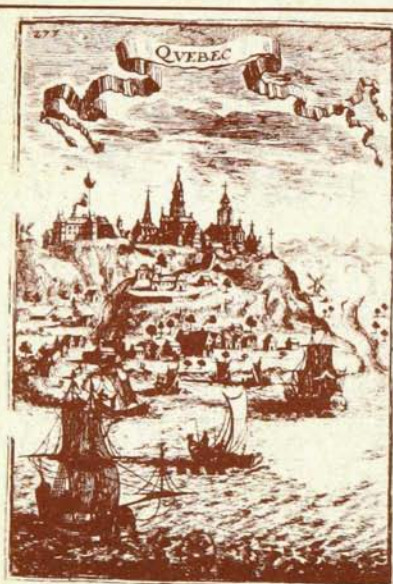


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PICTURESQUE MONTREAL

1876

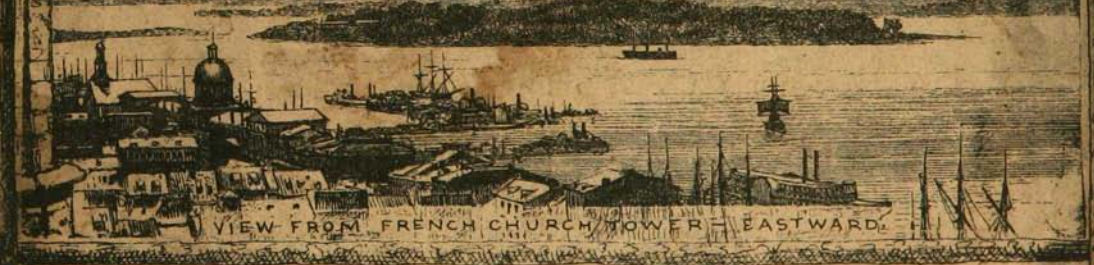


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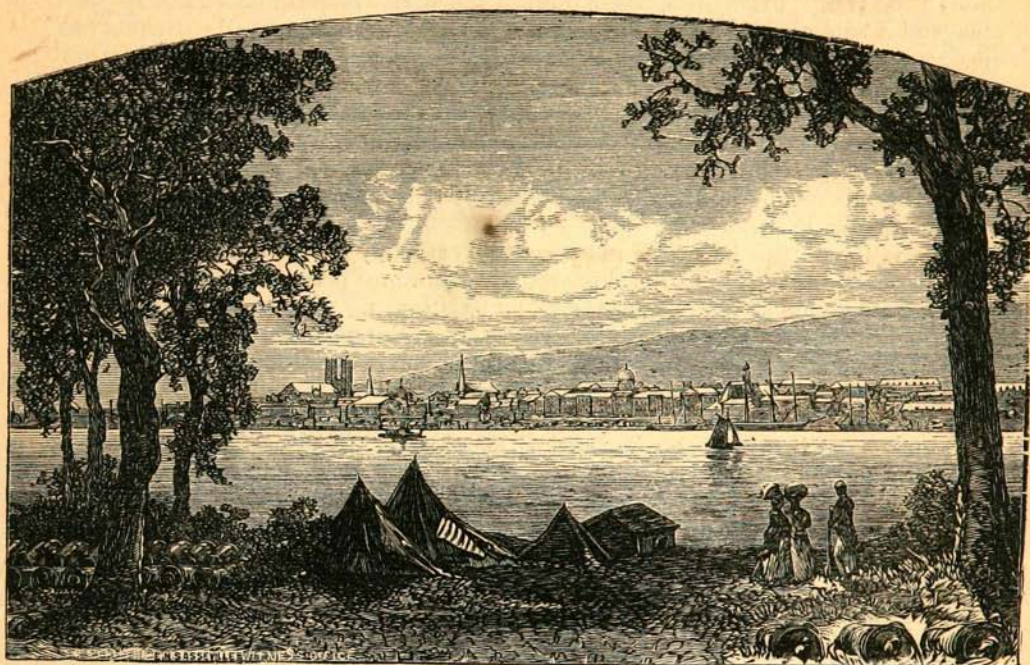
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MONTREAL FROM ST. HELEN'S ISLAND.

THE Island of Montreal, upon which the city is built, is of a triangular shape, 32 miles long by $10\frac{1}{2}$ broad, and lies at the confluence of the Ottawa and St. Lawrence Rivers. The Rivière des Prairies on the North West side, separates it from Isle Jesu. The Island is divided into several parishes, and with the exception of the mountain, and one or two small ridges, exhibits a level surface. It is watered by several little rivulets.

From the City, to the eastward, the shores are from fifteen to twenty feet above the summer level of the River St. Lawrence; but in the opposite direction, towards Lachine, they are low, and in some places soft and marshy.

The soil can scarcely be excelled in any country, and is highly productive in grain of every species, vegetables and fruits of various kinds; consequently there is hardly any part of it but what is in the most flourishing state of cultivation, and it may justly claim the pre-eminence over any part of Lower Canada. So productive is the soil, that the Island has been sometimes called "The Garden of Canada."

The turnpike roads are the finest in the Dominion, and are much frequented for pleasure driving, as along their line are some romantic prospects, especially at a point near the Tanneries village, where the road ascends a steep hill and continues along the ridge for more than three miles, commanding a beautiful view

over the cultivated fields below, the Lachine Canal, the lines of Railway, the "Lachine Rapids" and the islands in the St. Lawrence, with the Victoria Bridge spanning the river, while in the distance is the varied woodland scenery on the opposite shores.

Upon this Island, Montreal, the second city in Canada in political dignity, but first in commercial importance, is situated in Latitude 45° , 31 North, and Longitude 78° 35 West. From the opposite shore of the St. Lawrence it has a noble appearance, and in summer the surrounding scenery is exceedingly beautiful. "Behind the city rises the mountain, from which it originally took its name,—not a conical eminence, but a swelling semi-circular ridge with its concave surface towards the city, and placed like a rampart behind the city, as if to shield it in winter from the unkindly blast." A dense forest covers the greater part of the mountain, except where space has been cleared for several elegant mansions. The greater portion of this mountain has been purchased by the City, and is now being laid out as a Public Park.

The visitor to this beautiful and popular Northern City, will doubtless desire some facts concerning its earlier history, and before we proceed to speak of the City and its points of interest, as at present existing, we propose devoting a few pages to a brief review of its rise and growth from the small Indian settlement of 1535 to the populous city of the present. To aid our description, we give (for the benefit of the antiquary, and the lovers of the "antique") a number of illustrations of Montreal in the olden time; also fac-similes of some quaint autographs of its founders, and also medals connected with its history. Let us now take a glance at its rise and progress.

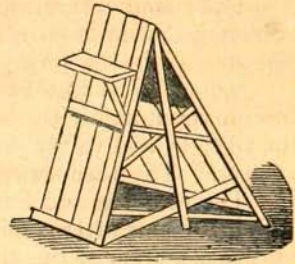
Three hundred and forty years ago (on the 2nd October, 1535), a small company of French soldiers and sailors landed on the Island of Montreal. They were gaudily dressed, and every possible display was made for the purpose of striking with awe and reverence the simple-hearted Indians, whose town they were now about to enter. The leader of the party was Jacques Cartier, the first explorer of the shores of Canada to any extent, and the first European who visited the site of the now beautiful City of Montreal. The party landed a few miles below the Indian village, and encamped for the night, and early on the next morning they set out, accompanied by three Indians, as guides, to visit the town and the "habitations of those people, and a certain mountain that is somewhat near the town."

After they had gone about four miles, they were met by one of the chiefs of the city, accompanied by many of the natives, who, as soon as he saw them, led them to a place where a large fire had been made, and signified to them by signs that they should stop and rest themselves, which they did.

After they had rested themselves, the chief began to make a long speech, showing by his countenance and signs that they were welcome. Cartier gave him two hatchets, a pair of knives, and a cross, which he made him kiss, and then put it about his neck. After this, the chief led the way, and when they had passed about a mile further they found "goodly and large fields, full of such corn as the country yieldeth."

In the midst of those fields stood the village or town of "Hochelaga." When they came near the town, they were met by the Lord or King of the country, Agouhanna by name, who was borne on the shoulders of several natives. When the party were all seated, the natives brought in diseased men, lame, blind, and deaf, and laid them before Cartier that he might touch them, for they thought that he was a God who had descended from heaven to heal them. He recited the Gospel of St. John, and prayed that God would open their hearts that they might receive His holy Word and be converted.

After these ceremonies were over, Cartier was conducted into the town, which thus he describes: "It is placed near, and as it were joined to a great mountain, very fertile on the top, from which you may see very far. The town is round, encompassed about with timber, with three rampires, one within another, framed like a sharp spire, but laid across above. The middlemost of these is made and built in a direct line, but perpendicular. The rampires are framed and fashioned with pieces of timber, laid along the ground, very well and cunningly joined after their fashion; this enclosure is in height about two rods; it hath but one gate, or entry thereat, which is shut with piles, stakes and bars; over it, and also in many parts of the wall, there be places to run along, and ladders to get up, all full of stones, for the defence of it.



SECTION OF INDIAN PALISADE.

"There are in the town about fifty houses, each fifty paces long, and fifteen or twenty broad, built all of wood, covered over with the bark of the wood, as broad as any board, and cunningly joined together. Within are many rooms, lodgings, and chambers. In the midst of every one there is a great court, in the middle whereof they make their fires. They live in common together, then do the husbands, wives, and children, each one, retire to their chambers. They have also in the tops of their houses, certain garrets, wherein they keep their corn to make their bread. The people are given to no other exercise, but only to husbandry and fishing, for their existence."

The visitor to the city of Montreal, while viewing its great extent, and the splendor of its buildings, will find it difficult to realize a small settlement upon its site, such as that just described; but, doubtless, those who resided within its narrow enclosure, considered it an extensive settlement, and a place of great importance.

Having seen all that he deemed worthy of notice in the village, Cartier expressed a wish to ascend the mountain, and was immediately conducted thither by the natives. From its summit he discovered an immense extent of fine country, interspersed with rivers, woods, hills, and islands, the sight of which filled him with feelings of joy and gratification. In honor of his king, he gave to the elevation the name, which, with small change, has since extended to the city, "Mount Royal." And truly the name was most appropriately chosen. From the summit that noble prospect met his eye which, at this day, is the delight of tourists. But greatly changed is the scene since the first white man—the Breton voyager, gazed upon it. Now, tower, dome, and spire—white sail and gliding steamer—the magnificent Victoria Bridge spanning the river, all tend to give animation to the scene; but then "East, West and South, the forest was over all, while the broad blue line of the great St. Lawrence gleamed amidst it all." Cartier, on his return to France, described his visit to this mountain, and recommended it as a favorable site for a settlement, but he did not live to see his idea carried out.

Seventy years passed ere the island was again visited by a white man. In 1609, Champlain, governor of New France (by which name Canada was then known), wishing to establish relations with the great Indian communities of the

interior, repaired to Hochelaga, where he chose a site and cleared ground for the proposed trading-post. The spot chosen was immediately above a small stream (now covered by Commission-

Champlain -

AUTOGRAPH OF CHAMPLAIN.

ers and Foundling streets) which entered the River St. Lawrence at Point a Callière; and, "here, on the margin of the stream, he built a wall of bricks, which he made from clay found on the spot, in order to test the effects of the ice-shove" in the spring.

When he visited Montreal, the tribe of Indians mentioned by Cartier had disappeared, and with them all traces of their village. Again the island was left to solitude, and thirty years elapsed ere its forests sent back the echo of European voices. The 18th May, 1642, was the birthday of Montreal.

The peopling and fortifying the Island of Montreal with a view of repressing the incursions of Iroquois, and the conversion of the Indians, had occupied the entire attention of the first missionaries, and in 1640 the whole of this domain was ceded to a company for that purpose.

"Jerome le Royer de la Dauversière, a collector of taxes at La Flèche, in Anjou, and a young priest of Paris, Jean Jacques Olier, by name, having met each other, formed the idea of establishing at Montreal three religious communities: one of priests, to convert the Indians; one of nuns, to nurse the sick, and one of nuns to teach the children of the Indians and of the colonists."

A rather romantic account is given as to the manner in which these two persons became acquainted.

Dauversière was an enthusiastic devotee, and one day while at his devotions he heard a voice commanding him to become the founder of a new order of hospital nuns, and to establish on the island called Montreal, in Canada, an hospital or "Hotel Dieu," to be conducted by these nuns. Dauversière was greatly perplexed. On the one hand, the voice from Heaven must be obeyed; on the other, he had a wife, six children, and a very moderate income.

There was at this time, at Paris, a young priest, "Olier," twenty-eight years of age, who, while he was praying in the ancient church of St. Germain des Pris, thought he heard a voice from Heaven, telling him that he was to be a light to the Gentiles. He was also told that he was to form a society of priests, and establish them upon the island called Montreal, in Canada, for the propagation of the true faith.

We are told that while he and Dauversière were totally ignorant of Canadian geography, they suddenly found themselves in possession, they knew not how, of the most exact details concerning Montreal, its size, shape, situation, soil, climate and productions.

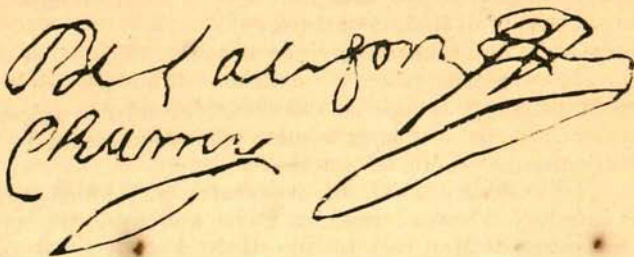
Dauversière pondered the revelation he had received, and the more he pondered the more he became convinced that the call came from God. He therefore went to Paris, where he was strengthened in his conviction by another vision, in which he heard Christ ask the Virgin, three times, "Where can I find a faithful servant?" upon which the Virgin took Dauversière by the hand, saying, "See Lord, here is that faithful servant." Christ received him with a smile, and promised him wisdom and strength to do His work.

From Paris he went to the Chateau of Menden, not far from St. Cloud. Entering the gallery of an old castle, he saw a priest approaching him. It was Olier. Although these men had neither seen nor heard of each other, yet, impelled by a kind of inspiration, they knew each other, even to the depths of their hearts, and saluted each other by name like two friends who had met after a long separation.

Dauversière received communion at the hands of Olier, after which they proceeded to discuss the plans revealed to them. It was an easy matter to talk over those plans; but, in order to carry them out, they must first raise some money. For this purpose, Olier laid the matter before some of his wealthy penitents, while Dauversière succeeded in securing the Baron de Fancamp, a devout Christian, and

a wealthy man, who, considering the enterprise as one calculated to further his spiritual interests, was eager to take part in it. Shortly afterwards, three others were secured, and the six together formed the germ of the "Société de Notre Dame de Montréal." Among them they raised seventy-five thousand livres.

Previous to this, the Island of Montreal had been granted to M. de Lauzon, a former president of the Company of One Hundred Associates, and his son possessed the exclusive monopoly of the fishery on the St. Lawrence. After much persuasion, Dauversière and Fancamp succeeded in securing from him a transfer of his title to them; and to make the matter more

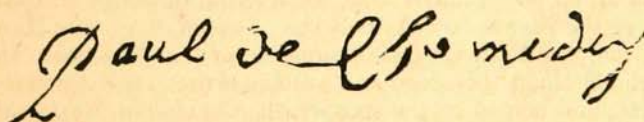


AUTOGRAPH OF DE LAUZON.

secure, they obtained, in addition, a grant of the island from its former owners, the "Associates." That company, however, reserved the western extremity of the island for themselves, as a site for a fort and stores. The younger Lauzon also gave Dauversière and his company the right of fishery within two leagues of the shore of the island, which favor they were to acknowledge by a yearly donation of ten pounds of fish. These grants were afterwards confirmed by the king, and thus Dauversière and his companions became "Lords of the Isle of Montreal."

They now proceeded to mature their plan, which was to send out forty men to take possession of Montreal, intrench themselves, and raise crops, after which they would build houses for the priests and convents for the nuns.

It was necessary that some competent person should be secured, who should take command of the expedition, and act as governor of the newly acquired isle. To fill this important position, it was desirable that with the qualities of the statesman should be added the courage of the soldier. One in whom these were combined was found in the person of Paul de Chomedey, Sieur de Maissonneuve, a



AUTOGRAPH OF PAUL DE CHOMEDEY.

devout Christian, an able statesman, and a valiant soldier. Maissonneuve at once accepted the position, but many obstacles presented themselves to

the company before they were enabled to furnish him with the means required for founding the new colony. Not the least of their troubles was the difficulty they met with in procuring money. This difficulty so preyed upon the minds of Dauversière and Olier that they became very despondent. They continued so for a length of time; but finally their faith in the enterprise became so strengthened that they set to work in earnest, to complete their plans. They were now successful. Many very wealthy ladies contributed towards defraying the expense of the undertaking, and also became members of the "Association of Montreal," which had now increased to about forty-five persons, and it was decided to postpone the establishment of a college and seminary until the colony should be formed. The hospital, however, was to be at once erected, as they felt assured that it would be needed by the settlers. To superintend the hospital, they secured the services of a young lady, thirty-four years of age, Mademoiselle Mance, a descendant of an

ancient family of France. She accepted the appointment, and although of delicate constitution, was ready to face any hardship, so that she might spread the cause of her Church. Once only did her courage fail her, and that upon the eve of their departure, when she had some misgivings as to the advisability of her accompanying alone, to the forest, a troop of soldiers. This difficulty was removed by two of the men refusing at the last moment to embark unless their wives accompanied them, and by a young woman who volunteered to accompany the party, and took passage in one of the vessels.

Jeanne Mance

AUTOGRAPH OF JEANNE MANCE.

In February, 1641, the Associates, with Olier at their head, assembled in the Church of "Notre Dame" at Paris, and before the Altar of the Virgin "solemnly consecrated Montreal to the Holy Family, and to be called *Ville-Marie de Montréal.*"

Maissoneuve with his party, forty-five in number, reached Quebec too late to ascend the river. On their arrival at that place they were received with jealousy and distrust. The agents of the "Company of One Hundred Associates" looked

Cyrculata Montmagny

AUTOGRAPH OF MONTMAGNY.

on them with suspicion, and Montmagny, the Governor, feared a rival in Maissoneuve. Every opposition was thrown in their way, and Montmagny tried to persuade Maissoneuve to exchange the Island of Montreal for that of Orleans. But Maissoneuve was not to be deceived, and he expressed his determination to found a colony at Montreal, "even if every tree on the island were an Iroquois."

On the 8th of May, 1642, Maissoneuve embarked, and "on 17th May his little flotilla, a pinnace, a flat-bottomed craft moved by sails, and two row-boats, approached Montreal, and all on board raised in unison a hymn of praise. Montmagny was there to deliver the island, on behalf of the 'Company of One Hundred Associates.' Here, too, was Father Vimont, superior of the Missions. On the following day they glided along the green and solitary shores, now thronged with the life of a busy city, and landed on the spot which Champlain, thirty-one years before, had chosen as the fit site of a settlement. It was a tongue, or triangle of land, formed by the junction of a rivulet with the St. Lawrence. This rivulet was bordered by a meadow, and beyond rose the forest with its vanguard of scattered trees. Early spring flowers were blooming in the young grass, and the birds flitted among the boughs.

"Maissoneuve sprang ashore and fell on his knees. His followers imitated his example; and all joined their voices in songs of thanksgiving. Tents, baggage, arms and stores were landed. An altar was raised on a pleasant place near at hand; and Mademoiselle Mance, with Madame de la Peltrie,* aided by her servant, Charlotte Barre, decorated it with a taste which was the admiration of all beholders. Now all the company gathered before the shrine. Here were the

* While staying at Quebec, Maissoneuve gained an unexpected addition to his party in the person of Madame de la Peltrie, who had, in 1640, come to Canada, bringing with her, at her own cost, a body of nuns, to establish the Ursuline Convent. When she joined Maissoneuve she took with her all the furniture she had lent the Ursulines.

ladies with their servant; Montmagny, no willing spectator; and Maissoneuve, a warlike figure, erect and tall, his men clustering around him—soldiers, sailors, artisans and laborers—all alike soldiers at need. They kneeled in reverent silence as the Host was raised aloft; and when the rite was over the priest turned and addressed them: You are a grain of mustard seed that shall rise and grow until its branches overshadow the land. You are few, but your work is the work of God. His smile is on you, and your children shall fill the land.

"The afternoon waned; the sun sank behind the western forest, and twilight came on. Fire-flies were twinkling over the darkened meadow. They caught them, tied them with threads into shining festoons, and hung them before the altar. Then they pitched their tents, lighted their fires, stationed their guards, and lay down to rest. Such was the birth-night of Montreal."

The following morning they proceeded to form their encampment, the first tree being felled by Maissoneuve. They worked with such energy that by the evening they erected a strong palisade, and had covered their altar with a roof formed of bark.

It was some considerable time after their arrival before their enemies, the Indians, were made aware of it, and they improved the time by building some substantial houses, and in strengthening their fortifications. To recount the struggles of the early colonists would be a repetition of the history of every city or town founded in the midst of a savage country. Attacks by Indians, disease, disputes, and all the accompaniments of such an enterprise, were alike the lot of the Founders of Montreal.

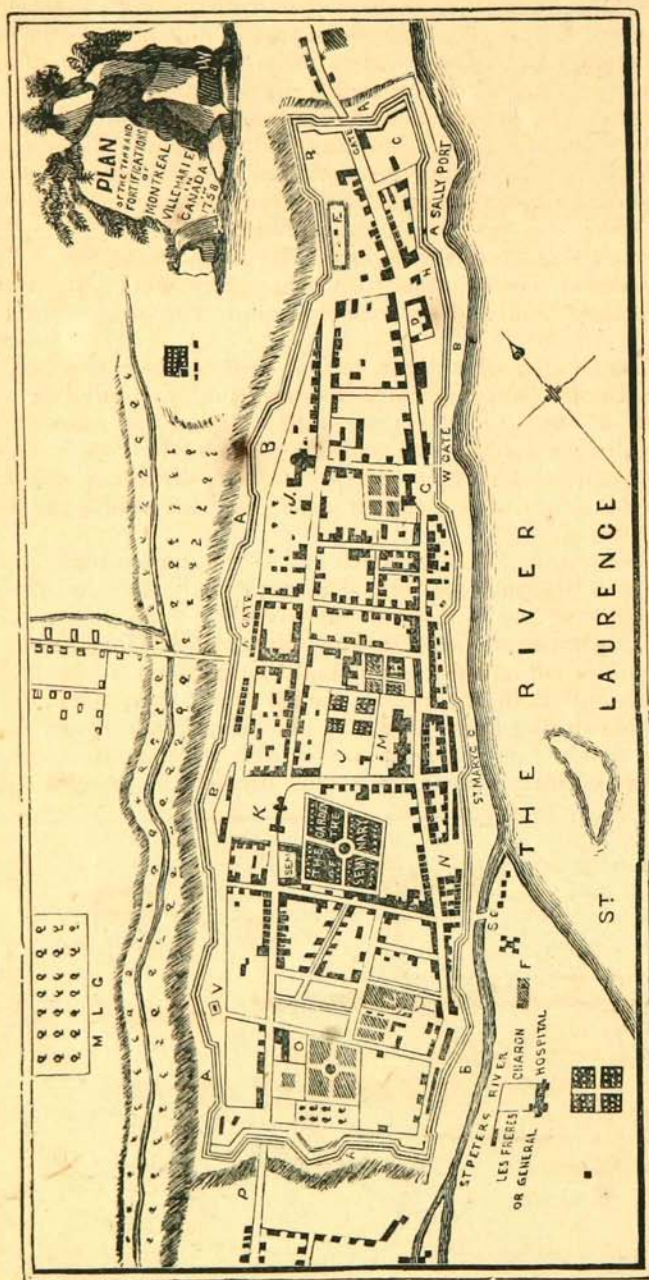
As the French settlements increased in extent and power, they assumed offensive operations on the New England frontier. The spirit of the British colonists was roused, and the result was that both parties, aided by the Indians, carried on a destructive warfare. To protect the settlement at Montreal the Governor of the town, M. de Callieres, in the fall of 1684, ordered all the inhabitants to cut down and bring in great stakes, 15 ft. in length, to fortify the town. The inhabitants worked so vigorously during the winter that all things were ready by the spring of 1685, and six hundred men were at once started to work in erecting a palisade around the town. Thirty years after it was decided to strengthen the fortifications. The palisades were now decayed, and would not prove of any service should an attack be made. By an act passed 15th May, 1716, Sieur de Ramsay was authorized to build stone fortifications. The cost of the fortifications, which were commenced in 1722, was about 300,000 livres, which amount was advanced by the French king. One-half of this sum was to be charged to His Majesty's account,



CARD, OR PAPER MONEY OF 1722.

* Parkman's Pioneers of France in the New World.

while the other half was to be paid by the Seminary, or Seigneurs of the Isle, and the inhabitants. The Seminary to repay yearly 2,000 livres, and the citizens 4,000, until the amount was paid off.



