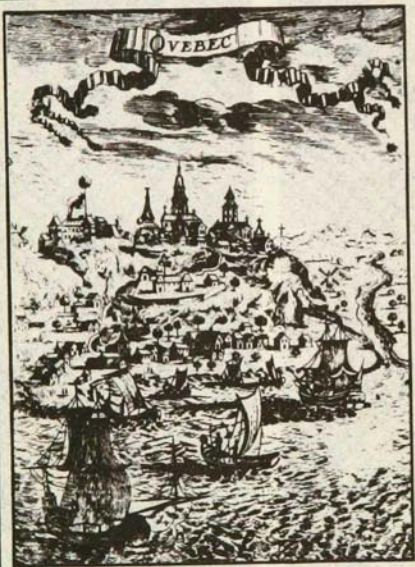


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THE NEW  
GUIDE TO MONTREAL



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THE

NEW GUIDE

TO

MONTREAL

AND

ITS ENVIRONS.

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WITH A MAP.

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MONTREAL :

ARMOUR & RAMSAY.

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## NEW GUIDE TO MONTREAL.

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MONTREAL is situated in Lat.  $45\frac{1}{2}^{\circ}$  N. and Long.  $73\frac{1}{2}^{\circ}$  W., thus agreeing exactly with the cities of Lyons and Venice in Europe in the parallel of latitude, and nearly so with the city of New York in longitude. In 1535 Jacques Cartier, whilst surveying with delight the magnificent prospect which the brow of the "Mountain" in rear of the modern city commanded, gave to the elevation, in honour of his royal master, the King of France, the name of *Mount Royal*. About a century afterwards this name, having undergone a not unusual corruption, was imparted to the French settlement which arose about that period to the west of Hochelaga, the ancient Indian village. Montreal is the chief commercial city in British North America, and when the Provincial Government shall have abandoned the present plan of holding Parliaments every four years alternately at Toronto and Quebec, it will doubtless from its central position and other advantages be selected as the permanent Seat of Government.

It seems proper to premise that Lower Canada is divided into five Districts; three superior, Montreal, Three Rivers, and Quebec; and two inferior, St. Francis and Gaspé. These are Judicial divisions, having Courts of superior and inferior jurisdiction. The District of Montreal is intersected by the St. Lawrence, and each portion is nearly equal in point of extent, population, and value. The northern portion extends along the Ottawa which forms the boundary between Upper and Lower Canada, till it is bounded by Lake Temiscaming; the southern has for its opposite frontier the northern boundaries of the State of New York and Vermont. The island of Montreal is the largest and most fertile in Canada and is formed by the waters of the Ottawa and St. Lawrence on its northern and southern sides respectively. Its generally level surface is diversified by several gentle ridges called *coteaux*, while the eminence in rear of the city attains a height of five hundred and fifty feet. Its luxuriant production of the choicest fruits and vegetables has deservedly earned for it the appellation of the "Garden of Canada." The island, which in conjunction with a few islands around it constitutes the County of Montreal and returns a Member to Parliament, is divided into ten parishes; whereof that of the City of Montreal comprises besides the Royalty and the Suburbs the villages of Hochelaga below the city, Cote des Neiges behind the 'Mountain', and St. Henry or the 'Tanneries', and the intermediate localities. It is worthy of notice that the intrepid discoverer Cartier for the first time entered

Hochelaga, on the 3rd of October, 1535, then a village of Huron Indians, destined, however, to be the nucleus of the modern city of Montreal. On the 15th of August, 1642, the day observed by the Romish Church in honour of the Assumption of the Virgin Mary, the spot destined for the city was consecrated with due solemnities, commended to the protection of the "Queen of Angels", and named Ville Marie. In 1644 the whole of this valuable island became by royal grant the property of the St. Sulpicians at Paris, whose founder, the Abbé Quelus, landed with authority from the Seminary of St. Sulpice, and before 1657 had cleared and settled a large part of the property. He founded the Seminary of that name in Montreal, and the land of the entire island has been purchased from that body, or is in the hands of tenants for a stipulated rental. The population of the island is estimated at from sixty-five to seventy thousand souls, of which the city contains about fifty thousand. The relative population of the latter stands nearly thus; two-tenths are French Canadians; nearly one-tenth, British Canadians; one-and-a-half-tenth, English, Irish, and Scotch; somewhat less than one half-tenth, Germans, United States, &c. For Municipal purposes the city is divided into nine Wards, three of which send three representatives to the Council each, and the other six two each. The corporation is thus composed of twenty-one members, comprehending the Mayor, five Aldermen, and fifteen Councillors. Their labours are subdivided amongst seven Committees of Finance, Fire, Light, Markets, Police,

Roads, and Water. The city sends two members to the House of Assembly.

We shall now conduct our tourist from Dalhousie Square, as a convenient starting point for an excursion through the city. This square which is built upon the site of the old Citadel, opens upon Notre Dame Street, the principal and most fashionable. It is worth noticing that the other principal streets run parallel to this, north and south, and are crossed at right angles by streets running east and west. The streets of the Old City have been named after a variety of the Saints, whilst the nomenclature in the more modern part reminds us of Governors Craig, Dorchester, Sherbrooke, &c. On proceeding a little southwards is seen a low building within a railed parapet, called the Old Government House. This house, which was originally erected by a company of fur-traders, has been partially repaired and modernized, so as to adapt its suite of apartments, along with those in the adjoining buildings, to the services of various Governmental Departments. It has been repeatedly used as a Government House, but is now temporarily in the occupation of the Courts of Justice. By crossing the street, and passing the Government Garden on the left, the stranger will find himself at the Champ de Mars or Parade Ground, a level space of two hundred and twenty-seven yards by one hundred and fourteen, well adapted for military exercises. On enquiry at his Hotel before starting, he will ascertain whether any review of troops or other military manœuvres are to be executed. Eleven o'clock in the fore-

noon is the usual hour selected for such purposes. From the Champ de Mars there is a fine view of the north-eastern slopes of the Mountain; and the eye is caught by an airy and commodious building on an elevated site in this direction.—This is the General Hospital, and is well worthy of a visit from the philanthropic or professional traveller. It is one of the principal ornaments of the city.—It is pleasant to reflect that in 1818 the earnest representations of the *Ladies' Benevolent Society* (formed expressly for the relief of indigent emigrants, and that personally superintended a soup-kitchen for this purpose) showing the cases of sick who needed, but could not procure, medical aid, succeeded in engaging the sympathies of the public in behalf of the claims of their Association. In the interval till the opening of the Institution in 1822, the patients occupied for a year a small house, of four apartments, called the *House of Recovery*, and for three years a larger one, of three wards, in *Craig Street*. Its benevolent purpose is, “the reception and cure of diseased poor, and others who may not have the means or conveniency of being duly cared for, when sick, at their own places of residence.” The building is so constructed that each of the two wings has an equal capacity with the centre. The central building and the land belonging to it cost £5856. It would be wrong to omit allusion to the circumstances under which the Richardson Wing was added in 1832. The Honble. John Richardson, a Scotchman, emigrated to the late British Colonies in 1774, and having come to

Canada in 1787, attained great eminence as a merchant, and by a long career of important public services earned the grateful feelings of his fellow-citizens. To give expression to these in a permanent form, on his demise in 1831, it was resolved to erect a cenotaph to his memory in Christ Church. The sums obtained for the purpose in Montreal, Quebec, Toronto, and London, and elsewhere, so far exceeded the requisite amount for carrying out the object, that, as the best means of combining honour to the departed and utility to the living, the funds were devoted to the erection of this wing, and so commemorate the worth of the first President of the Hospital, who had so liberally contributed to its foundation and support. The second wing was erected in 1848 from funds left by the late Judge Reid, also a Scotchman, at the disposal of his widow, who made the grant subject to the single condition that a tablet, similar to the one in the north wing, should commemorate the donation. This wing is devoted principally to such patients as are enabled to contribute to the funds of the Institution in return for the Medical assistance received. One dollar a day is charged for Medical attendance and board during their stay, and this arrangement is of the greatest advantage to those of limited means, which preclude the possibility of their otherwise receiving such attendance as they require. This Hospital is under excellent management, and has proved highly beneficial to the community. The average scale of *In-door* and *Out-door* patients for several years somewhat exceeds a thousand in each class annually. Medical students on

payment of a small fee receive much insight into their profession by attending the practise of the Hospital. The only inadmissible cases are those of advanced stages of pregnancy, insanity, and incurable disease.—At the north end of the Parade Ground stands Gosford Street Church, being the Second Congregational or Independant Church. This is a neat modern structure with an ornamental Ionic portico looking towards the parade.—At the south-eastern corner stands St. Gabriel Street Church which was opened in 1792, and for several years was called the Scottish Church, as it was the only one in this Province in connection with the Established Church of Scotland. It is remarked that the bell in its steeple is the first Protestant bell that sounded in Canada.—Returning from the Champ de Mars, a large enclosure is passed where masons are now busy at work erecting a new Court House or Palais de Justice. This will form a very striking feature amongst the public buildings of the city. The façade nearly 300 feet in length, and composed of a centre, side spaces, and wings decorated with columns, and pilasters of the Grecian Ionic Order, rising from a massive arched basement ornamented with rustic work ; in the centre is to be a noble portico 76 feet wide, formed of six columns approached by a spacious flight of stone steps at each end, and is to have the Royal Arms sculptured in the pediment. Fire-proof vaults are made in the basement for the preservation of legal records, and the ground floor is to be appropriated to the law offices in connection with the respective Courts, namely the Superior Court,

