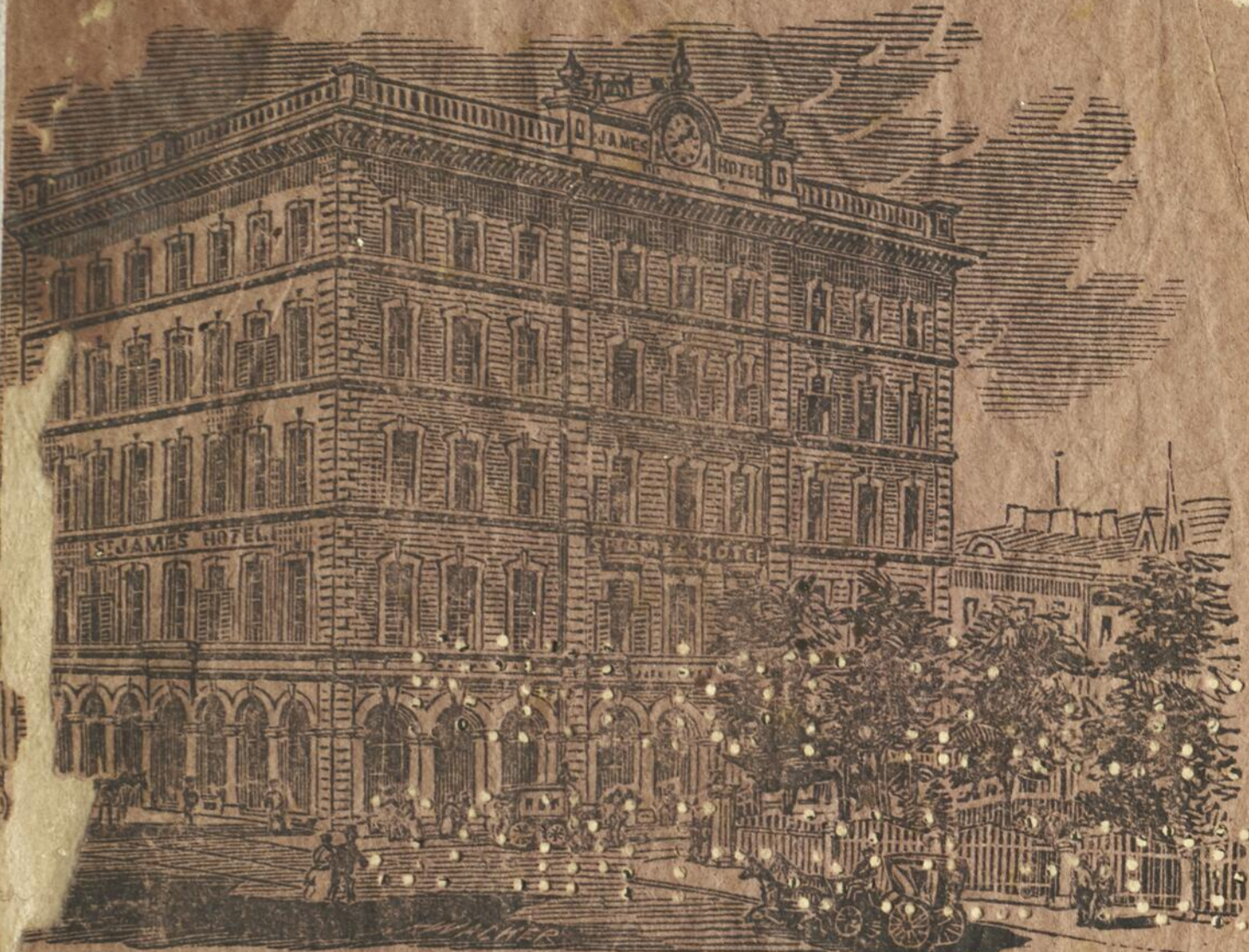


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THE *St. James*
ST. JAMES' HOTEL
TRAVELLER'S GUIDE



FOR
RIVER ST. LAWRENCE, SAGUENAY
 AND THE CITIES OF
Montreal, Quebec and Ottawa

~~~~~  
**MONTREAL**  
 E. SENÉCAL, PRINTER, 6, 8 AND 10 ST. VINCENT ST.  
 1869

# ST. JAMES HOTEL.

P 910-2714  
J 231 B  
REGULATIONS.