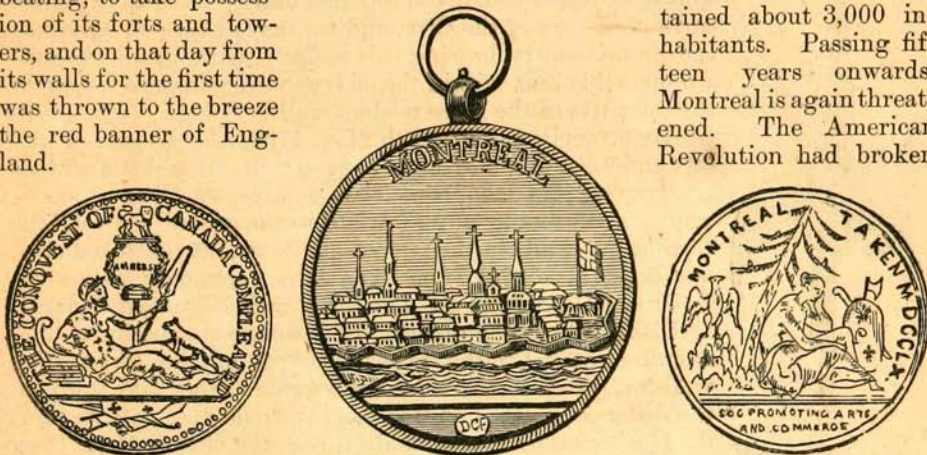
MAP OF MONTREAL IN 1760.

A, Moat. B, Fortifications. C, Barracks. D, Government Stores. E, Citadel Hill (now Dalhousie Square). F, Old Fort Ville Marie. G, Governor's Residence (now Jacques Cartier Square). H, Bonsecours Church. J, Jesuit Church and College. K, Church of Notre Dame. M, Hotel Dieu. N, Market (now Custom House Square). O, Recollet Monastery and Church. P, Road leading to La Maison de Pretres. S, Bridge over the River St. Peter. V, Powder Magazine.

The fortifications were somewhat formidable in appearance, although subsequent events proved them to be of but little real value, nor were they destined to pass through any ordeal calculated to test their durability.

Fortunately the inhabitants were not exposed to much danger or suffering at the hands of an enemy, and we question whether any fortified city ever fell more easily into the hands of its captors, than did the good City of Montreal, when on the morning of the 8th of September, 1760, Amherst's army entered with colors flying and drums beating, to take possession of its forts and towers, and on that day from its walls for the first time was thrown to the breeze the red banner of England.

At the time of its surrender Montreal contained about 3,000 inhabitants. Passing fifteen years onwards, Montreal is again threatened. The American Revolution had broken



RARE MEDALS COMMEMORATING THE CAPTURE OF MONTREAL, 1760.

out, and one of the first movements of the Congress was to issue orders for the conquest of Canada.

The command of the army intended for this purpose was given to General Montgomery, who with 3,000 men besieged and took the forts at Chambly and St. John. Governor Carlton (who was at Montreal) started for the relief of St. Johns, but he was met at Longueuil by a party of Americans, who compelled him to re-cross to Montreal.

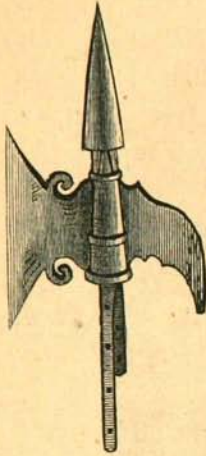
On the first eruption of the American troops into Canada, General Montgomery had detached Colonel Ethan Allen with 150 men to attack Montreal. On the 24th October, 1775, he crossed the River St. Lawrence, three miles below the city, where he no sooner landed, than his approach was announced to General Carlton, who assembled thirty regulars, and about two hundred militia of the town, and put them under the command of Major Carden, who early next day marched to Longue Point, where the Americans had taken post, possessing themselves of several houses and barns. An action commenced and lasted half an hour, when Allen gave way, and the whole were taken prisoners.

Immediately upon the surrender of Fort St. Johns, Montgomery pushed on to Montreal. In the meantime Governor Carlton assembled all his available forces for the purpose of repairing to the defence of Quebec, and had just left Montreal when Montgomery appeared before the city.

The citizens, although knowing full well that their ruined walls would prove no defence, determined to enforce, if possible, the observance of military custom ere they surrendered, and while they had neither ammunition, artillery, troops, nor provisions to withstand a siege, they drew up their own articles of capitulation, which were accepted, and on the 13th November, 1775, at 9 o'clock, the Continental troops took possession of the Recollet Gate, only, however, to retain their position for a few brief months, when the old flag again floated from "Citadel Hill." From this time onward, Montreal prospered, and extended its borders in every direction, so much so that in 1797 the city o'erleaped its former

bounds, and the walls having become a decided nuisance, it was resolved to remove them. Commissioners were therefore appointed, and in a few years the work was completed.

While removing the old Fortifications, an interesting relic of early days was discovered in one of the bastions. The old French Halbard thus discovered, belongs to a period dating back to the very earliest history of the City, and we may picture to ourselves the French sentry bearing this weapon while pacing to and fro upon his beat within the old wooden palisades, or upon the ramparts of the more modern walls.



Ancient Halbard found while removing the old walls.

By a proclamation of 7th May, 1792, the bounds of the city and town of Montreal were fixed "to comprehend all that tract or parcel of land, bounded in front by the River St. Lawrence, in the rear by a line parallel to the general course of the fortification walls in the rear of said town, at the distance of one hundred chains from the Gate, commonly called St. Lawrence Gate (near St. Lawrence and Fortification lane), and bounded on the easterly or lowermost side, by a line running parallel to the general course of the fortification walls on the easterly, or lowermost side of the said town, at the distance of one hundred chains from the gate towards the Quebec suburbs, commonly called the Quebec Gate (near Dalhousie Square), and in the westerly, or uppermost side by a line running parallel to the general course of the fortification walls of the said town, at the distance of one hundred chains from the gate towards the St. Anthony suburbs, commonly called the Recollet Gate (Notre Dame and McGill Streets), and that the said city and town of Montreal shall be divided into two wards, to be called respectively the east and west wards. The east ward shall comprehend all the easterly, or lowermost part of the said tract described, bounded on the west or uppermost side by a line running through the middle of the main street of the St. Lawrence suburbs and continuation thereof, and through the middle of the streets called Congregation street and Notre Dame street, and along the middle of the same, westerly to the middle of St. Joseph street (now St. Sulpice), to the river; and the west ward shall comprise all the rest of the said tract or parcel of land within the limits aforesaid."

On 20th December, 1792, a notice appeared in the *Quebec Gazette*, announcing, for the first time, a mail once in every fortnight, between Montreal and the neighboring States; the mails between Montreal and Quebec, at this time, being weekly.

Up to 1799, no arrangements had been made towards securing a uniformity to the streets, which were being rapidly built upon in the outskirts of the town, nor had any suitable accommodation been provided for the sitting of the Courts of Justice. The funds at the disposal of the Legislature were not sufficiently large to justify them in authorizing the erection of a jail and court-house, but the British Government, by a spontaneous offer to advance the necessary means, by way of a loan, enabled them to carry out this much needed improvement. By act of 3rd June, 1799, they authorized the appointment of a surveyor, "who should draw plans of the city and land adjacent, and that commodious streets should be opened, and ground reserved for public squares."

In 1801 the first effort was made to supply the city with water. A company was formed, vested with exclusive rights for 50 years. The plan proposed by the company was to supply the city from a source in rear of the mountain, and with this in view they expended large sums of money in laying down wooden

pipes. But the supply of water was so scanty, and the rude pipes so liable to leak or burst, that they failed to carry the plan into successful operation, and the charter was subsequently sold to another company.



NOTRE DAME STREET IN 1804.

During the session of 1805, an Act was passed, providing for the "improvement of navigation between Quebec and Montreal, and the establishment of the Trinity House," with important powers relating to navigation on the St. Lawrence. Arrangements were also made whereby the mails from Montreal for Upper Canada should be despatched monthly.

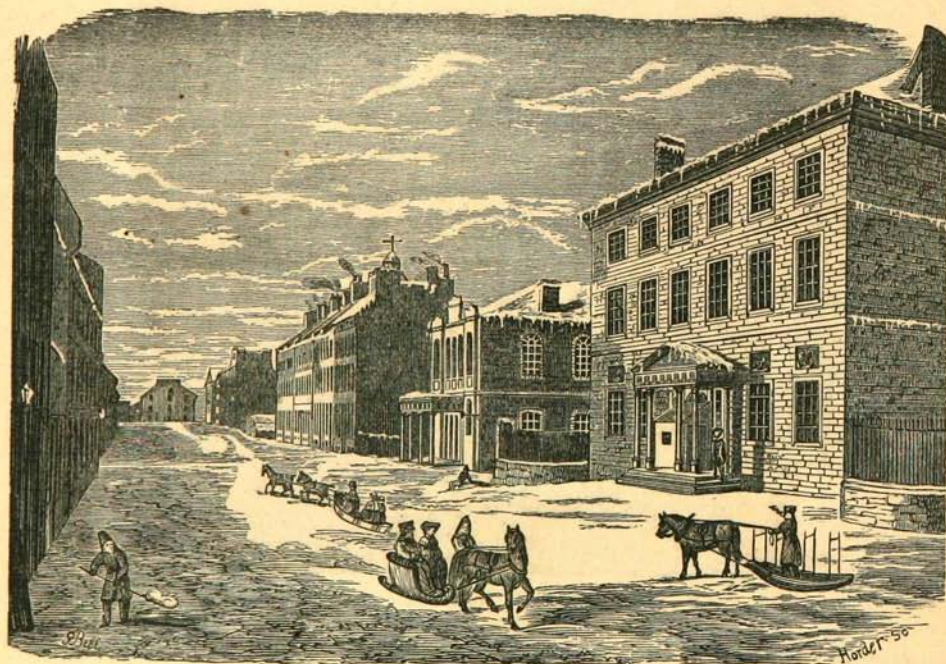
Up to this time the only mode of conveyance between Montreal and Quebec was by means of stages or batteaux, but the time had come when superior accommodation was to be provided. John Molson, Esq., an enterprising and spirited merchant of Montreal, now fitted out the first steamer that ever ploughed the

waters of the St. Lawrence. On the 3rd November, 1809, the little craft got up steam, shot out into the current, and, after a voyage of thirty-six hours' sailing, arrived safely at Quebec, where the whole city crowded to have a look at the nautical phenomenon.

It is a fact worthy of record that the second steamer built on this continent was launched at Montreal. Fulton's little steamer first navigated the Hudson; then Molson's "Accommodation" cleaved the magnificent waters of the St. Lawrence.

Previous to the year 1815 no provision had been made for lighting the town, although the matter had been suggested as early as 1811. It was agreed that the cost would not be great, from the fact that the lamps would only be required from the 1st of September to the end of November, and from 1st of March to the end of May. Another forcible argument was that if the streets were properly lighted, the ladies might be induced to visit their friends much more frequently.

Nothing was done until November, 1815, when, by the exertions of Mr. Samuel Dawson and other gentlemen, that portion of St. Paul street, west of the old market, (Custom House Square) was *handsomely* lighted by twenty-two lamps, fixed at fifty-four feet distance from each other. The novelty of the thing had its effect, and hopes were entertained that other citizens might go and do likewise. These hopes were soon to be realized, for in December of the same year



American Presbyterian Church.

Wesleyan Methodist Church,
(now Medical Hall.)

Banque du Peuple,
(site of New Post Office.)

GREAT ST. JAMES STREET IN 1837.

the inhabitants of the east end of St. Paul street, determining not to be outshone by their neighbors, started a subscription among themselves, and soon collected sufficient to purchase lamps and light their portion of the street. Notre Dame street followed the bright example set, and a public meeting was called to take

into consideration the advisability of erecting lamps on that street. The money was raised and the lamps were at once put up.*

In 1818 a night watch was appointed. It consisted of twenty-four men, their duties being to attend to the trimming and lighting of the lamps, and to act as guardians of the city.

Passing over the intervening fourteen years, we arrive at 1832, when the bill incorporating Montreal, which had been reserved for the royal pleasure, was sanctioned and took effect in the spring of the year, and Jacques Viger, Esq., was appointed first Mayor of Montreal. The Act of Incorporation was limited in its duration to the 1st May, 1836.

In 1840 the charter of incorporation of the city (which had expired during the years of the rebellion) was revived, and in 1844 the seat of Government was removed from Kingston to Montreal.

The year 1850 was a particularly dark year in the history of the city. Riots, extensive fires, and a general depression of trade, all tended to throw a gloom over its inhabitants.

At the civic elections in May a disturbance took place in which several persons were wounded.

This had scarcely been settled when a fire broke out on Saturday afternoon, June 15th, in a carpenter's shop situated at the corner of Nazareth and Gabriel (now Ottawa) streets. The conflagration spread with great rapidity, and before it expended its fury, about five hundred persons were homeless. Several buildings were blown up, in hopes that the fire would thus be stayed. This, however, proved of but little avail. By this fire two hundred and seven houses were burned.

While the vast area ravaged by this fire was still encumbered with ruins, an almost equally disastrous and extensive conflagration broke out in another part of the city, and over one hundred and fifty houses were burned.

In 1852, June 7th, over one hundred buildings were also destroyed by fire, and about one month later (July 9th) a second conflagration occurred, and 1,100 houses were burned. The city, however, speedily recovered from these calamities, and a finer class of buildings with wider streets now occupy the site of the burned localities.

Montreal of the present day is far different to that of fifty or even twenty years ago. The spirit of improvement has been in most active and efficient operation, and at the present shows no symptoms of languor or decline. A few years ago St. Paul, Notre Dame, and other business streets, were narrow thoroughfares, and were occupied by buildings which were plain in the extreme, the iron doors and shutters, which were almost universal, giving the city a heavy, prison-like appearance; but these buildings were erected to meet dangers not dreaded in the present day. The old landmarks which still remain, point us to a time when the inhabitants had to provide against the assaults of enemies or the torch of the incendiary; or, still more distant, to the early wars between the Indian tribes and the first settlers. These ancient buildings are nearly all destroyed, and their site is now occupied by palatial stores and dwellings, in almost every conceivable style of architecture. Again, we find that where a few years ago orchards and fields of grain were planted, is now closely built upon, and the streets which have been laid out in various directions are being rapidly filled with elegant houses.

A quarter of a century of active development has passed, and to-day Montreal stands second to no city upon the continent for the solidity and splendor of buildings erected for commercial and other purposes, and in the extent of accommoda-

* The cost of these lamps, ready for use, was \$7 each.

tion at the immense wharves which line the river front, and which appear to be built to last for ages.

"The remains of gigantic public works in connection with the cities of the East are the standing theme of wonder with travellers and historians. Great moles, breakwaters, aqueducts, canals, pyramids, and immense edifices, strikingly evince the enterprise, skill, and wealth of those people, whose very names are lost in the obscurity of ages. Modern architecture and engineering are much more superficial. How much, for instance, of modern London, New York, or Chicago would survive twenty or thirty centuries of desolation? The wooden wharves of the latter, which contrast so strangely with the immense extent of the commerce carried on at them, would not survive a hundred years of neglect. It is, however, worthy of remark, that Montreal is rather following the ancient than the modern in respect to the solidity and extent of her public works. The Victoria Bridge is the wonder of the world; the extensive wharves are not equalled in this continent, and by but four cities in Europe, and nowhere can finer or more solid public buildings be found."

While we view with pride the rapid progress made during the past few years we remember that appearances point to a still greater advancement in the future. Montreal possesses advantages which no other Canadian city can boast of: "In its situation, at the confluence of the two greatest rivers, the St. Lawrence and Ottawa; opposite the great natural highway of the Hudson and Champlain valley; at the point where the St. Lawrence ceases to be navigable for ocean ships, and where that great river, for the last time in its course to the sea, affords a gigantic water power; at the meeting point of the two races that divide Canada, and in the centre of a fertile plain nearly as large as all England,—in these we recognize a guarantee for the future greatness of Montreal, not based on the frail tenure of human legislation, but in the unchanging decrees of the Eternal, as stamped on the world He has made.

"We know, from the study of these indications, that were Canada to be again a wilderness, and were a second Cartier to explore it, he might wander over all the great regions of Canada and the West, and returning to our Mountain ridge, call it again Mount Royal, and say that to this point the wealth and trade of Canada must turn."*

The growth of the city has been so rapid that within the past few years the boundaries have been extended, and the area thus added is now being rapidly built upon.

The facilities afforded by the street railway has led to the expansion of the population towards the city limits, and even beyond them, and it is difficult to mark the distinction between the city and the villages of the outlying municipalities.

Whilst the enterprise of private parties is successfully employed in promoting the progress of Montreal, both as regards embellishment and educational interests, as well as the comfort and convenience of its inhabitants, the city authorities are not neglectful of their duties.

The past few years have been distinguished by an extension of improvements and accommodation unprecedented in any former period. Indeed the extension of the main thoroughfares of the city, together with other actual and projected improvements, have kept pace with the increased population and opulence of its inhabitants. Various Acts of Parliament have been progressively passed, and action has at different times been taken by the authorities, which are calculated to substantiate such alterations in the interior and exterior relations of the city

* Dr. Dawson's address before the American Association for the Advancement of Science, 1857.

and its suburbs as might be judged necessary, expedient and ornamental. Many important improvements have accordingly been effected; others are in a state of progressive accomplishment, and some still remain to be entered upon. In confirmation of this, we would point to the numerous squares which have been opened, the widening of such streets as St. James, Notre Dame and others. The immense masses of buildings, public and private, which have since been erected in various parts, and which are still increasing; the newly created neighborhood of Point St. Charles, and St. Jean Baptiste Village, while the district extending towards the Tanneries des Rollands is now united with the city.

In the city of the present it is difficult to recognize that of even fifty years ago. Little of "Ville Maria" now remains. Some of the narrow and crooked streets of the early days remain, and here and there a quaint-looking building may be observed standing as a link between the past and present.

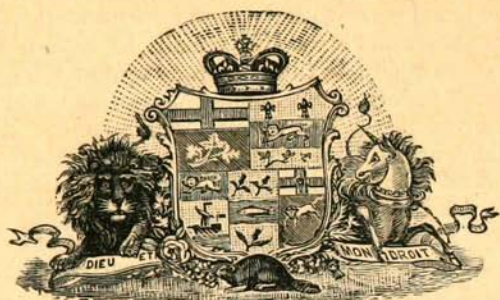
The boundaries of the city proper have been so extended that regions heretofore regarded as swamps and quagmires, of an apparently irreclaimable character, are now the sites of elegant mansions and blocks of comfortable dwellings of smaller dimensions.

The advance is not alone in material extension or increased area; for a tour through the city reveals a degree of taste in the exterior structure, and of elegance in the interior arrangement and decoration, that indicate a corresponding advance in refinement and taste.

The buildings erected for mercantile purposes are likewise indicative of progress in another direction, viz., in commercial importance and wealth. In dimensions, architectural beauty, and costliness, they are scarcely surpassed by those of the largest cities in the United States.

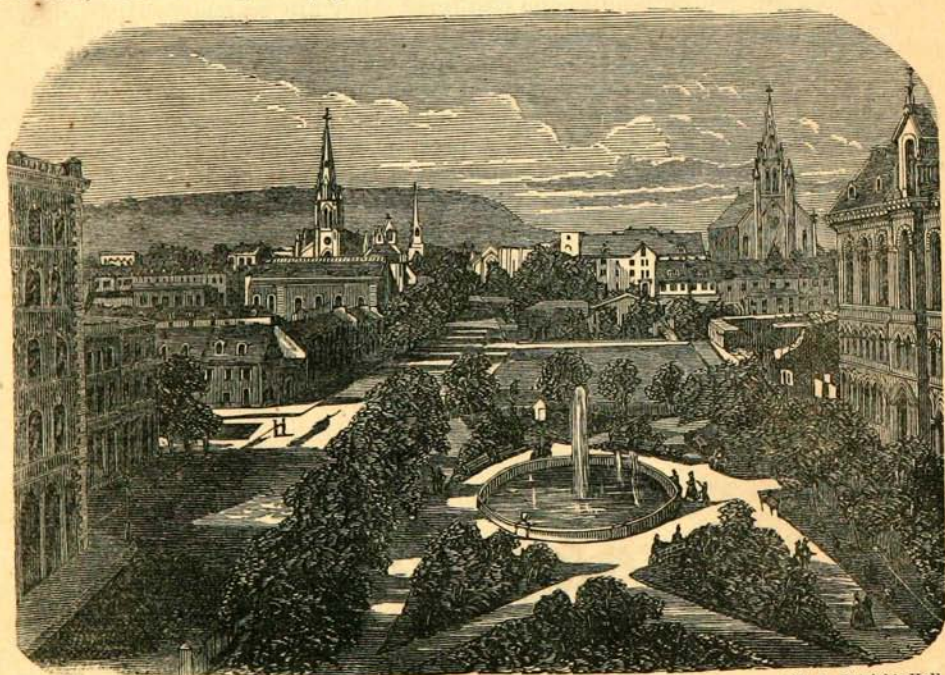
We have now passed through the principal incidents which form the history of the city. Looking back over a space of two hundred and thirty-three years, and comparing its present situation, surrounded by all the beauties of civilization and intelligence, with the cheerless prospect which awaited the European settlers whose voices first startled the stillness of the forest, or looking back but one hundred and fifteen years to the time when a second form of Government was inaugurated, and people of a different language entered into possession of the country, or taking a nearer point of comparison, and viewing the city as it appeared but fifty years ago, and estimating the proud pre-eminence over all those periods which is now enjoyed in civil relations, and in the means of social happiness, gratitude should be felt to the Author of all good, that these high privileges are granted; and the citizens should resolve that they will, individually, and as a community, strive to sustain the purity and moral tone of its institutions, and leave them unimpaired to posterity.





OUR FIRST DAY'S PLEASURE TOUR.

WE shall presume that our tourist friends have already located themselves at one of the several hotels of the city, and are now prepared to start with us on our first tour of inspection. Of course, it is the intention to visit all points of interest, therefore we purpose dividing the city and suburbs into three sections, making each section the ground for one day's pleasure and sight-seeing. It will be understood, at the outset, that our purpose is to include, in each tour, every public building or point of interest, and not to leave



Site of Y. M. C. A. Building.

Site of Queen's Statue.

Old St. Patrick's Hall.

VICTORIA SQUARE IN 1870.

unvisited any place worthy of a stranger's notice. This necessarily requires time, and therefore we shall proceed at once to secure the services of one of the many respectable hackmen of the city. We shall experience no difficulty in

securing a comfortable conveyance, as the Canadian carriage is kept with scrupulous neatness. The drivers are your willing and obliging servants, knowing every inch of the route by which they convey you, and the charges, unlike American coaching fares, do not spoil the fairest prospects by threatening total ruin to your finances.

To avoid misunderstanding, we give, on the last page of this work, the legal tariff fixed by the civic authorities. Each driver is required to have a copy of this tariff, and to produce the same if required.

Everything ready, we shall commence our day's sight-seeing, and make our starting point the western end of St. James street, from the square known as

VICTORIA SQUARE,

which was formerly known as Commissioners Square, and was then devoid of any ornament, and so neglected that it tended much to mar the appearance of that part of the city in which it is situated. In the centre of the square stood a fire engine house (the Union), which was removed about the time of the visit of the Prince of Wales. The name of the square was changed by the Council at a meeting held shortly before the visit of the Prince (1860). It is neatly laid out, the centre being occupied by a large fountain. This square is divided by Craig street into two sections. In the section nearest to, and facing McGill Street, stands the

STATUE OF HER MAJESTY QUEEN VICTORIA.

This work of art (procured by a subscription among the citizens) is from the studio of Mr. Marshall Wood, and was formally presented to the city by H. E. the Governor-General, on the 21st November, 1872. The cost of the statue was about \$3,000,—together with the pedestal, the latter the gift of the Corporation.

Facing the statue, and on the opposite side of the street, are the Albert Buildings, a beautiful block of warehouses, probably not excelled by any in the Dominion. A portion of the building is occupied by the Mechanics' Bank.

We now leave McGill street, and enter St. James street, which is the principal thoroughfare of the city, paved with Ballard pavement, and lined with fine buildings, occupied as stores or commercial offices. We pass a large building forming the left hand corner of St. James and McGill streets, and occupied by Messrs. Morgan & Co., as a dry goods warehouse. This is built on the site of the old American Church, erected in 1825, and torn down in 1865. A few doors beyond this are the offices of the Montreal, Portland, and Boston Railway, while directly opposite is the Ottawa Hotel.

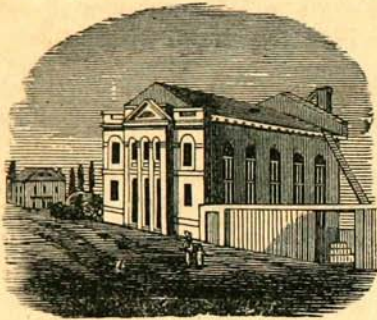
At the corner of Dollard street is a beautiful stone edifice, in which is the jewellery establishment of Messrs. Savage, Lyman & Co. (established 1818), a place of great attraction to strangers. It is 95 feet by 50, 4 stories high, and is fitted up with the greatest taste, and every convenience. Here may be found the latest styles of jewelry, gems, bronzes, and works of art.

At the corner of St. Peter street stands the Mechanics' Hall. This building is in the Italian style of architecture, and consists of three divisions: the centre having a portico with columns and rusticated pillars on the lower story. The



ALBERT BUILDINGS.

pillars and quoins are ornamented, and the windows on St. James street have moulded cornices. The library of the Institute contains 5,000 volumes, and the reading room is supplied with British, United States, and Canadian papers and periodicals.



OLD AMERICAN CHURCH.

The Ticket Offices of the South Eastern Railway Company are on the ground floor of the building.

On the opposite side of St. James street, is the

MERCHANTS' BANK.

