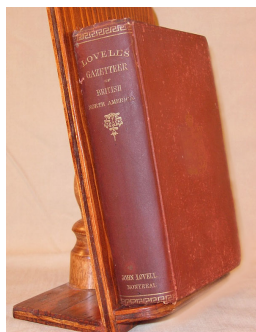


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LOVELL'S

GAZETTEER OF BRITISH NORTH AMERICA:

CONTAINING THE LATEST AND MOST AUTHENTIC DESCRIPTIONS OF OVER

SIX THOUSAND CITIES, TOWNS AND VILLAGES

IN THE PROVINCES OF

ONTARIO, QUEBEC, NOVA SCOTIA, NEW BRUNSWICK, NEWFOUNDLAND,
PRINCE EDWARD ISLAND, MANITOBA, BRITISH COLUMBIA,
AND THE NORTH WEST TERRITORIES;

AND GENERAL INFORMATION, DRAWN FROM OFFICIAL SOURCES, AS TO THE NAMES,
LOCALITY, EXTENT, ETC., OF OVER

FIFTEEN HUNDRED LAKES AND RIVERS,

WITH A

TABLE OF ROUTES,

SHOWING THE PROXIMITY OF THE RAILROAD STATIONS, AND SEA, LAKE AND RIVER
PORTS, TO THE CITIES, TOWNS, VILLAGES, ETC., IN THE SEVERAL PROVINCES.

EDITED BY P. A. CROSSBY.

Montreal:

JOHN LOVELL, PRINTER AND PUBLISHER, ST. NICHOLAS STREET;

Rouse's Point:

JOHN LOVELL & SONS, PRINTERS AND PUBLISHERS, LAKE SHORE PRESS.

1874.

P R E F A C E.

A GAZETTEER OF BRITISH NORTH AMERICA, containing reliable information touching the climatic conditions of the different Provinces, the relative fertility of their soils, the vast improvements made in agriculture, commerce and trade, modes of travel and transportation, mining and educational interests, and embodying in a compact form all the outer facts, geographical, topographical, statistical and mercantile of every section of British North America, has become an acknowledged necessity; and such a work will doubtless be gladly welcomed by the people of this continent, and by the commercial, manufacturing and emigrating classes in Great Britain and the continent of Europe, and recognized as an indispensable companion and guide by the crowds of tourists, travellers, sea-side excursionists and sportsmen who are tempted in search of health or pleasure, information or profit, to visit the sea-side resorts fringing the line of the "Intercolonial;" the romantic mountain-girt shores of Gaspé and Labrador; the celebrated gold fields and coal mines of Nova Scotia and British Columbia; the famed salmon rivers of the Lower St. Lawrence and New Brunswick; the inexhaustible fisheries of Newfoundland and Cape Breton; the fair and fertile plains of Prince Edward Island, the youngest daughter of the Dominion; the rich copper and silver mines of Lakes Huron and Superior; and the great valley of the Saskatchewan.

The utility of a work of this kind, drawing its facts from original and authentic sources, treating on a variety of topics, all of them of interest, many of them novel and heretofore unnoticed, becomes the more evident when the increasing intercourse between the different provinces and the growing commerce between the Dominion and other countries are taken into account.

The nature and extent of the labor involved in the preparation of this GAZETTEER may be inferred from the fact that there are 6,000 Cities, Towns and Villages within the Dominion of Canada and Newfoundland; that each of the 6,000 had to be classed in alphabetical order; the geographical position described; the railway or steamboat connections, postal or telegraphic facilities, distance from important centres; also the manufacturing, mining, agricultural, shipbuilding and fishery industries; and the population, as far as it could possibly be obtained. Also, that the locality and extent of over 1,500 Lakes and Rivers had to be described.

The GAZETTEER is classed under three heads: *First*, the Cities, Towns, Villages, Settlements, Counties and Provinces; *second*, the Lakes and Rivers; and *third*, a Table of Routes. The latter is of itself an intrinsic part of the work. It shews the proximity of the railway stations, and the sea, lake and river ports to every city, town, village and settlement, in British North America, thus informing the reader how he may reach any desired place without unnecessary delay.