1. Guests are required to register their names on their arrival.
2. The charge for Rooms will commence from the time they are engaged until they are given up, and in no case will any deduction be made.
3. Guests without baggage are requested to pay their bills in advance.
4. ALL BILLS ARE PAYABLE WEEKLY, and prompt payment expected.
5. All damage to furniture, other than wear and tear, will be charged to the occupants of the room.
6. Children will not be allowed in the Parlor unless accompanied by their Parents.
7. All Meals or Lunches furnished in Rooms will be charged extra, in all cases.
8. No Baggage will be permitted to be brought from the Rooms until the bills are settled.
9. Children occupying seat at the First Table, will be charged Full Price.
10. Guests desiring servants for out-door messages must apply at the Office.
11. For Gas burned after 12 o'clock at night, an extra charge will be made.
12. No Washing or Ironing will be permitted in the Rooms. Those wishing Washing done will apply at the Office.
13. Occupants of Rooms are requested to LOCK THEIR DOOR on retiring, and also in going out, and leave the Keys at the office.
14. Persons taking a Dog in a Room will make themselves responsible for damage.
15. Taking lessons and playing exercises on the Piano in the public parlor is not allowed.
16. Newspaper files in Office, are not to be taken to guests' Rooms.
17. Noise by Children will not be permitted in the halls.
18. Fire will be charged extra.
19. Carriages can be had at short notice, by making application at the Office.
20. No Rooms given without Meals, and no Meals sent out of the house.
21. Any negligence or insolence on the part of the Servants should be promptly reported at the Office.
22. The Proprietor will not be responsible for Money or other Valuable unless deposited in the Safe kept for that purpose in the Office.

Board per day, Gold.....\$2.50  
" " " American Money..... 3:50

THE  
**TRAVELLER'S GUIDE.**

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**ST. JAMES' HOTEL**  
**MONTREAL**

D. C. BURNETT . . . . . Proprietor

*Late of Burnett House, Kingston, Ontario, and  
Woodruff House, W<sup>h</sup>ertown, N. Y.*

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This first Class Hotel one of the largest in the city is situated on the corner of St. James Street and Victoria square, the location is the most desirable of any in Montreal being opposite the Park and Fountain it also has three fronts one on Great St. James Street, one on the Square and the other over looking Beaver Hall Hill and the Mountain, parties visiting this city on business or for pleasure, will find it convenient to all places of business, amusements and the many places of interest mentioned in the Guide. The Hotel was first opened in December last and was newly and thoroughly furnished and I have no hesitation in saying that in its appointments throughout is second to none in the

72165

Provinces, porters and omnibusses always in attendance at the Rail Road Depot and steamboat Landings.

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HOURS OF MEALS :

|           |      |      |    |      |               |
|-----------|------|------|----|------|---------------|
| Breakfast | from | 7.30 | to | 10   | A. M.         |
| Lunch     | "    | 1    | "  | 2    | P. M.         |
| Dinner    | "    | 5    | "  | 6.30 | o'clock P. M. |
| Tea       | "    | 7    | "  | 10   | " "           |

Dinner will be provided at one o'clock for parties leaving by afternoon trains by giving notice at the office.

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**RAPIDS OF THE St. LAWRENCE,**

AND PLACES OF INTEREST, WITH DISTANCES FROM  
OGDENBURGH TO MONTREAL.

The Galop rapids, six miles below Prescott, are easily passed by steamboats although they prevent the navigation of the St. Lawrence by sailing vessels.

Iriquois, eight miles further is a steamboat landing on the Canada side of the river.

Waddington, on the American shore eighteen miles below Ogdensburg, lies opposite Ogden's Island. Which is passed to the right.

Here commences, Rapid du Plat, and extends about two and a half miles.

Morrisburg, seven miles below Matilda, is a regular steamboat landing.

Louisville landing, twenty-eight miles below Ogdensburgh is where passengers leave for Massena Springs, six miles distant by stage—a great resort for invalids during the warm weather.

The Long Sault Rapid, extending from Dickinson's Landing, forty miles below Prescott, to Cornwall on the Canada side, is one of the longest and most important rapids of the St. Lawrence.

The Cornwall Canal commences about ninety miles above Montreal. It extends to Cornwall eleven and a half miles, overcoming forty-eight feet descent in the St. Lawrence.

Cornwall, one hundred and twenty miles from Kingston, and eighty miles above Montreal, situated near the foot of the Cornwall or St. Lawrence Canal. This is a regular steamboat landing for American and British steamers.