the Criminal Court, and the Circuit Court, which are all on the upper story, accessible by staircases, vestibules, and corridors of proportionate size and well lighted and ventilated. The whole will be inclosed with a handsome iron-railing, and will cost when completed nearly £35000. —Immediately opposite to the Court House stands Nelson's Monument, the only monumental column of a public character in the city. On receiving intelligence of the victory obtained by the British fleet off Trafalgar in October, 1805, several gentlemen entered into a resolution to testify their admiration of the illustrious commander. In 1809 their resolution eventuated in the erection of this chaste monument, which cost £1300. It is built of the best gray compact lime-stone, which is found in the neighbourhood, is exceedingly durable, and dresses well. The ornaments on the sides of the pedestal, &c., are of the artificial stone invented by Coade and Sealy of London, by whom they were executed. It is of the Doric order, and is surmounted by a statue of the same artificial stone, representing the hero in the attitude in which he was standing when he received the fatal shot. His left arm rests upon the stump of a mast amidst blocks, tackle, &c., as they appear to have fallen from the rigging. On the front side toward the west, the plinth contains an elegant figure of a crocodile, emblematical of the battle of the Nile. The pannel on this side is ornamented with cannons, anchors, and other appropriate naval trophies, with a wreath of laurel encircling the inscription. The figures on the east side represent the

interview between Lord Nelson and the Prince Regent of Denmark when his Lordship landed after the engagement of Copenhagen. On the north side the sea-piece is intended to designate the battle of the Nile, whilst that on the south side commemorates the battle of Trafalgar. The severity of the climate has greatly mutilated several of the figures,—but the citizens are now raising money by private subscription to place this handsome column in a good state of repair.—Pursuing his course a little farther, the stranger will find on his right Christ Church in connection with which, it may be stated that the Rev. Mr. Delisle, a Swiss, was the first Protestant Episcopal Clergyman who settled in this city, in 1789, and that his congregation for some years occupied a Church, formerly belonging to the Jesuits' College, the use of which was granted by Lord Dorchester. As has been the misfortune of a great majority of the public buildings in the city, in 1803 this church was rendered useless for the purposes of worship by fires in the immediate vicinity. Within a few days such measures were adopted as resulted, no doubt after many pecuniary embarrassments, in the erection of the present handsome structure in 1814. It is worthy of record here that the congregation was in the meantime accommodated with the use of the Scotch Church. Such accommodation on the part of Roman Catholics to Protestant congregations under similar circumstances, and of Protestants of different denominations to each other, is matter of fact in the Ecclesiastical history of the city deserving of honourable

mention. The interior of Christ Church presents an imposing appearance with simplicity of design, having a lofty vaulted ceiling in the centre supported by a range of very handsome Corinthian columns on either side. This church is now the Cathedral Church of the Diocese of Montreal, and the recently appointed Bishop of Montreal has his episcopal throne therein. The organ, which is a powerful and elegant instrument made by Elliot, of London, was erected in 1816 at an expense of nearly £1600. From the balcony at the base of the spire is an extensive view of the whole city and circumjacent country.—The Convent of the Congregation of Notre Dame, or the Black Nunnery, as it is colloquially called from the black dress worn by the sisters, is situated opposite to Christ Church, the entrance being by an archway, and was founded in 1659. It is composed of a superior and sixty sisters, the most of whom are employed in instructing the pupils in the different branches of female education. The block of very elegant shops and houses to the corner of St. Jean Baptiste Street stands upon the property of the Nunnery, which besides the chapel and a large garden comprises the entire street just mentioned. We shall afterwards make mention of the enterprising foundress of this establishment.—On the east side of the Place d'Armes or French Square stands the highly imposing front of the Parish Church. From the foundation of Montreal in 1642 to 1672 public worship was performed in a wooden chapel, which in the latter year was succeeded by a more commodious and sub-

stantial erection of stone. This stood quite across the middle of Notre Dame Street, exactly in front of the present magnificent building, so that passengers were obliged to pass half round the church on either side. Even this church was found inadequate for accommodating the rapidly increasing population, and in 1675 the Church of Bonsecours was opened. These were the first churches of stone erected in the island of Montreal. The present Parish Church was commenced in 1824, and in 1829 was in so forward a state as to be opened for public worship. It is of the perpendicular style of Gothic architecture of the middle ages, and notwithstanding a manifest destitution of ornament, it is regarded as not inferior to any ecclesiastical structure on the continent of North America in the combination of the grand and simple in architecture. The towers in front are two hundred and twenty feet high, and strangers avail themselves of the magnificent prospect which the southern one affords, and in which is placed the largest bell in America, weighing twenty-nine thousand four hundred lbs, or upwards of thirteen tons, and cast in London expressly. The interior strikes the spectator more from its vast capacity than otherwise. The ground-floor and two galleries accommodate ten thousand sitters in one thousand two hundred and forty-four pews. The five public and three private entrances to the former, and four to the latter, are so arranged that this vast assemblage can assemble and disperse without disagreeable pressure. The building comprises seven chapels and nine spacious aisles, all of which

are visible from the front entrance. The high altar, which is somewhat in the florid style, bears a resemblance to that of St. Peter's at Rome, the pulpit to that of the Cathedral at Strasburg. The pillars, which support the galleries, are wooden and painted in imitation of clouded Italian or American marble. The organ and painting call for no especial notice. The large figure, occupying a prominent niche in the centre of the front is one of the Virgin, to whose protection the edifice is dedicated. The amount laid out in the construction of this ecclesiastical edifice has reached nearly £100,000, a considerable portion of which remains unimbursed. A night-view from the opposite side of the Square is considered to convey to an observer as striking an impression of the imposing magnitude of the front as any other. The entire space under the Church forms a cemetery in which the more wealthy Roman Catholics are interred.—The handsome and substantial edifice immediately adjoining the Church to the southwest, and which replaces one of the oldest establishments in connection with the Roman Catholic Church in the city, is the Seminary of St. Sulpice. It was founded about 1657 by the Abbé Quelus, who had been commissioned by the St. Sulpicians at Paris to erect here an institution on a plan similar to their own. Here reside the members of the order who are occupied with parochial duties. This body has a College for instruction in all the branches of literary and scientific knowledge. It originally stood in close connection with the Seminary, and received the name of *Petite Seminaire* or *Little Seminary*. The

present College, however, including its extensive grounds for exercise and gardens, occupies nearly one entire side of College and Foundling Streets, and may gratify the stranger by a visit. Its erection cost upwards of £10,000. It has accommodation for one hundred and sixty resident Pupils, besides apartments for the Director or Principal, four professors, and eight tutors. The philosophical apparatus is extensive and well selected, embracing the more recent improvements. The regular course of studies, embracing classics, rhetoric, belles-lettres, mathematics and natural philosophy, lasts eight years. Here also is superintended the preliminary training of the Ecclesiastics who may be induced to devote themselves to the Roman Catholic priesthood. It deserves to be mentioned that at the annual distribution of prizes in the end of July the more advanced pupils evince a progress in classics, general literature, and science, which reflect much credit upon their instructors. In immediate connection with the College is a school for instruction of about three hundred junior Pupils in the common branches, conducted by *Les Frères des Ecoles Chretiennes*, or the *Brothers of the Christian Schools*. The Sulpicians have also established schools in different parts of the Parish.—Two buildings of massive construction, belonging to the two oldest Banking Establishments not only of the City but of the Province, occupy the west side of the French Square. The one, surmounted by the large dome, and which is a beautiful specimen of the Corinthian order of architecture, is the *Bank of Montreal*, and cost in its erection £25,000.