The general design of the building is of modern Italian character, the basement being rusticated, and built of grey Halifax granite, while the rest of the building is Ohio sandstone, with polished Peterhead granite columns at the principal entrance. Internally, the arrangement is somewhat peculiar, the general banking office being arranged at the back of the building, approached by a central corridor from the street. It is a handsomely designed room, about 60 feet by 50 feet, and 42 feet high, paved with tessellated tiles, with galleries for head clerks, &c., on two sides. Out of this main banking office, which is fitted up in the most elaborate style, are the strong rooms, which have been designed and constructed with the utmost possible care, to ensure the safety of their contents against fire and thieves, no expense having been spared to make them as perfect as possible.

We now pass to the right, across St. Peter street, to the Molson's Bank. It is built entirely of Ohio sandstone, and is three stories in height, with a lofty basement. The style is that known as the Italian, and is highly ornamented. On the two upper stories of the front on St. James street, are richly carved wreaths of flowers, fruit, &c. The main entrance on the same street, is through a portico, supported by highly polished columns of Scotch granite. Similar columns of smaller dimensions are placed above these, and extend to the third story. The front is surmounted by a richly carved shield, bearing the arms of the Molson family, and supported by two female figures, the whole being executed in sandstone. The building is finished with a Mansard roof, surmounted by a fancy iron railing. The banking room occupies the ground floor. St. Peter street, which here crosses St. James, is one of the old-fashioned narrow streets of Montreal, and a first glance would scarcely induce the tourist to deviate from his onward course; but having done so, and crossed Notre Dame street, he is at once struck with the beauty and solidity of the warehouses by which it is lined, and as many equally narrow streets open out on either hand, he will notice that they, too, are occupied by buildings which cannot be surpassed by any erected for mercantile purposes on this continent. We cannot stop to notice all the buildings, but prominent among those seen just after passing Notre Dame street, is the "Caverhill Block."



CAVERHILL'S BLOCK.

This street formerly led to that well known point of interest, which to our fair

"American cousins" was the all important institution, the Grey Nunnery. But business, like time, appears to be regardless of all efforts to stay its onward course, and the venerable old cloister and chapel, where Madame Youville, in 1747, commenced her labors in behalf of the foundlings, and the poor of the city, has almost entirely disappeared, and over the site of the "Chapel" now rumble the wheels of vans and carriages, laden with the merchandise of foreign lands. A few years ago the "Sisters" removed to their beautiful new building on Guy street, and the extension of St. Peter street through the old site, is now lined with substantial and lofty warehouses. At the foot of the street, on the river front, stand the offices of the "Allan Line of Steamships," and at the Dock may be seen the vessels of that line.

Adjoining the Allan offices, is the new structure just completed for the Harbor Commissioners, and by its side is, now in course of erection, a block of massive and substantial stone buildings to be used by the Customs Department, as Examining Warehouses.

We return to St. James street, and notice that at this point commences a row of buildings, differing in architecture, but forming a series of edifices not to be excelled in any city. The first we notice is the new building of the

CANADA LIFE ASSURANCE CO.

which is built of Ohio sandstone. The granite columns which ornament the façade are of granite procured in the Province of Nova Scotia. This stone bids fair to take the place of the celebrated Scotch granite, possessing as it does all the beauty and durability of the latter, with the advantage of cheapness and facility for speedy delivery. Adjoining this building is a lofty and elaborate structure,

THE CITY AND DISTRICT SAVINGS BANK.

with a frontage on St. James street of 64 feet only, but extends along St. John street over 100 feet. The building is four stories in height, and three of these stories are fire proof. The banking offices are in the lower stories, the upper being occupied by the British American Bank Note Company.

Across St. John street is

THE BARRON BLOCK.

This is without doubt one of the largest, if not the largest block in the city, erected for commercial purposes. It is four stories in height and built entirely of Montreal stone. The first story is composed of fluted Corinthian columns, detached from the pier behind, and the columns of the upper stories are similar in effect but engaged. Each column has richly carved caps. The building is surmounted by a bold massive cornice of handsome design, above which arises the mansard roof.

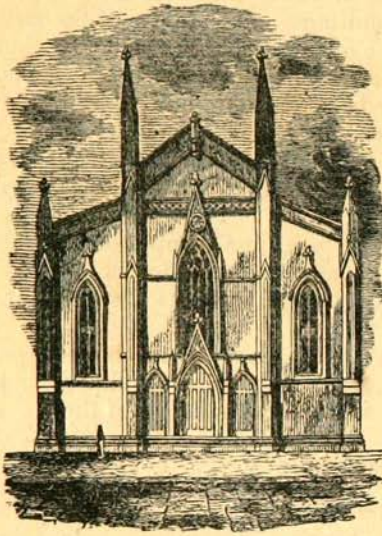
While examining this building, we have passed a number on the opposite side which are equally deserving our notice.

First in order is the

ST. JAMES STREET, OR CENTRE METHODIST CHURCH,

an elegant building in the the florid Gothic style, and one of the ornaments of the city. It is the largest Methodist church in Montreal, and with one or two exceptions, the largest in Canada. Its size is 111 by 73 feet, and it was erected at a cost of about \$60,000. The interior is entirely surrounded by large gal-

leries, and will comfortably seat over 2,500 persons. The arrangement of the interior is unique and beautiful, the pulpit especially being a fine specimen of Gothic carved work, and is entirely of solid rosewood. Within the altar rails is a finely carved font in white marble. Many of the most important meetings of the various Protestant religious societies are held in this building; and upon the occasion of anniversary services, and more particularly upon New Year's morning of each year, when the Sabbath-school children of the different Methodist churches are assembled within its walls, the scene is one of great interest, and is not easily forgotten by those privileged to witness it.



ST. JAMES STREET METHODIST CHURCH.

On the same side of the street, and almost adjoining the church, is the new building of the

CITIZENS' INSURANCE COMPANY,

A lofty structure built of sandstone. This building forms a very important addition to the street architecture in this locality. A few doors beyond, is the building belonging to the Standard Life Assurance Company. It

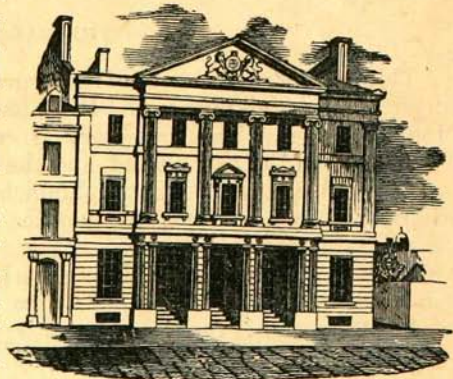
is very neat in appearance, and is also built of sandstone.

We now reach the St. Lawrence Hall, a well-known hotel, largely patronized, and well kept. In the building adjoining this hotel are the Ticket Offices of the Grand Trunk Railway, and also of the Lake Champlain Steamers. Opposite is the

BANK OF BRITISH NORTH AMERICA.

It is of the composite style of architecture, and is built entirely of cut stone. It is not remarkable for any great boldness in design, but cannot fail to attract attention for its solidity. The banking room occupies the whole of the ground floor, and is very spacious and light in appearance. The upper part of the building is occupied as offices for the several departments.

The Central Vermont Ticket Office will be found in the building adjoining the Bank, and tourists who may not have secured round trip tickets, will do well to see Mr Picard, the gentlemanly agent of this line, and may rely upon correct information and polite attention. Forming the corner of St. François Xavier street, is the building which, although for some years unsuitable, has nevertheless done service as a Post Office. At the time of its erection it was considered quite ample in extent, but the rapid growth of the city has long since demanded more spacious premises. This re-



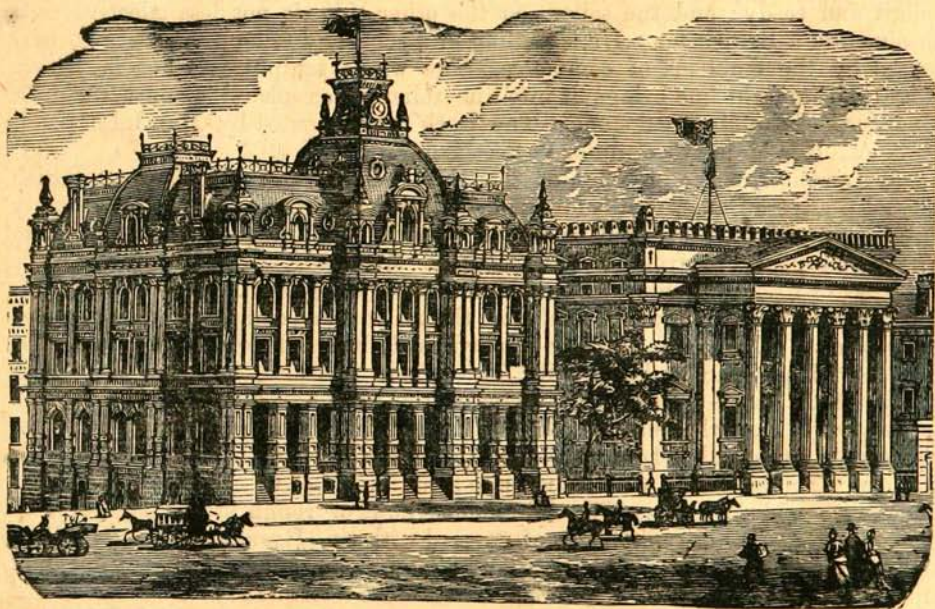
BANK OF BRITISH NORTH AMERICA.

quirement has at length been provided for, and on the opposite corner stands an elegant structure.

THE NEW POST OFFICE

This building has a frontage on St. James street of 120 feet, and on St. François Xavier street of 92 feet. It is built wholly of Montreal grey stone. The façade on St. James street has an imposing appearance, the ground storey being in the Doric style, and the second and third having full carved Corinthian columns of rich design. The façade on St. François Xavier street is in keeping with St. James street, having Corinthian pilasters, and finished in other respects similar to the main front.

The top cornice on these fronts is of rich finish, and the roof and towers are in French style. The centre tower terminates above the mansard roof, with a massive cornice and cresting. The tower will contain a large clock having three



POST OFFICE, WITH THE "MONTREAL" BANK.

faces. The interior is finished in a style corresponding with the exterior, and every possible convenience is supplied for properly conducting the immense postal business connected with the city.

Adjoining the new Post Office is the

BANK OF MONTREAL,

the finest public building in the city, and not excelled by any banking institution in America. It is built in the Corinthian style of architecture, and has a frontage on St. James street of over 100 feet, and extends to Fortification lane,

in the rear. The main building stands back from the street about twenty feet. The entrance is by a portico supported by immense columns of cut stone. These are surmounted by a pediment.

The sculpture on the pediment, is fifty-two feet long, and weighs over twenty-five tons, there being twenty different pieces. The figures are colossal—eight feet in height for a human figure—and are placed at an elevation of fifty feet from the ground. The arms of the bank, with the motto "*Concordia Salus*," forms the centre of the group. On each side, *vis-à-vis*, is seated a North American Indian. One of these is a perfect illustration of the poet's conception: "When wild in woods the noble savage ran." The other has made some progress, and points his finger to the fruits of civilization beside him, by way of enforcing the argument he is maintaining with his swarthy brother. The other two figures are a settler and sailor on either side, the former with a calumet, or pipe of peace in his hand, reclining upon logs, and surrounded by the implements and emblems of industry, the spade, the plough, the locomotive engine; literature and music putting in a modest appearance in the distance in the shape of a book and a lyre. The settler is the very type of a backwoodsman, of stalwart frame, rough and ready; and the sailor, on the other side, is not less effective as a specimen of a British tar. He is pulling at a rope, and is appropriately encompassed by the emblems of commerce. The whole sculpture is cut in Binny stone, and its light hue brings it into fine relief when placed against the dark blue tinge of the Montreal stone. The work was executed by Mr. John Steel, R. S. A., Her Majesty's sculptor in Scotland.

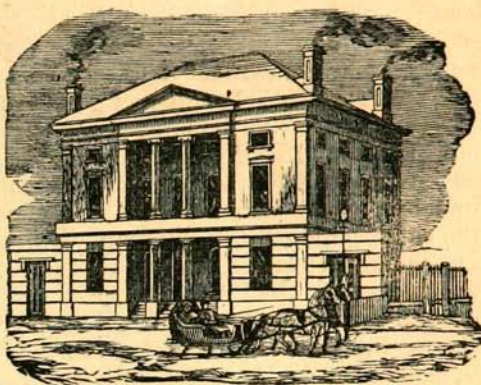
We are now in the presence of the "lion" sight of Montreal, the "Parish Church of Notre Dame," but before describing it let us glance at a few of the many fine buildings which surround us on every hand. For this purpose we cannot do better than pause in front of the Bank of Montreal. Before us is the Place d'Armes, or French Square, as it is more familiarly designated. In early days this was a parade ground on which doubtless, the gallants and dames of 1700, oft-times assembled to witness the military displays made by the French troops under De Ramezay, Frontenac, or Vaudreuil. This square has also, in still earlier days, witnessed the hand-to-hand fight between the savage Indian and the French settler, while from the belfry of the old Parish Church rang forth the tocsin of alarm to call the settlers from the outskirts of Ville Marie to the help of their companions. The old church we here refer to stood in part of this square. Its foundations were laid in 1671. The church was built of rough stone, pointed with mortar, and had a high, pitched roof, covered with tin. It was a spacious building, and contained five altars. At the grand altar was an immense wooden image of our Saviour on the Cross. This cross may now be seen on the front of one of the galleries, near the grand altar, of the new church. The church was dedicated to the Virgin Mary. The square is now enclosed with a neat iron railing, on a stone foundation; a fountain is erected in the centre, and handsome entrance gates are erected at the four corners. The stone posts on either side of the gates are surmounted by a shield with the arms of the city, cut in stone. Although the square is but small, yet it forms a pleasant resort in the summer months, when the trees are clothed with green, and the grape vines and flowers, carefully cultivated and trained, afford pleasing recollections of the country to the passers-by. Seats are placed round the fountain and beneath the trees, and on warm summer days the poor invalid may be seen enjoying the music of the falling waters, and the odors of the flowers. On either side of the square are buildings which, for solidity and architectural beauty are unsurpassed in Canada. These buildings are chiefly devoted to banking and insurance offices. That which immediately adjoins the Bank of Montreal is

THE CITY BANK,

a plain but substantial stone building of the Doric order, three stories in height, the centre portion of the building being formed of two rows of stone columns, between the lower of which is the entrance to the banking offices.

At the corner of St. James street and Place d'Armes Hill is the building of the Life Association of Scotland, a lofty edifice of sandstone. On the left hand side of Place d'Armes is the Jacques Cartier Bank, a beautiful new building, well executed in the modern French Renaissance style, four stories in height, with high mansard roof. Adjoining this is the "Masonic Hall," or "Muir's Buildings."

On the opposite side of the square stands the



THE CITY BANK.

ONTARIO BANK,

a building in the pure Italian style of architecture, chaste and simple in its features, yet producing a handsome façade.

Next is the building occupied by "La Banque Nationale;" and forming the corner of St. James street and the square, is the handsome edifice of the Liverpool, London & Globe Insurance Co.

But from our position we look across the square and see, rising above all surrounding buildings, the lofty and massive towers of the Parish Church of Notre Dame, or "The Cathedral," as it is erroneously designated by many. Like a giant among pigmies, it raises aloft its twin towers of stone, from which, ever and anon, peals forth the music of sweet-toned bells, or occasionally the deep roll of the "Gros Bourdon," or great bell, which is suspended within the western tower. For miles distant these towers may be discerned, and its world-wide reputation naturally makes it the centre of attraction to the tourist.

This church was commenced in 1824, and was opened on the 15th July, 1829. The building is of Gothic architecture, and has no superior on the continent of North America. The length of the church from east to west is 225 feet 6 inches, and its breadth from north to south, is 134 feet 6 inches. On St. Sulpice street, the height from the street to the eaves is 61 feet. On the west front, it has two towers 220 feet high. The space between the towers is 73 feet by 120 feet in height. The building will accommodate 10,000 persons. The eastern window at the high altar is 64 feet in height, by 32 in breadth; it is separated by shafts into five compartments, and subdivided by mullions into 36 divisions. The portal is formed by an arcade of three arches, each 19 feet by 49 in height. From this arcade are the entrances to the church, and over the arcade are three niches, in which are placed statues.

In the south west tower is placed the largest bell in America, weighing 29,400 lbs., while the other tower contains a chime of bells. Admission may be gained to the south-west tower every day (except Sunday) during the summer, and from the summit the spectator has a delightful and extensive view of the city, the river, and surrounding country.

Adjoining the church, and facing Notre Dame street, is the venerable

SEMINARY OF ST. SULPICE,

which was founded about the year 1657, by the Abbé Quélus, who then arrived from France, commissioned by the Seminary of St. Sulpice at Paris, to superintend the settlement and cultivation of their property on the Island of Montreal, and also to erect a seminary upon the plan of that at Paris. His instructions were so well fulfilled that the establishment he formed has existed until the present time, modified by many and great improvements.

A portion of the building originally erected for this institution still stands near the corner of Notre Dame and St. François Xavier streets, and forms a striking contrast to the magnificent buildings by which it is almost entirely surrounded; yet to the antiquarian it is one of the principal points of interest, being the oldest building now standing. There is a public clock in front of the building equally celebrated for its antiquity. We, however, expect that the time-honored walls, which have withstood the summer sun and winter storms for now over 200 years, will soon have to make way for more modern structures. A change in this direction has been already made—a portion having been removed to make room for the new building now occupied by the Hochelaga Bank. The old Seminary was the same shape as at present, viz.: forming three sides of a square, 132 feet by 90 feet deep, and had attached spacious gardens and grounds, extending 342 feet on Notre Dame street, and 444 feet on St. François Xavier street.

Opposite the old Seminary is a building used as a library and lecture hall. It is known as the "Circle Littéraire." This forms the corner of the "Wall street" of Montreal, St. François Xavier street, which we now enter, passing between two very handsome structures,—the Hochelaga Bank just referred to, and the

EXCHANGE BANK,

a building entirely of Montreal



EXCHANGE BANK.

stone. The entrance to the Bank is on the corner of Notre Dame street and St. François Xavier street, and is reached by a spacious and massive flight of stone steps. The building is 4 storeys in height, surmounted by a Mansard roof. Passing down this street, we soon reach the

MONTREAL TELEGRAPH COMPANY'S OFFICES,

which have been recently erected at the corner of St. Sacrament and St. François Xavier streets. The public entrance is on the corner of the streets named, and there is another entrance on the latter named street, which gives access to the general offices. Above the public entrance in the attic story is a large illuminated clock, and connected with this there are within the

building a number of clocks, the whole worked by electricity, thereby securing a uniformity of time throughout the premises. The Montreal Telegraph Company, of which Sir Hugh Allan is President, has rapidly grown to its present large proportions. From a small office, in the second story of the old Nordheimer's Hall on St. James street, with a staff of about a dozen clerks and assistants, it has gradually grown and extended until now it employs more than 2000 persons, there being over 21,000 miles of line in operation.



MONTREAL TELEGRAPH COMPANY'S OFFICES.

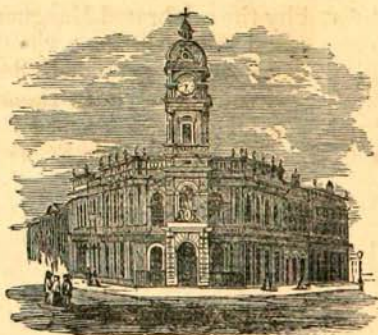
Opposite to this building, on St. Sacrament street, stands the Merchants Exchange, while still farther along St. Sacrament street is the

CORN EXCHANGE.

which forms the corners of St. Sacrament, St. John and St. Alexis streets. It is three stories in height, the upper story being equal in height to the two lower ones. The lower story and a portion of the second is of dressed Montreal stone. The upper portion of the building is of red brick with stone dressings. The upper flat is fitted up as a spacious and elegant hall for the transaction of business; the room is well lighted with lofty windows on three sides.

Returning to St. François Xavier street, and passing down, we enter St. Paul street, a narrow street, but on which are some of the finest buildings erected for mercantile purposes. Passing one block downward, we enter a small square, on which is erected a plain building formerly used as a custom house. In front of this building is a very neat square, with fountain enclosed. On the west side of this square stands that well-known hostelry, the Montreal House, a very eligibly situated and comfortable hotel, where the tourist or business man may rely upon securing a hearty welcome and pleasant quarters. Opposite the Hotel is the

CUSTOM HOUSE.



CUSTOM HOUSE.

This building was erected for the Royal Insurance Company of London, and was subsequently purchased by the Dominion Government. From the tower of this building a beautiful view of the Harbor, the River, and Victoria Bridge is ob-

tained. This building stands near, if not upon the actual spot where the first white settlers landed in 1642, and a few years ago the members of the Antiquarian Society were discussing the advisability of placing in the square close by, a tablet or monument commemorating that event. This would be an interesting memorial, and if decided upon would doubtless meet with favor. Directly opposite the Montreal House, but with an entrance from Commissioners street facing the river, is the "Montreal Sailors' Institute," an institution which has accomplished very much for the welfare (both spiritual and temporal) of the large class for which the institution was founded. The comfortable reading and coffee room are largely patronized by the seamen.



OLD CHRIST'S CHURCH.

Returning to St. Paul street, and passing onward, we ascend St. Sulpice street, on the lower side of which are the immense blocks of warehouses known as the "Nuns' Buildings," used as barracks for the troops sent out during the "Trent" difficulty, but now occupied by wholesale firms. Passing up this street we have a fine view of the side of the French Parish Church, and speedily enter Notre Dame street, at the Place D'Armes. Passing along that street, the tourist will note the chaste and elegant style of architecture adopted for the large retail establishments which line its extent. Shortly after we turn into Notre Dame street, among the fine blocks of warehouses, is one known as the Cathedral Block, so called from the fact that it occupies the site of the old Christ's Church, destroyed by fire in December 1856.

A little beyond but on the opposite side of the street, we enter a low gateway and find ourselves in a spacious court yard surrounded by buildings, with one exception all bearing the imprint of time, their narrow windows with iron shutters, the lofty roofs and quaint chimney stacks, clearly showing that they belong not to the present century. We are now in the court-yard of

THE CONVENT OF "LA CONGREGATION DE NOTRE DAME."

founded by the celebrated Marguerite Bourgeois, who commenced the undertaking in the year 1659, with some young ladies she had brought from France. The buildings originally extended 234 feet along Notre Dame and 433 feet on St. Jean Baptiste street. The Notre Dame street front was enclosed by a high stone wall, which was taken down about 1835, and a range of cut stone houses and shops erected. The buildings in St. Jean Baptiste street still stand, but the old chapel was taken down a few years ago, and was replaced by an elegant edifice of cut stone, which we may now visit if we so desire it.

The pious and benevolent foundress of this institution was born at Troyes, in France, on the 15th of April, 1620, and full of days and honors, she died on the 12th of January, 1700, in the 80th year of her age.

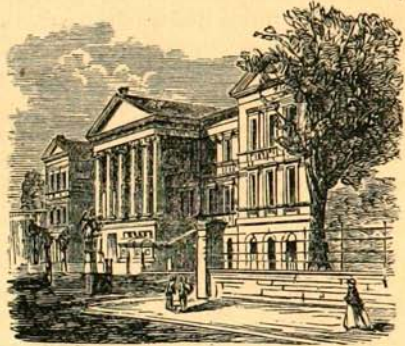
The black dress worn by the sisters of this congregation has given to the establishment the name of the "Black Nunnery."

Proceeding along Notre Dame street, we reach the

COURT HOUSE.

This building is after the Grecian style of architecture modified to suit the re-

quirements of the Courts of law, and the vicissitudes of the climate, and, although divested of some of the elegant ornamentation belonging to this beautiful style, is yet, in its unpretending and massive grandeur, second to few buildings in the city. The most striking feature is its large Ionic portico, and the bold projection of the pediment, which gives the central portion of the principal front a very noble appearance. The front is divided in its length into five compartments, the wings advancing somewhat less than the centre, so as to give the façade an artistic prominence, and to free the building from that monotony which marked the earlier public buildings of the city. The total length of the building is 300 feet; width 125 feet; height 76 feet. It is built entirely of Montreal stone, and the roof is covered with bright tin.



THE COURT HOUSE.

Adjoining the Court House, and occupying the site formerly known as the Government Garden, is now being erected the

NEW CITY HALL.

Of this building we give an illustration on the opposite page, from which will be gathered a much better idea of its proportions and fine appearance, than could be given in the most elaborate description.

In rear of the Court House is a large level plateau known as the Champ de Mars.

This spot was formerly used as a parade or drill ground for the troops. It was originally but a small piece of ground situated in one of the bastions of the old town wall, but after the walls were removed it was enlarged to its present dimension, 240 yards long by 120 wide. Craig street, about 20 feet below the level of the parade, is reached by stairs, at regular intervals, leading to the different streets which here commence. Facing this square is the

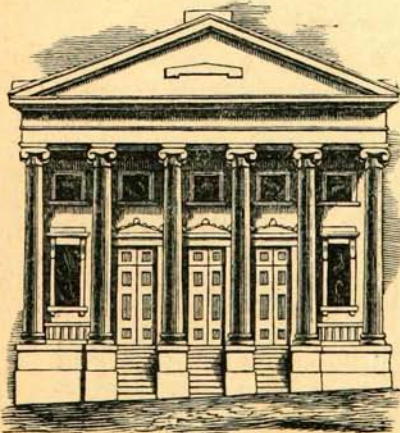
GEOLOGICAL SURVEY MUSEUM.

The Museum is open daily from 10 a.m. to 4 p.m.; it is free to all, and is well worthy of a visit.