Lake St. Francis is a magnificent expansion of the St. Lawrence above Coteau du Lac, extending thirty-six miles. It is studded with picturesque Islands. The Indian village of St.

Regis and an Island owned by the natives. lie near its Upper termination.

At Coteau du Lac, 50 miles (by water) above Montreal, commences a rapid of the same name extending about two miles.

Seven miles below this commences the Cedar Rapid, which extends about three miles. Then comes the Coteau, Cedar, Split Rock and Cascade Rapids, which terminate at the Head of Lake St. Louis, where the dark waters of the Ottawa by one of its mouths, join the St. Lawrence. These rapids in eleven miles have a descent of  $82\frac{1}{2}$  feet.

Beauharnois is at the foot of the Cascade Rapids at the termination of the Beauharnois Canal, twelve miles in length.

Caughnawaga, opposite Lachine, is an Indian village numbering several hundred inhabitants.

Lachine, eight miles by land (double that distance by water,) above Montreal, situated on Lake St. Louis, where enter the black waters of the Ottawa River, St. Lawrence presenting a greenish hue.

The Lachine Rapids, a few miles above Montreal are the last rapids of importance that occur on the St. Lawrence. They are now considered the most dangerous and difficult of navigation. They are obviated by

the Lachine canal,  $8\frac{1}{2}$  miles in length, overcoming a descent of  $44\frac{1}{2}$  feet.

And now the traveller comes to the last wonder of the present age, namely, the Victoria Bridge, spanning the noble St. Lawrence River, two miles long, the longest and largest Bridge in the world, after which the delighted traveller comes in full view of the city of Montreal, the most prominent object being the two towers of the church of Notre Dame.

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### CITY OF MONTREAL.

The City of Montreal is the largest and most populous city in British North America. It was founded by M. de Maisonneuve, in 1642, on the site of an Indian village named Hochelaga, and dedicated to the Virgin Mary as its patroness and its protector, and for a long period bore the name of *Ville Marie*. It is laid in the form of a parallelogram, and contains some two hundred streets, with a population of over 130,000.

The traveller, in approaching the city from the river, is struck with the peculiar beauty of the large cut stone buildings which front the majestic river St. Lawrence on whose banks they are reared, resembling in their

solid masonry and elegance the buildings of European cities.

The Island of Montreal is, in fact, most properly regarded as the garden of Canada. The city being at the head of ship navigation her local advantages are unsurpassed.

#### PLACES OF INTEREST.

Among the many substantial and elegant edifices in the city of recent completion, may be mentioned.

The New Court House, on Notre Dame street, and directly opposite to Nelson's Monument, is of elegant cut stone in the Grecian Ionic style. The ground plan is 300 by 125 ft.; height 76 ft.

The Post office on Great St. James street, is a beautiful cut stone building.

The Merchants' Exchange, situated on St. Sacrament street.

The Mechanics' Institute, a very fine building situated on Great St. James street of cut stone, three stories high, built in the Italian style. The Lecture Room is tastefully finished.

The Mercantile Library Association, Bonaventure street.

The Bank of Montreal, Place d'Armes, St. James St., opposite the Cathedral, an elegant cut stone building of the Corinthian order.

The City Bank, next to the above, in the Grecian style of cut stone, and worthy of note.

The bank of British North America, Great St. James street, next to the Post-Office, is a handsome building of cut stone, and built in the composite style of architecture.

Molson's Bank, Great St. James street, is a handsome structure, built of Ohio sandstone. *The finest in the City.*

The Bonsecours Market on St. Paul and Water streets, is a magnificent edifice in the Grecian and Doric style : cost about \$300,000 ; has a front of three stories on Water street, and two stories on St. Paul. The Upper part of the building is occupied by the various officers of the city. The City Council Room is fitted up in the most elegant style. In the east wing of the building is a large Hall or Concert Room.

The McGill College.—This is an institution of very high repute. It was founded by the Hon. James McGill, who bequeathed a valuable estate and £10,000 for its endowment. The buildings for the faculty of Arts, are delightfully situated at the base of the mountain, and commands an extensive view.

The Museum of the Natural History Society of Montreal is situated on University Avenue, corner Cathcart street.