This institution was chartered in 1817, has a capital of £750,000, and has Agencies in the principal towns of the United Province.—The other is the City Bank, presenting an elegant specimen of the Grecian style of architecture. This was chartered in 1832 and has a capital of £225,000.—The centre of the Square is tastefully laid out as a flower garden, containing a fountain, and surrounded by a very handsome iron railing on a stone plinth, the gate-piers being surmounted with the City Arms.—On the other side of the Montreal Bank is an elegant building, till recently belonging to that establishment, but now occupied by the *Banque du Peuple* or People's Bank. Its front is ornamented with four emblematical devices of Agriculture, Manufactures, Arts, and Commerce in bas-relief. Its erection cost upwards of £11,000. It was opened in 1835 and has a capital of £200,000.—A little farther, on the opposite side of the street (Great St. James') is the Bank of British North America,—a lofty structure with a façade composed of the Greek Doric, and Ionic Order. The principal stockholders are in London, where is the head office. The capital is one million sterling. It has Branches and Agencies in the principal towns of Canada, and in the capitals of the Lower Provinces, besides an Agency in New York.—The New Wesleyan Church in this street is a spacious building, and is regarded as a fine specimen of the Florid Gothic style of architecture of the fifteenth century. It can seat two thousand persons, and cost £12,500.—The St. Lawrence Hall Hotel, the Odd Fellows' Hall, the Ottawa

Hotel, and the American Presbyterian Church contribute a due share to the substantial and tasteful architecture of this handsome street. The congregation of the American church was organized in 1822. The individuals originally composing it seceded from the St. Andrew's (Scotch Establishment) congregation. The name assumed intimates their national origin. It was opened for public worship in 1826.—By going a few yards beyond this church the stranger can command a fine view of the well wooded and precipitate portion of the Mountain, and has on the rising foreground St. Patrick's Church to the right, and to the left Zion Church, New St. Andrew's Church, and the Unitarian Church fronting the spectator a few yards to the right of the one just mentioned.—St. Patrick's, which is in the Gothic style of the fifteenth century, is comfortably seated for nearly five thousand persons. The interior is finished in a chaste and simple manner, whilst the absence of galleries imparts a light and airy appearance to the lofty walls and ceiling. The spire is two hundred and twenty-five feet high, and is one of the most striking objects to one approaching the city.—The congregation of Zion Church comprises the members of the First Congregational or Independant Church of this city. This body in 1832 did not number above fifteen individuals, when they formed themselves into a Christian Church. A neat place of worship was opened in 1835, and such was the increase of pewholders that the present more commodious and handsome structure was completed in 1844.—The Scotch Church is for the accommodation of the con-

gregation under the pastoral care of the Rev. Dr. Mathieson. This congregation since the resignation of the first incumbent in 1824, who belonged to the Burgher Seceders in Scotland, has been in connection with the Established Church in that country. This church, is after the model of the celebrated Cathedral of Salisbury, which is perhaps the most beautiful example of the ecclesiastical architecture of the old country. The tower and spire when this fine building is completed will be upwards of one hundred and eighty feet.—It is recommended to the tourist now to descend M'Gill Street to the River. On arriving at its intersection by Notre Dame Street, he will discover at a few yards to his left a very antique building, the Recollet Church. When this order was extinguished in Canada, the British Government exchanged the ground, on which their Monastery stood, and the adjoining lands, for the beautiful Island of St. Helen (which lies opposite the lower portion of the city), then the property of the Hon. Mr. Grant. The Seminary purchased from him the Church, and adjoining buildings, for supplying the large influx of Irish emigrants with a separate place of worship. Here the Irish Roman Catholics continued to worship till the more commodious St. Patrick's Church was opened at the close of 1847.—A few yards south, and on a part of the grounds formerly pertaining to the Recollets, stands St. Paul's Church (in connexion with the Scotch Establishment), a chaste building of cut stone with a well finished Gothic front. It was opened for Divine Service in 1834.—A little farther in the same Street (St. Helen,

called after the island of that name in consequence of the exchange just alluded to) is the Baptist Chapel, which was begun and finished for public worship in 1831. It is in connection with the Ottawa Baptist Association.—Towards the eastern extremity of M'Gill Street is the new St. Ann's Market now in progress of construction, and which is to be ready for occupation in the month of April, 1852.—It is to be of brick, in the Italian style, with a cut stone base. The entire length of the building will be 300 feet, and intended for a Butcher Market, except the centre part which is to be appropriated to the sale of butter, eggs, and poultry, while the old market now in use will be for vegetables, &c. Over the Butter Market will be a room 55 feet by 44, and 23 feet high, to be used for Assemblies or other public purposes. A clock tower and belfry will surmount the whole, and the basement will have ice-houses conveniently accessible for the use of the butchers' stalls. Ample provision is made for drainage, and it is considered that this building will be excellently adapted to its purposes.—Opposite to the Market stands the Grey Nunnery or General Hospital of the Grey Sisters. This ancient establishment was originally founded as far back as 1692 by the charitable exertions of the citizens of Montreal, at the head of whom was M. Charron, a native of Normandy. It was designed as an Asylum for infirm and superannuated persons, and also for orphans in destitute circumstances. These last were to be employed in work suitable to their age, and put in the way of learning a trade. The design was nobly encouraged by the

gentlemen of the Seminary, who granted an extensive lot of ground, on a part of which the present Hospital stands, quite unencumbered, but subject to the simple proviso that, if the establishment should ever cease to exist, the whole should revert to the Ecclesiastics of the Seminary. Under the prudent direction of M. Charron, the first superior, the institution made rapid progress, having in 1693 made several purchases of real estate, among which may be mentioned that at Point St. Charles. The managers were invested with new powers under the title of *Frères Charrons*. Unfortunately his successor proved ill qualified for conducting such an establishment, and at length the entire brotherhood, with the exception of two or three, withdrew. In 1737 a Madame Youville, who had been left a widow at twenty-eight years of age, and was possessed of a competent fortune, succeeded in influencing a few ladies of congenial minds to form themselves into a Society for irrevocably devoting themselves to acts of charity and other religious duties to the aged and infirm poor. This lady, possessing a rare combination of the requisite qualifications for the superintendence of such a community, was at once recognised as Superior. For several years the excellent management of these sisters had attracted general notice and approbation; and the Seminarists looked to them as the fittest persons for receiving the disorganized and burdened hospital. The Freres had left it under a debt of more than £2000, which Madame Youville engaged to discharge, chiefly from her own private funds, and undertake the re-organi-

zation and responsibility, on condition that she should be judicially appointed Manager. Accordingly in 1747 this sisterhood entered upon their arduous enterprise in this new field of labour, in which they found four inmates, bringing with them nine of their own poor. In a few years such an amount of success crowned their pious exertions that the original design was so enlarged as to admit the sick and wounded of every race and station. Of these classes there were about one hundred inmates, and in 1755 the premises were much enlarged, the greater part of which was unhappily destroyed by fire in 1765. In a short time it was again rebuilt on a more commodious plan, and from time to time material additions have been made, so as to enable the Society to extend its bounty to a greater number of foundlings and lunatics. This extended usefulness has been accomplished in a considerable degree through grants from the Legislature and the revenues from the island and seigniorship of Chateauguay, whose value has of recent years been considerably increased. Before closing this notice it seems just to observe that this Institution has done incalculable service by providing for a large number of individuals who must have been burdensome to society, while dragging out a miserable existence. The correctness of this statement may be judged from the fact, that there are one hundred and fifty residents within the walls besides several servants and attendants. Hence the tourist should descend to the Wharves, which for extent and solidity of construction are unequalled upon this Continent. The street fronting

the river contains several blocks of most substantial warehouses and a few public edifices.—By no means should the stranger omit to visit the Basins of the Lachine Canal at the upper extremity of the wharves. This is one of those Public Works of which Montreal may well be proud. This costly canal was constructed for the purpose of evading the Lachine Rapids and uniting the Lake of St. Louis and the harbour to the city. There is a rise of about forty-six feet. The bridges and locks, built of stone from a quarry near the Indian village of Caughnawaga, are remarkable for solidity and elegance. These will admit sailing vessels of from six to eight hundred tons burthen; and steamers of a larger class than any now in use on the St. Lawrence may pass each other at any portion of the line. There is at Lachine a spacious harbour formed by a stone pier running out into the lake about a quarter of a mile and 600 feet from the shore with a light house at the end, so as to give vessels a clear channel into deep water, and a basin for small craft and rafts inside. The continuous alluvial bottom along the entire line of the canal, and the escarpment by which it is bounded, intimate that the main flood of the St. Lawrence in former times covered these parts.—It may be noted here that the wire of the Montreal and Troy Telegraph was formerly carried across the St. Lawrence near the *chute* of the Lachine Rapids. The breadth of the river here is six thousand three hundred and eighty feet. The wire was supported on two masts, one hundred and fifty feet from the ground, erected on strong scaffolding in the middle of

the river, the one on Alsopp's Island and the other on a submerged rock. It is now carried under the water at the Island of St. Helens and continued on the shore along the new extension line of the St. Lawrence and Lake Champlain Railway. Near the upper Basin at the lower end of the Canal at Montreal there has been erected a large flouring establishment, called the City Mills. It contains six runs of stones, and can manufacture from five to six hundred barrels of superfine flour per day. There are several other mills here such as nail-works, saw-mills, &c. The Stores along the Basin are very commodious and capable of receiving a vast amount of produce. In returning along the wharves towards the Barracks, the stranger will pass the Custom-House, a small but handsome building occupying the centre of the Square to which it gives its name. It is of the Tuscan order, and its fronts are surmounted by pediments. Some idea may be formed of the amount of business done in the Customs here, from the statement that in 1850 two hundred and eleven vessels were entered, whose tonnage amounted to forty-six thousand one hundred and fifty-six tons.—The duties collected at this port for the same year amounted to the large sum of £212,185 16s, sterling, and the value of goods imported to £1,473,702 3s 3d, sterling. Proceeding a little northward in St. Paul Street, the stranger will come to the Hotel Dieu Nunnery, the church of which fronts this street. This was the first Religious House formed in the city, having been founded in 1644 by Madame de Bouillon. It is conduct-

ed by a superior and thirty-six nuns. Here the diseased poor of both sexes have for generations found an asylum. An air of convenience and neatness pervades all the buildings belonging to this institution. Strangers wishful to see the interior of this, or any of the Nunneries, by making application for permission from the Lady Superior, seldom fail in having their wishes gratified.—A little northward along the River will be found the Bonsecours Market, which for spaciousness and conveniency in arrangements is not surpassed on this Continent. Its interior is worthy of a visit. This edifice cost upwards of £70,000. The second story of this building is now being fitted up for the offices of the City Corporation on the southern side of the central rotunda, and for a Concert and Exhibition Room on the other. The Corporation Offices consist of a City Hall 55 feet by 43, and 21 feet high, handsomely decorated with pilasters and enriched entablature, a canopy supported by fluted columns is to be formed over the Mayor's Chair, and the ceiling is to be panelled and to have ornamented openings for ventilation. Commodious arrangements are made for the Members of the Corporation, and there will be galleries for the accommodation of the public and reporters. A central corridor communicates from the Hall with the several offices and apartments required for the business of the Corporation. These consist of private chambers for the Mayor and Aldermen, offices for the City Clerk, City Treasurer, City Surveyor, the Superintendent of the Water Works and of the Fire Department, and several