Opposite to it, and at the side of the Champs de Mars, stands the

ST. GABRIEL STREET PRESBYTERIAN CHURCH

erected in 1792. It is a plain structure, standing back several feet from the street. It is surmounted by a small steeple, which contains a bell said to be the first Protestant bell sounded in Canada. For many years a part of the church was assigned to the use of the troops, when any Scotch regiments were stationed in Montreal.



OLD GOSFORD STREET CHURCH.

At the lower end of the Champ de Mars is a building formerly used as a Military church (Episcopal), also as a Congregational chapel. It was then known as the Gosford street church, but we regret to say that of late years it has been converted into a hall for theatrical and other entertainments.

Immediately opposite the new City Hall stands a quaint-looking, low building enclosed by an iron railing. This cannot fail to be a point of interest to the American visitor.

During the American invasion, in 1775, it was occupied by the American Brigadier-General Wooster, and in 1776 by his successor, Benedict Arnold, who

Chas. Carroll Carrollton

AUTOGRAPH OF CHAS. CARROLL.

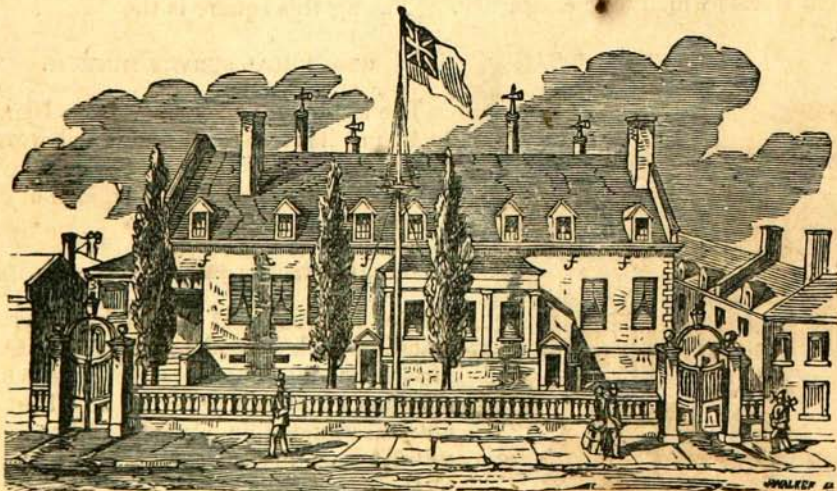
Samuel Chase Gen. Wooster

AUTOGRAPH OF SAMUEL CHASE.

AUTOGRAPH OF GENERAL WOOSTER.

held a council there with the illustrious Franklin, the two Carrolls (Charles Carroll, of Carrollton, and his brother, afterwards Bishop Carroll), and Mr. Samuel Chase. In this building was erected the first printing press ever used in Montreal. It had been brought by Franklin in order to publish matters likely to bind the French-Canadians to the "American cause;" but as neither the "pen" nor the "sword" proved successful, the principals retired from the field, and the printer remained, and shortly after started a newspaper which is still published—the *Montreal Gazette*. This building with additions is now known as the Jacques Cartier Normal School.

In front it is 100 feet in length, 51 in breadth, two stories in height, and



OLD GOVERNMENT BUILDING—NOW JACQUES CARTIER NORMAL SCHOOL.

is built of stone; in the rear it has a wing 136 feet long, 30 feet wide, four stories high, and built of brick.

The principal building, fronting on Notre Dame street, and formerly known as "Le Vieux Chateau," was constructed by Claude de Ramezay, Esq., formerly Governor of Three Rivers, afterwards Governor of Montreal, father of J. Bte. Nicolas Roch de Ramezay, who signed the capitulation of Quebec.

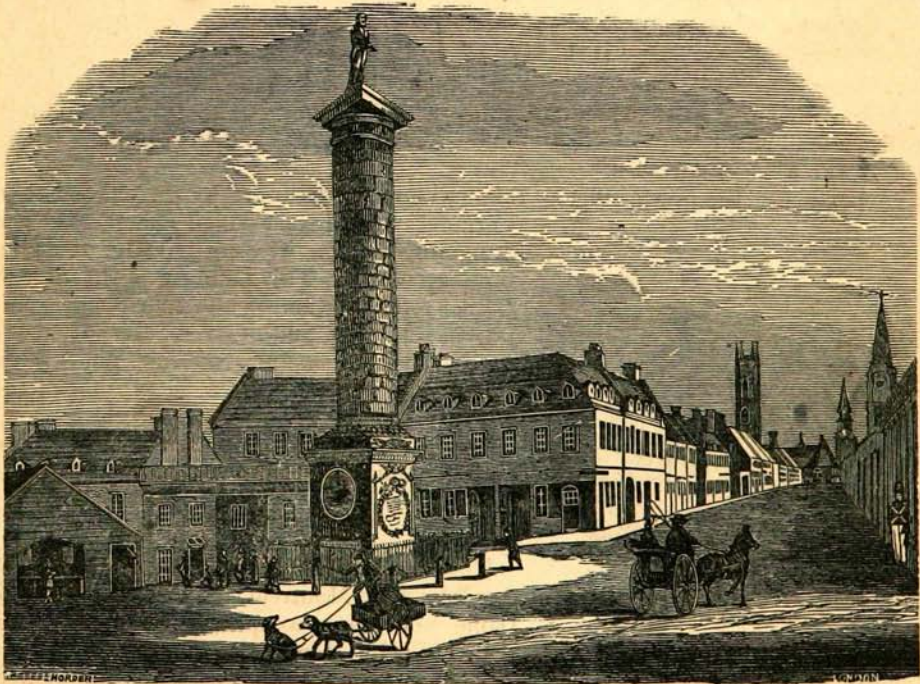
It long continued to be the residence of the French Governors, and even after the Conquest was used for similar purposes.

Nearly opposite is the

INSTITUT CANADIEN,

A stone building four stories in height. The ground floor is used for stores; the reading room and library occupy the rear of the building on the second flat, the front portion being used as offices. The upper part is used as a lecture room, and is well lighted and lofty.

The library contains 7,500 volumes. A valuable addition was made to the library by Prince Napoleon, who presented books valued at \$2,600. These are elegantly bound, and comprise works on the arts, sciences, and general literature. In addition to these, the late Emperor Napoleon manifested his interest in the institution by presenting statuary, &c., valued at \$1,000. The members



NELSON'S MONUMENT.

are justly proud of these Imperial presents, and they are most jealously guarded, but at the same time are freely exhibited to any who may wish to inspect them.

Directly opposite the Court House (which is erected on the old Jesuit estates, confiscated at the Conquest) stands

THE NELSON COLUMN.

The base or pedestal is square; six and a half feet broad on each side and about 10 feet high. From the top of this a circular shaft or column rises 50 feet in height and 5 in diameter. On the top of the pillar is a square tablet, the whole surmounted with a statue of Nelson eight feet in height. He is dressed in full uniform, and decorated with the insignia of the various orders of nobility conferred upon him. In front of the monument, and pointing towards the river, are two pieces of Russian ordnance captured during the war with that country.

At the foot of this square are the wharves for the Richelieu and Ontario Navigation Company's steamers.

The steamers running between Montreal and Quebec are named after those cities. They are splendid double-decked iron boats, comparing favorably with the finest steamers on the Hudson. Tourists have always been very favorably impressed with the politeness and attention shown by the officers to their patrons. These steamers have about 150 fine single and double state-rooms, each beautifully furnished, and looking so neat and clean that a single glance assures one of a good night's rest. The dining-room is below decks, large and well furnished. The table is supplied with all the delicacies of the season; every attention being shown to make the trip pleasant. The steamers of this line are veritable floating palaces, and are well patronized by tourists. In leaving Montreal you have a few hours of beautiful twilight in which to view the scenery, which will well repay a little attention.

From the square we pass along Commissioners street to the

BONSECOURS MARKET,

a magnificent pile of cut-stone buildings in the Grecian Doric style of architecture, erected at a cost of about \$200,000, and equal, if not superior, to any building of the kind in America.

A portion of the upper story of this building is occupied by the offices of the Corporation, and the Council chambers. The remaining portion was, until lately, used as a military school. This building is the first to attract the attention of the tourist as he approaches the city by the river. It has an extensive frontage on the river side, and is three stories in height, with a lofty dome; the whole roof being covered with bright tin.

On St. Paul street, at the lower end of the market, stands the



VIEW BONSECOURS MARKET, FROM THE FOOT OF JACQUES CARTIER SQUARE.

BONSECOURS CHURCH.

This was the first church built of stone on the Island of Montreal, the Church of Notre Dame not being completed when this was opened. The foundations were laid in 1658, by Marguerite Bourgeois, who intended to establish a nunnery here, but meeting with obstacles, she visited France, whence she returned the following year, and established the nunnery on Notre Dame Street. In 1671 she again visited France for the purpose of securing letters patent for the institution, and she called upon Baron de Fancamp, one of the first proprietors of the Island, to aid her in the matter. The Baron had in his possession a small image of the Virgin, said to be endowed with miraculous virtue, and which had been preserved and honored for at least a cen-

tury. It was his desire that this image should be removed to Montreal, and a chapel built for its reception. This, Sœur de Bourgeois undertook to perform, and on her return the inhabitants of Montreal entered with great zeal into her design. Accordingly, on the 29th June, 1673, the principal stones of this edifice were laid with great solemnity, and on August 15th, 1675, mass was performed for the first time. In 1754, it was destroyed by fire and was not rebuilt till 1771, when its re-erection was resumed, and on 30th June, 1773, it was completed.

It now belongs to the Fabrique of the Parish, who purchased it from the Sisters of the Congregation, many years ago. Like many of the old church edifices of London, it stands surrounded by warehouses, and even a small strip of ground some eight or ten feet in width, which extends along its side, is occupied by small stores.

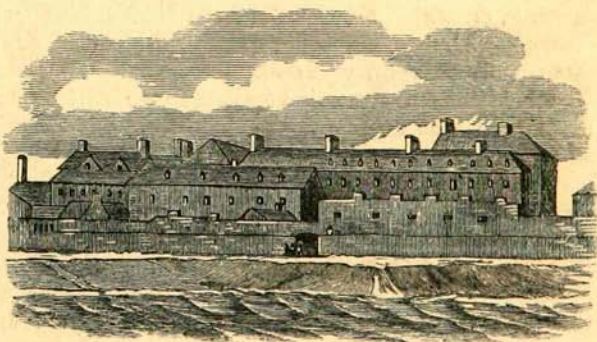
To the lover of "ye ancient times" this locality will prove of interest. Indeed the whole district from the Convent of the Congregation de Notre Dame down to the old barracks, the side streets and lanes, cannot fail to interest. Wandering among the narrow thoroughfares, with ancient buildings on either hand—a footpath not wider than is necessary for one comfortably to pass, and even this narrow path at times encroached upon by a stone step—it becomes easy to imagine ourselves transported to some quaint old town in France or Normandy. Many of these streets stand to-day as they did one hundred years ago. Shortly after leaving the old Bonsecours Church, we pass a narrow street known as Friponne street; on this street are the old buildings which were used as the Government store houses of the *ancien regime*. Owing to the venality of Varin, "the Commissary of the Marine," and Martel, "the Storekeeper," two gentlemen who displayed great talent in cheating the French Government out of its stores, and charging for them twice over, these early received the name of *La Friponne*, a name which as we have shown adheres to the lane on which they abut.

Commencing at the next street and including the block bounded by St. Paul, Water, Barrack and Lacroix streets, stand the group of buildings known as the Quebec Gate Barracks.

Built originally as a nunnery they have for over a century been used by the military, but now comparative silence reigns about the premises, and the grass grows where once the "sentry paced to and fro."

It is difficult to say if any portion of the old French wall is still above ground. The water front of the Quebec Gate Barracks is supposed to be built

upon a part of it, and is the only portion left, being with the old Barracks the only vestige remaining of French military power in this city. The St. Paul street front of the barracks faces upon an open space,



OLD BARRACKS.

DALHOUSIE SQUARE,

also known for many years as Citadel Hill, from the fact that its site was once a hill or elevation upon which was built a small fort or citadel. In the summer of

1821, the then Governor-General (Earl Dalhousie) presented the site to the City, and it was named Dalhousie Square.

Near the corner of this square, on Notre Dame street, is the Protestant Infants' Home, an institution well worthy of a visit.

We now enter St. Mary street, by which name the continuation of Notre Dame street is known. Passing down this street we reach

ST. THOMAS CHURCH.

In front are two towers—that on the north-east contains a superior chime of bells, while in the other tower is a service bell, and in front is an illuminated clock. The body of the building is 72 feet by 48, and 24 in height, above a high basement, in which is a schoolroom. The street front, including the towers, is 70 feet in length and 40 in height, forming five compartments, two of which are the towers. The principal entrance is in the centre compartment.

Immediately in rear of the church is a large brick building known as Molson's College, for which it was erected, but did not prove a success. It was subsequently occupied as a barracks, and is now used as a storeroom, by the Messrs. Molson.

We now pass in succession, the extensive works of the Canada Rubber Company, the Molson Sugar Refinery, and then on the left side of the street, facing the river, is the

MONTREAL JAIL,

which is 240 feet front, and three stories high, with a lofty basement, the centre of the building rising four stories; the wings in rear of the building are of the same height as the main edifice. The building is surrounded by a high wall, enclosing about five acres of land.

A short distance below the Jail, is the Ferry to Longueuil, a thriving village on the opposite shores of the St. Lawrence. This village is a very popular summer resort for the families of Montreal. With a beautiful bay, well suited for boating, on which almost every Saturday a boat race takes place, and a round of cricket, lacrosse and other games, with concerts and entertainments, the summer months are pleasantly passed.

From the ferry, we drive along a beautiful road skirting the river, on the bosom of which floats a fleet of vessels of all descriptions, from the noble iron steamship down to the barge, laden with pressed hay or firewood. The scene is one of animation, and its beauty would so influence, that, unless attention was directed to other objects, we would pass by some buildings which if not very attractive outwardly, are still worthy of notice, as the comfort and convenience furnished therefrom are of great value. The large circular building with its accessories form the principal works of the New City Gas Company, and from this point in conjunction with the works at the western end of the city, the supply of gas is furnished. Alongside the works are the stables and offices of the City Passenger Railway Company. Near this point will be located the terminus of the Northern Colonization Railway. We now pass through a thickly settled and beautiful village, known as Hochelaga, at which point large cotton mills have just been completed. Having passed three miles from the city we reach the

HOCHELAGA CONVENT.

This institution, directed by the Sisters of the Holy Names of Jesus and Mary, is pleasantly situated, and commands a beautiful view of the city as well as of

the St. Lawrence and surrounding country.

The building has been erected in an improved style, for the purpose of bestowing every attention on the culture of the pupils.

From this point, the ride along the lower part of the Island of Montreal is very beautiful. We shall not proceed further, but merely mention that at Pointe-aux-Trembles, a few miles below are the convent, situated the schools of the French-Canadian Missionary Society (Protestant). These are very substantial, and furnished with every facility for the work carried on by that Society.

Returning to the city, we leave St. Mary street at Papineau square (at the upper end of which stands one of the city Markets), and entering Dorchester street we soon reach

ST. LUKE'S CHURCH (EPISCOPAL),

a neat and commodious stone edifice, erected after the great fire of 1852. We next pass the schools of the Christian Brothers. Turning down Durham street to Lagauchetiere street, we reach the

EAST END METHODIST CHURCH,

which was opened in 1845. It is a neat and substantial looking building of the Grecian style of architecture, and the interior fittings were taken

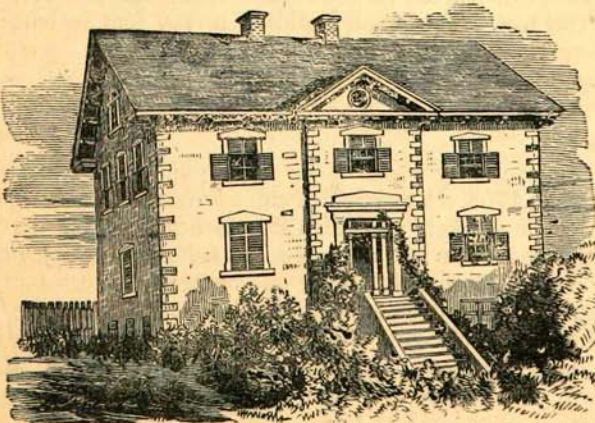
from the old St. James street Church. Returning to Dorchester street, we notice St. Peter's Roman Catholic Church, and the Hospital of the Sisters of Mercy, and next reach St. Denis street, which we will ascend to St. Catherine street, at the corner of which stands the

ST. JAMES CHURCH (R. C.)
AND SCHOOLS.

The church is a beautiful stone building in the early pointed style of the 13th century, and is ar-



POINTE-AUX-TREMBLES INSTITUTE—BOYS' DEPARTMENT.



POINTE-AUX-TREMBLES INSTITUTE—GIRLS' DEPARTMENT.

ranged to seat about 2,500 persons. The schools are substantially built edifices, capable of accommodating a large number of pupils.

A few paces along St. Catherine street, and opposite to St. James' School, is the new church known as

NOTRE DAME DES LOUDRES.

This building is of a style of architecture differing entirely from any other building in the city. This has been adopted with a view to the display of the fresco's with which it is purposed to decorate the interior. The building is surmounted by a beautifully proportioned and lofty dome, which when viewed from a distance along St. Catherine street, fulfils the poet's sentiment that "Distance lends enchantment to the view."

Adjoining the grounds of St. James Church, is the

ASYLE DE LA PROVIDENCE.

This institution, which is under the direction of the Sisters of Charity of the Providence Convent, was founded in 1828. The object of the institution is to receive and care for aged and infirm women, orphans, &c.

Returning to St. Denis street, and passing St. James Church, we enter Mignonne street, near the entrance of which stands the Hospital and Reformatory School of St. Vincent de Paul.

Once more we turn to St. Denis street, near the head of which is the

ROMAN CATHOLIC DEAF AND DUMB ASYLUM,

which was founded in 1851, and is for the reception and instruction of girls. The building is a neat stone edifice, surmounted by a cupola.

We now turn homeward and near the foot of St. Denis street we reach

TRINITY CHURCH (EPISCOPAL).

This Church is in the early English Gothic style, and is built entirely of Montreal stone; the ashlar work of random coursed work, showing the natural face of the stone; the quoins and moulded work being dressed. There is a nave, side aisles, chancel, tower, and basement. The tower, which faces on St. Denis street, is surmounted by a spire, constructed of wood and covered with galvanized iron, the total height being 168 feet. The whole building is 167 feet in length by 76 in breadth.

Directly opposite this, is

VIGER GARDEN.

The site of this garden was originally a swamp or marsh, and is marked as such on an old plan of the city in 1758. A portion of the site (after considerable improvement) was used as a cattle market, for which it was occupied for many years, when it was decided to remove the market to a more suitable locality, and in its place to open a public garden or square. This was accordingly done, and each succeeding year has witnessed improvements and additions, until the square has acquired its present beautiful and pleasant aspect. It is bounded by Craig, Dubord, St. Denis, and St. Hubert streets, and contains three fountains, the largest one being in the centre of the garden. Close by this fountain is a neat conservatory for the propagation of flowering roots, &c., for the decoration of this, and other city squares. In addition to the three principal fountains, there

are others for drinking purposes in various parts of the garden. The grounds are beautifully laid out, and the utmost care and great discrimination has been displayed in the choice of trees and shrubs, which are plentifully cultivated. During the summer a private band usually plays two or three evenings in each week, upon a platform erected for the purpose, and the numerous walks and avenues are then crowded with citizens, who throng the garden to spend a pleasant hour.

A short distance beyond the garden (on Craig street) is the Cattle Market. Still further along, at the corner of Amherst street is the Second Congregational Church, a neat brick edifice. Returning along Craig street, westward, we pass by the lower side of the Champ de Mars. Opposite to this, stands the

FRENCH EVANGELICAL CHURCH.

This church is the property of the French Canadian Missionary Society, and is under their direction. It was opened on Sunday, March 13th, 1864. It is a handsome stone edifice, of the Gothic order, surmounted by a small spire. The basement is used as a Sabbath school and lecture room. The church will seat about 300 persons. Attached to the church, on Craig street, is a building used as a reading room and depository for French religious works, and on St. Elizabeth street is a neat stone residence for the minister.

We next pass the ruins of an extensive stone structure covering a complete block. This was erected for a drill shed, but, after a very few months' service, the falling in of the roof from the weight of snow thereon accumulated utterly destroyed the whole building. On St. Constant street, which bounds this building, is a Jewish Synagogue.

Continuing our course along Craig street, and turning up Cotté street, we pass the Theatre Royal, a plain and uninviting brick building, its appearance being rendered even more unattractive by reason of its immediate surroundings.

Near the upper end of this street is the

COTTÉ-STREET PRESBYTERIAN CHURCH,

a plain but substantial edifice, built of cut stone. The interior, which is fitted up in a very neat and effective manner, will accommodate a congregation of 1,000. Adjoining it is a large building, formerly known as the British and Canadian School, now under the direction of the Protestant School Commissioners. Opposite this school are the extensive buildings and grounds of the Christian Brothers. These Schools are erected on the site of an old market, remembered by many old residents as the "Sunday Markets," from the fact that the markets were kept open for business during part of the Lord's day.

Opposite the schools, on the corner of Chenneville street, is the

CHURCH OF "NOTRE DAME DES ANGES" (R. C. CONGREGATIONAL CHURCH).

This building was originally erected (1834) by the Presbyterians, but when the congregation removed, in 1866, to their new edifice (Erskine Church), it was sold to the present occupants. It is a plain stone edifice with a lofty spire.

Immediately above the church, on Chenneville street, stands the

JEWISH SYNAGOGUE (ENGLISH),

a fine specimen of the Egyptian style of architecture. The front is of cut stone, and adorned with a portico of two columns. The interior of the building is neat, the gallery being supported by four pillars. The altar contains a beautiful

mahogany ark, over which are placed the Ten Commandments in Hebrew characters, cut in marble.

By the side of the Synagogue is an open space, formerly a Protestant Burial Ground, but recently laid out as a public square.

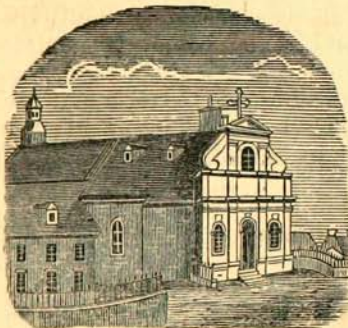
At the foot of Chenneville street, on Craig street, is the

CENTRAL FIRE STATION.

It is three stories in height, with a cut stone front of fifty feet on the former, and 100 feet of brick with stone dressing on the latter. It is surmounted by a Mansard roof, from which rises in the middle a pediment which is decorated with the city arms and the words "Central Fire Station," and surmounted with a flag staff. The whole presents a handsome and substantial appearance.

Opposite this on Craig street is the private entrance to the St. Lawrence Hall. On St. George street, which bounds the western side of this Hotel, is a plain brick structure, known as St. George street Hall, and used as a place of worship by the body of Christians familiarly known as "Plymouth Brethren."

From Craig street we ascend St. Peter street, and crossing St. James street we soon reach Notre Dame street. Along the line of Notre Dame street, towards the Parish Church, are many very fine buildings, this being the principal seat of the retail trade. We, however, turn westward, and soon reach St. Helen street, at the corner of which there formerly stood an old church, known as the Recollet Church.

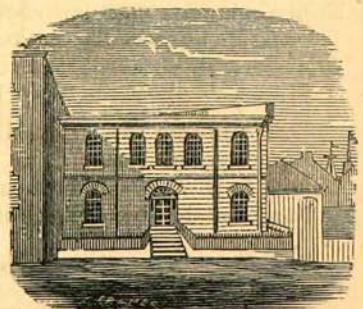


OLD RECOLLET CHURCH.

The church was built about the middle of the seventeenth century by the fathers of the Recollet order. It was, like many of the churches of that time, an humble edifice of rubble and mortar, but no doubt it was looked upon as a very superior building, of which the good fathers had just reason to be proud. We know that they were not chary in lending the use of it to congregations of other denominations. In 1791, they permitted the Rev. John Young, minister of the first Presbyterian congregation organized in Montreal, to conduct worship within its walls after the manner of the Covenanters—a graceful and a noteworthy act, which we subsequently find ac-

knowledgeed by the elders of the congregation by presenting the fathers with "one box of candles, 56 lbs., at 8d. ; and one hhd. of Spanish wine, at £6 0s. 5d." At that time the Recollet buildings extended from Notre Dame to Lemoine streets, and from McGill to St. Peter streets, and were planted around with "venerable elms of great magnitude." In the early part of the present century the Government, who had acquired the property by confiscation, exchanged it for St. Helen's Island, then owned by Baron Grant, the proprietor of the adjacent seigniory of Longueuil.

When the old French Parish Church was taken down, its cut stone front was transferred to the Recollet Church, which continued to be used by the Irish Roman Catholic citizens, until they removed to St. Patrick's Church. In 1866 the old church was finally taken down. The site of this old building is now



BAPTIST CHAPEL.

occupied by a beautiful edifice devoted to business, and known as the Recollet House. This establishment, under the able proprietorship of Messrs. Brown & Claggett, has secured a wide reputation, not only in Canada, but in the United States, as a place where any class of dry goods, millinery and dress goods, can be secured at reasonable rates, and in accord with the latest styles.

A few years ago, there were two other churches standing on St. Helen street, but both have given place to warehouses. These were the St. Paul's Church, at the corner of Recollet street, and the Baptist Chapel, a few doors below, on the opposite side of St. Helen street.