The New City Water Works—These works tap the St. Lawrence at the Lachine Rapids, some six miles above the city, they cost the city when completed \$1,000,000. The two receiving reservoirs for supplying the city are about 200 feet above the level of the river, and hold twenty millions of gallons.

The Jail.—This is a substantial stone building surrounded by a high wall and is worthy of a visit.

The General Hospital, on Dorchester street, is a fine cut stone building, and is one of the many prominent institutions of the city.

The Protestant Orphan Asylum, situated in Catherine street, is a well conducted charity, sustained by the benevolence of private individuals.

The Ladies' Benevolent Institution, for the relief of widows and half orphans, is a large three storey building, in Berthelet street. It is managed solely by a committee of ladies.

The Theatre Royal, Cote street, is a fine brick building and capable of accomodating about 1500 persons.

The Albert buildings the finest in the city opposite St. James Hotel and Victoria Square.

St. Patrick's Hall, Victoria Square, erected by the Irish citizens of Montreal.

Villa Maria Convent School, on the east

side of the Mountain, formerly Monkland, it being the residence of Lord Monk during his Governorship of Canada, will worth a visit.

St. Mary's Convent is situated on the Banks of the St. Lawrence at Hochelaga, about four miles below the City. The dive is delightful, the situation one of the most beautiful in the vicinity; there are now over two hundred Pupils in attendance there.

The wharves of the city are unsurpassed by any on the American Continent. They are built of wood and meeting with the locks and cut stone wharves of the Lachine Canal, they present for several miles a display of continuous wharfage which has few parallels. Unlike the levees of the Ohio and Mississippi, no unsightly warehouses disfigure the river side. A broad terrace faced with grey limestone the parapets of which are surmounted with a substantial iron railing, divides the city from the river throughout its whole extent.

The remaining public buildings worthy of notice are, the Old Government House, Notre Dame street, now occupied as the Normal School; the Barracks; the Custom House, St. Paul street; the Bon Pasteur Nunnery Hotel Dieu Hospital, Sherbrooke St.; Church of the Gesu, Bleury street.

Mount Royal Cemetery is situated on the east side of the mountain, about two miles from the city. Judgement and taste have been displayed in the selection and management of the grounds: it is much visited by strangers.

The Champ de Mars.—This is a favourite promenade for citizens and strangers, being the general parade and review ground of the military, and is frequently enlivened during the summer evenings by music from the fine bands of the regiments.

Viger Square, near the Champ de Mars, is beautifully laid out into a Garden, with conservatory, fountains, &c.

Place d'Armes, is a handsome Square between Notre Dame and Great St. James streets, opposite the French Cathedral. It is surrounded by a neat iron railing, and tastefully laid out and planted with shade trees; in the centre of the Square is a fountain.

The Victoria Bridge.—The cost of this gigantic structure was originally estimated at £1,450,000, but this sum has since been reduced and the present calculation of its cost is about £1,250,000. In its 250,000 tons of stone, and 7500 tons of iron have been used. The iron superstructure is supported by 24 piers and 2 abutments. The centre span being 330 feet; there are 12 spans each side of the centre

242 feet each. The length of the abutments is 242 feet each. The extreme length, including abutments is 7000 feet. The height above summer water level in the centre opening is 60 feet, descending to either end at the rate of 1 in 130. The contents of the masonry is 3,000,000 of cubic feet. The weight of iron in the tubes is 8000 tons. The following are the dimensions of tubes through which the trains pass in the middle span, viz: 22 feet high, 16 feet wide; at the extreme ends, 19 feet high and 16 wide. The total length from river bank to river bank is 10,284 feet, or about 50 yards less than two English miles.

The Lachine Canal is among the public works particularly worthy of note and of which the city may well feel proud. The head of water on this Canal has been rendered available for the creation of water power, which has been applied most successfully to the movements of very extensive machinery over a large extent of ground. Among the works here are foundries, engine and boiler works, ship yard and marine works, saw mills, sash, blind and door factories, flour mills, cotton mills, edge tool factories, &c., &c.

As a place of beauty and pleasure, the ride from the City around Mount Royal will attract the traveller at all times. The distance is nine miles, commanding one of the finest views of beautiful landscape to be

found in North America; and in returning entering the city a view of the St. Lawrence and of Montreal, both comprehensive and extended, that well repays time and expense.