The minuteness of the details and the fulness of the information embodied in the GAZETTEER can best be illustrated by the following extracts:—

AMHERST, (formerly known as Fort Lawrence,) a seaport town of Nova Scotia, the capital of Cumberland co., very pleasantly situated on an arm of Cumberland Bay, and on the Intercolonial railway, 9 miles from Sackville, N.B., and 138 miles W. by N. of Halifax. It contains, besides the county and railway buildings, about 30 stores, several churches, hotels, mills and factories, an iron foundry, 2 tanneries, 1 printing office issuing a weekly newspaper, a telegraph office, and a branch bank. It is a port of entry, and has a large trade, especially in lumber and ship building. The number of arrivals for 1872 was 190, (tons 21,836), and the clearances 208 (tons 24,106). Total value of imports \$94,244; exports \$107,769. Pop. 2,000.

AMHERSTBURG, an incorporated town in Essex co., Ont., on the Detroit river, 5 miles above its junction with Lake Erie, and at the western terminus of the Canada Southern railway, 18 miles from Windsor. It was at one time a garrison town, and was called Malden, the name of a fortress in the town. It contains a court house, a lunatic asylum, 5 places of worship, several saw and grist mills, an iron foundry, about 25 stores, 5 hotels, and a telegraph office. Amherstburg is a port of entry. The total value of imports for 1872 was \$80,657; exports \$114,350. Steamers run daily between Amherstburg and Detroit. Pop. 1,936.

Amherst in Nova Scotia and Amherstburg in Ontario, two towns of nearly equal population, rapidly rising in importance as shipping and manufacturing communities, are selected at random from classification A of the GAZETTEER to show the care with which statistical materials incident to each locality have been collected and utilized.

These towns, situated more than a thousand miles apart, exhibit in a striking light the vast extent of the confederated portions of the British North American possessions, while the returns of factories, stores, mills and rail and steamboat connections, demonstrate their marvellous progress in all those elements of wealth and population which constitute the true basis of national strength.

There is one especial advantage enjoyed by those who relate events or transactions, or any incidents recorded in the earlier annals of this continent: because the chief actors are individualized, their deeds officially registered, and critical contemporaries have depicted in lively colors those memorable events which form chronological landmarks in the history of Canada, whereas the earliest accounts of the origin and growth of the old world races are

involved in the mists of antiquity, and fabulous legends assign super-human qualities to mythical and pre-historic heroes. The Sagas of Iceland, dating back more than five centuries before Gaspar Cortereal, in 1500, entered the Gulf of St. Lawrence, recount how adventurous Northmen discovered this continent, founded the colony of Vinland, and maintained intercourse with it down to the beginning of the twelfth century, though no trace of their occupation can be discovered, and Vinland is capriciously assigned to the shores of Massachusetts, Labrador, and Newfoundland; but it is a well attested fact that in 1535 Jacques Cartier landed at the Indian village of Hochelaga, explored the St. Lawrence as far as the foot of the Lachine rapids, and ascended the mountain of Montreal, where, after the fashion of the age, he planted a cross. Thus to France undoubtedly belongs the honor of having made the first discovery of the St. Lawrence. In subsequent years bands of stout-hearted and self-sacrificing Frenchmen, conspicuous for their fortitude and stoical endurance, exposed their lives fearlessly in adventurous explorations extending from Hudson's Bay to the Great Lakes, and thence down the Mississippi to the Gulf of Mexico.

The earliest settlement attempted at Quebec dates 1608; only 265 years have therefore elapsed between the epoch when the first settler, under manifold discouragements, planted himself in Canada, and to-day when the Queen of England claims jurisdiction over the most extensive colony in the world, inhabited by upwards of four millions of active, enterprising, and self-reliant people, confederated under the ambitious title of the Dominion of Canada, which consists of upwards of four millions of geographical square miles, extending from the Atlantic on the east to the shores of the North Pacific on the west. Its extreme breadth on the parallel of 49° north latitude is 3,066 geographical miles, and the greatest depth from the most southern point of the Province of Ontario to Smith's Sound in the Polar regions rather more than 2,150 miles.

It was said of Canada, when the provinces of Upper and Lower Canada comprised her entire territory, that, with the exception of coal and a few of the less important metals, she contained within herself a supply of almost all the known useful minerals, not only amply sufficient for her domestic consumption, but, with few exceptions, for permanent, profitable and extensive commerce. Again, at the great Exhibition of 1851, at London, the jury were pleased to state, "that of all the British Colonies, Canada is that whose exhibition is the most interesting and complete, and one may even say that it is superior, as far as the mineral kingdom is concerned, to all countries that have forwarded their productions to the Exhibition." Canada has since grown from two Provinces into a Dominion, thereby acquiring the gold and coal mines on the Atlantic and Pacific coasts, and the enormous coal areas of the North West. Little is yet known as to the extent of the mineral deposits throughout nine-tenths of the territory included within the limits

GAZETTEER OF BRITISH NORTH AMERICA.