Committee Rooms. There is also the Recorder's Court for the trial of police cases within the municipal jurisdiction with offices attached. This Court has communication by a staircase with the Chief Police Station, which is on the ground story of the building. Fire proof vaults are provided for the Offices of the City Clerk, and City Treasurer and for the Recorders' Court and the police office. The Concert or Exhibition room is 177 feet by 55, and 21 feet high, the ceiling will be decorated with pannels and ornamental ventilators, and the walls with a frieze and cornice. The entrance for the public will be from the centre hall under the rotunda, and at the opposite end of the room is an apartment as an auxiliary to the Concert room having an entrance on the opposite side of the building. In its close vicinity is the Church of Notre Dame de Bonsecours. It was founded in 1658, but in consequence of several obstacles was not finished till 1675. This was the first church built of stone in the island. In 1754 it was consumed by fire, and its re-erection was not completed till 1773. The foundress was the celebrated Marguerite Bourgeois, a native of Troyes in France. She came to Montreal in 1653, and, after a series of obstacles which would have daunted less benevolent minds, and the removal of which she accomplished by revisiting France and obtaining the authority of Government, she was enabled to complete this church, and to establish the Congregational Nunnery, already noticed. A little beyond is the Engine-house for forcing up from the River the water for the supply of the city. It is received

into two reservoirs capable of containing about half a million of gallons.—An additional reservoir (supplied by the same engine) is situated a short distance north-west of the city, at an elevation of about a hundred feet above the general level. It is 200 feet in length by 100 feet wide and 20 feet deep surrounded by a terrace seven yards wide, furnished with benches, forming a delightful promenade from the beauty of the view to the north and south, extending far down the river. The slope from the terrace is neatly turfed and has trees planted all round the margin. It is open to the public till sunset.—A little farther on from the Engine-house are situated the Commissariat Buildings and the Barracks, which from their situation are frequently distinguished as the Quebec Gate Barracks. Under the French this building belonged to a nunnery, but shortly after the conquest, was converted to its present purpose. These barracks were enlarged in 1822, and are capable of containing about one thousand troops. A little farther on is the Artillery Barrack. On the beautiful island of St. Helen, which lies opposite and belongs to Government, are permanent barracks, an armchury, magazine, &c.—The traveller will now return to the point from whence he set out—to Dalhousie Square, the west-side of which contains the Quarters of the Military Officers. On the south-west side has been recently erected a lofty and extensive building of cut-stone called the Hayes' House Hotel, the ground story devoted to offices, reading-rooms, &c., a large portion of the story above is occupied as a ball and

assembly room, embellished in a style not surpassed on this continent. There is an observatory on the top of the building commanding beautiful views.—A few minutes' walk from the Parade will conduct the stranger to the Bishop's Church or rather Cathedral. It was erected in 1824, and is capable of containing three thousand persons. Montreal was erected into a Bishopric in 1836. Monsr. J. J. Lartigue was the first Roman Catholic Bishop of Montreal. Previously he was Suffragan of the Metropolitan Bishop of Quebec, under the title of Bishop of Telmesse. His successor is the present incumbent, the Right Rev. Ignace Bourget. Near to the above, there has been erected, by contribution, a magnificent building, called the Bishop's Palace. It has a very fine portico of Ionic columns fluted, and when finished will be surmounted by an observatory and cupola. In rear stands the Nunnery of the Sisters of Charity.—The Jail is the chief public building towards the northern extremity of the city. It cost about £30,000. The building consists of three stories, and a fourth in the centre, besides the basement. This contains thirty-two cells for solitary confinement, and the kitchens, bath-rooms, &c. The first story contains the Magistrates' or Grand Jury-room, Instruction-room, &c., and sixty-four cells. Besides the Gaoler's and Matron's apartments, the second story contains fifty cells and three day-rooms for prisoners. The third story is entirely occupied by thirty-three bedrooms and three day-rooms for debtors. Female prisoners occupy the cells in the back-wings of each story. The chapel surmounts the centre of the third

story. It is so constructed that five classes of prisoners, entering by separate stairs, can sit in view of the pulpit, and are prevented from seeing each other. Each of the three wings has a cistern capable of holding ten hundred and seventy-seven gallons. These three cisterns supply the whole establishment with water, and can be filled in forty minutes by means of a forcing-pump, worked by ten of the prisoners, although fixed nearly one hundred feet above the river. We believe that the establishment has not the benefit of a resident chaplain, and that there is an urgent call for improving the moral and religious instruction of the inmates. The present keeper, Mr. M'Ginn, is well entitled to favourable notice here in consideration of his zealous exertions to better the condition of the depraved and wretched indwellers.—In this direction lie the City Gas-works, the St. Mary Foundry, and the Rope Manufactory. In the year 1848, a New City Gas-work with premises on an improved and extensive scale was erected in Griffintown suburb. An understanding has been come to betwixt the stockholders of both companies and they now form one concern.. The Foundry is particularly noted for the manufacture of steam-boilers of the largest description. In the Ropery every description of cordage is manufactured by machinery on a patent method. The quantity of hemp consumed is about two hundred tons annually, giving employment to about forty hands. The Walk is twelve hundred feet long, three-fourths of which are two stories high. Russian hemp, imported from England, is used

in these works. Hopes are entertained that the obstacles, which have discouraged the growth and manufacture of hemp in this Lower Province, will be ere long removed. Good judges have pronounced the soil and climate well adapted for its cultivation.—The first ships built in Montreal were constructed by Mr. David Munn about 1806 in the ship-yard at the Current St. Mary. According to Mr. Gould's statement, the yearly average of vessels built in the Province in 1825-6-7-8 was forty-six. The number after that period greatly decreased. In 1829 the yard became the property of Messrs. Shea & Merritt. Under the superintendence of the latter gentleman many large steamers and vessels have been built.—We may here briefly notice a few buildings in a cluster in the centre of the city; viz., the Theatre Royal in Cote Street, the British and Canadian School, the Christian Brothers' School, the Free Church in Coté Street, the Scotch Secession Church and the Jews' Synagogue in Chenneville Street.—The British and Canadian School Society was instituted in 1822 for promoting the education of the young of the labouring classes of every persuasion. The building was finished in 1827, and is capable of containing about four hundred boys and two hundred and fifty girls. The attendance, however, of late years has averaged only about two hundred and fifty. The entrance to the class-rooms for each sex is at either extremity. The Brothers' School is under the superintendence of the *Frères des Ecoles Chrétiennes*, and is attended by upwards of five hundred pupils,

chiefly French Canadian. Behind the school are the buildings occupied by the Brothers, who number about twenty-five, and are distributed daily in superintending not only this central school, but those at the Bishop's or St. James' Church and the French College.—The Synagogue is a fine specimen of the Egyptian style of architecture. It is substantially built, and the interior is very handsomely finished. Mrs. Frances Michaels contributed £575 towards the defrayment of the expenses. It is the only Synagogue in British North America.—Amongst the Public Institutions we notice the University of McGill College, and the High School. The first was endowed from funds arising from a valuable estate at the base of the Mountain (on part of which the buildings are erected) and the sum of £10,000, bequeathed in 1814 in trust to *The Royal Institution for the Advancement of Learning in Lower Canada* by the Hon. James McGill, an opulent merchant in this city. For several years the will was contested, so that the Governors, who were incorporated in 1821, did not obtain full possession of the property until 1828. No religious test is imposed upon professors or students. There are three terms, the fee for each of which is £3 6s 8d. At present the Medical Staff comprises one Professor, eight Lecturers, and a Demonstrator of Anatomy. The number of students in this department has been on the increase for some years past; and betwixt a dozen and a score graduate yearly. Besides a Professor of Classics, there are Lecturers in Botany, Law,