Next to the drive around the mountain is that on the Lachine road, leading to the village of that name, nine miles from the city. The road is directly along the banks of the river, presenting scenery of unsurpassed beauty and grandeur. It is a lovely drive. If the proper hour is selected, a view may be had of the descent of the steamer over the rapids.

Another favorite drive in the immediate vicinity is to Longue Pointe, being in opposite direction from the last and down along the banks of the river.

It would be useless to undertake an enumeration of all the places of interest in and about Montreal, for we believe that there are but few places on the American Continent where can be found so much of interest to the traveller, whether in pursuit of health or pleasure, as in this city.

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### RAILROAD AND STEAMBOAT OFFICES.

Grand Trunk Railway Offices, for Quebec, Portland, Toronto, at Bonaventure Station

Depot—Bonaventure Street.

Upper Canada Line of Steamers—73 Gt. St. James St.

Ottawa City Steamboat Office—Mercantile Library Building, Bonaventure Street. Passengers go via Lachine Railroad, Bonaventure Depot.

Quebec Steamboat Office, 29 Commissioners Street.

☞ All Stages and Omnibusses to and from the Cars and Steamers, call at the St. James Hotel.

☞ Parties of Pleasure or on business who desire carriages will be accommodated by leaving their orders at the office.

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### CURRENCY.

Canada £ \$4; Canada Shilling, 20 cents; Canada Sixpence, 10 cts.; British Sixpence, 12½ cts.; British Shilling, 25 cents.

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### FARE PER HOUR.

Coaches of Four Wheeled Cabs, or corresponding winter vehicles, drawn by two horses, for the first hour \$1. For each subsequent hour 75 cents, and *pro rata* for intermediate quarters of an hour.

Cabs two of four wheeled or corresponding winter vehicles, drawn by one horse. For one or two persons, for the first hour 50 cents, and for each subsequent hour 40 cts. For 3 or 4 persons, for the first hour 75 cts. each subsequent hour 50 cts., and *pro rata* for intermediate quarters of an hour.

Usual charges for two horse carriages to go around the Mountain distance 9 miles, \$4 for 1 or 4 persons.

For Cab, \$1.50 for 2 or 3 persons; for 4 persons, \$2.

**CITY OF QUEBEC.**

Quebec by its historic fame and its unequalled Scenery, is no ordinary or commonplace city, for though like other large communities it carries on trade, commerce, and manufactures; cultivates arts, science and literature; abounds in charities, and professes special regard to the amenities of social life, it claims particular attention as being a strikingly unique old place, the stronghold of Canada, and, in fact the key of the Province. Viewed from any one of its approaches, it impresses the stranger with the conviction of strength and permanency. The reader of American history on entering its gates, or wandering over its squares, ramparts and battle-fields, put himself at once in communion with the illustrious dead. The achievements of daring mariners, the labours of self-sacrificing missionaries of the cross, and the conflicts of military heroes, who bled and died in the assault and defence of its walls, are here re-read with ten-fold interest. Then the lover of nature in her grandest and most rugged, as in her gentle and most smiling forms, will find in and around it an affluence of sublime and beautiful objects. The man of science too may be equally gratified, for here the great forces of nature and her secret alchemy may be studied with advantage. Quebec can never be a tame or insi-

pid place, and with moderate opportunities for advancement, it must become one of the greatest cities of the new world in respect of learning, arts, commerce and manufactures.

The city of Quebec was founded by SAMUEL CHAMPLAIN, 1608. In 1622 the population was reduced to fifty souls.

In June, 1759, the English army under Gen. WOLFE landed upon the Island of Orleans. On the 12th September took place the celebrated battle of the Plains of Abraham, which resulted in the death of Wolfe, and the defeat of the French army. A force of 5,000 English troops under Gen. Murray were left to garrison the fort.

The city is very interesting to a stranger, it is the only walled city in Canada.

Cape Diamond upon which the citadel stands is three hundred and forty-five feet in height, and derives its name from the quantity of cristal mixed with the granite below its surface. The fortress includes the whole space on the cape.

Above the spot where General Montgomery was killed is now the inclined plane, running to the top of the bank; it is five hundred feet long, and is used by the Government to convey stores and other articles of great weight to the fortress. Strangers are allowed to enter this fortress by procuring tickets from the proper authorities.

A ride to the plains of Abraham is one of the most interesting visits about this celebrated city; a rock is there pointed out as the spot where General Wolfe expired. There are four martello towers, forty feet in height, standing upon the plain, about half a mile in advance of the other fortifications.