ACA

ABBOTT'S CORNERS, a post village in Missisquoi co., Que., 7 miles from Abercorn. It contains 2 churches. Pop. 100.

ABBOTTSFORD, a post village in Rouville co., Que., 9 miles from Granby. It contains several stores and a saw mill. Pop. 250.

ABERARDER, a post village in Lambton co., Ont., on the G. T. R., 5 miles from Camlachie. Pop. 100.

ABERCORN, a post village in Brome co., Que., on the Missisquoi river, and on the S. E. R., 72 miles from Montreal. It contains a telegraph office, 4 stores, 1 hotel, 1 church, and several saw and grist mills. Pop. 200.

ABERCROMBIE, Terrebonne co., Que. See Ste. Adele.

ABERDEEN, Pontiac co., Que. See Rapides des Joachims.

ABERFOYLE, a post village in Wellington co., Ont., 7 miles from Guelph. It contains several stores and hotels, and a grist mill. Pop. 150.

ABINGDON, a post village in Monck co., Ont., 12 miles from Winona. It contains 2 saw mills, 1 shingle factory, and 2 stores. Pop. 150.

ABOUSHAGAN ROAD, a post settlement in Westmorland co., N.B., 8 miles from Sackville. Pop. 100.

ABOYNE, a post village in Bonaventure co., Que. See Escuminac.

ABOYNE, a post village in Wellington co., Ont., 14 miles from Guelph. It contains grist, oat and flax mills, and a tannery. Pop. 70.

ABRAM'S VILLAGE, a hamlet in Prince co., P.E.I. It contains a mill, a tannery and a store.

ACACIA, a post village in Norfolk co., Ont., 16½ miles from Ingersoll. It contains 2 hotels, 1 store and a saw and grist mill.

ACADIA, the original name of Nova Scotia, which see.

ADA

ACADIA MINES, a post village in Colchester co., N.S., on the Cobequid Mountains, 3 miles from Londonderry. The Cobequid Mountains are noted for their rich deposits of iron ore. Here are situated the works of the Intercolonial Iron and Steel Company (formerly called the Acadia Iron works.) The annual production of these works is about 3,000 tons of ore, which are manufactured into pig and bar iron, car wheels, and cast and spring steel, of the aggregate value of \$120,000. The average number of men employed is 300. The village contains several stores and a telegraph office. Pop. 500.

ACADIAVILLE, a hamlet in Richmond co., N.S. It contains 1 hotel and 3 stores.

ACTON, York co., N.B. See Cork station.

ACTON VALE, or **ST. ANDRE D'ACTON**, a post village in Bagot co., Que., on the G. T. R., 55 miles from Montreal. It contains a telegraph office, 3 churches, 15 stores, 3 hotels, several mills, and a brick field. Rich copper mines are worked in the vicinity. Traces of gold have also been found, but in too small quantities to repay the search. Pop. 500.

ACTON WEST, a thriving post village in Halton co., Ont., on the G. T. R., 35½ miles from Toronto. It contains 2 telegraph offices, and several mills, factories, and stores. Pop. 700.

ADAMS, Pontiac co., Que. See Allumette Island.

ADAM'S CORNERS, a small village in Durham co., Ont., 1 mile from Campbell's Crossing. Pop. 100.

ADAM'S COVE, a fishing settlement in Bay de Verds district, Nfld., 13 miles from Carbonear. Pop. 360.

ADAM'S MILLS, Grenville co., Ont. See Ventnor.

LAKES AND RIVERS

IN

BRITISH NORTH AMERICA.*

ACH

ABAGUSQUASH, (*English*: "Small Water,") a river of Temiscouata co., Que., forms one of the head branches of the Tuladi.

ABATAGOUGH, a large bay on Lake Mistassini, North West Territories, 290 miles from Lake St. John, 333 $\frac{1}{4}$ miles N. of Montreal. On it is a Hudson Bay Company's trading post.