Continuing along Notre Dame street, we enter McGill street, and here ends our first trip.

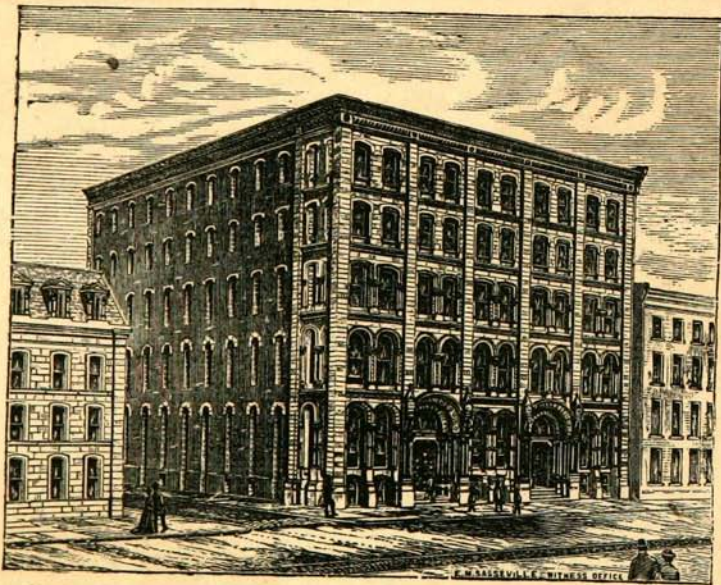




OUR SECOND PLEASURE TOUR.

OUR second tour will be devoted to visiting the Victoria Bridge, Lachine, and the western part of the city. We again leave the square, and proceeding down McGill street, we enter St. Joseph street, which is a continuation of Notre Dame street. On this street are some very beautiful and extensive warehouses devoted to the wholesale trade. Among the most noticeable are those recently erected by Messrs. Muir, Ewan & Co., on the corner of St. Henry street, opposite the American House, and, more especially, that erected by Messrs. T. James Claxton & Co., on the corner of St. Michael street.

This street is rapidly becoming a centre for wholesale warehouses, and during the past few years several fine edifices have been erected. Prominent among these is the block at the corner of St. Michael street, recently erected by Messrs. T. James Claxton & Co., and occupied by them as a wholesale dry goods warehouse. The building is of Montreal stone, and is five stories in



MESSRS. T. JAMES CLAXTON & CO.'S WHOLESALE DRY GOODS WAREHOUSE.

height, in addition to a lofty basement. The principal features in the design are the two main doorways, which have deeply recessed jambs, with detached columns on each side, and richly moulded ornamental arches. The interior arrangements are not surpassed in any warehouse in the city, and every possible appliance for comfort and convenience are provided. The buildings are heated

with steam, and the lofty hoists are worked by hydraulic power, as are also the presses in the packing room. The large and increasing business of the firm demands extensive premises, and in this new building every attention has been given to all necessary details.

On the opposite side of St. Michael street is a building of a somewhat mixed style of architecture, ecclesiastical in portions of its detail, while its surroundings speak more of manufactures than otherwise. This is the

OLD ST. GEORGE'S CHURCH,

now used as a safe manufactory. The church, as originally designed, was to be surmounted by a lofty spire, but this was never completed. The stone tower has been removed, and a modern front added, so that but little remains to mark the old church from the surrounding buildings.

We now return to the hotel by St. Henry street, and turning into St. Maurice street we pass the old Congregational church, which, like the old St. George's Church, has been converted into a manufacturing establishment, and is now occupied by the Messrs. McLaren as a wholesale boot and shoe factory. Once more



OLD CONGREGATIONAL CHAPEL.

was formerly the old Montreal College, a Roman Catholic institution connected with the Seminary. This building having, in its *youthful days*, served as a training school for children and young men, subsequently became a training school for soldiers, having been used as a barracks; and now, in its old days, its main buildings have retired to rest behind a front of more modern style, while its chapel is used by the Messrs. Whiteside as a Patent Bed Manufactory, where spring beds are prepared for the comfort of those who may also desire to retire pleasantly to rest. A view of the old College is given on the back cover (outside).

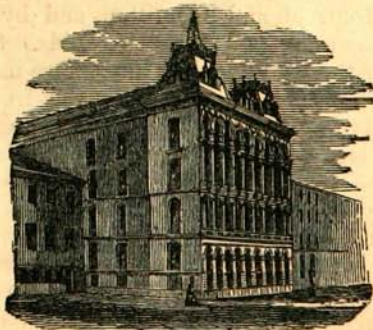


OLD ST. GEORGE'S CHURCH.

we enter McGill street, on which stands the Albion Hotel, a familiar resort of the commercial travellers of the Dominion.

Immediately opposite the hotel, and forming the corner of College street, stands a fine block of warehouses, known as the Dominion Buildings, occupied entirely by wholesale firms.

A short distance along College street there stands a venerable-looking building, in which the ancient and modern, the ecclesiastical and the manufacturing, are blended, or rather mixed up in a most peculiar manner. This



DOMINION BUILDINGS.

One block below College street, on McGill street, stands

ST. ANN'S MARKET.

It is of brick, and but one story in height, with the exception of the centre portion, which rises to a height of two stories, and is surmounted by a small tower.

It occupies the site of the old Parliament buildings, burned during the riot which took place in 1849, when the Earl of Elgin (then Governor-General)



BURNING OF THE PARLIAMENT BUILDINGS—1849.

rendered himself so obnoxious to a large portion of the people, by signing a bill indemnifying those who had taken part in the Rebellion of 1837-38, for losses sustained by them. This riot led to the removal of the seat of government from Montreal.

At the foot of McGill street are the wharves, and at the docks on the first basin of Lachine Canal, which here commences, lie the beautiful and commodious steamers of the Richelieu and Ontario Navigation Co., which ply between Montreal and Hamilton, and by which the tourist makes the trip down the St. Lawrence and its many rapids. Standing on the wharf at this point, a fine view of the whole harbor lies before us.

A tour around the water-front is full of charms; the scenes and incidents have no common fascination. In its course we can muse away hours, dream ourselves into the tropics or the farthest north, and awaken to a remembrance of the extent and variety of our commerce. A number of small craft, propelled by steam and sail, fleck the stream, while a fleet of grander vessels towers almost over our heads, in their berths. The wealth they contain, and the adventures they suggest, invest them, as we have said, with no small measure of poetic interest. They are like an army of pilgrims gathered in a central port from the shrines of every nation—gathered with peace offerings and treasure after trials and victorious conquests.

We may choose any hour for a ramble along the docks, but the best is in the morning, for then we can see Commerce arouse from its heavy slumbers, and, limb by limb, unfold and apply itself to the great crank that grinds out the city's destiny. It is, indeed, well worth while to watch the soft shades of morning breaking over St. Helen's Island, and bringing into clearer relief the entangled masts and rigging that are woven against the receding night-clouds; well worth while to watch the gradual change from night to morning, from a desert-like stillness to a fretful roar; to watch the moonbeams driven from their nooks in the silent warehouses, as shutters are thrust aside, doors opened, and living streams pour through every adjacent street to the water-front. The river, smoothly lapping the piers in darkness, breaks into a surfy tumult, as it is beaten and crossed by paddle and oar. Gangways are opened to the vessels, and companies of broad-shouldered, labor-marked men trot from deck to wharf, with boxes and barrows. The night watchmen shuffle homeward to breakfast, with a few others who have been busy during the night, loading and unloading ocean steamships. Again appear the heavy drays, drawn by powerful horses, and laden with tons of valuable merchandise. From the masses that throng the river-street, one would think that a large proportion of the population of the city had business to do by the water-front, each individual actuated by a different purpose and destiny. The elements contend and bustle; yet we see that they are systematic, and that each man's share of the work helps to give the big wheel a turn.

The river frontage is almost three miles in length, extending from the Victoria Bridge to the village of Hochelaga. For upwards of a mile, it has an excellent stone revetment wall, from the entrance to the Lachine Canal to below the Bonsecours Market, which, with its glittering dome, forms one of the most conspicuous objects in the scene. Along the parapet wall is a fine promenade, from which, guarded by an iron railing, we look down upon the busy scene below, where men are actively engaged in removing the valuable cargoes of the fleet of vessels lying moored alongside, to the railway cars which run along the lower wharf. What a contrast to the harbor of 50 years ago! Then a low muddy beach extended the whole length of the town, with the exception of a small wharf near the Custom House. Sea-going vessels were but rarely to be seen, and the steamers, rude though they were compared with our present floating palaces, were looked upon as objects of wonder. Now, hundreds of vessels crowd the port, and steamships of colossal proportions may be numbered by the score each season.

Looking westward along the Canal bank, we observe them lined with immense manufacturing establishments—Flour Mills, Nail Works, &c.; while at the extreme end there towers aloft the new elevators and stores of the Montreal Warehousing Company.

We shall now return by McGill street, and pass along Wellington street. The sights and sounds which greet our eyes and ears clearly show that we are now in a manufacturing district. We hurry along, but notice as we do so, a few points of interest. Near the corner of Duke street there

formerly stood a small Wesleyan chapel. The old chapel during the time which it stood, was the scene of many acts of outrage. On two or three occasions, during the riots which were then so common during elections, the windows were completely destroyed, and on one occasion some soldiers were in occupation, and the marks of the nails of their boots were easily discerned upon the seats and backs of the pews, up to the time of the



OLD WELLINGTON STREET WESLEYAN CHURCH.

destruction of the building by fire in 1845. In those days the surrounding districts were but thinly settled in comparison with the present. Green fields were abundant, and St. Ann's suburbs, as it was then called, was not so grimy in appearance as now.

At the corner of Wellington street is a neat brick building used as a Mission Church, in connection with the Presbyterian body. In this locality are situated the auxiliary works of the City Gas Company (Ottawa street). On the east side of these works stands the St. Stephen's Episcopal Church, while on the adjoining corner (Ann street) is the Ottawa Street Methodist Church. This church has never been completed according to the original design, the tower being still unbuilt. Standing on the steps of this church we have in view, nearly opposite to us, the Ann Street Model Schools, while to the left are the Roman Catholic Model Schools, the former built of brick, the latter of stone.



OTTAWA STREET METHODIST CHURCH.

A few paces beyond the market, in William street, are the extensive iron works and foundry owned and worked by W. Clendinneng, Esq., and which are worthy of a visit by those interested.

Returning to Wellington street, we pass the large warehouses of the Montreal Warehousing Company. Opposite these warehouses stands the

At the head of Dalhousie street stands

ST. MARK'S CHURCH (PRESBYTERIAN),

A neat, commodious edifice, fitted up to accommodate about 350 attendants. This church faces upon a large open space formerly known as the College Garden, now the Hay Market.

ST. ANN'S R. C. CHURCH,

a large and commodious stone building, capable of seating over 3,000 persons; it is a fine specimen of ecclesiastical architecture, and is the most striking edifice in the quarter of the city in which it is situated. In the centre of the building is a square tower surmounted by a lofty cupola. The whole building is after the plan of the far-famed church of our Lady of Loretta.

Near this church, is the Railway Bridge which spans the Lachine Canal. By this bridge the freight cars of the Grand Trunk Railway secure access to the wharves. Crossing the bridge by the carriage way, we proceed on our ride through the part of the city known as Point St. Charles, passing the Episcopal church, a small but comfortable brick edifice, and speedily find ourselves at the entrance to that triumph of engineering skill, the

VICTORIA BRIDGE.

The bridge consists of 23 spans, 242 feet each, and one in the centre, 330 feet, with an abutment, 290 feet long, on each bank of the river. The piers which support the bridge are 33 feet by 16 at the top, and increase to 92 by 22½ at the foundation. The upper side of the piers are formed like a wedge to act as ice breakers, and these are dressed smooth, while the remaining sides of the

pier are left in their rough state. The two centre piers are 33 feet by 24 at the top, and increase proportionately in dimensions as they approach the foundations. The courses of masonry comprising the piers, run from 1 foot 6 inches to 3 foot 10 inches, the individual stones of which range from 6 to 17 tons. Those in the breakwater are fastened together by strong iron cramps, 12 inches by 5½ inches thick, through which bolts, 1½ inches diameter, and provided with a slit in the base for the introduction of an iron wedge, are passed six inches into the course below, where the bolt reaches the bottom of the hole prepared for it in the lower course, the wedge is forced up into the slip, thus dividing the iron, and forcing it against the sides of the cavity made for it, from whence it is impossible ever to be withdrawn. The whole mass of the cut-water is thus converted into one huge block.

An important feature in the character of the bridge is the abutment at each end, and which give so massive an appearance to the whole structure. They are 290 feet long by 92 feet in width at the rock foundation, and carried up to a height of 36 feet above summer water level. The tubes of the bridge have a bearing of 8 feet on these abutments. At the level of the tubes the dimensions are reduced to 242 feet by 34 feet; a parapet is then carried up on all sides to a height of 29 feet three inches, terminating in a heavy projecting cornice, with flat lintels, 16 feet in width, over the entrance, and, being in the Egyptian style of architecture, the effect produced is grand and impressive, conveying the idea of enormous solidity and strength.

On the entrance lintel of those parapets, above the roadway, the following inscription, in large letter, is cut into the stone:—

ERECTED, A. D. MDCCCLIX.

ROBERT STEPHENSON AND ALEX. M. ROSS.

ENGINEERS.

The lintel over the tube entrance bears the following:

BUILT

BY

JAMES HODGES,

FOR

SIR SAMUEL MORTON PETO, BART.,

THOMAS BRASSEY AND EDWARD LADD BETTS,

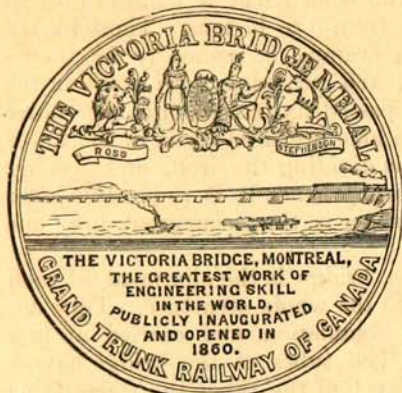
CONTRACTORS.

The embankments as completed, are 28 feet in width at rail level. The superstructure, designed by Mr. Robert Stephenson, consists of 25 tubes of uniform width of 16 feet throughout, for the accommodation of a single line of railway, but differing in height as they approach the centre. Thus the depth of the tubes over the first two spans is 18 feet 6 inches, the next two 19 feet, and so on, every coupled pair gaining an additional 6 inches, to the centre one, which is 22 feet in depth.

The tubes are composed entirely of wrought iron, in the form of boiler plate, ranging from 4-16 to 12-16 of an inch in thickness, with the joints and angles stiffened and strengthened by the addition of tee and angle irons.

Windows are introduced into the sides of the tubes, and serve to light up the inside. The tubes are covered with a sloping angular roof composed of grooved

and tongued boards, covered with the best quality of tin. A footwalk, 26 inches in width, extends along the top of the roof, the whole length of the tubes, for the convenience of the employees connected with the work.



OBVERSE OF A MEDAL COMMEMORATIVE OF THE
OPENING OF VICTORIA BRIDGE.

The estimated cost of the work was \$7,000,000. This was afterwards reduced to \$6,500,000, including a bonus of \$300,000 given to the contractors for completing it one year in advance of the time specified.

The following particulars of the bridge, and the material used in its construction, cannot but prove interesting.

First stone of Pier No. 1 laid 20th July, 1854. First passenger train passed 17th December, 1859. Formally completed and opened by His Royal Highness the Prince of Wales, in 1860. Total length of Bridge, 9,184 feet lineal. No. of spans, 25; 24 of 242 feet; one of 330 feet. Height from the surface of the water to under side of centre tube, 60 feet. Height from bed of river to top of centre tube, 108 feet. Greatest depth of water, 22 feet. General rapidity of current, seven miles an hour. Cubic feet of masonry, 3,000,000. Cubic feet of timber in temporary work, 2,250,000. Cubic yards of clay used in puddling coffer dams, 146,000. Tons of iron in tubes, 8,250. Number of rivets, 2,500,000. Acres of painting on tubes, one coat 30, or for the four coats, 120 acres. Force employed upon the works in 1858, 3,040 men, 6 steamboats, and 72 barges.

When the bridge was completed, the solidity of the work was tested by placing a train of platform cars, 520 feet in length, extending over two tubes, and loaded, almost to the breaking limit of the cars, with large blocks of stone. To move this enormous load three immense engines were required; yet beneath it all, when the train covered the first tube the deflection in the centre amounted to but $\frac{7}{8}$ of an inch, proving conclusively that the work had been erected in a most satisfactory and substantial manner.

Returning from our inspection of the bridge, we purpose accompanying our tourist along one of the most picturesque and pleasant drives on the Island. As we proceed through the Point St. Charles district, we pass near the St. Matthew Presbyterian Church, a neat brick edifice erected on Magdalen street near Wellington street; also the Methodist Church, a building in the early English style, and built of brick. It is 60 feet by 40, and will accommodate about 450 persons. The building stands ten feet back from the street, and has a tower surmounted by a neat spire.

To our left, and near the river front, stands a massive stone structure, surrounded by a neat fence. This is the newly erected Public School, under control of the Protestant School Commissioners.

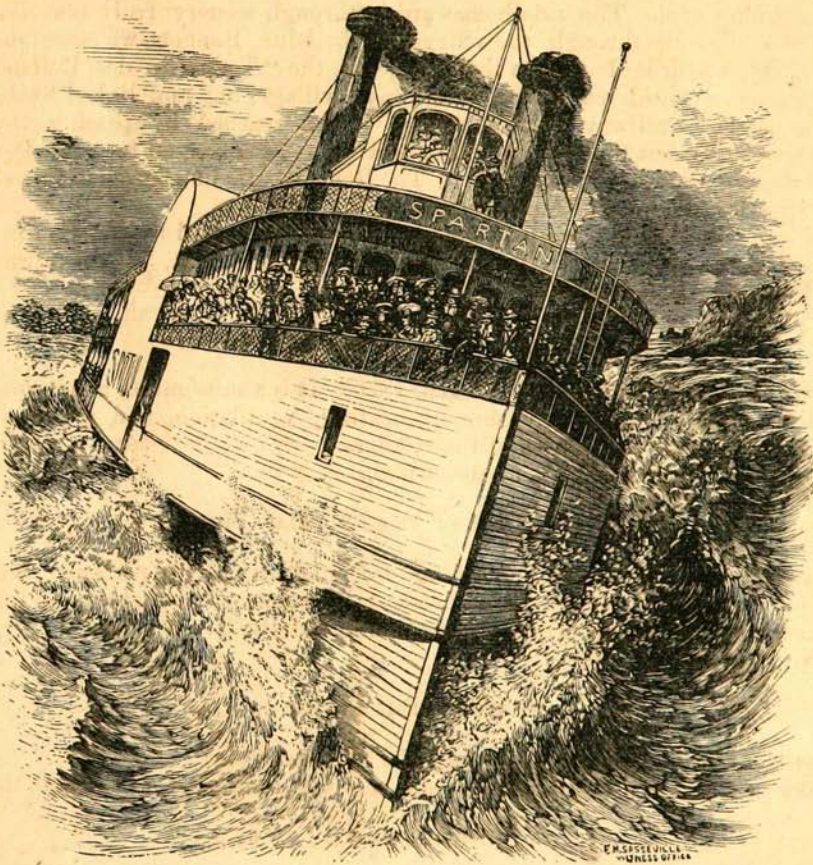
We now approach the city limits, and passing through the toll gate, find ourselves travelling over a smooth and well kept highway, along the river bank. This is known as the Lower Lachine Road. Looking to our right, we have the city with its many church spires towering aloft, its elegant mansions, and its grand background, Mount Royal, clothed in its dress of green; while on our left glides the noble River St. Lawrence, divided just at this point by the Nun's Island, which lies like an emerald in its placid yet rapid current. The waters, lashed into fury by their struggles over the falls or rapids of Lachine, have here

recovered their usual calmness, and flow steadily along in their triumphant march towards the distant sea. Looking across the river, the bright, tin-covered spires of the parish church of Laprairie reflect the bright glow of the summer sun.

We now cross a massive stone bridge, which spans the tail-race connected with the Montreal Water Works, the wheel house of which lies to our right, distant about half a mile.

Of the numerous public establishments by which Montreal is adorned or benefitted, there is not one in which the citizens are more interested than the works by which the city is supplied, even in its most remote quarters, with pure and wholesome water. Of how much advantage the perpetual supply of pure streams of water is to the health, comfort and safety of such a city as this, it is not necessary to say here.

Accustomed to its use, the inhabitants of Montreal are not sensible of the immense benefits they derive from it, until they are deprived for a few days of



STEAMER "SPARTAN" DESCENDING LACHINE RAPIDS.

it. Besides the increase of comfort, the great exemption of the city from destructive fires of late years, may be attributed to the abundant supply of water, the head of which is so great that it can be thrown above the highest edifices.

The water is taken out of the River St. Lawrence, at a point about one mile above the head of the Lachine Rapids, where the level of the river is thirty-seven feet above the summer level of Montreal harbor.

It is then conducted in an open channel, four and three quarter miles in length, to the Lachine Canal at Gregory's, where the wheels and pumps are placed. From the pumps at this place the water is forced through iron mains, 30 inches in diameter, laid under the canal, turnpike, railway and all the public streets, into the reservoirs upon the side of the mountain, at an elevation of over two hundred feet above the harbor, being more than one hundred and fifty feet above the higher parts of Notre Dame street.

A ride of three or four miles, and again looking upon the river we are made aware, by foam floating upon its surface, that we are nearing the renowned Lachine Rapids, and speedily we find ourselves abreast of the rapid, and if our tour has been properly arranged we may witness the passage of the steamer as it enters the narrow and dangerous channel.

We now approach the village of Lachine, but do not enter it, our drive homeward leading us by a road below the village, just at the upper entrance to the Lachine Canal. The ride homeward is through scenery truly beautiful and pleasant. Passing through the village of the Blue Bonnets, we soon descend a declivity, which leads us into the village of the "Tanneries des Rollands," a few years ago considered to be a "far away" village, but now linked to the city by the bonds of railway. Ten years ago it was reached by passing through extensive fields, but the road is now lined by edifices equal to, and in some instances excelling, those of the city. The Roman Catholic Church at this village is a large, but not very attractive building.

As we enter the city we pass the extensive works owned by A. Cantin, Esq, and known as the Canada Marine Works. To our right, at the corner of Workman and Delisle streets, is the

ROYAL ARTHUR (PROTESTANT) SCHOOL,

opened by Prince Arthur in February, 1870. It is a substantial, handsome brick building, with abundant provision for heating, ventilation, and everything to secure the comfort and health of the scholars.

Near the corner of Seigneur street is the

ST. JOSEPH STREET PRESBYTERIAN CHURCH,

a neat and commodious brick building, accommodating 800 persons. Since its erection in 1862 it has been found necessary to enlarge it by adding a wing to the rear of the building, giving it the form of a letter T.

Nearly opposite is the

WEST END WESLEYAN CHURCH,

a neat stone edifice capable of seating 600 persons.

We now leave St. Joseph street, and entering Richmond street, pass the

ST. JOSEPH CHURCH, R. C.,

a large and solidly built stone edifice. At the head of the street is Richmond Square, named after the Duke of Richmond, a former Governor of Canada. On the corner of the square is a stone building known as the

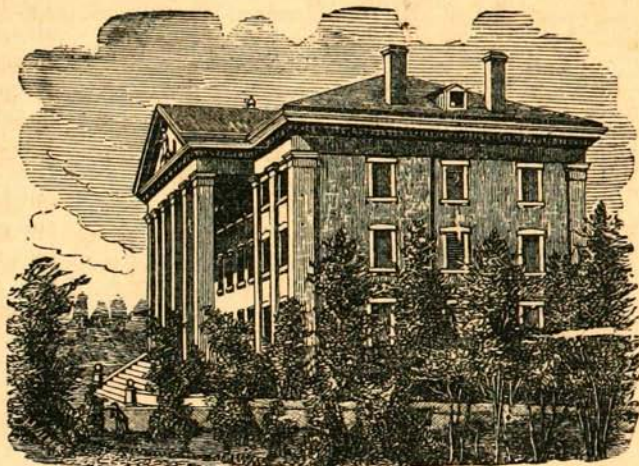
BETHLEHEM ASYLUM,

a hospital or asylum under the direction of the Grey Nuns. When the Banque du Peuple was removed to provide a site for the new Post Office, the late

C. S. Rodier, Esq., ex-Mayor, purchased the old building, and re-erected it with additions on part of his property on Richmond Square, and when completed he presented it to the sisterhood named.

Proceeding round the square to St. Antoine street, and thence up Guy street, we notice upon the brow of a commanding elevation, overlooking the Square, a fine building ornamented with massive stone pillars. This is known as Mount St. Mary.

From the top of a flight of stone steps leading to the main entrance, a fine view of the Victoria Bridge, with part of the city, and surrounding country, may be obtained. The building was originally erected for a Baptist College. It was afterwards occupied by the St. Patrick's Hospital, and is now used as a ladies' boarding-school,



CONVENT OF MOUNT ST. MARY.

under the direction of the Congregational Nuns. Large additions have recently been made to the main building, increasing its accommodation fully one-third.