Seven miles below Quebec is the fall of Montmorency. The road is very pleasant, passing through the French village of Beauport. Those who expect to see a second Niagara will be very much disappointed. The stream descends in silvery threads, over a precipice two hundred and forty feet in height and in connection with the surrounding scenery is, extremely picturesque and beautiful, but inspire none of the awe felt at Niagara.

The French Catholic Church is a spacious stone building, and the interior is decorated with some fine paintings. Since the destruction of the convent at Charlestown, Mass., Americans are not allowed entrance to the Ursuline Convent. It is the more to be regretted from the fact that the grave of Montcalm is in their chapel.

Castle St. Louis, probably the first public building in Quebec, the corner stone of which was laid by Champlain on the 6th of May, 1624, was destroyed by fire on the 23rd of January, 1834. By the orders of Lord Durham, the site of the castle was cleared of the

ruins that covered it, levelled and covered with wood and an iron railing placed on the edge of the precipice, making a very delightful promenade. The view from it commands the lower town, the St. Lawrence as far down as the Island of Orleans, the harbor with its ships, and Point Levi on the opposite side of the river.

Point Levi, on the other side of the River opposite Quebec, will interest the stranger very much. Immense and stupendous fortifications being now in progress of construction.

## RIVER SAGUENAY.

To the pleasure seeker, or to the man of science, there can be nothing more refreshing and delightful, nothing affording more food for reflection or scientific observation than a trip to that most wonderful of rivers the Saguenay.

On the way thither, the scenery of the Lower St. Lawrence is extraordinary picturesque; a broad expanse of water interspersed with rugged solitary islets, highly cultivated islands, and islands covered with trees to the waters edge, hemmed in by lofty and precipitous mountains on the one side, and by a continuous street of houses, relieved by beautifully situated villages, the spires of whose tin covered churches glitter in the sunshine, affords a prospect so enchanting, that were nothing else to be seen, the tourist would be well repaid; but when in addition to all this, the tourist suddenly passes from a landscape unsurpassed for beauty into a region of primitive grandeur, where art has done nothing and nature everything, when at a single bound civilization is left behind and nature stares him in the face, in naked majesty; when he sees Alps on Alps arise; when he floats over unfathomable depths, through a mountain gorge, the sublime entirely overwhelms the sense of sight and fascinates the imagination.

The change produced upon the thinking part of man in passing from the broad St. Lawrence into the seemingly narrow and awfully deep Saguenay, whose waters lave the sides of the towering mountains, which almost shut out the very light of heaven, is such as no pen can paint nor tongue describe.

It is a river which one should see if only to know, what dreadful aspects nature can assume in her wild moods, compared to it the Dead sea is blooming, and the wildest ravines look cosy and smiling, it is wild and grand apparently in spite of itself.

On either side rise cliffs varying in perpendicular height from 1,200 to 1,600 feet, and this is the character of the river Saguenay, from its mouth to its source.

Ha-Ha Bay, which is 60 miles from its mouth, affords the first landing and anchorage, the name of this Bay is said to arise from the circumstances of early navigators, in sailing vessels proceeding up a river of this kind for 60 miles, with eternal sameness of feature, stern and high rocks on which they could not land and no bottom for their anchors, at last broke out into laughing, Ha-Ha, when they found landing and anchorage.

This wonderful river seems one huge mountain rent asunder, there can be little doubt at some remote age by some great convulsion of nature.

The reader who goes to see it, and all ought to do so, who can, for it is one of the great natural wonders of the continent, can add the poetical filling in of the picture from his own imagination.

This beautiful trip is easy and facile of accomplishment, as new and magnificent boats rivaling in luxuriousness with any on our inland waters, run regularly to Ha-Ha Bay, on board of which the pleasure seeker will experience all that comfort and accomodation which is necessary to the full enjoyment of such a trip.

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## OTTAWA.

The City of Ottawa is situated on the river of the same name nearly 90 miles above the confluence with the St. Lawrence. The Rideau Canal, divides the City into the Upper and Lower towns, and admits of uninterrupted internal communication between Kingston on the lake Ontario and the Ottawa River.

It is well laid out with wide streets, and has been selected by the Queen for the permanent seat of the Canadian Legislature. The scenery in the vicinity is not to be surpassed by any City in America. Besides the Rideau Canal, is connected by the Ottawa and Prescott Railroad which taps the Grand Trunk at Prescott and also a line of steamers run daily up and down the river during the summer months.