French, History and Logic, and Mathematics and Natural Philosophy. The Vice-Principal, the Registrar, &c., and the French Lecturer are resident within the College. It is to be hoped that this institution may ere long be rendered really beneficial to the youth of the Lower Province. The College occupies a delightful site, and, when completed according to the plans, will form an architectural ornament to the city.—The High School occupies an airy and commanding situation, a little to the south of New St. Andrew's Church. It was erected in 1845 through the laudable exertions of a number of citizens desirous of securing a liberal education for the youth of the middle and upper classes. It is to be hoped that an institution calculated to confer lasting benefits upon the community, and quite unsectarian in its Directory, internal management, and system of instruction, may receive due countenance and support. The attendance has averaged upwards of two hundred; but there is accommodation for four hundred. It is an elegant building, approaching the Tudor style of Architecture.—The Baptist College is a conspicuous edifice situated upon the most elevated ground within the southern part of the city. It could accommodate upwards of forty students with separate bedrooms and studies, besides day-scholars. It was erected at a cost of about £7,500, and was opened in 1846; but is now unfortunately shut up.—Among the Literary Institutions, that of the Natural History Society is particularly worthy of notice. It was founded in 1827 and incorporated in 1832. The

building is in Little St. James Street and contains a Library and Museum. The former comprises a large number of important works on subjects of Natural History, and the latter a large collection of specimens of Natural objects and works of Art. The mineralogical specimens are of the finest description ; the simple minerals, exclusive of those found in this country, amount to upwards of sixteen hundred. The Botanical Department exhibits a considerable collection of plants not only from Canada, but from the United States and Europe. The collections of Shells, Insects, and Reptiles are very creditable. The Ornithological collection contains nearly all the birds found in this part of the world, besides a large number of British birds and those of the Torrid Zone. There is a deficiency of Quadrupeds. The apartments are well worthy of a visit. In connection with the above Institution it is proper to mention that the members have for some winters past been in the habit of delivering a course of weekly Lectures, chiefly on scientific subjects, to which the public had free admission. It is matter of regret that these excellent lectures have not at all been countenanced in the degree to which their important and interesting character has entitled them.—The Mechanics' Institute, Mercantile Library Association, and Canadian Institute have contributed essential service to the community by establishing each a weekly course of Lectures during the months of winter. These Lectures, for which the services of our most eminent professional gentlemen are brought into requisition, embrace a great diversity of subjects.

in literature and science, and expound views on almost every topic that has engaged the public mind. Moreover these Societies have established appropriate Libraries and Reading-rooms well supplied with Provincial and British Newspapers and Periodicals. Some of them possess Museums. The Montreal Library, which was founded in 1796, and contained upwards of six thousand English Works and about two thousand French, was recently transferred to the Mercantile Library Association by the few remaining subscribers.--The Societies for benevolent and religious purposes are too numerous for notice here.—It has been elsewhere noticed that the Original Burying-ground occupied the present site of the Cathedral and other parts of the French Square. A large extent of ground has been appropriated as a Cemetery for Roman Catholics in the St. Antoine Suburbs. The Cemetery for the Protestant inhabitants was purchased in 1799, and is now in the centre of the city,—such has been the increase of population within half a century.—There are also two Burying-Grounds at the north end of the city, one of which is appropriated to the Protestant Military, in which a neat obelisk monument has been recently erected to the memory of Sir Benjamin D'Urban, the late Commander of the Forces in Canada. All these Roman Catholic and Protestant Burying-Grounds are insufficient for the city. Funds have at length been subscribed for appropriating suitable grounds for an extensive Cemetery in the vicinity of the city, to be used by the different Protestant denominations.

No traveller, we hope, will think of leaving Montreal without gratifying himself with a drive round the Mountain, returning by the road between its two ridges. In the course of the drive from the N.W. to the village of Cote des Neiges, he will have a very extensive prospect of the Island of Montreal, that of Isle Jesus, and of the country lying beyond, as well as of the expanse of the Ottawa. As he emerges from the hollow, he has a beautiful panorama of the city with its suburbs, covering an area of above one thousand acres. For many miles above and below, his eyes view the wide St. Lawrence flowing majestically along, and range over a wide intervening landscape, terminating in the Mountains of Belœil and Rouville, Mount Johnson, the Green Mountains of Vermont, and those of New York State. As he descends, he will descry immediately below on the right a conspicuous mansion, surrounded by extensive gardens and orchards, which was formerly known as the *Chateau des Seigneurs de Montreal* from its belonging to the gentlemen of the Seminary. It is now generally called the *Priests' Farm*, as several acres of the adjoining land are cultivated as a farm for their benefit. In summer the Seminarists and the professors and pupils of the College resort hither weekly for recreation and refreshment. Till of late years on such occasions a band of music, formed of amateurs of their own body, enlivened the procession as it went and returned.

Another beautiful drive may be had by continuing the course round the southern portion of the Mountain, instead of taking the road between its two ridges. The

St. Lawrence above the rapids and the Ottawa are kept in view until turning to the East you are brought to the Mansion called Monklands, formerly occupied by the Governor General, Lord Elgin. It is now converted into an hotel for which its delightful situation, extensive gardens, and parklike grounds render it peculiarly well adapted to those who choose to reside out of the city, or to the casual visitor for recreation. It is conducted by Mr. John Orr, long known as one of the most respectable hotel keepers in the city; an omnibus runs through the day to and from Monklands, for the public convenience.—Such tourists as feel desirous of seeing somewhat more of Canadian country life should avail themselves of the favourite drives to Longe Pointe, to Lachine by the River side, or across the Island to Sault au Recollet on the Ottawa.

The present Railroad communication of Montreal is limited to three lines, the first made is that to St. John's, the starting place being at Laprairie, a town on the opposite side of the river 8 miles distant from the city. A branch from this Railroad is now in active formation to extend it to a point of the shore immediately opposite Montreal, whence it will be carried on a pier 1600 feet long to a small island called Moffatt's Island, crossing which, it will be carried out on another pier 2000 feet further; and at the extremity will have a wharf for freighting purposes, extending 1700 feet down the river from the pier. The transit from the city wharf will thus be shortened to little more than a mile. An extension at the other end of this line has recently been opened as far as Rouse's Point

at the North end of Lake Champlain, where it connects with the Ogdensburg, the Vermont and Canada, the Vermont Central to Boston and the Rutland and Burlington to Boston and New York. Some of the cars of a Boston train have already arrived at the terminus at Laprairie, and arrangements are being made to perform the whole journey without change of cars.

The Montreal and Lachine Railway was next constructed,—it traverses a distance of nine miles, but gives speedy communication with the mail and passenger steamers going up the river. An auxiliary line called the Lake St. Louis and Province Line Railway—is in progress from the Indian village called Caughnawaga on the south bank of the St. Lawrence opposite to the Lachine terminus, to a junction with the Ogdensburgh and Plattsburg Railway.

The city terminus of the St. Lawrence and Atlantic Railway is at Longueuil, two miles and a half down the river. Hence the road is completed to St. Hyacinthe a distance of thirty miles, crossing the River Richlieu at St. Hilaire on a timber bridge of excellent construction and proceeds round the base of the Belœil Mountain through delightful scenery to St. Hyacinthe—it is about to be opened to Melbourne, at which place it will be joined by a branch from Quebec, completing the communication between the two cities. Its junction with the United States portion of the line from Portland will be effected it is hoped in two years and will be hailed with the liveliest satisfaction by the citizens of Montreal.

There is Telegraph communication from the city

to Quebec, Bytown, Kingston, Toronto, Hamilton, London, and also to Troy, New York, &c. The first line is carried in the rear of Notre Dame Street and follows the travelling road by the side of the river the whole distance ; that to Bytown is taken over the Mountain and follows the shortest course up the Ottawa ; to Kingston the wire is taken along the Lachine travelling road, crosses the Ottawa at St. Ann's, follows the north bank of the St. Lawrence to its destination, while the Troy line, as has been remarked, crosses the St. Lawrence by submersion at the Island of St. Helens and follows the line of the Champlain Railway to St. Johns, whence it is carried on to Troy which connects it with all the New York wires, while a branch-off on its way to Troy at Burlington affords direct connexion with Boston.

The steam navigation connected with the City of Montreal has rapidly increased within the last few years, and further facilities for travelling up and down the River St. Lawrence are in progress of arrangement. At present there are five steam passage vessels running to and from Quebec, enabling two and three of them to leave each city every alternate evening. It is in contemplation to establish a line next season to run in the day time to allow travellers to enjoy the varied and romantic scenery of the river the whole of the way between the two cities. The route upwards from the city is supplied with several lines of first class and well conducted steam vessels. The Royal Mail Line consists of three vessels giving daily postal communication between Kingston and Montreal.

and which is continued from Kingston to Toronto, Hamilton, Niagara and all places at the western extremity of Lake Ontario by Lake Ontario Mail Steamers. A line of three steamers now run from these last places through to Montreal, four more are preparing and when placed on their station will admit of one of them leaving each extremity of the journey daily. At present a traveller leaving Niagara in the afternoon can arrive at Montreal the next day in time for the Quebec boats. Steamers to Ogdensburgh arrive and depart daily which are in connexion with the United States Mail Line, which touches at Oswego, and other places on the South side of Lake Ontario on the way to Rochester and Hamilton. Numerous other steam vessels ply throughout the whole route with freight and passengers. A mail line in connexion with the Lachine Railway ascends the Ottawa daily taking passengers to Bytown and intermediate places including the far famed Caledonia Springs. Returning to the river below Montreal, besides the ordinary ferry-boats there are also three vessels which visit the smaller towns and villages as far as Sorel, whence they ascend the Richelieu to Chambly. Their trips are arranged to convey the produce of the rural districts to the two weekly markets held in Montreal, but they are fitted up most tastefully for the conveyance of passengers also. In the winter, mail sleighs depart and arrive daily, carrying passengers to all the places before mentioned; when the ice roads across the river are but imperfectly formed the passage is either effected by canoes from one frozen part

of the river to another, or by crossing from Lachine to Caughnawaga, where from the rapidity of the stream the river is never frozen. But when the ice has "taken" as it is termed, the transit is uninterrupted for all vehicles on the river, by the various ice roads which are marked out on each side, fir branches being set up at intervals to prevent the mischance of losing the track by night or in snow storms.