As we ascend Guy street, and gain the level of Dorchester street, we see before us a pile of massive stone buildings, covering an extent of several acres. These immense buildings which, with the grounds, occupy the whole extent of Guy street from Dorchester to St. Catherine streets, is that well-known institution,

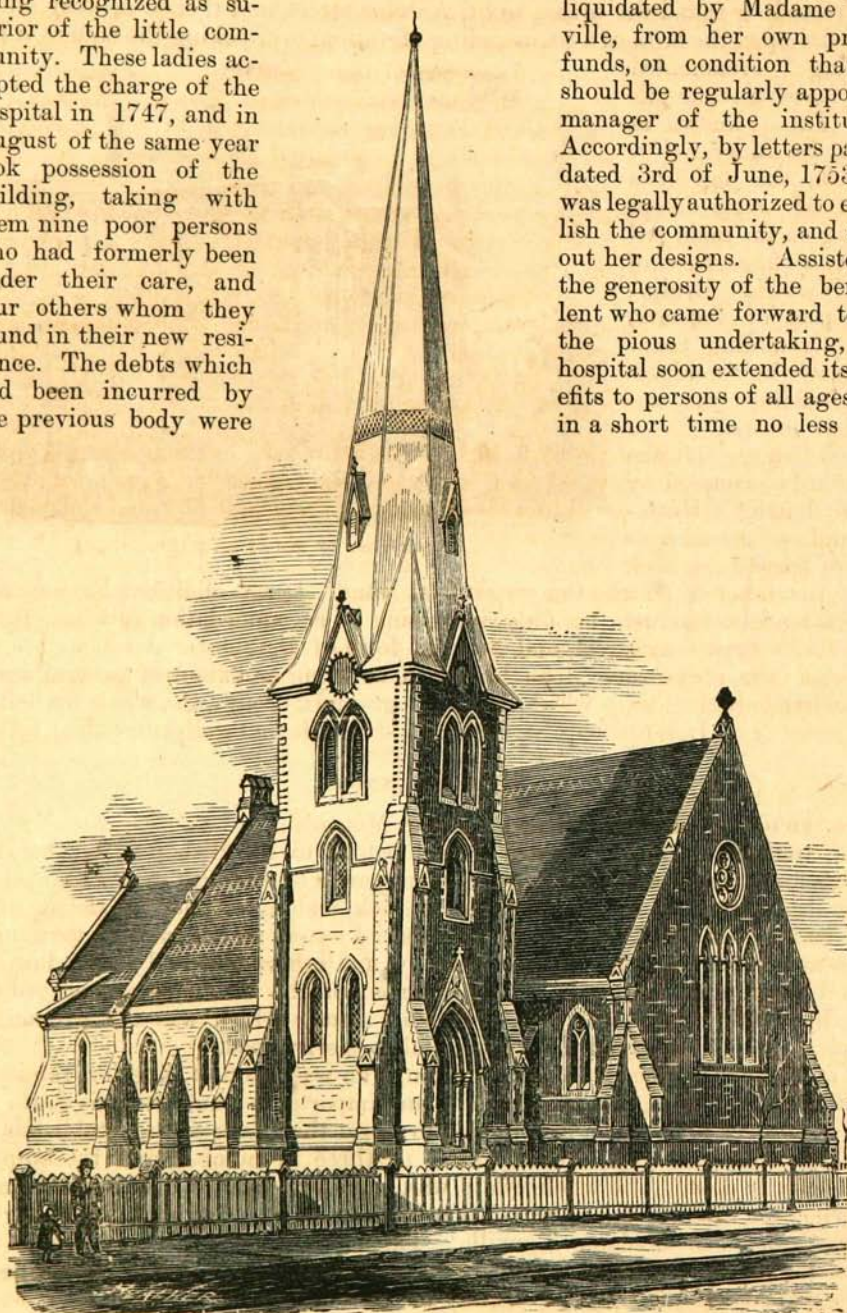
THE GREY NUNNERY,

one of the oldest religious establishments in Montreal.

In 1692 Louis XIV. granted letters patent to the Bishop of Quebec, the Governor, and their successors, giving them power to establish general hospitals, and other institutions for the relief of the sick and aged poor of the country. By permission of the Bishop, and under special letters patent granted thereunto, in 1692, M. Charron, a native of Normandy, and others, founded and endowed a general hospital at Montreal. The gentlemen of the Seminary encouraged the work by making extensive grants of land, among which was the ground on Foundling street, on which the old hospital formerly stood.

Under the management of M. Charron, who was the first superior, the institution made rapid progress in prosperity and importance; but after his death his successor proved to be a man ill-qualified to direct the affairs of the establishment, and the brotherhood was reduced to two or three in number, and the hospital was deeply in debt. The whole estate was, therefore, handed over to the Seminary, who soon afterwards committed it to the care of a society of ladies under the superintendence of Madame Youville. This pious and devoted lady was, at the age of 28, left the widow of a Canadian gentleman, M. François de Youville by name. Although possessed of dignity of person, an accomplished taste, and a competent fortune, she retired from the world and devoted herself to acts of charity and religious duties. Having been joined by some other ladies, they formed a society in 1737 to unite in works of charity, to live by their own in-

dustry, and place their revenues in one common fund. Having procured a house in the city they took with them six aged persons, for whom they provided. They now bound themselves by vows, as religious recluses, Madame Youville being recognized as superior of the little community. These ladies accepted the charge of the hospital in 1747, and in August of the same year took possession of the building, taking with them nine poor persons who had formerly been under their care, and four others whom they found in their new residence. The debts which had been incurred by the previous body were liquidated by Madame Youville, from her own private funds, on condition that she should be regularly appointed manager of the institution. Accordingly, by letters patent, dated 3rd of June, 1753, she was legally authorized to establish the community, and carry out her designs. Assisted by the generosity of the benevolent who came forward to aid the pious undertaking, the hospital soon extended its benefits to persons of all ages, and in a short time no less than



CHURCH OF ST. JAMES THE APOSTLE.

one hundred persons were receiving assistance and support.

In the year 1755 a further extension was made in the plans of the hospital, by the admission of foundlings. This was caused by a circumstance which presented itself one winter day to Madame Youville, as she was going into the town on business. Passing by a stream (now covered by St. Ann's Market, and Commissioners street) she observed the body of an infant with a poignard sticking in its throat, and one of its little hands raised through the ice. Her benevolent feelings were dreadfully shocked, and after consulting with her associates, they determined that, to prevent as much as possible the recurrence of such deeds, they would extend their charity to orphans and foundlings.

Additions to the old building were made from time to time, but the growth of the city had rendered the site very unsuitable, and accordingly the present large buildings were erected. The chapel and portions of the convent may be seen by visitors any day except Sunday or holidays.

Proceeding to St. Catherine street, we turn towards the city once more, and at the corner of Mackay street, pass the

CHURCH OF ST. JAMES THE APOSTLE.

It is built in the Gothic style with dark Montreal stone, hammer dressed; the length is 115 feet, the width 45 feet, and the height from floor to apex of the roof is 60 feet. According to its present design, it will seat 550, but finished as contemplated it will accommodate 900 persons. The tower was built at the expense of \$8,000, by Mrs. Charles Phillips (as a memorial of a deceased brother).

At the corner of Drummond street is the Curling rink, and nearly opposite is another rink owned by the Caledonia Club. This latter building was opened by H. R. H. Prince Arthur during his visit to the city.

At the corner of Stanley street there is now in course of erection a handsome stone church,

EMMANUEL CHURCH.

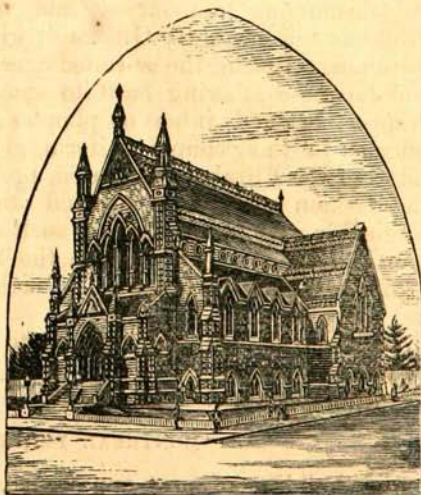
This is being erected by a portion of the congregation formerly belonging to Zion Church, but having formed a new organization, they worship in the Gymnasium Building until the completion of this new edifice. A short way down Stanley street is

STANLEY STREET PRESBYTERIAN CHURCH,

a plain but neat edifice, built of white pressed brick. This church has been built by members of the Presbyterian body who oppose the use of the organ in their service. Opposite to this church is the

VICTORIA SKATING RINK.

The building is of brick, and is 250 feet long by 100 broad. It is covered by a semi-circular arch-like roof, fifty feet high in the centre, constructed to give an apparent lightness of effect, combined with great strength. The space used



EMMANUEL CHURCH.

for skating is surrounded by a promenade raised about a foot above the level of the ice. The front portion of the building is two stories in height, and contains on the lower floor commodious dressing and cloak rooms and offices, while the upper part provides a residence for the superintendent. At the extreme end of the building is a gallery. At night the building is well lighted by gas with colored glass lamps. When many hundred persons appear upon the ice, and, with every variety of costume, pass through all the graceful figures that skaters delight in, the scene presented to the spectator is dazzling in the extreme. The following taken from the columns of a local newspaper, is a description of a



INTERIOR OF VICTORIA SKATING RINK.

carnival held at the Victoria Rink, on the evening of the 3rd of February, 1874:—"When Lord and Lady Dufferin, attended by their suite, took their seats under the dais, about eight o'clock, the scene was magnificent. Never since the carnival in honor of the Prince of Wales' visit has there been such a brilliant assem-

blage in the Victoria Skating Rink. As the band discoursed the noble strains of 'God Save the Queen,' the skaters left the attiring rooms and bounding on the ice, commenced their graceful evolutions. Every nationality under the sun was represented, Indians of various tribes, with thick layers of war paint, brandishing tomahawks and scalping knives; Spaniards and Italians shooting love and jealousy from their piercing black eyes; obese Dutchmen, with their indispensable pipes and peculiar gait; negro minstrels, rattling bones and thrumming tambourines and banjos; girls of the period with immense chignons and unsightly Grecians; girls of the olden time in quaint but comely costumes, eclipsing the so-called finery of nineteenth century belles; Chinamen and Japanese laboring hard to show their superiority over the nations they despise; brigands intent on plunder; pirates glorying in their deeds of blood; riflemen in their simple uniform, glowing with the ardor peculiar to volunteers; ladies of the Elizabethian period, proving beyond dispute their claims to beauty and fashion; swells of this and other ages, sporting eye-glasses, ringlets, and languishing whiskers—in fact, such a commingling of curious characters as to excite all kinds of emotions in the breasts of the observers."

In summer the building is occasionally used for horticultural exhibitions and concerts.

While this building extends to Stanley street, the public entrance is on Drummond street.

Adjoining the new Emmanuel Church on St. Catherine street is the

MONTREAL PROTESTANT ORPHAN ASYLUM,

a stone building of neat appearance, with pleasant grounds attached. Children are not allowed to leave the asylum before the age of 8 or 9 years, except when adopted into respectable families. The orphans are instructed in the rudiments of a religious and useful English education; and the girls, in addition to needlework, are early taught the domestic duties of the establishment.

At the corner of Peel street stands the

ERSKINE CHURCH (PRESBYTERIAN).

This building is 136 feet by 79 feet ; height of the side walls, 49 feet ; from the ground to apex of the roof, 82 feet. In front of the church, in the centre, is a tower 18 feet 6 inches square, surmounted by a spire, the height of which, from the ground to top, is 196 feet. The walls are of rough Montreal stone, in small courses ; the sides of the windows, doors, buttresses, tower, &c., being of cut stone. The windows are pointed throughout with tracery heads. There are three entrances in front, the centre one being 13 feet wide and 22 feet high. There are also two entrances in rear of the church. The building will accommodate about 1,300 persons.

We now leave St. Catherine street and descend to Dorchester street, passing by the side of "Dominion Square." On reaching the corner of these streets we pause, and, looking around, find ourselves surrounded on every hand with churches and public buildings. On the corner of Dorchester and Windsor street, by which name the continuation of Peel street is now designated, stands the

DORCHESTER STREET WESLEYAN CHURCH.

The style of architecture is English Gothic of the 13th century. The walls are Montreal stone, the plain surface being natural faced work, while the windows and door jambs are of cut stone. The tower is in the centre of the front, projecting boldly from the building, and is of stone up to the base of the spire, which is enriched by pinnacles and canopies. The total height of tower and spire is 170 feet. The windows have pointed arches, with traversed heads of different designs. There are four entrances, the principal one being a massive and lofty stone porch in front of the tower, and has deeply recessed jambs with three columns on each side, and richly moulded pointed arch with gable. The interior of the church has a lobby extending wholly across the front, and the pews are arranged on a plan radiating from the pulpit. The roof is open nearly to the apex, showing the Gothic arched timbers, which are finished in oak, the principals springing from Ohio stone triple-columned corbels at the walls. The basement is lofty, almost wholly above the ground, and is divided into lecture and class rooms. The sessions of the Wesleyan Theological College are held in this church.

Adjoining this building is Saybrook Hall, a popular and well-known female educational institute, owned and presided over by Mrs. E. H. Lay.

Opposite the church, and having frontage on Dorchester and Peel streets, is now being erected the new Windsor Hotel.

At the corner of Drummond and Dorchester streets, is the

AMERICAN PRESBYTERIAN CHURCH.

This building is an exact copy of Park Church, in Brooklyn, New York, and has a massive appearance, yet without any great pretension to architectural beauty, no particular style being applied in the design. Its length over all is 144 feet, and the width 86 feet. The ceiling is 44 feet from the floor. The front elevation, on Dorchester street, has two towers, one at each angle, the one on the south-west corner being finished with a spire rising to a height of 200 feet above the street, the other being finished square at about 80 feet high. The auditorium is 90 feet long, by 76 feet wide, and will seat 1,200 persons. There

is no basement, hence the lecture and school rooms are in the rear portion of the building, and are each 90 feet by 30 feet wide. All the pews on the ground floor have a curved form, so that the minister can everywhere be seen without the listener sitting in an uneasy posture. This church was opened on June 24th, 1866.

Passing down Windsor (late St. François de Salles) street, at the corner of Osborne (late Janvier) street stands the

ST. GEORGE'S CHURCH (EPISCOPAL),

a very beautiful edifice built of Montreal stone, Ohio sandstone being used for the decorative parts. Everything about it is solid as well as tasteful, useful as well as ornamental, made to endure as well as to delight.

The massive Gothic entrance, attractive and beautiful, though without any profusion of ornament, with the modest symbols of church and crown—strong in their inherent right—is an excellent vestibule to a church which bears the name of England's patron saint.

On entering, the attention is at once engaged with the spaciousness of the edifice. It is cruciform, and the transepts add greatly to its capacity. The roof, stained and varnished, is lofty, and gives an air of venerable majesty to the whole interior.

The ornamental stained glass window at the end of the chancel, is to the memory of the late Metropolitan, Bishop Fulford; and the one at right hand side of centre, to the memory of the late Hon. George Moffatt. The church will accommodate 1,300 persons. The schools connected with this church are built on the same lot, fronting upon Stanley street, and comprise day schools, with the class rooms on ground floor, with large room on first floor 86 by 42. The buildings are of Montreal stone, roofs covered with slate.

Osborne street is a comparatively new street, but so rapidly has its choice sites been purchased and built upon, that it is becoming one of the popular streets for residences. The corner of this and Mountain streets has been purchased by the Members of Olivet Baptist Church, as a site for their proposed church edifice. Until its erection, they have built a neat and commodious one-story brick building, in which services are now held, and which will serve as a Sabbath school building when the church is completed.

Immediately below the St. George's Church, but fronting on St. Antoine street, is the

ST. GEORGE'S HOME,

a commodious brick structure with an extended frontage, and furnishing ample accommodation for the large numbers of English emigrants annually sheltered within it. A portion of this building is also occupied as a dispensary, and is known as the Montreal Dispensary. Here, at stated hours, some of our best city physicians are in attendance to give advice and dispense medicines to the poor, free of charge.

At No. 51 St. Antoine street is the Woman's Hospital, an excellent and well managed institution.

The main entrance to St. George's Home faces Desrivieres street, down which we turn, passing a neat brick Mission Chapel, known as the Desrivieres Mission (Methodist).

Entering Bonaventure street, we find ourselves passing by the side of the Grand Trunk Railway Passenger Station. Opposite the entrance gates is the St. Joseph Orphan Asylum. The St. Joseph Church, attached to this Asylum,

has its entrance from Cemetery street, up which we shall shortly pass. In the meantime, we proceed one or two blocks further along Bonaventure street, and, turning down Chaboillez street, visit the flourishing Mission Church and School, which assembles in a very neat stone structure, erected on this street. This mission is supported by the American Presbyterian body, and has been very much blessed to the welfare of the residents of this locality.

We now return, and ascend Cemetery street, passing the St. Joseph Church, already named, and soon reach Palace street, at the corner of which is an immense brick building, five stories in height, and built upon an eminence which gives it a prominent and imposing appearance. This is the Roman Catholic Bishop's Palace.

A wing at the rear is at present used as the Bishop's Church. A few years more, and this will cease to be occupied as such, for we now pass lofty and massive walls of masonry, which are part of an immense ecclesiastical structure, which, when completed, will surpass all others in America.

THE CANADIAN "ST. PETER'S"

is being erected in the form of a cross, 300 feet in length from the grand entrance to the back of the nave, while its breadth—or length of the transept—is 225 feet. The length of the building will be further increased by a portico of 30 feet in width. The average height of the walls will be 30 feet. Those to support the roof of the nave will be 42 feet higher, with an additional elevation of 66 feet under the great dome. Thus the extreme height of the masonry from the floor will be 138 feet. The roof, which is to be of galvanized iron, will not be modelled after that of St. Peter's, for though at Rome the climate admits of a flat roof, it is otherwise in Canada.

The large dome will be the handsomest part of the Cathedral, and will be erected over the transept, supported on four gigantic pillars of oblong form, and 36 feet in thickness. As the dome will be 70 feet in diameter at its commencement, and its summit 210 feet from the spectators on the floor of the church, some idea may be had of its vast proportions. It will be an exact copy on a smaller scale of the mighty dome of St. Peter's, and when complete will be 250 feet in height—46 feet higher than the towers of the French church in the Place d'Armes. On the outside, the foot of the dome will be strengthened by 16 pairs of Corinthian pillars, twenty-five feet in height, and surmounted by pilasters. The space between the former is to be filled by large windows richly ornamented. Above these pillars the dome will curve gracefully up to its apex, from which a grand *lanterne* will arise, surrounded on a smaller scale by ornamented pillars. Above this again will be placed a huge gilt ball, and pointing towards the heavens from its summit will be seen a glittering cross, 13 feet long.

A splendid view of Montreal will be obtained from the ball—such as visitors get from the top of the dome of St. Paul's in London. It may here be stated that the dome of the Montreal cathedral is to be constructed of stone, which is not often attempted in works of such magnitude. Four smaller domes, equidistant from the major one, will surround it, and be fully as large as those surmounting Bonsecours Market and the Hotel Dieu.

A magnificent portico of the composite style of architecture is to be erected in front of the church. It will be 210 feet long, 30 feet wide, and will, from its delicate carving—being surmounted by two huge clocks, and a group of statues of the Apostles chiselled by eminent sculptors—present a favorable contrast to the unadorned and unheven church walls. From the portico five large entrances will communicate with the vestibule; an apartment 200 feet long, from

which entrance to the body of the cathedral will be obtained through numerous archways.

An interior view of the church, with its walls ornamented with frescoes, statuary and paintings from the Italian school of art, seen here and there between the vista of lofty pillars, will be very striking. Under the immense dome will stand the high altar, and leading away from around it will be seen rows of arched pillars, dividing the aisles and supporting the roof. Beside the grand altar, there are to be twenty chapels in the cathedral, and in each of the four immense pillars which support the dome, there will be room for three commodious altars. The foot of each pillar is to form a vault for the reception of the bodies of bishops, &c. Light will be admitted through the five domes, and will be increased by six large lanterned casements, and a number of small windows. There will be no colonnade by which to approach the edifice, as at St. Peter's, Rome; but the grounds will be ornamented with fountains, &c.

We now proceed along Dorchester street. At the corner of Mansfield street is

KNOX CHURCH (PRESBYTERIAN).

This church is in the early English style of Gothic architecture, and consists of a nave, side aisles, and a pulpit recess.

The principal entrance is through a large open porch, and there are two side entrances giving access to the galleries and basement. The church is built of Montreal stone, the ashlar work in small, even courses of natural faced stone, the quoins, strings, &c., being dressed.

We next approach

ST. PAUL'S CHURCH (PRESBYTERIAN),

for size, beauty, and convenience, one of the most important of our city churches. It is cruciform in plan, with stained windows, and the usual accessories of Gothic architecture. The capacity of the building is that of 1,000 sittings; there are no galleries, except one for the organ and choir. Under this gallery, and on the same level with the church floor, are the minister's and elders' vestries, fitted up with every requisite for comfort and convenience. The transepts and nave are divided on either side of the church by an arcade of three arches, resting on octagonal pillars of Ohio stone, out of the capitals of which are worked the corbels for the support of the roof principals. There is a basement under the whole area of the church, divided into lecture rooms and school rooms, with the necessary adjuncts to each. The walls, to the level of the base, are constructed of Montreal limestone; the superstructure is faced with similar material, having the natural surface of the stone exposed to view; the weatherings, groins, pinnacles, and all the ornamental parts of the work are of Ohio sandstone. The roof is covered with slate from the Melbourne quarries. The internal dimensions of the nave are 102 by 69 feet; the transepts are about 46 feet wide, with a projection from the nave of nearly 17 feet. From the floor to the apex of the roof the height is 58 feet.

At the corner of Dorchester and University streets, is the

ST. JAMES' CLUB HOUSE,

having a frontage on the former of sixty-eight feet, and sixty-two feet on the latter. The base, to a height of seven feet from the footpath, is executed in Montreal limestone, rough-faced ashlar, with dressed moulding and angles. The superstructure is in red brick, with Ohio stone cornices and window dressings;

the entrance, bay windows, and balconies being built entirely of the latter material.

The building is surmounted by a massive cornice, from which rises a curved mansard roof, covered with metal. An ornamental iron railing surrounds the four sides of the flat portions of the roof, from which place extensive views of the city can be obtained.

On the opposite corner of University street is

BURNSIDE HALL,

a building used as a High School, under control of the Protestant School Commissioners. Almost adjoining Burnside Hall is Barnjum's Gymnasium, an ably conducted and popular resort for the young men of the city. Across Dorchester street is the

NEW JERUSALEM CHURCH,

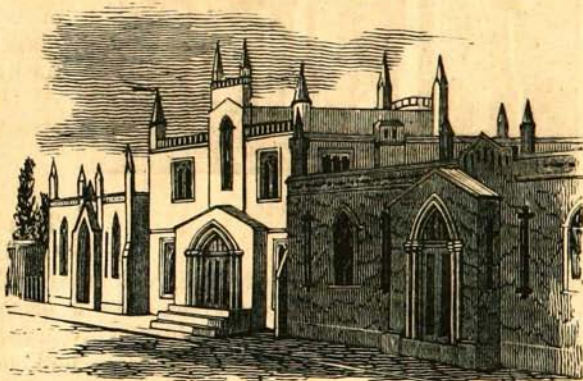
a neat brick building, with stores in the lower portion thereof.

At the foot of University street are the buildings of the

M'GILL NORMAL AND MODEL SCHOOLS.

These are built of stone, the style of architecture carrying us back in fancy to the time of the Tudors. They front on Belmont street, and were originally erected for a High School.

We continue our drive along Dorchester street, and reaching Beaver Hall Square, we turn down a street known as Beaver Hall Hill, on which are many fine residences, occupied principally by gentlemen of the medical profession. At the corner of Belmont street, and extending to Palace street, stands



ST. ANDREW'S CHURCH (PRESBYTERIAN).

MCGILL NORMAL AND MODEL SCHOOLS.

This building was erected during the year 1850, and was opened for worship in January, 1851. It is somewhat after the style of the celebrated Salisbury Cathedral. It is built of Montreal stone, with a tower surmounted by a spire, which rises to a height of 180 feet from the ground. The entrances to the church by the tower, on Palace street, are from a flight of steps, and a terrace on each side; while at the upper end (on Belmont street) is another entrance. The interior is lofty and imposing, and the ceiling, which is spanned by open timber-work, painted to imitate oak, rises in the centre to a height of 46 feet, and is in strict accordance with the style of the building. The gallery fronts, and the pulpit are of rich Gothic work; and the effect of the whole is heightened by the light passing through the stained glass windows.

The interior dimensions are 90 feet by 65 feet, including the transept. It will accommodate 950 persons. Beneath the church are school and lecture rooms,

upwards of 60 feet square and 16 feet high, which are entered by an arched door in the base of the tower. The beauty of the style of this building, its admirable proportions, and the commanding position which it occupies, make it an ornament to the city.

On the opposite side of Beaver Hall is the

CHURCH OF THE MESSIAH (UNITARIAN.)

The style of architecture adopted is the Byzantine, plain but effective in character. The tower is 17 feet square, and when complete will be about 120 feet high. A broad flight of stone steps at the base of the tower leads to the eastern entrance of the building, which, however, is not used at present, the entrance being on Beaver Hall side. Over this door is a large rose window, and in the chancel a window of a highly decorative character, both of which are filled with stained glass. Accommodation is afforded for over 800 persons.

On the lower corner of Palace street and Beaver Hall hill is the

FIRST BAPTIST CHURCH.