ABATAMAGOMAW, a lake of the North West Territories, near the height of land dividing the waters of the St. Lawrence from those of Hudson's Bay, 272 miles N. of Montreal, 10 miles N.W. of Lake Nikouban. It is about 12 miles long from N.E. to S.W., and 9 miles wide from S.E. to N.W. It is crowded with low rocky islands, on some of which, as well as on the mainland, there is some large timber. Copper and iron ore are found on the margin of the lake, and limestone and building stones are abundant. Lake Abatamagomaw has its outlet in the S.W. part by a stream which forms one of the branches of the Notaway river, which empties into James's Bay.

ABAWSISQUASH, a small stream running N.W. into the River Trois Pistoles, in Temiscouata co., Que.

ABBITIBBI, a lake of the North West Territories, in lat. 49° N., lon. 78° 10' W. Length 60 miles; breadth 20 miles. It is studded with numerous islands, and has its outlet in Abbitibbi river. There is a trading post of the Hudson's Bay Company on its S.E. shore.

ABBITIBBI, a river of the North West Territories, takes its rise in the high lands above Lake Temiscamingue, about lat. 48° 10' N., lon. 29° 30' W., and after a course of 200 miles joins the Moose river, a large stream running into James's Bay, at Moose Factory.

ACHIGAN, a river of Quebec, takes its rise in several lakes in the co. of

ALM

Terrebonne, and runs into the L'Assomption, 2 miles above the village of that name.

AGAWA, a river running into the N. shore of Lake Superior, Ontario. Good trout fishing.

AGWANUS or, **GOYNISH**, a river running into the N. shore of the Gulf of St. Lawrence, E. of the Mingan Islands.

AHPMOOJEENE-GAMOOK, a small lake in an extensive swamp near the frontier, in the township of Metgermette, co. of Dorchester, Que. It is the source of the great River St. John, which empties into the Bay of Fundy at St. John, N.B.

ALBANY, a river of the North West Territories, takes its rise in Lake St. Joseph, lat. 51° N., lon. 90° 20' W., and falls into James's Bay. Total length 320 miles. About 120 miles from its estuary it spreads into numerous branches extending far to the westward and southward and forming a complete chain of communication with the waters of Lake Superior, Lake Winnipeg and Severn river. The Hudson's Bay Company have four trading posts on this river.

ALDER, a river in Chicoutimi co., Que. See Aulnaies, Rivière des.

ALDOUIN, a river in Kent co., N.B., a tributary of the Richibucto. Its banks are well settled by French Acadians.

ALLAN'S, a river in Annapolis co., N.S., takes its rise in a number of lakes and runs into Annapolis Bay. By this river and connecting stream, an almost uninterrupted water communication is had between Annapolis on the N.W. and Liverpool on the S.E. coast of the province. The lakes in its course abound with fish.

ALMA, a lake of Nova Scotia, on the River Medway, 25 miles from the head

* Revised by S. P. Bauset, Esq., Department of Marine and Fisheries, Ottawa.

THE
RAILWAY AND STEAMBOAT ROUTES

IN
BRITISH NORTH AMERICA;

ACCOMPANIED BY

A TABLE,
SHOWING THE CITIES, TOWNS AND VILLAGES,
ALPHABETICALLY ARRANGED,

AND GIVING THE DISTANCE FROM EACH PLACE TO THE NEAREST
STATION OR PORT.

BY P. A. CROSSBY.

Montreal:

JOHN LOVELL, PUBLISHER, ST. NICHOLAS STREET;

Rouse's Point, N. H.:

JOHN LOVELL & SONS, PUBLISHERS, LAKE SHORE PRESS.

KEY TO THE RAILROAD AND STEAMBOAT ROUTES

IN THE

DOMINION OF CANADA AND NEWFOUNDLAND,

Showing all the places, with their distances, on each; also all the Routes in the United States with which those in the Dominion connect. The means of transport with the chief cities being very frequent, no direct connections in regard to them require to be noticed.

Railway Routes are designated by *letters*; Steamboat Routes by *numbers*.