Montreal is well supplied with spacious and comfortable Hotels, the Montreal House in Custom House Square fronting the River, Mack's Hotel near to the Bonsecour Market, the Exchange Hotel in a court off St. Paul Street, the Ottawa and St. Lawrence Hall Hotel in Great St. James Street, Donegana's and the Hay's House in Notre Dame Street, and many others.

We shall now suppose the tourist on board one of the magnificent steamers that ply daily betwixt Montreal and Quebec. He has a good opportunity of inspecting the port, which altogether is one of the finest in the world. The quay extends crescent-like along the whole front of the city for nearly a mile, containing numerous basins and wharves for vessels of every size, and leaving ample space for the passage of almost countless cabs, *charrettes*, omnibuses, and trucks. A most substantial stone wall, about twelve feet high, the top of which is level with the front street, and guarded by a handsome cast-metal railing, bounds the entire quay. This wall in winter acts as a defence against the immense masses of ice, which are heaved frequently above the level

of the street, on the occasion of *shoves* before the river, *takes, i. e.* is so bridged over with ice that regular roads can be constructed, and an uninterrupted communication kept up, usually for upwards of three months, as upon *terra firma*. The wall, also, serves as a defence on the breaking-up of the winter. The river here runs at the rate of about six miles an hour, and is nearly two miles wide. The current between St. Helen's and the opposite shore, called St. Mary's Current, is so strong that steam-tugs are in constant requisition for towing vessels to the different basins.—We may here premise that the distance from Montreal to Quebec is one hundred and eighty miles, that the town of Three Rivers lies half way, and that above this town the banks vary from five to fifteen feet in height, while below it they gradually increase their elevation till they attain to some hundred feet within a few miles of Quebec. The intermediate country is on the whole well cultivated, and on either side is seen an uninterrupted succession of neat whitewashed cottages and of thriving villages at almost regular intervals, in which handsome churches with tin-covered spires are conspicuous. This dense succession of farm-houses along the shores is accounted for by the fact, that the *seigneurs*, to whom grants of land were originally made, parcelled it out in such a manner that each *censitaire* or tenant might have a frontage upon the river, so desirable for a variety of purposes. In order to secure this partial benefit, each concession, instead of forming a compact square-like parcel of ground, extended longitudinally some two, three, or

more miles backwards, and has introduced several anomalies and inconveniences in carrying on the farming operations. In this way the portion in front is under cultivation, while that in the rear is under pasturage, and frequently under brush-wood. The same system has obtained in the concessions of the early settlements on both sides of the St. Lawrence below Quebec. The *seigneuries* still retain the names of the *seigneurs* to whom the lands were originally granted; and the villages or parishes are called after the names of Saints. Three miles below on the right hand lies Longueuil, originally the property of the Sieur of that name, and latterly of Baron Grant. Through this village passes the plank-road to the Town and Fort of Chambly. The intervening country is highly favourable to the growth of grain and most other species of agricultural produce. The present handsome church occupies the site of the ancient fort of Longueuil, one of many formerly raised as barriers against the Iroquois nation. The ferry boat here is from morning to evening frequented by passengers of every description, but especially by *habitans* conveying their produce to market and returning with purchases. A little above the landing-place is the terminus of the St. Lawrence and Atlantic Railroad, which was completed in December of 1848 as far as St. Hyacinthe, a distance of thirty miles, and has been continued to Melbourne in the Eastern Townships. For an account of the country through which this Railroad passes, our reader is referred to the Canadian Guide Book.—Three miles below on the left is the village of Longue

Pointe, and three miles beyond is that of Pointe aux Trembles (or Aspen Point, so called from having been originally covered with aspens).—Nearly opposite is the considerable village of Boucherville. It was a portion of a grant to Sieur Boucher. In this place many families, still retaining some of the titles of the ancient *noblesse* of the country, have fixed their residence. The better-looking houses of these residents form a strong contrast to the major part of those belonging to the other inhabitants.—Six miles downwards on the same side is the massive church of Varennes, which for imposing external appearance and interior decoration is unsurpassed in the landward districts. Its two spires form a conspicuous object, and on clear afternoons are distinctly seen from Montreal, from which it is fifteen miles distant. The Mineral Springs here are growing into repute and attracting visitants during the warm weather. Shortly before reaching Varennes, Bout de l'Isle (*the End of the Island* of Montreal, being its northern extremity) is passed. Three miles beyond Varennes on the north shore is Repentigny, the first village after crossing from the Island. Beyond appear in succession on the north shore, at intervals of six miles the villages of St. Sulpice, Lavaltrie, and Lanoraie. The extensive farms for many miles to the rear of these are in an advanced state of cultivation.—Ten miles beyond Lanoraie, but on the south shore, lies the town of Sorel, at the mouth of the river of the same name, which is also known by that of the Richelieu or Chambly. It is exactly forty-five miles from Montreal

and halfway to Three Rivers. This town, which has a very pleasant situation, and possesses advantages for trade, is built on the site of a fort which was erected in 1665 as a defence against the incursions of the Indians. It received the name of Sorel from a captain of engineers, who superintended the construction. Its proper and legal name, however, is WILLIAM-HENRY, after his late Majesty, William IV., who, having been much taken with its pleasant situation during a visit to Canada in the naval service of his country, the residents commemorated the circumstance by giving it this new name. It was regularly laid out about 1785 when some loyalists and disbanded soldiers settled in it, and to this day many old military servants of the Crown reside here. The streets intersect each other at right angles, and in the centre is "Royal Square." The eight principal streets are named after different branches of the royal family. Here are several Government buildings, as a barrack, block-house, hospital, &c., in consequence of some companies of troops being usually stationed here from its important position in commanding the communication between Lake Champlain and the St. Lawrence. The Commander of the Forces occupies the Government-cottage, as it is called. The population amounts to about two thousand five hundred. The houses, though generally constructed of wood, are substantial. The Protestant and Catholic churches are of stone. On the opposite shore of the Richelieu are excellent accommodations for ship-building, in which vessels of large tonnage used to be constructed. This branch of trade, how-

ever, has not been pursued to the extent that might have been expected. Here most of the Montreal steamers are laid up for the winter.—A few miles below William-Henry the St. Lawrence widens into its last expansion, called Lake St. Peter. It is about twenty-five miles long, and from five to ten in width. Its upper extremity for about nine miles is studded with numerous islands, some affording excellent pasturage, and others still covered with tall primeval trees. Some of the group belong to Government. On approaching the Lake the stranger can descry, overtopping the islands, the church-spire of Berthier, a village pleasantly situated on the North Channel of the River. From being midway between Montreal and Three Rivers in the direct route of the stages established on the plan of those in the Mother Country between Montreal and Quebec, and from having well furnished stores for the supply of the neighbouring populous seigniories, it has become a place of considerable resort and traffic. Hence large quantities of grain are annually exported. From its flat situation much damage has been sometimes caused to the basements of the houses and goods in the stores by the melting of the snow and ice in spring. So great has the rise been that it has been necessary to remove large quantities of grain to the upper stories of granaries in order to preserve it from injury. A similar inconvenience happens at Vercheres on the south side. Not far from Three Rivers the Mineral Springs of St. Leon are situated. There is a good Hotel in the village and the waters are much frequented.

The banks on either side of St. Peter Lake are very low, and shoals stretch from them to a considerable distance, so that there is but a narrow passage for shipping from two to three fathoms in depth. This intricate channel is marked off by poles and other beacons. Large sums of money have been expended by the Legislature from year to year in attempts to deepen the channel to the requisite depth for vessels of large tonnage, but from the shifting nature of the bed, or injudicious management, or some other cause, the results have been hitherto unsatisfactory. During the year 1851 however, the efforts to improve the channel have been resumed with every prospect of success.—On passing the group of islands we leave the District of Montreal and enter that of Three Rivers. Three considerable rivers, the Yamaska, St. Francis, and Nicolet, flow at equal intervals into the Lake on the south shore. The St. Francis issues from a lake of the same name, and after a course of upwards of a hundred miles reaches the Lake. Near its mouth are several islands, the largest of which is four miles long, is well settled, and contains a church and parsonage-house. There is an Indian village on the east side of the river. The settlement comprises thirty-seven acres. These Indians are of the Abenquais tribe, and subsist by raising in a very indifferent manner a little Indian corn and potatoes, and rearing a few pigs and poultry. To these means they add a little by fishing, and by hunting during the winter. They are chiefly Roman Catholics, and on that account the Government supports a Roman Catholic Missionary.

