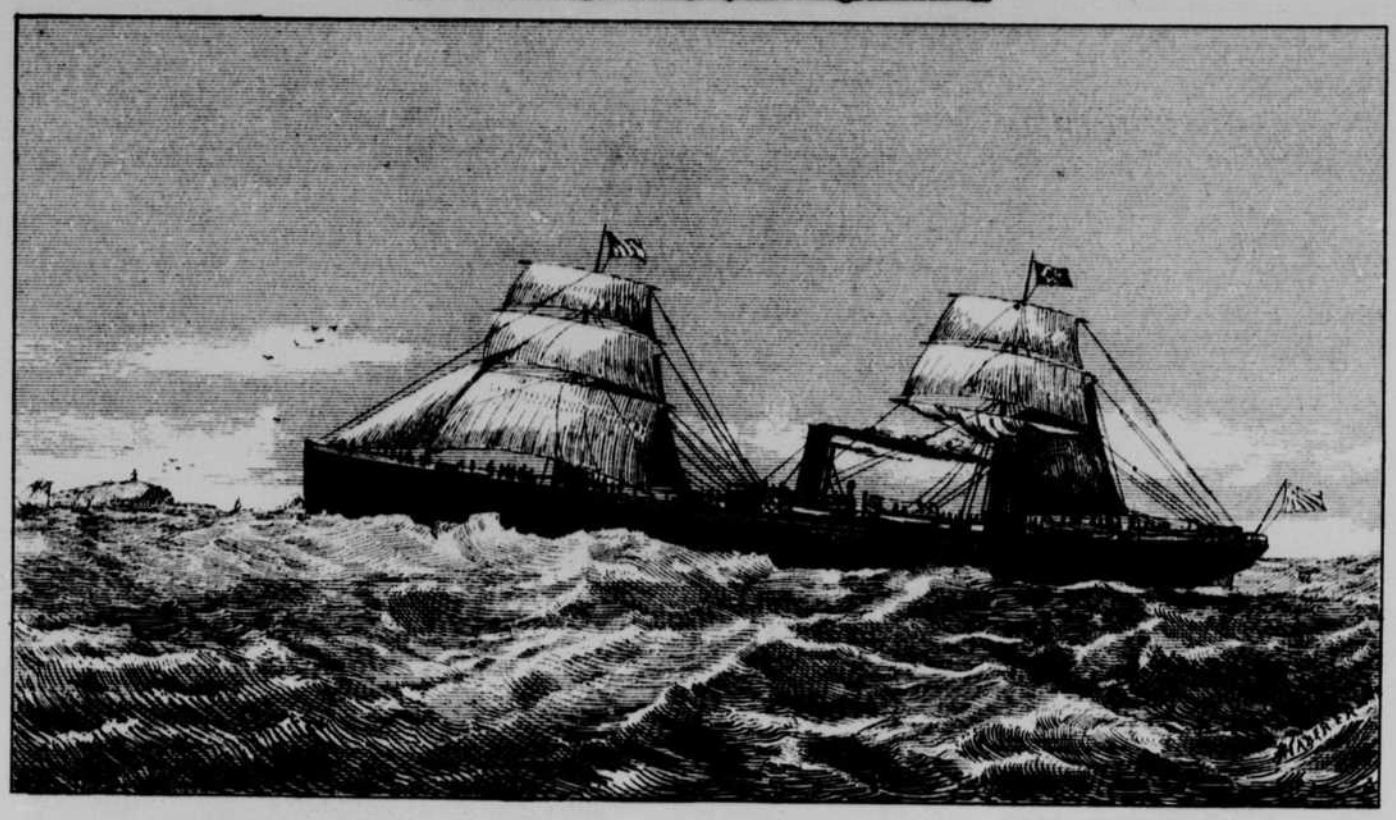
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