A.—By Grand Trunk Railway, from **MONTREAL** westward to—

MILES	MILES	MILES	MILES
Lachine Junction..... 2	Maitland..... 120	Newtonville..... 279	Guelph..... 381
Dorval..... 10	Brockville..... 125	Newcastle..... 286	Breslau..... 391
Pointe Claire..... 14	Lyn..... 129	Bowmanville..... 290	Berlin..... 396
St. Anne's..... 21	Mallorytown..... 158	Oshawa..... 299	Petersburg..... 402
Vaudreuil..... 24	Lansdowne..... 146	Whitby..... 303	Baden..... 405
Cedars..... 29	Gananoque..... 155	Duffin's Creek..... 310	Hamburg..... 408
St. Dominique..... 31	Ballantyne's..... 162	Frenchman's Bay..... 312	Shakspeare..... 415
Mille Roches..... 37	Kingston..... 172	Port Union..... 316	Stratford..... 421
Coteau Landing..... 43	Collins Bay..... 180	Scarborough..... 322	St. Mary's..... 432
River Beaudette..... 43	Ernestown..... 187	Don..... 331	Granton..... 441
Lancaster..... 54	Napanee..... 198	Toronto..... 333	Lucan..... 447
Summerstown..... 59	Tyendinaga..... 206	Carlton..... 338	Ailsa Craig..... 454
Cornwall..... 67	Shannonville..... 213	Weston..... 341	Park Hill..... 461
Mille Roches..... 72	Belleville..... 220	Malton..... 348	Widder (Thedford)..... 470
Wales..... 77	Trenton..... 232	Brampton..... 354	Forrest..... 479
Farran's Point..... 81	Brighton..... 241	Norval..... 360	Aberarder..... 483
Aultsville..... 83	Colborne..... 249	Georgetown..... 362	Camlachie..... 488
Morrisburg..... 92	Grafton..... 256	Limehouse..... 365	Perch..... 492
Matilda (Iroquois)..... 99	Cobourg..... 264	Acton West..... 368	Sarnia..... 501
Edwardsburg..... 104	Port Hope..... 270	Rockwood..... 374	Detroit..... 564
Prescott Junction..... 112			

Connects with **M** at Prescott Junction; **N** at Brockville; **Zb** at Kingston; **K** at Cobourg; **G** at Port Hope; **L** at Whitby; **F** at Scarborough Junction; **Ba, D, E, S** and **Q** at Toronto; **C** at Guelph; London branch at St. Mary's; Detroit and Milwaukee, Michigan Central, Lake Shore and Michigan Southern, and Detroit, Lansing and Lake Michigan Railroads at Detroit; and with Steamer for Lake Superior at Sarnia; Steamer for Rochester at Port Hope; Steamer for Cape Vincent and Oswego at Kingston; and Ferry for Ogdensburgh at Prescott. Will also connect at Coteau Landing with the Montreal and Ottawa Junction Railway, now constructing.

Aa.—(Eastern division Grand Trunk Railway) from **MONTREAL** eastward to—

St. Lambert..... 7	Warwick..... 100	Quebec (by ferry)..... 173	St. Jean Port Joli..... 242
St. Hubert..... 10	Arthabaska..... 108	St. Jean Chrysos- tome..... 184	Elgin Road..... 246
St. Bruno..... 15	Stanford (Prince- ville)..... 118	St. Henry..... 189	St. Roch..... 250
Belœil..... 21	Somerses (Plessis- ville)..... 123	St. Charles..... 197	Ste. Anne..... 257
St. Hilaire..... 22	Becancour..... 131	St. Michel..... 201	Rivière Ouëlle..... 263
Soixante..... 28	Lyster..... 135	St. Vallier..... 207	St. Denis..... 268
St. Hyacinthe..... 35	Methot's Mills..... 143	St. François or Berthier..... 212	St. Hélène..... 279
Britannia Mills..... 42	Black River..... 152	St. Pierre..... 215	St. André..... 282
St. Liboire..... 45	Craig's Road..... 157	St. Thomas..... 220	St. Alexandre..... 286
Upton..... 48	Chaudière..... 163	Cap St. Ignace..... 227	Lake Road (Notre- Dame du Portage)..... 292
Acton..... 54	Chaudière Curve..... 164	L'Anse à Gile..... 230	Rivière du Loup (Fraserville)..... 298
Danby..... 62	Hadlow..... 170	Trois Saumons..... 237	Cacouna..... 300
New Durham..... 66	South Quebec..... 172		
Richmond..... 76			
Danville..... 88			

Connects with **28** at St. Hyacinthe; Portland branch at Richmond; Three Rivers branch at Arthabaska; **30** and **31** at Quebec; and **T** at Rivière du Loup; also, during season of navigation, with the Allan and Dominion Line of Steamers at Quebec. Will also connect with **Zc, Zf** and **Zh**, now constructing.