A Methodist Missionary has recently resided amongst them, and a few families adhere to him. They number about three hundred. A few miles from the mouth of the last is Nicolet, near which is a College on an enlarged scale, founded about the beginning of this century, and maintained in its infancy by the liberality of the Roman Catholic Bishop of Quebec.—After passing Port St. Francis, where passengers land for the Eastern Townships, the River soon resumes its usual breadth.—The town of Trois Rivières or THREE RIVERS is pleasantly situated on the west side of the St. Maurice, at its confluence with the St. Lawrence. Two small islands in the mouth of the St. Maurice give the appearance of *three* distinct rivers, and hence originated the name. It is one of the oldest places in Canada, having been begun in 1618 by some French colonists, with a view of making it a depot whence the fur-trade might be carried on with the Indians to the northward; but Montreal, being found a more convenient station, became the main emporium for this traffic. On this account the town made little progress till the year 1737, when the establishment of a Royal Foundry at St. Maurice, eight miles in rear of the town, contributed somewhat to its improvement. At the conquest of the Province the right of the French king devolved on His Britannic Majesty, and the Forges were leased to private persons who worked them with success. More recently they have passed into the hands of the Hon. James Ferrier, lately Mayor of Montreal, an enterprising citizen. The Foundry, by means of furnaces,

forges, smelting-houses, and workshops, manufactures stoves of every description, large caldrons or kettles for pot-ashes, machinery for mills, wheels for rail-road-cars, lamp-posts, &c. &c. Large quantities of pig and bar iron are exported. Upwards of three hundred men are employed, and their dwellings present the appearance of a small village. The manager is a Scotchman: the pattern-makers, moulders, and other workmen are Canadians. The ore which is abundant, is equal to the best Swedish. It is singular that hitherto there has not been found in either province sand suitable for the purpose of casting iron. For this reason the proprietors import from Britain what they use in this operation. The stoves manufactured here are preferred by the *habitans* to those of any other manufactures. Peltry in small quantities is still brought by the Indians, and received by the Agents of the Hudson's Bay Company. The site of the town and vicinity is flat and sandy. The wharfage is good, admitting ships of large tonnage close to it. The streets are narrow, of which the principal one, Notre Dame, runs the whole length of the town, nearly parallel with the River. The Ursuline Convent was founded in 1677 by the then Bishop of Quebec. It has a Superior and twenty-four nuns. The original building was destroyed by fire in 1806, but, from the high estimation in which the Ursulines were held, it was rebuilt and re-occupied in 1808. A decided improvement in the construction of private residences has taken place. The court-house, goal, barracks, and churches are substantial buildings of stone. In this

town there are about one hundred of the Algonquin tribe of Indians in a state of great poverty. On the St. Maurice there are nearly as many of the Tete de Boulé tribe in a similar condition. Three Rivers has a population of upwards of five thousand, and sends a member to the Legislative Assembly. We beg to refer the tourist to the Canadian Guide Book for an account of the scenery of the St. Maurice and in particular of that of the Falls of the Shewinagam and Grande Mere.—Nearly opposite to Three Rivers, the Becancour, after a course of about seventy miles, joins the St. Lawrence. A little above the village of Becancour, which lies to the east, is a settlement of Abenquais Indians, who occupy a few acres of land and three islands. They only amount to about one hundred, and in their customs and occupations are quite similar to those at St. Francis.—A few miles below on the left bank is Batiscan, at the mouth of the river of that name. Six miles upon its east side is a foundry of the same description with that on the St. Maurice, but on a much smaller scale. It is the property of several individuals. It is proper to remark that, without almost a single exception, the numerous tributaries of the St. Lawrence from the top of Lake St. Peter to Quebec are rendered unnavigable an account of falls and rapids. These tributaries used to be crossed by means of canoes and scows kept by ferry-men at a somewhat high charge for the transport of passengers, carriages, &c. Of late years, however, a great improvement has taken place in this respect, as the

post-road is now generally continued across these ancient ferries by means of the substantial wooden bridges that have been constructed.—The village of Ste. Anne next appears on the same side, to the east of the river of that name. Here the large District of Quebec commences on both sides of the St. Lawrence.—The steamer is now approaching the Richelieu Rapids, which extend for upwards of eight miles. These are about equally distant between Three Rivers and Quebec. Here the channel is so contracted that the navigation is rendered very hazardous except at particular periods of the tide. During this passage may frequently be seen a considerable fleet of vessels of various classes lying at the mouth of the Portneuf, for the purpose of receiving freights of flour and timber from the extensive grist and saw-mills beautifully situated in a hollow near the main road. During low water, vessels, in passing up and down, usually anchor here. In this way Portneuf presents a bustling appearance.—Eastwards the banks gradually increase in elevation until at Cap Santé they are one hundred and fifty feet above the River. The Church, standing on the point of the Cape, cannot fail to attract the stranger's notice. This Church, with its three spires, is distinguishable at a great distance, and serves as a land-mark to pilots going down the River. The Cape is about thirty miles from Quebec. From Cap Santé a large shoal, called *Batture du Cap Santé*, stretches nearly to the entrance of the Jacques Cartier. It is thickly beset with rocks uncovered at low water. It is almost super-

fluous to remind the reader, that the river just mentioned has derived its name from the famous navigator who first examined the St. Lawrence, and secured his vessels at the entrance of this river during the winter of 1536. This river, from the precipitous nature of the ground over which it passes, has so impetuous a course that, where the main road passes the ferry near the St. Lawrence, the boats used to be traversed from side to side by means of hawsers stretched from one side to the other. It has now, however, a splendid bridge thrown across. In its course it approaches within sixteen miles of Quebec, and in a military point of view has been regarded as a powerful natural barrier, and may be termed one of the out-works to the city and environs of Quebec. Indeed the French, when expelled from Quebec in 1759, retired behind this river, and hastily threw up a work, under the impression that they could remain in safety for a time from the molestation of their conquerors.—The village at Pointe aux Trembles, on the left bank and about twenty miles from Quebec, is pleasantly situated on the projecting point of that name. In it is a convent conducted by Sisters of the Congregation of Quebec. Many of the inhabitants are industrious and enjoy a competency. The amphitheatre behind presents a pleasing *coup d'œil* of farms cultivated to the summits of the hills, and of substantial farm-houses amidst gardens and orchards.—From the Point nearly to the Seigniory of Desmaure or St. Augustin stretches a shoal, called *La Batture de la Pointe aux Trembles*, having numerous rocks uncovered at low

water. Between Pointe aux Trembles and Cap Rosier may be seen near the shore the ruins of the first Roman Catholic Chapel built in Canada. A little below is seen Cap Rouge, which is about eight miles distant from Quebec. The Riviere du Cap Rouge feels the abstraction of the ebb of the St. Lawrence so strongly, that at low water its bed is nearly dry, and can be easily crossed without the assistance of the ferry-boat. At high water, boats of considerable burden can ascend as high as the mill, about three-quarters of a mile from the St. Lawrence; and a handsome bridge has been erected by the Board of Works. In the vicinity of the Cap the main road ascends a steep acclivity, of which travellers seldom fail to feel the effects, particularly in summer. On passing the Cap the Citadel of Quebec comes in view, presenting a sight at once grand and interesting from the natural beauty of its position and the historical associations with which it is connected.—On the southern shore will be seen, near the mouth of the Chaudière, New Liverpool Cove, which has been found a convenient situation for constructing and repairing ships. A little below is Pointe des Peres, whence there is a ferry to Quebec.—Soon Wolfe's Cove is passed, and the steamer rapidly approaches the wharf, passing through a dense line of British shipping, moored beneath the tower-crowned heights of Cape Diamond.—The steamers plying between Quebec and Montreal are of a very superior kind, and commanded by experienced and well informed captains. During the summer months, these boats generally leave

Montreal at six or seven o'clock, P. M., arriving at Quebec at from four to five o'clock next morning, while the upward boats leave Quebec, an hour earlier, say at five o'clock, P. M., in order to make up for the difference in time caused by the downward current, and arrive in Montreal generally at from five to six o'clock, A.M. For the Travellers guidance in Quebec he might supply himself with the New Guide to Quebec, published by Mr. P. Sinclair and if he feels disposed to extend his peregrinations throughout the Province he will find the Canadian Guide Book with its accompanying map a useful companion.

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# INDEX.

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## LIABILITIES AND ASSETS OF THE CORPORATION OF THE CITY OF MONTREAL, TO THE 31ST JANUARY, 1851.

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### LIABILITIES.