The Russell House is situated in Centre Town, in direct juxtaposition with the Sapper's Bridge, the Rideau Canal, Parliament Buildings, Post Office, Custom House, City Hall and News Room. Five, minutes drive takes the Tourist to Suspension Bridge, from which and the adjoining Mills, different views may be obtained of the celebrated Chaudiere Falls, second only to those of Niagara in imposing grandeur.

The Parliament and Departement buildings, Government Timber Slides, Table Rock, Suspension Bridge, &c., are objects well worthy a visit.

## TABLES OF DISTANCES.

NIAGARA FALLS TO BOSTON.—Via Quebec, by Lake Ontario and River St. Lawrence and Grand Trunk Railway.

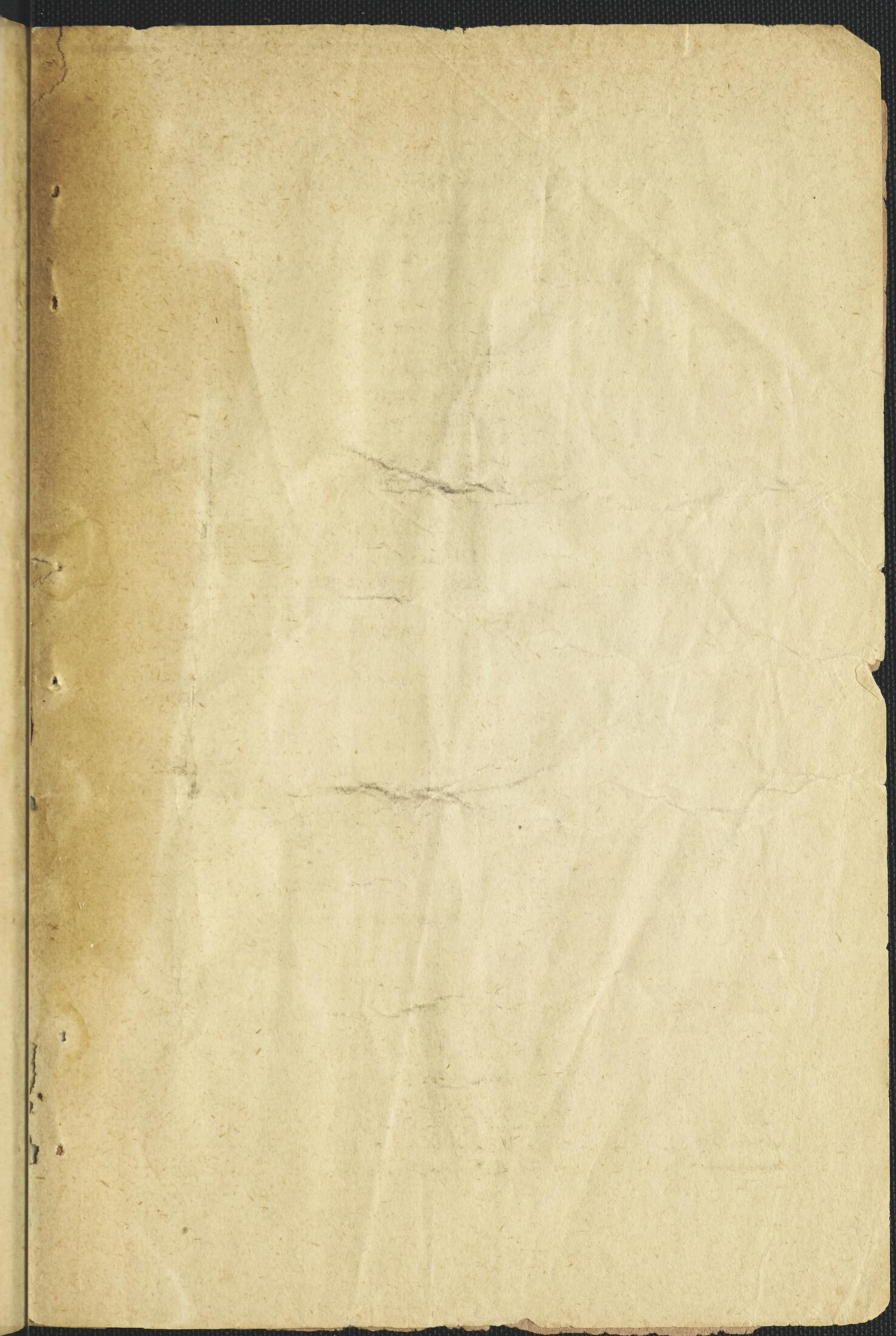
| NIAGARA FALLS TO   | Inter-<br>me-<br>diate | Total. | BOSTON.            | Inter-<br>me-<br>diate. | Total. |
|--------------------|------------------------|--------|--------------------|-------------------------|--------|
| Toronto.....       | 84                     | 84     | Portland.....      | 111                     | 111    |
| Kingston.....      | 160                    | 244    | Gorham, Mt. W....  | 91                      | 202    |
| Brockville.....    | 48                     | 292    | Quebec.....        | 221                     | 423    |
| Prescott and Og... | 12                     | 301    | Richmond.....      | 96                      | 519    |
| Montreal.....      | 112                    | 416    | Montreal.....      | 72                      | 591    |
| Richmond.....      | 72                     | 488    | Prescott and Ogd.. | 112                     | 703    |
| Quebec.....        | 96                     | 584    | Brockville.....    | 12                      | 715    |
| Gorham, Mt. W....  | 221                    | 805    | Kingston.....      | 48                      | 763    |
| Portland.....      | 91                     | 896    | Toronto.....       | 160                     | 923    |
| Boston.....        | 111                    | 1007   | Niagara Falls..... | 84                      | 1007   |

NIAGARA FALLS TO MONTREAL AND QUEBEC.—  
Via Lake Ontario and River St. Lawrence.

| NIAGARA FALLS TO | Inter-<br>me-<br>diate. | Total. | QUEBEC TO          | Inter-<br>me-<br>diate. | Total. |
|------------------|-------------------------|--------|--------------------|-------------------------|--------|
| Toronto.....     | 84                      | 84     | Montreal.....      | 180                     | 180    |
| Kingston.....    | 160                     | 244    | Prescott.....      | 140                     | 320    |