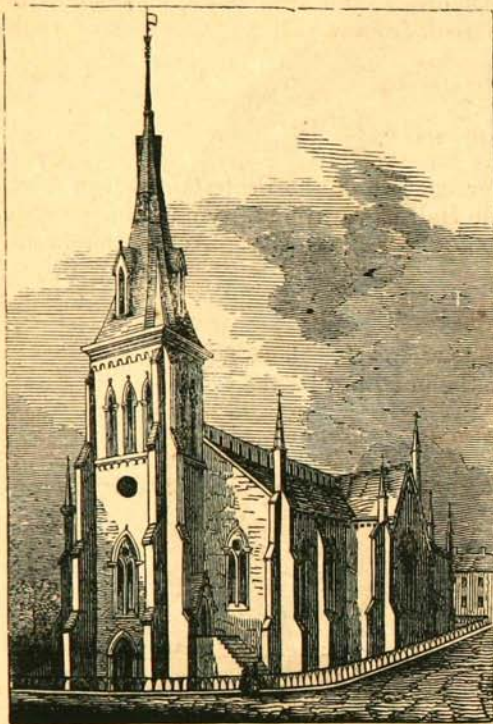
This building is in the early English Gothic style, surmounted by a small

tower, and is built entirely of stone, rock faced with cut stone dressings, the roof being covered with purple and green slate, in ornamental patterns. The edifice is 55 feet wide by 80 deep, with a projection of ten feet in front and eight feet in rear, and consists of two departments, the main audience room, or church, and the lecture room or basement. The main portion of the building is 40 feet in height from the floor to the centre of the vaulted building; it is arranged with galleries to accommodate an audience of about 1,000. There are three entrances, two in front and one on the east side of the building.

Turning on to Palace street, beyond the Unitarian Church, we pass a large stone building—the St. Bridget's House of Refuge. From this building to the corner of St. Alexander street, a beautiful iron railing, with massive stone pillars enclose the well kept grounds attached to

ST. PATRICK'S CHURCH.

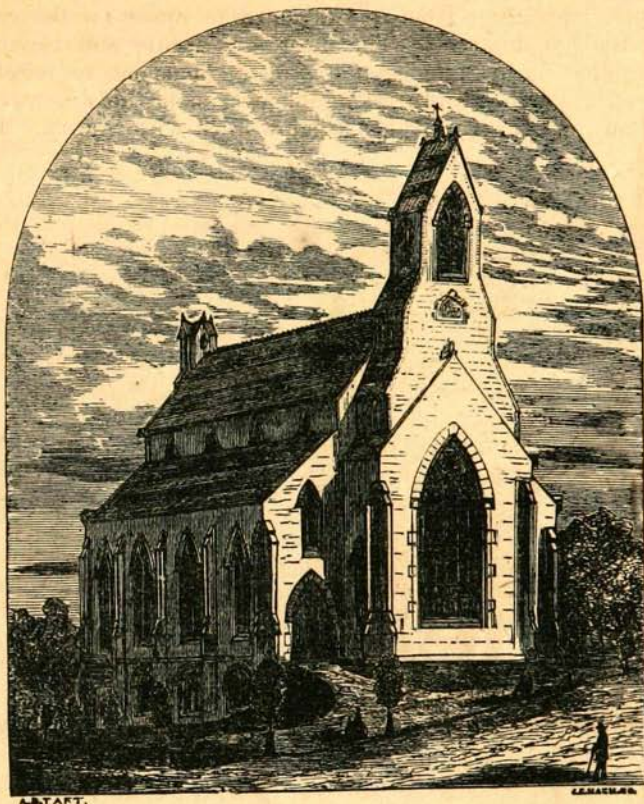
The church stands on an elevated site, several hundred feet distant from Palace street. It is one of the most striking objects visible on approaching the city. It is built in the Gothic style of the fifteenth century. The extreme length is 240 feet, the breadth 90 feet and the height of spire from the pavement is 225 feet. The interior of the building is most elaborately decorated, and



ST. ANDREW'S CHURCH.

the altar presents a gorgeous appearance. The church will seat about 5,000 persons.

In rear of this building is the St. Patrick's Orphan Asylum, and opposite to



FIRST BAPTIST CHURCH.

the church, on Alexander street, are some substantial stone buildings used as schools, &c.

Returning to Beaver Hall Hill and driving down St. Radegonde street, by which name the continuation of the street is known, we pass

ZION (CONGREGATIONAL) CHURCH,

This church, erected in 1856, is a neat stone edifice of the Doric style of architecture. Formerly this was surmounted by a lofty wooden spire, which was destroyed (with other portions of the building) by fire, and in the reconstruction, the spire was not added. The church will seat about 1,200 persons. The Theological college in connection with this denomination, holds its session in this building.

We now pass by a portion of Victoria Square, and reaching Craig street, our attention is at once directed to a handsome building forming the corner of Craig and St. Radegonde streets. This is the

YOUNG MEN'S CHRISTIAN ASSOCIATION BUILDING.

This building, is one of the finest in the city. The style is the mediæval or

decorated Gothic. The foundation and some four feet of the base is of Montreal limestone, but the superstructure is of Montreal stone with Ohio sandstone dressings. In its design the building has one feature, distinguishing it from every other secular or ecclesiastico-secular structure in the city, namely, a richly crocketed spire, springing from a dwarf arcade tower on the corner facing Craig and St. Radegonde streets. The effect is striking, and highly favorable. The main entrance on St. Radegonde street, stands out in relief, and has a slightly projecting porch, with turrets, gable, &c.; and the doorway has richly moulded columns, while over it is a window filled with tracery. The windows



YOUNG MEN'S CHRISTIAN ASSOCIATION BUILDING.

are well relieved with mouldings and columns. The roof is of the mansard pattern, and was adopted in subservience to the requirements of the climate, to which the Gothic roof, with its many snow collecting angles, is not so well suited. It is to be surmounted with an appropriate cresting which will give a light and pleasing finish. In the interior is much to admire. The woodwork is finished without paint, presenting an unusually striking and rich effect. On ascending the broad stairway to the second floor the visitor passes into the reading room. On the right of a passage or corridor is placed

the library, in which are the book cases, stained and varnished, having an effective incised ornamentation, while the arcading enclosing the office, challenges attention by its rich detail of diaper and cusped arches. The reading room (which is free to all) is a most elegant and cheerful apartment. The lecture Hall, on the third story, covers the whole superficial space of the building, and is 25 feet high. It is large and airy, and is seated for six hundred, with metallic chairs covered in green morocco. The whole building is heated by steam. The centre store on Radegonde street is occupied by the Bible Society, the Religious Tract Society, and the Canada Sunday School Union, as a Depository, for the transaction of the large and useful work carried on by those organizations.

From the windows of this building we have a fine view of Victoria Square. Looking across the square we notice a block of beautiful buildings, forming the corner of Craig street, those have been recently erected by Alderman Clendinneng as a city store in connection with his extensive iron works which we noticed while passing on our outward trip. They are erected on the site of the St. Patrick's Hall, a large and elegant edifice. That building was one of a class of buildings of which almost every city can show specimens—a strange fatality seeming to cling to them. First its immense iron roof fell in, while a ball was in progress. Providentially every person escaped uninjured, but scarcely had it been rebuilt, when it was completely destroyed by fire. Discouraged by these disasters, the Directors sold the property, and now on the old foundations this fine block of warehouses has been erected. On the opposite side of the square, is a very large brick building, formerly known as the "St. James Hotel." This building was a few years ago the scene of a fearful disaster. A fire broke out during the night, and several persons were suffocated or burnt to death. Others escaped by throwing themselves from windows in the fourth story. After the fire it was repaired and altered for use as a Boot & Shoe Manufactory jointly by Messrs. James Popham & Co., and James Linton & Co.

We have again reached McGill street, and here end this our second tour.





OUR THIRD PLEASURE TOUR.

WE shall start in our third round of sight-seeing from the Place d'Armes, passing along Great St. James Street, and as we do so, we call attention to the different styles of architecture, as displayed on either side of the street. This is accounted for, in the fact that until within a few years past this portion of the street was very narrow, little more than sufficient to allow two carriages to pass. The beautiful and lofty structures on the western side, are, therefore, modern edifices, looking down as it were upon the "old neighbours over the way. At Lambert's Hill we leave St. James street, and turn up St. Lawrence Main street. We observe, that from St. James street, we descend a rather steep hill until we reach Craig street, from which point the ascent is made towards Sherbrook street. Midway between St. James and Craig street, we pass a narrow lane, which extends from the Champ de Mars to McGill street, and known as Fortification lane, so called from its marking the line of the old city walls, while Craig street, immediately below, now a beautiful wide thoroughfare, was formerly a small stream which ran sluggishly outside the fortifications. This stream was crossed by bridges, one of which, a stone bridge of one arch, is said to have cost the King of France 200,000 crowns, which if correct shows clearly that even at that early date, Government contracts must have been profitable. We now ascend St. Lawrence Main street, the oldest street leading from the city, and shewn on maps of more than a century ago. It therefore need be no source of surprise, to find here and there, along its length, houses one storey in height, with the "high pitched roof covered with shingles, on which the moss has grown luxuriantly; in some cases the tottering frames of these 'old ones' speak more loudly than words, and tell that we stand in the presence of a 'centenarian.' Our tourist will, however, notice that such buildings are the exception, the rule being fine new stone edifices vieing with those of any other street. In fact this is one of the principal business streets of the city. Arriving at Dorchester street we turn to the right, and soon reach the

MONTREAL GENERAL HOSPITAL,

an institution which, in respect to the wisdom of its system, and excellence of its management, has no superior in the Dominion.

On the 6th day of June, 1821, the foundation stone of the building, [which now forms the centre portion], was laid with Masonic honors, by the Right Worshipful Sir John Johnson, Bart., Past Provincial Grand Master of Canada. In less than a year the building was finished, and on the 1st May, 1822, it was opened for the reception of patients. On the 18th, May, 1831, the Hon. John Richardson, the first president of the institution, died at the age of 76 years. His friends desirous of erecting some monument to his memory, resolved to devote the money acquired by a public subscription, to the enlargement of this building, by erecting a wing, to be called the Richardson wing. Accordingly, on the 16th September of the same year, the corner stone was laid, and the building was opened for the reception of patients on the 7th December, 1832.

In 1848, the widow of the late Chief Justice Reid added the wing known as the Reid wing, as a monument to the memory of her husband.

Another wing has been lately added, and is known as the Morland wing. This building fronts on St. Dominique street, and is attached to the west wing of the main building. It is a plain but rather imposing structure, built of stone, four storeys in height, besides a high Mansard roof. There is also a building devoted exclusively to small-pox cases, the cost of the erection of which was defrayed from the permanent fund of the institution, with the exception of the munificent sum of \$5000 contributed by the late William Molson, Esq.

Turning up St. Dominique street we arrive at

ST. JOHN'S CHURCH, (GERMAN PROTESTANT.)

The corner stone which was laid on the 21st April, 1858. It is erected solely with a view to comfort, without any display of architectural beauty either internally or externally.

Opposite to the church, is the St. Lawrence Market, a brick building, similar in style to all the other public markets. Passing round this building, we again enter St. Lawrence Main street and crossing St. Catherine street we ascend a steep acclivity to Sherbrooke street, at the corner of which stands the

SHERBROOKE STREET METHODIST CHURCH.

This church is of the early Gothic style. On the front is a tower surmounted by a spire, rising to a height of 120 feet; there are three entrances by the front and one on the side.

A lofty basement extends under the whole edifice, forming school rooms, class rooms, &c.; the church will seat 500. The roof is an imitation clere-story in different colored slates, and the building is entirely of Montreal stone.

A short distance along Sherbrooke street (to the right) is the convent of the Bon Pasteur (Good Shepherd), and nearly opposite are the new school edifices recently erected by the Protestant School Commissioners.

Proceeding on our way up St. Lawrence Main street we pass Chalmer's Church, Presbyterian, a neat stone edifice erected in 1873. Almost in rear of this, on St. Urbain street stands.

ST. MARTIN'S (EPISCOPAL) CHURCH,

a handsome stone building of Gothic architecture, and which when the tower is complete, will be equal in appearance to any of the other city churches.

As we ride along, we have to our left, and lying near the foot of the mountain, a pile of massive stone buildings, surrounded by a high wall. This is the

HOTEL DIEU,

the first of the religious houses formed in Montreal, having been commenced within two years after the first occupation of the city. It was founded in 1644, by Madame de Bouillon, for the reception of the sick and diseased poor of both sexes. The first building was situated on St. Paul street, along which it extended 324 feet, and on St. Joseph, (now St. Sulpice street), it was 468 feet in depth. The building consisted of an hospital, convent, and church. The church stood upon St. Paul street, and was of stone, in the Tuscan style, surmounted by a triangular pediment and cross. Before the establishment of the Montreal General Hospital, this the only place to which the afflicted poor of the city could be sent for relief. It furnished for many years a refuge for the miserable, and

help for the sick, to whose comforts the sisters devoted themselves with the most praiseworthy benevolence. The increasing demands for aid, rendered it necessary that more extensive premises should be obtained, added to which was the fact that the neighborhood was so thickly built up, that it became necessary to remove the hospital to a more open locality. To meet this, the present premises were erected. This is the most extensive religious edifice in America. It is situated in a large open field, at the head of St. Famille street, and contains the church, convent, and hospital. The whole of the grounds are surrounded by a massive stone wall, and the circumference of the enclosure is one mile and a-half. The foundations of the building were laid by the Roman Catholic Bishop on the 1st July, 1859, and in January, 1861, the bodies of the deceased sisters were removed with great solemnities, from their resting place in the old chapel, to the new building. The physicians of the institution are the professors of the French school of medicine. There are 75 nuns in charge of the institution, which contains a large number of old men, orphans, and over 200 patients, while an average of over 2000 sick persons are annually admitted.

As we leave this building, and continue our way along St. Lawrence street, we enter "St. Jean Baptiste village," a municipality distinct from that of Montreal, and yet so joined to it that the oldest citizen could scarcely tell you when he left the city, or when he entered the village. Near the centre of this village stands the Town Hall, and Market; then we pass the "Public square" and reach the point of divergence towards the mountain. The corner at which we turn is known as the "Mile End," it being situated a mile beyond where the St. Lawrence toll gate formerly stood.

If we turn to the right at this point, and proceed about $\frac{1}{2}$ a mile, we find ourselves in the midst of extensive stone quarries, from which have been taken nearly all the material used in the erection of the public and private edifices of our beautiful city. Our course, however, is in the opposite direction, and we pass along a well kept, level, and pleasant road. About $\frac{1}{4}$ of a mile beyond Mile End, we reach the extensive grounds on which the Provincial Agricultural and Industrial exhibitions are held, and where suitable buildings are soon to be erected. We next pass through the toll gate, and enter the avenue leading to that beautiful resting place of the Protestant dead of Montreal,

MOUNT ROYAL CEMETERY.

The early burial grounds of Montreal were within the city limits. The regular burials of each year soon filled these cemeteries, and it became evident that steps should be taken towards securing land outside of the city limits, where the dead should be permitted to lie undisturbed in future years, and where no jarring sounds should fall upon the ears of those who visit their last resting place.

That it was customary, in ancient time, to bury the dead outside the city walls, the Bible bears witness, even as far back as in the early chapters of the Book of Genesis, where it is recorded that Abraham bought the field of Machpelah "and the cave that was therein, and all the trees that were in the field, and that were in all the borders round about." Hence we find a rural cemetery in a green field bordered with trees, in which the venerable patriarch buried his wife, nearly 4,000 years ago, yet we find that our citizens, with all improvements made, were (up to 1854) thrusting their dead together in thousands, even in the very centre of the city.

This cemetery was consecrated in 1854. To provide for the reception of the bodies of those who die in the winter months, two very extensive vaults have

been erected at considerable expense. The approach to the cemetery is by a winding and rather precipitous carriage way, passing through which may be seen many of the wild beauties of nature, and from several points on the road there are beautiful views to be had in every direction. The road, which is kept in the finest condition, is planted on each side with trees. The gateway at the entrance is a beautiful structure of cut stone, with iron gates. These gates, and the building immediately within the same, erected for the use of the superintendent, cost about \$10,000. From the main entrance, avenues diverge towards different parts of the cemetery, that on the right leading to the winter vaults. In passing through the grounds, the visitor sees many little nooks under the overhanging foliage of trees and shrubs, which grow in all their natural wildness, and whose deep shadows spread a refreshing coolness around, and invite him to rest on the garden seats which are placed in different parts.

On the highest summit in the cemetery are built the vaults of the Molson family, which are said to be the most extensive and costly private vaults on the continent. Looking from this eminence, the eye ranges over a most enchanting picture of rural scenery—in the distance rises a part of Mount Royal, clothed with its primeval forest, while immediately below lies the most finished and beautiful portion of the cemetery, with its costly granite monuments, or more humble marble and stone tablets, gleaming among the foliage and flowers. While this ground does not possess many of the natural advantages met within some American cemeteries, such as lakes, or streams of running water, still those which do exist are made available in every possible way to add beauty to the scene.

This is but a glance at some of the scenery and beauties of Mount Royal. The eye of taste will find much to observe that has not been mentioned, and in nearly all parts of the cemetery objects and views will attract and delight. Time, too, must create much that will add to the attraction of the place. But even now it needs only a visit to see and feel that the spot, in its natural and artificial beauty and fitness, is not surpassed by any other rural cemetery within the Dominion.

Returning from the cemetery, the drive is continued round the mountain, and soon reaching a higher elevation, a beautiful panoramic view is obtained of the northern side of the Island. On a clear day, thirteen village spires may be seen. In the distance, the spire of the College of Ste. Therese glistens in the sun; while the waters of the Lake of the Two Mountains, the Lake St. Louis and the St. Lawrence are visible. The village of

COTE DES NEIGES,

with its quaint old chapel, next attracts the attention of the tourist. It is a fair specimen of a Canadian village.

"Many imagine it derives its name from the snow-drifts, the true name being The Village of Our Lady of Snow. It is derived from a village of the same name in France, the legend of which is as follows: Centuries ago there lived in France a good pious man named Louis Vaderbonceur, who by industry acquired (for those times) a fortune. He had lived happily with his wife for 52 years. Heaven had not blessed them with children, and their only relatives were distant.

"As the infirmities of age were creeping on, Louis said to himself, 'what shall I do with my money? I will not leave it with my relatives to quarrel over and waste in lawsuits or dissipation. I will build a church for the good Lord who has blessed me all my life.' The trouble was where he should build. After piously thinking over the matter for many days, one night an angel appeared to him in a dream, and said, 'The good Lord is well pleased that you have resolved to build a temple for His glory.' Louis answered, 'I am troubled to

know where to build.' The angel replied, 'You and your wife go forth on a journey and the Lord will direct you.' So they went forth on their journey, looking earnestly for a sign. After many days travel, one bright sunny morning, on the 18th of August, they came to a slope or hillside, (côté) and found on the green grass, the snow laid in the form of a cross. Louis cried, 'Here is the sign of the good Lord's will,' and there he built a church and called it L'Eglise de Notre Dame des Neiges. Soon came many people to dwell there. In the 17th century, among the French emigrants who came to settle in Canada were several families from that village. When looking for land they went over the mountain and as they beheld the beautiful view they exclaimed, 'this is like our native village in France.' Well pleased, they settled there, and built a small church and named it L'Eglise de Notre Dame des Neiges. From that church the name of the hamlet is derived."

Having passed through the village, there lies before us a choice of roads. We may pass direct to the city, or take the road round the "two mountains." We decide upon the latter, and turning to the right, for nearly two miles, the eye is delighted with a panoramic view of the cultivated farms of the Canadians. Then turning to the left, we pass Villa Maria convent; formerly the residence of the



MONKLANDS, NOW VILLE MARIE CONVENT.

Earl of Elgin, Governor General, who fled there for refuge from the indignation and fury of the people when they burnt the Parliament House, in 1849. This fine villa and grounds is now occupied by the sisters of the Congregation as a boarding school. Opposite the Convent is the Church of St. Luke. Turning again to the left, towards Montreal, a magnificent view is pre-

sented of the St. Lawrence, the distant mountains of Vermont, Boucherville, and Belœil, on the opposite side of the river. The finest point of observation is from the butternut tree on the roadside, just before descending the hill. Here a few minutes rest will afford great enjoyment, as it presents a view unsurpassed for variety and beauty.

Descending the hill, we pass Cote St. Antoine, noticing at the corner of Clarke Avenue, the

PROTESTANT DEAF AND DUMB ASYLUM.

an institution opened in 1870, and while its revenues and accommodations are limited, still great success has thus far attended the efforts to instruct the inmates.

Once more entering the city, by the toll gate on Sherbrooke street, and passing onward about half a mile, we reach the extensive buildings known as the

"GREAT SEMINARY."

On page 24 we described the ancient Seminary building on Notre Dame street.

In addition to this building, the "*Gentlemen of the Seminary*" had a large farm situated at the foot of the Mountain (and now intersected by Guy, Dorches-

ter, St. Catherine and Sherbrooke streets,) This was laid out in extensive gardens, orchards, &c, which were cultivated for the benefit of the Seminary. The buildings on this farm were commodious and substantial, and were surrounded by a massive stone wall. The entrance gates were flanked by two remarkable-looking stone towers, still standing, and having at the first glance, an appearance not unlike the remains of old windmills. These quaint-looking circular towers, with their rough walls, contrast strangely with the more beautiful masonry of the massive walls of the immense structure in their rear, known as the Great Seminary. Yet we honor the "Gentlemen of the Seminary" for the feelings which have prompted them to retain these old landmarks. For over a century and a half, have these towers withstood the assaults of time, and in their early history they served to guard the entrance within the wall which surrounded the old "*Maison des Prêtres*," as the first building was called. Within these towers have gathered some of the early priests and their Indian converts, looking anxiously towards the dark forest by which they were surrounded, expecting, yet dreading, the appearance of the treacherous and savage foe. Here, also, the gentle Marguerite Bourgeois has sat, and taught the young Indian girls, and endeavored to impart to them some of that zeal which fired her own heart, How changed is the scene! Now, villa and mansion surround the spot, and there is nought of bygone days, save these two solitary towers, the last remaining relics of the "*Fort de la Montagne*."

Our gifted Montreal poetess, Mrs. (Dr.) J. L. Leprohon, has made these towers the subject for a beautiful poem, from which we now quote, and we heartily respond to the sentiment expressed in the closing lines.

On the eastern slope of Mount Royal's side,
In view of St. Lawrence' silvery tide,
Are two stone towers of masonry rude
With massive doors of time-darkened wood;
Traces of loop-holes still show in the walls,
While softly across them the sunlight falls;
Around, stretch broad meadows, quiet and green
Where cattle graze—a fair, tranquil scene.

Those old towers tell of a time long past
When the red man roamed o'er these regions vast,
And the settlers—men of bold heart and brow,
Had to use the sword as well as the plow;
When women, no lovelier now than then,
Had to do the deeds of undaunted men,
And had higher aims for each true warm heart
Than study of fashion's or toilet's art.

* * * * *

It was in those towers—the southern one—
Sister Margaret Bourgeois, that sainted nun,
Sat patiently teaching, day after day,
How to find Jesus—the blessed way,
'Mid the daughters swarth of the forest dell,
Who first from her of a God heard tell;
And learned the virtues that women should grace,
Whatever might be her rank or her race.

Here, too, in the chapel tower buried deep,
An Indian *brave* and his grandchild sleep,
True model of womanly virtues—she—
Acquired at Margaret Bourgeois' knee;
He, won unto Christ from his own dark creed,
From the trammels fierce of his childhood freed,
Lowly humbled his savage Huron pride
And amid the pale faces lived and died.

With each added year grows our city fair;
Churches rich, lofty, and spacious square,

Villas and mansions of stately pride,
 Embellish it now on every side;
 Buildings—old landmarks—vanish each day,
 For stately successors to quick make way;
*But we pray from change, time may long leave free
 The Ancient towers of Ville Marie!*

The gentlemen of the Seminary, finding that they required greater facilities for carrying on their educational schemes, determined to take down the old buildings on the farm, and erect on their site others of sufficient capacity for the accommodation of all the students of the various city establishments. The magnificent pile of cut stone buildings now occupied by them is the result. This college is under the direction of a superior, who is assisted in his duties by one hundred and twenty-five *Seminaires*.

Standing in front of the Seminary, we observe spread out before us the extent of land which, as we stated, was formerly known as the Priests' Farm, but now closely built upon; and within its area embracing some of the most elegant private residences, and also some interesting public buildings, the most prominent one being the Grey Nunnery, of which we have already spoken. Alongside the Nunnery, on St. Catherine street, is one of the many beautiful structures erected by the civic authorities, and serving as fire and police stations combined. These edifices, of which there are several in the city, are built of stone, and, while ample provision is made for the special uses for which they are intended, still, attention has also been given to architectural design, and these buildings are certainly calculated to impart an air of beauty to the localities in which they are erected. On the same street, but near its western extremity, stands

DOUGLAS CHURCH (METHODIST).

This is a plain, substantial, brick structure, built with a view to its future use as a school, when the wants of the neighborhood shall demand the erection of a more elaborate church edifice. This church was opened in February, 1876, and was named after Rev. Geo. Douglas, LL.D., Principal of the Methodist Theological College, in this city.

We have digressed somewhat from our course, but we now return, and passing the Seminary, we arrive at the corner of Guy street, and here the second road (spoken of by us as branching off from Cote des Neiges Village) enters the city.

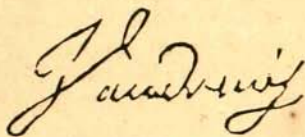
As we desire our friends to see and know all about our city environs, we shall notice the points of interest along the road. Starting from Côte des Neiges Village we soon arrive at the entrance to the

ROMAN CATHOLIC CEMETERY.