STAGE CONNECTIONS.

FROM STATIONS ON THE GRAND TRUNK RAILWAY.

Acton Vale—To Roxton Falls
Arthabaska—To St. Christophe
Becancour—To Inverness and St. Gertrude.

Belleville—To Bannockburn, Madoc, Eldorado, Thanet, Bogart, Bridgewater, Allen Settlement, Flinton, Foxboro, Halloway, Harrold and Plainfield.

Berlin—To Waterloo, St. Jacob's, Elmira, West Woolwich, Allansville, Hawksville, Bridgeport, Woolwich, Winterbourne, Heidelberg, St. Clements, Crosshill, Mannheim and Millbank.

Bowmanville—To Hampton, Enniskillen, Williamsburgh, Caesarea, Scugog Lake and Hayden

Brampton—To Shelburne.

Brighton—To Hilton.

Caughnawaga—To Ste. Philomène, Ste. Martine, St. Urbain, Howick, Durham (Ormsworth), Allen's Corners, Anderson's Corners, Dewittville and Huntingdon.

Clifton—To Belgrave, Londesboro and Marroch.

Coaticook—To Barnston's Corner, Drew's Mills, Evangeline, East Hereford, Hereford, Paquetville, St. Malo, &c.

Courge—To Bomanton, Roseneath, and Gore's Landing.

Compton—To Clifton, Martinville, Brookville, &c.

Danville—To Wotton, St. Camille and South Ham.

Georgetown—To Salmonville, Glen William, Brisbane, Coningsby, &c.

Goderich—To Amberley, Kingsbridge, Lucknow, Tiverton, Port Albert, Kincardine, Underwood, Port Elgin, Southampton, Dunganon, Nile, Belfast and St. Helens.

Hemmingford—To Russelltown Flats, St. Antoine, Athelstan, Rockburn, Franklin Centre, Havelock, Stockwell and Covey Hill.

Kingston—To Harrowsmith, Colebrook, Bell Rock, Verona, Moscow, Petworth, Glenvale, Inverary, Chaffey's Mills, Westport, Sunbury, Catarqui, Rockwood, &c.

Lennoxville—To Johnsville, Birchton, Huntingville, Eaton's Corners, Cookshire, Canterbury, Lakes Aylmer and Megantic.

London—To Clinton, Lucan, Belmont, Exeter and Delaware.

Method's Mills—To St. Sylvestre, Ste. Flavie, St. Edouard and Lotbinière.

Montreal—To St. Césaire, Marleville and Chambly; St. Eustache, St. Augustin, Ste. Scholastique, St. Columban and St. Canot; New Glasgow, Kilkenny, St. Jérôme, Stanbridge, St. Lin, St. Hippolite, Ste. Agathe des Monts, Ste. Adèle, St. Janvier, Ste. Thérèse de Blainville, Ste. Sophie, St. Vincent de Paul, Mascouche, Terrebonne and St. Sauveur; Pointe aux Trembles, Sault aux Récollets, St. Martin, Ste. Rose, &c

Napanee—To Arden, Tamworth, Colchester and Clark's Mills

Quebec—To Cap Rouge, St. Columba, Ste. Foye, St. Charles, Stadacona, Ancienne Lorette, Ange Gardien, Chateau Richer, Laval, Lake St. Charles, Lake Beauport, Valcartier, Tewkesbury, Falls of Montmorency, Beauport, &c.

Richmond—To Melbourne Ridge, Kingsley, Dennison's Mills, Nicolet Falls, South Ely, Stukely, Lawrenceville, Drummondville, Tremholm, &c.

River du Loup (en bas)—To Notre-Dame du Lac, Témiscouata, Edmunston or Little Falls, St. Bazile, Le Bruno, Grand Falls, Woodstock, &c.; and to Cacouna, Green Island, Trois Pistoles, St. Cimon, Bic, Rimouski, Ste. Flavie, Father Point, Métis, and, *via* Matapediac road, to Neigette, Temperance Valley, Restigouche, and parishes around Baie des Chaleurs.

Sarnia—To Logierait, Colinsville, Birkhold and Orian.

Sherbrooke—To Ascot Corner, Westby, Garthby, Weedon, Marbleton, Dudswell's Corners, &c.

