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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.

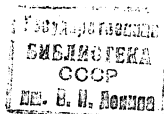
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BY KIND PERMISSION,  
THIS  
GAZETTEER OF BRITISH NORTH AMERICA

IS  
*Dedicated*

TO  
HIS EXCELLENCY THE RIGHT HONORABLE  
EARL DUFFERIN AND CLANDEBOYE,  
GOVERNOR GENERAL AND VICE-ADMIRAL OF THE  
DOMINION OF CANADA,

BY HIS LORDSHIP'S  
MOST HUMBLE AND OBEDIENT SERVANT,

THE PUBLISHER

## P R E F A C E.

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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