	£	s.	d.	£	s.	d.
Corporation Bonds not bearing interest, . . . . .	330	0	0			
Corporation Bonds bearing interest, . . . . .	117,872	14	6			
St. Ann's Market Bonds, . . . . .	15,584	18	6			
				133,787	13	0
Balance due on Loans for specific purposes, . . . . .				130	4	4
Balance due on Retired Allowances, . . . . .				100	0	0
Amount due for Lighting the City to 31st January, 1851, . . . . .				452	15	5
Arrears of Interest for 1849, not called for, . . . . .				73	11	10
Arrears of Interest for 1850, . . . . .				497	16	3
Corporation Debentures issued as a loan to the St. Lawrence and Atlantic Railroad Company. . . . .				125,000	0	0
				£260,042	0	10

## ASSETS.

	£	s.	d.	£	s.	d.
Cash on hand . . . . .				145	2	5
Bonsecours Market Buildings, including New Stores, . . . . .				67,717	16	7
Jacques Cartier Square Buildings, formerly the Market Weigh House, &c, . . . . .				3,000	0	0
Hay Market Property . . . . .				4,979	10	0
Viger Market Property, . . . . .				300	0	0
Papineau Market Property, . . . . .				210	0	0
Vacant Lots on Mountain Street, . . . . .	1,600	0	0			
Do. do. on Craig Street, . . . . .	994	5	0			
Do. do. on Campeau Street . . . . .	100	0	0			
Do. do. on St. Catherine Street . . . . .	75	0	0			
	<hr/>			2,769	5	0
St. Ann's Market Property, . . . . .				5,671	5	1
Fire Department Property . . . . .				3,775	8	6
Arrears of Assessments and Duty on business for 1848, . . . . .				2,011	11	7
Arrears of Assessment and Duty on business for 1849, . . . . .				2,199	9	1
Arrears of Assessment and Duty on business for 1850, . . . . .				4,000	13	6
Due by sundry persons, for Drains constructed opposite to their respective Properties, . . . . .				636	4	11
Due the City by Deed of Sale, . . . . .				1,125	0	0
St. Lawrence and Atlantic Railroad Stock, transferred to the Corporation as security for loan to the amount, . . . . .				125,000	0	0
Balance due by Water Works Department, . . . . .				4,832	3	7
Balance at Debit of the City, . . . . .				31,668	10	7
	<hr/>			£260,042	0	10
	<hr/>					

## STATEMENT OF THE CITY DEBT,

ON THE 15TH FEBRUARY, 1848.

	£	s.	d
Corporation Bonds issued to that date, .	125,621	12	10
St. Ann's Market Bonds, . . . . .	15,584	18	6
Unsettled Claims against the differ- ent Departments, . . . . .	5,645	12	0
	<u>146,852</u>	<u>3</u>	<u>4</u>
New Bonds issued from 15th February, 1848, to the 31st January, 1850, . .	8,410	0	9
1851.	£	s.	d.
Jan. 31.—Corporation Bonds in circulation, . . . . .	118,202	14	6
St. Ann's Market Bonds, . . . . .	15,584	18	6
Claims unpaid, . . . . .	1,254	7	10
	<u>135,042</u>	<u>0</u>	<u>10</u>
Paid on account of the Debt, from 15th February, 1848, to 31st January, 1851,			
Say on Bonds . . . . .	15,828	19	1
On Old Claims, . . . . .	4,391	4	2
	<u>20,220</u>	<u>3</u>	<u>3</u>

N. B.—Corporation Debentures to the amount of £125,000 have been issued as a Loan to the St. Lawrence and Atlantic Railroad Company, to enable that Association to complete the Railroad from this City to the Province Line. Preferential Railroad Stock to the same amount, (£125,000) has been transferred by the Company to the Corporation, as security for the said Loan, and £25,000 additional, of Preferential Stock has also been transferred by the Company, as a further guarantee against any possible loss on the Stock first transferred, should it be necessary to dispose of the same, for the payment of the Corporation Debentures.

EDOUARD DEMERS, *City Treasurer.*

CITY HALL, Montreal, 31st January, 1851.

### FARES FOR CABS AND CALECHES.

For the conveyance of one or two persons from any one place to any other within the city limits and returning, (provided the time occupied do not exceed half an hour.) . 0 10

For every person over that number, 5d. extra.

If the time exceed half an hour,—

For the first hour . . . . . (40 cents.) . . 2 0

For each subsequent hour . . . . . (30 cents.) . . 1 6

and *pro rata* for intermediate quarters of an hour

From the Longueuil Ferry to the Montreal and Lachine Railroad Station, Bonaventure Street.—

For one or two persons only . . . . . (25 cents.) . . 1 3

For three or more . . . . . (37½ cents.) . . 1 10½

In every description of vehicle each passenger is allowed a *reasonable* weight of luggage, *free of charge*.

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N.B.—Every driver of a Cab is required to have the number of the vehicle, the name of the owner, and the tariff of rates, printed in legible characters on a card, and fixed in a conspicuous place therein.

INDEX.

POPULATION OF MONTREAL, 1852.

Total population, . . . . .	57,715	<u>          </u>
Natives of Canada, French origin, . . . . .	26020	
Do. other origins, . . . . .	12494	
of Ireland, . . . . .	11736	
of Scotland, . . . . .	3150	
of England, . . . . .	2858	
of United States, . . . . .	919	
of France, . . . . .	133	
of other countries, . . . . .	405	
	<u>          </u>	57,715
Males, . . . . .	27734	
Females, . . . . .	29981	
	<u>          </u>	57,715
Married, . . . . .	18514	
Not Married, . . . . .	36072	
Widowers, . . . . .	860	
Widows, . . . . .	2267	
	<u>          </u>	57,715
Attending School, Males, . . . . .	4256	
Females, . . . . .	3203	
	<u>          </u>	7459
Births in 1851, Males, . . . . .	1114	
Females, . . . . .	948	
	<u>          </u>	2062
Deaths in 1851, Males, . . . . .	905	
Females, . . . . .	820	
	<u>          </u>	1725
Excess of Births, . . . . .	337	
Houses occupied, Stone, . . . . .	1674	
Brick, . . . . .	984	
Frame, . . . . .	4351	
Vacant, . . . . .	156	
Building . . . . .	78	
	<u>          </u>	7244
Total population in 1851, . . . . .	57715	
in 1849, . . . . .	48207	
	<u>          </u>	
Increase, . . . . .	9508	

## POPULATION OF MONTREAL, 1849.

## INDEX.

WARDS.	HOUSES.		POPULATION.				NATIVES OF						
	Occupied.	Vacant.	Males.	Females.	Total.	England.	Scotland.	Ireland.	Canada, (French).	Canada, (British).	German.	United States.	Other Countries.
East, Centre and West,	987	146	2329	3386	5715	501	385	1188	2000	1417	19	87	227
St. Anne, . . . . .	747	213	4327	3174	7501	350	373	2840	1599	2107	30	147	9
St. Antoine, . . . . .	1321	64	4146	3603	7749	518	502	1562	2984	1880	103	182	17
St. Lawrence, . . . . .	995	60	3939	3465	7404	513	706	1626	2133	2251	99	138	75
St. Lewis, . . . . .	1179	156	4006	3273	7279	240	137	893	4713	965	44	32	53
St. James, . . . . .	1029	36	4924	3677	8601	326	146	1019	5961	1064	18	24	46
St. Mary, . . . . .	534	140	2267	1691	3958	218	134	879	1910	781	4	26	6
Total . . . . .	6792	815	25938	22269	48207	2666	2383	10007	21300	10465	317	636	433

# HIGH SCHOOL OF MONTREAL.

*Incorporated by Act of Parliament, 8 Victoria, Cap. 104.*

## DIRECTORS.

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*Preparatory*—Rev. Mr. Hutchinson.

The Course of study at this school is arranged mainly with the view of drawing out and strengthening in an equal degree all the mental faculties of the Pupil. Any system, which instead of being general, cultivates some one faculty to the neglect of others, must be imperfect. It is, indeed, desirable that at some period in a youth's education a preponderance should be given to that subject of study, which bears more directly upon his future profession; but it will be time enough to do this when he has reached the age of fourteen or fifteen. Up to this age it is considered that all boys should be instructed alike.

The Classics form the basis of education at the High School, so far as Language is concerned. A knowledge of these, is one of the requirements of what is called a liberal education. The great and numerous advantages which result from the study of the Classics cannot well be entered upon here. Nothing but a better substitute can compensate for the neglect of them, and one has not yet been found.

Latin and Greek are not, however, as is too often the case, made an altar upon which other important studies are to be sacrificed. It is at least as necessary to improve the powers of Reason and Thought,

as to cultivate that by which thought is to be expressed. Mathematics, therefore, in the comprehensive meaning of the term, have their due place in the system pursued at the High School.

The subjects of History and Geography also occupy some portion of the Pupil's time. The great object in view being the general development of the mind, whatever conduces to this important end, has its appropriate place.

In the Religious Instruction given at the High School there is nothing of a sectarian character; but the fundamental truths of religion and of morality have due prominence given to them. Particular care is taken to encourage open, generous, and gentleman-like feeling and behaviour amongst the boys, not only towards the masters of the School, but in their intercourse with each other.

### PREPARATORY SCHOOL.

The slow progress often made by boys in the Upper Classes of a Public School is constantly the result of a careless groundwork at inferior Preparatory Schools. The Masters of the High School are therefore solicitous that Parents who intend to have their boys educated at this school shall enter them in the Preparatory Class as soon as they can read with tolerable fluency. This class receives a large share of the Rector's attention, and the hours of study have been so arranged for it, that the little boys do not during any part of the day, come in the way of the older Pupils of the Higher Forms.

### FEES.

Preparatory School, . . . . .	£5 0 0 per annum.
The Three Lower Classes of the Upper School . . . . .	8 0 0 “
The Two Higher . . . . .	10 0 0 “

These fees will, in all cases, be payable quarterly in advance.

In order to render the expense as light as possible, it has been resolved to publish, in a cheap and convenient form, several of the works necessary for the Course, and in the selection of others, cheapness will be studied as far as may be compatible with excellence.

The Rector and other Masters receive boys to board with them, so that Parents living at a distance from Montreal, may thus avail themselves of the advantages which the course of education at the High School offers.

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