| Prescott.....    | 70                      | 314    | Kingston.....      | 70                      | 390    |
| Montreal.....    | 140                     | 454    | Toronto..          | 160                     | 550    |
| Quebec.....      | 180                     | 634    | Niagara Falls..... | 84                      | 634    |

NIAGARA FALLS TO SARATOGA SPRINGS.—Via Lake Ontario and River St. Lawrence, Northern Railroads and Lake Champlain.

| NIAGARA FALLS TO   | Inter-<br>me-<br>diate. | Total. | SARATOGA TO        | Inter-<br>me-<br>diate | Total. |
|--------------------|-------------------------|--------|--------------------|------------------------|--------|
| Lewiston.....      | 6                       | 6      | Sandy Hill.....    | 10                     | 10     |
| Ogdensburg.....    | 298                     | 304    | Whitehall.....     | 15                     | 25     |
| Rouse's Point..... | 118                     | 422    | Ticonderoga.....   | 23                     | 48     |
| Plattsburg.....    | 20                      | 442    | Burlington.....    | 40                     | 88     |
| Burlington.....    | 18                      | 460    | Plattsburg.....    | 18                     | 106    |
| Ticonderoga.....   | 40                      | 500    | Rouse's Point..... | 20                     | 126    |
| Whitehall.....     | 23                      | 523    | Ogdensburg.....    | 118                    | 244    |
| Sandy Hill.....    | 15                      | 538    | Lewiston.....      | 298                    | 542    |
| Saratoga Sp.....   | 10                      | 548    | Niagara Falls..... | 6                      | 548    |



Return

# **BANCROFT & CO.** **LIVERY STABLES.**

We beg respectfully to announce to the Public that we have newly fitted up the finest Livery in Montreal, consisting of:

**Covered Hacks, Large Double Carriages, Family Carryalls, Open and Top Buggies, Chaises, Dog Carts, &c.,**

**AT REASONABLE RATES.**

**SADDLE HORSES** at short notice. Strangers visiting the City wishing a drive, will find it for their interest to give me a call.

**OFFICE:** 93 Great St. James Street.

**STABLES:** 593 LaGauchetière Street.

**E. I. BANCROFT & CO.,** Proprietors.

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WINE & SPIRIT  
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MONTREAL, P. Q.

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EXCHANGE BROKER

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Two Doors above Post Office  
MONTREAL, P. Q.