St. Gregoire—To Nicolet.

St. Henri—To Gilbertville, Ste. Côme de Kennebec, St. Honoré, Frampton, &c.

St. Hilaire—To St. Charles, St. Denis, St. Ours, Sorel, Chambly, &c.

St. Hyacinthe—To St. Hugues, St. Simon, Ste. Rosalie, Ste. Pie, St. Guillaume, St. Aimé, St. Dominique, La Présentation, St. Damase, St. Jude, St. Barnabé.

St. Johns—To Iberville, Sabrevois, St. Luke and Chambly.

St. Mary's—To Mitchell and Motherwell.

St. Remi—To Norton Creek, St. Jean Chrysostôme, Aubrey, &c.

FROM STATIONS ON THE GREAT WESTERN RAILWAY.

Bronte—To Palermo and Milton.

Chatham—To St. Thomas, via Morpeth and the Lake Shore and Wallaceburg.

Grimsby—To Smithville and Welland Port.

Ingersoll—To Salford, Mount Elgin, Tilsonburg, Eden, Straffordville, Vienna and Port Burwell.

Paris—To Burford, Scotland, Round Plains and Simcoe.

Port Credit—To Cooksville, Springfield and Streetville.

St. Catharines—To Niagara.

Thamesville—To Ridgetown, Selton and Morpeth.

Woodstock—To Burgessville and Norwichville.

FROM STATIONS ON THE INTERCOLONIAL RAILWAY.

Shubenacadie—To Maitland, Gay's River and Musquodoboit.

Truro—To Tatamagouche and the North Shore of Nova Scotia.

New Glasgow—To Antigonish, Strait of Canso, Arichat, Sydney, Cow Bay, St. Peter's, and all parts of Cape Breton; also for Guysboro' and Sherbrooke.

TABLE OF ROUTES:

SHOWING THE PROXIMITY OF THE RAILROAD STATIONS, AND SEA,
LAKE AND RIVER PORTS,

TO THE

CITIES, TOWNS AND VILLAGES OF BRITISH NORTH AMERICA.

The Letter or Figure after the names, in the Fourth column, shows the route in which the places are to be found in the accompanying Key. The Figures in the Fifth column give the distance from the Station or Port.

PASSENGER'S DESTINATION.			Most convenient Point accessible by Railroad or Steamer.	Miles Distant.
Town, Village, &c.	County or District.	Prov.		
Abbott's Corners.....	Missisquoi.....	Que.	Abercorn, R.....	7
Abbott'sford.....	Rouville.....	Que.	Granby, Q.....	9
Aberarder.....	Lambton.....	Ont.	Aberarder, A.....	1
Abercorn.....	Brome.....	Que.	Abercorn, R.....	1
Abercrombie Point.....	Pictou.....	N.S.	Pictou, Tc, 29 or 30.....	24
Aberdeen.....	Pontiac.....	Que.	See Rapides des Joachims.	
Aberfoyle.....	Wellington.....	Ont.	Guelph, A or C.....	7
Abingdon.....	Monck.....	Ont.	Winona, B.....	12
Aboushagan Road.....	Westmorland.....	N.B.	Sackville, T.....	8
Aboyne.....	Bonaventure.....	Que.	Dalhousie, T, 30 or 38.....	5
Aboyne.....	Wellington.....	Ont.	Guelph, A or C.....	14
Abram's Village.....	Prince.....	P.E.I.	Summerside, 39 or 42.....	
Acacia.....	Norfolk.....	Ont.	Ingersoll, B.....	16½
Acadia Mines.....	Colchester.....	N.S.	Londonderry, T.....	8
Acadiaville.....	Richmond.....	N.S.	New Glasgow, Tc.....	
Acton.....	York.....	N.B.	See Cork Station.	
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Alberton.....	Prince.....	P.E.I.	Alberton, 42.....	
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Albion.....	Cardwell.....	Ont.	Bolton, E.....	8

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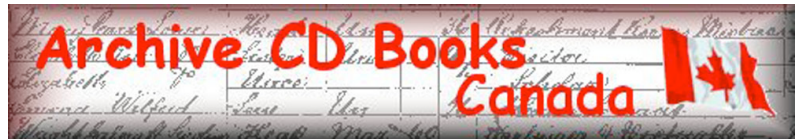
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