The burial ground used by the first French settlers, was near the point known as Point à Callière. The cemetery was afterwards attached to the French Cathedral, and occupied the space where the present church stands, as well as a portion of the Place d'Armes, extending down St. James street and Notre Dame. As this part of the town became more valuable for building purposes, the Fabrique appropriated for a cemetery the large plot of ground in the St. Antoine suburbs, now Dominion square. In 1853 the Fabrique purchased the present property, one hundred and fifty arpents of land, and laid the same out as a cemetery. This is known as the Roman Catholic Cemetery. It is neatly laid out, and contains several handsome tombs and monuments. Among the latter, the most prominent is that erected to the memory of the French Canadians who fell during the Rebellion of 1837-38. It is of octagonal form, 60 feet high and 60 feet in circumference at the base. Below it and running to the centre of the foundation

are four vaults. The pedestal is formed of four large panels highly polished and bearing the several inscriptions. The whole is built of Montreal stone.

The area of the cemetery has been considerably increased by the addition of land purchased since 1853, and although the landscape scenery is not so beautiful as in the adjoining Protestant cemetery, yet it is well worthy of a visit. Leaving the cemetery and proceeding towards the city, we notice to our right, in a large field, the ruins of a small stone house. There are no beauties displayed either in these ruins or the landscape immediately surrounding them. Still there is a history attached to this site. In an old log house which stood against these walls an event transpired which changed the whole current of Canadian history. On September the 8th, 1760, the fields which now so peacefully lie before us were occupied by an army of British Soldiers—one wing of the force despatched to strike the last blow at French rule in America. In the old house sat the leader, thoughtfully engaged in reading a document which lay before him, and gathered around were men whose names, then well known in military life, have since been "emblazoned on the scroll of fame." There, also, stood other men, equally brave and deserving of honor, but against whom the tide of victory had turned. The uniform worn by these bespeak them representatives of the brave French General *Vaudreuil*, whose army now awaits within the walls of Montreal the result of this interview. The English commander having closely examined and carefully weighed the several items appearing in the document before him, now, taking up his pen, affixes the signature "Amherst" in a bold, legible hand. The deed is done, Canada has now passed into the power of Britain, and the morrow's dawn will witness the capitulation of Montreal, the articles providing for which have just been signed.



AUTOGRAPH OF VAUDREUIL.

It is perhaps as well that we can only point to the site of the old building, as it affords an opportunity for dealing *once more* in sentiment, which would be utterly impossible were the tourist to witness one of the everyday scenes occurring prior to its destruction by fire in 1874. Then the bleating of calves, within, would certainly have dispelled the thought of military glory, and the pile of refuse, without, would not remind him of the "pile of arms" which he might desire to picture.

But enough; we must hasten onward. Proceeding through the toll-gate, we find ourselves passing a high stone wall, enclosing the property of the Great Seminary. Near the gate, a platform is erected on the top of the wall, from which a magnificent view of the western part of the city is obtained.

Proceeding to the foot of the hill, we once more enter Sherbrooke street at the point previously named by us.

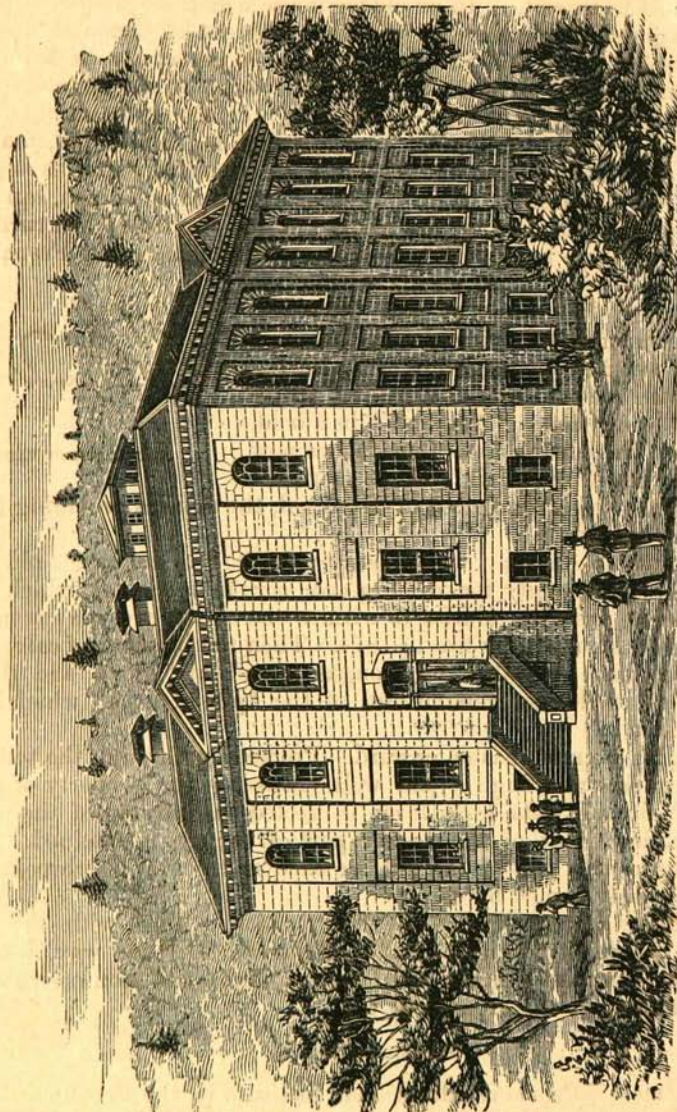
We now drive along Sherbrooke street, which is lined with the beautiful residences of the wealthy merchants of Montreal. On our way, we pass the grounds of the Montreal Cricket and Lacrosse Clubs, and soon arrive at the entrance gates leading to the grounds of the

M'GILL COLLEGE.

This, the most important educational institute in the Province of Quebec, was founded by James McGill, Esq., a merchant of Montreal, who died on the 19th December, 1813, at the age of sixty-nine years. Not having any children, he determined to devote a large portion of his fortune to some object of benevolence connected with his adopted country; and in his last will, made two years before his decease, he set apart his beautifully situated estate of Burnside, on the

slope of the Montreal Mountain, with a sum of £40,000, for the foundation of a University, one of the colleges of which was to be named the McGill College.

The College is situated above Sherbrooke street, near the base of the mountain, and the structure consists of a main building, three stories in height, with two wings, connected therewith by corridors. These buildings and corridors, which are built of Montreal limestone, contain the class-rooms of the Faculty of Arts, with its museum and library, and the residences of the principal, the professor in charge of the resident undergraduates, and the secretary. The library con-



MEDICAL SCHOOL, M'GILL COLLEGE.

tains over 6,000 volumes of standard works. This number does not include the library of the Medical Faculty, which contains upwards of 4,000 volumes. The museum contains a general collection of type specimens of Zoology; the Carpenter collection of shells, presented to the University by Dr. P. P. Carpenter;

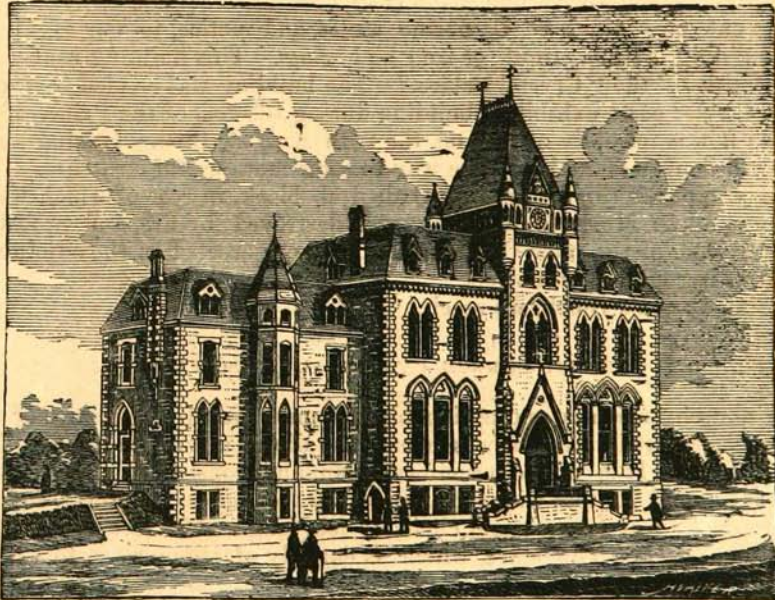
the Carpenter collection of Mazatlan shells ; the Cooper collection of 2,400 Canadian insects ; a collection of Canadian fresh water and land shells, also Botanical, Geological and Mineralogical specimens. The philosophical apparatus is valuable, and the Chemical laboratory is furnished with all the necessary appliances.

At the west end of the College building is situated the observatory, the basement of which is devoted entirely to the observations on Terrestrial Magnetism. The ground story and leads are devoted to Meteorological observations. The transit tower is for the purpose of furnishing time to the city and to the ships in the harbor, and is connected by electric telegraph with a "Time ball" at the wharf.

The grounds which surround the main buildings have been planted and laid out as walks, thus rendering them a favorite resort for the residents in the neighborhood.

We already noticed that the old Protestant Burial Ground had been transformed into a public square. Among the many well-known persons whose bodies were interred within that space, was James McGill, the founder of this College. When the bodies were being removed, the authorities of the College caused his remains to be transferred to the College grounds, and his monument was also conveyed thither and has been placed in position immediately in front of the main entrance. Here, under the shadow of the institution which he founded, James McGill's remains now "rest in peace."

At the eastern end of the College is the new building erected for the Medical Department. This is a fine stone structure, 4 stories in height, erected in 1872 at a cost of about \$30,000.



PRESBYTERIAN COLLEGE.

Adjoining the grounds of the College (to the west) and opening on McTavish street, stands the

PRESBYTERIAN COLLEGE,

a handsome structure recently erected, and occupying an elevated site. It is built in a style of architecture unlike the majority of public edifices in Montreal

and at once commands attention. It is constructed of Montreal stone, and beside the usual class rooms, library, &c., there are also dormitories for the students, and the western wing provides a residence for the principal.

Immediately behind this college, is the distributing reservoir of the Montreal Water Works. This is well worthy of a visit, and the beautiful carriage drive around it is at such an elevation above the city as to furnish a very fine view. Taking our stand near the building wherein are the appliances for letting on the supply of water, we turn our back to the city, and glancing upward to old Mount Royal, we see perched high above us, and standing out in bold relief against the verdant mountain background, Ravenscrag, the palatial residence of Sir Hugh Allan.

Alongside the extensive grounds of "Ravenscrag" is the new distributing reservoir (recently completed) and, in rear of this, commences the lofty flight of steps, also one of the carriage roads, leading to the summit of the mountain. We ascend these steps, and find ourselves in the heart of "Mount Royal Park," destined to be one of the finest parks on the continent.

Descending to Sherbrooke street, we turn down Mansfield street, and pass the

MONTREAL GYMNASIUM,

a large stone building at the corner of Burnside and Metcalfe streets. Admission may be obtained by introduction of members of the society. The Mercantile Library Association has a reading-room and library in this building.

Passing along Burnside street, we enter McGill College Avenue, a wide thoroughfare, planted with fine shade trees.

We next pass along St. Catherine street, and notice, to our right, a large brick building, with a front of iron and glass. This building rejoices in the dignified title of the "Crystal Palace." The building was erected by the Board of Arts, for use as an exhibition building during the visit of the Prince of Wales, by whom it was formally opened on the 25th August, 1860. Having served its day, it will doubtless ere long give way to some more useful structure.

Nearly opposite this is the new Cathedral block, in rear of which was, until a year ago, a fine Music Hall. This was destroyed by fire, and probably will not be restored, as the new Opera House has been erected on the adjoining property, fronting on Victoria street.

Passing Queen's Block, we reach

CHRIST CHURCH CATHEDRAL (EPISCOPAL).

This church, which is unquestionably the most beautiful specimen of ecclesiastical architecture in Canada, was opened for divine service on Sunday, November 27th, 1860. It is of the cruciform plan, and consists of a nave and aisles 112 feet long and 70 feet wide; transepts 100 feet across the tower, and 25 feet wide; tower 29 feet square; and choir, 46 feet long and 28 feet wide, with aisles for organ chamber. The spire, which is entirely of stone, rises to a height of 224 feet.

Connected with the choir is the robing-room and clerk's room, and half detached from this an octagonal building containing the Chapter House, and diocesan library.

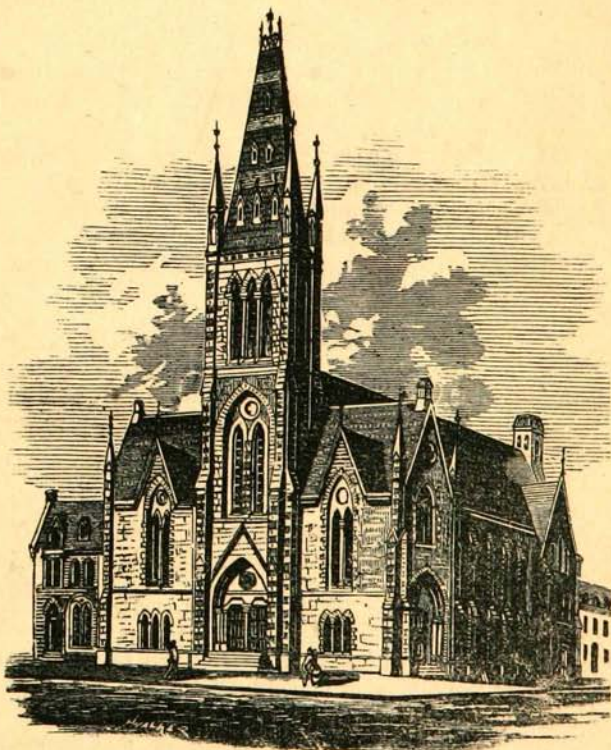
Internally, the nave, 67 feet high, has an open roof, the timbers of which are worked and carved. Two ranges of columns and arches separate the nave from the aisles. The capitals of these columns are carved and designed from Canadian plants. The four end arches of the naves spring from sculptured heads, repre-

senting the four evangelists. The ceiling of the choir is elaborately illuminated in blue and vermillion, and spangled with golden stars. The wheel window on the St. Catherine street front is in colored glass [the gift of the School children], and also the four small windows underneath, representing the four major prophets; the whole of the windows in the clerestory of the choir are in colored glass. The altar window is of the most chaste and elegant description. The transept windows and the windows in the end of the aisles are also of painted glass. The pews are all low, with carved ends and without doors. The stalls in each side of the choir are finely carved. The reredos is laid with encaustic tiles, chocolate-colored ground, with *fleur de lis* in green. On one side of the altar are the sidilia for the clergy, of exquisite workmanship. Three arched canopies, or polished stone columns, support the seats. At either sides are busts of the Queen and of the late Bishop of the Diocese. Over the arches is carved, and the letters illuminated, "Oh, worship the Lord in the beauty of holiness." The font is a beautiful specimen of stone carving, executed in England. The organ is by Hill, of London, and the clock and bells are also of English manufacture. The edifice is built of Montreal limestone, with dressings of stone imported expressly from Caen, in Normandy. The entrance porch, on St. Catherine street, is beautifully carved.

The Cathedral has received many valuable presents, not only from its own members, but from well-wishers in England. From the latter was received a magnificent altar cloth, lectern, and service books. Not the least interesting, (a valuable gift, and one much prized by the members) is a beautifully bound Bible, presented by His Royal Highness the Prince of Wales, to commemorate his visit to the Cathedral, in 1860.

On the eastern side of the Cathedral grounds stands the "Fulford Memorial," a beautiful carved monument of Caen stone, erected in memory of the late Metropolitan. In rear of the Cathedral, on University street, is the See house, a brick structure of suitable style of architecture, and alongside of this, but on Union Avenue, is the Bishop's residence, or palace, a very elegant structure, in Montreal stone, with dressings similar to that of the Cathedral. Alongside of this is the Rectory, a building similar in design to the Bishop's residence.

A short distance below the Cathedral, on University street, is the



ST. CATHERINE STREET BAPTIST CHURCH.

NATURAL HISTORY SOCIETY'S MUSEUM.

It is built of white brick. On the ground floor is the lecture room, library, committee room, and residence of the keeper. The second story, which is about 36 feet in height, contains the museum, which is surrounded by a gallery and lighted by skylights.

The principal attraction in the galleries is the Ferrier collection of Egyptian and other antiquities, collected by Hon. James Ferrier, during a tour in the East, and presented by him to the Society.

Continuing along St. Catherine street, we pass by the upper side of Phillips' Square to Aylmer street, on which is situated the Church Home, in connection with the Church of England.

At the corner of City Councillors street stands the

ST. CATHERINE STREET BAPTIST CHURCH.

Its dimensions are, length 114 feet, width 72 feet. The Sunday-school occupies the lower portion of the building, which is entirely above ground, with a ceiling 15 feet high, and furnishes accommodation for one thousand scholars. The church proper is 60 by 72 feet, with accommodation for 800. The building is entirely of Montreal stone, rock finished, with dressed facings.

Driving up City Councillors street, we turn into Berthelot street, and visit the building owned and occupied by the

LADIES' BENEVOLENT SOCIETY.

A society having this name was formed in 1815. It was dissolved in 1822, but was again instituted in the year 1832, after the first visitation of the cholera, and had for its object the relief of the widows and fatherless children left destitute by that awful pestilence.

The building is a large three-story stone edifice, standing somewhat back from the street, and surrounded by beautiful shade trees. The large yard and garden in rear afford ample space for the recreation of the inmates.

At Bleury street, which we now pass, the name Berthelot, is changed to Ontario street. At the corner of St. George street stands a commodious brick edifice. This is the

BISHOP'S COLLEGE MEDICAL SCHOOL,

or, more correctly speaking, the building devoted to the Medical Faculty of the University of Bishop's College, Lennoxville. A very able staff of professors is attached to this School of Medicine.

Nearly opposite to the Medical School there stands upon an elevated platform, a large stone building. In order to visit this building we pass through George street to St. Catherine street, passing on the latter street the Nazareth Asylum for the Blind, when we reach the main entrance to

THE CATHOLIC COMMERCIAL ACADEMY.

This institution has been established by the Roman Catholic School Commissioners of the city, and is conducted under their directions and that of Professor M. W. E. Archambault.

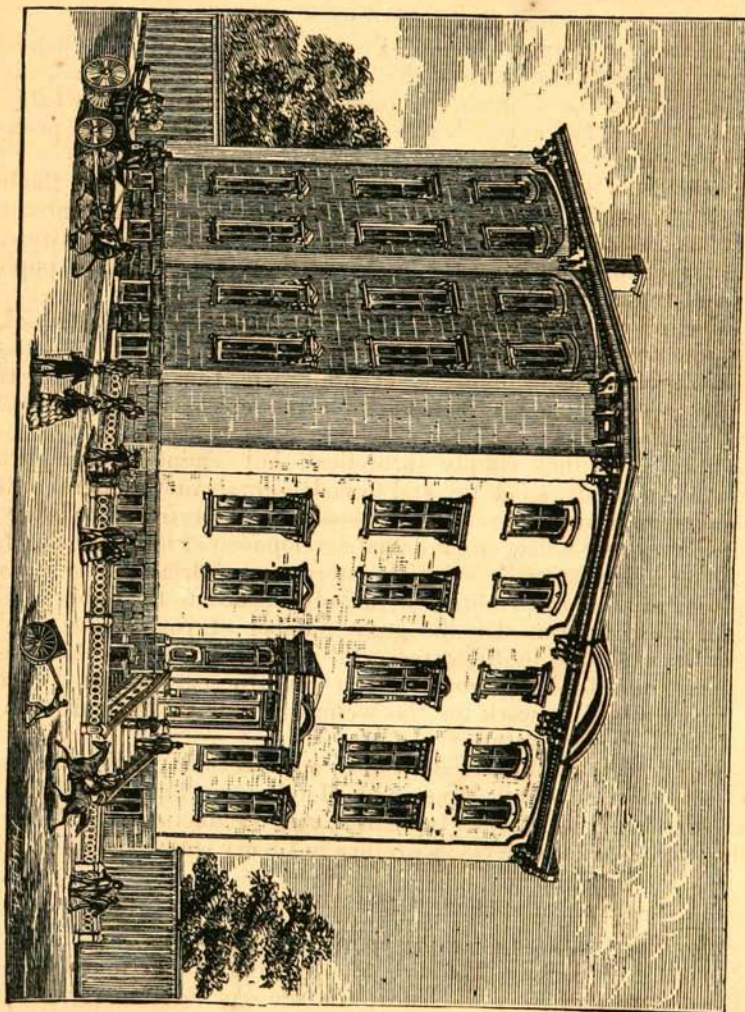
The building is a magnificent edifice, and its austere but imposing architecture and commanding site, excite the admiration of all beholders. It is a lasting monument erected to Commerce and Industry. The edifice is 125 feet in

length, 45 feet in breadth, and three stories in height. In the centre of the building, on each side, is a large entrance, the surroundings of which are beautifully ornamented with elaborate workmanship in stone.

Surmounting the building, above each doorway, is a tower twenty feet in height, pyramidal shaped. The whole structure has an appearance of stateliness and solidity.

The entrance gates, on St. Catherine street, are of iron, and of elaborate design, the masonry being of white marble. The building stands several hun-

BISHOP'S COLLEGE, MEDICAL SCHOOL.



dred feet from the street; indeed, we may say it stands on line of Ontario street. From the gate a beautifully graded avenue leads to the level plateau, which is laid out as a garden; and passing through this, we enter the building.

The School Commissioners have deemed it their duty, in response to an urgent want, and to the legitimate expectations of the influential Catholic population of this prosperous city, to spare no necessary expense to place this institution on a footing second to none in this country; and, to render the sojourn of

the numerous pupils frequenting it both agreeable and beneficial, in the twofold respect of comfort and health, spacious study halls and class rooms, school furniture of the latest and most improved patterns, convenient heating apparatus, the most perfect system of ventilation, &c., &c., have been abundantly provided and introduced.

The most scrupulous attention has been brought to bear upon the selection of the associate professors.

The object of the Commercial Academy is to prepare and qualify pupils who have diligently followed the course of instruction, to embrace with success, any commercial or industrial pursuit.

The unusually large proportion of French-Canadian and English speaking scholars who have hitherto attended the school, greatly tends to make it a most desirable Institution for acquiring a prompt and practical knowledge of the French and English languages, which are taught respectively by professors of acknowledged ability.

The residence of the principal is attached to the west wing of the building. In this institution there is given not only a thorough commercial education, but the design has been to make it, in some measure, a "Polytechnic Institute." Adjoining the main building is a lofty brick structure for the use of pupils in the Scientific and Industrial course.

The object of this course is to give young men a solid, substantial, and an eminently practical education in the arts and sciences. It will open to them all the different professions or branches of professions, thus procuring to the country the practical men now so necessary for the creation and advancement of industry.

These studies are not simply theoretical, but eminently practical. The institution, however, does not pretend to make *savants* in the literal sense of the word, but aims at forming special men possessing a perfect knowledge of their profession. When we reflect on the actual development of mineral, manufacturing and commercial industries, or colonial enterprises, such as public roads, canals, railways in process of construction or already opened to the public, and, on the other hand, when we consider the great number of young men employed, or that might be employed, by those powerful companies, and see that most of the former have been brought from foreign countries, we cannot but feel that opening such a school is work for the welfare of our youth, and open to them the portals of a brilliant future.

The Scientific and Industrial course embraces the following branches: 1st, Civil Engineering; 2nd, Mines and Metallurgy; 3rd, Mechanics and the working of Metals; 4th, Diverse Industries, and Productions.

Having completed our survey, we return to Bleury street, and soon arrive at the

CHURCH OF THE GESU.

The church of the Gesu is, in the opinion of many, one of the most beautiful church edifices in America. The style of architecture is the round Roman Arch. It is 194 feet long and 96 wide, but at the transept the transversal nave is 144 feet long. The height of the two naves is 75 feet.

The Gesu forms a perfect cross. The head of the cross is formed by the sanctuary. The interior is frescoed in the most elaborate manner. Over the high altar is a beautiful fresco representing the crucifixion of our Lord. Higher up the centre piece is a scene from the apocalypse. On the ceiling of the sanctuary, the shepherds are seen adoring the new-born Saviour.

Against the four large columns which support the ceiling in the centre of the cross, are statues of the four evangelists, bearing lustres with seven branches.

Near the pulpit is St. Mark with a lion ; at the opposite corner of the sanctuary, St. Matthew with an ox ; at the lower corner, on the pulpit side, St. Luke with a child, and opposite, St. John with an eagle. There are also in the church several very fine paintings.

Our illustration shows the church as it will appear when completed. At present the towers are only finished to two stories in height. Adjoining the church, and extending along Dorchester street, is the

ST. MARY'S COLLEGE.

This college, which is under the direction of the Society of Jesuits, was opened on the 20th December, 1848, and chartered on the 10th of November, 1852. The building is an imposing and substantial pile of stone, four stories in height, and surmounted in the centre by a large dome.

A short distance to the left from Bleury street, on Dorchester street, is the

PROTESTANT HOUSE OF INDUSTRY AND REFUGE.

The building is of brick, three stories in height, with a high basement. On the first story is the Ladies' Industrial Department, and the general offices of the institution ; the second story contains the Board room and dwelling of the superintendent ; the third story is fitted up as dormitories. All casual visitors receive a meal in the morning and evening, and, as payment for breakfast, they work at splitting kindling wood for one or two hours. The number of inmates average about 65 in summer and 120 in winter. The number of night lodgings given during the year is about 10,000. The institution possesses a farm, which was left them by the late Mr. Molson, upon which, at some future day, buildings will be erected for permanent inmates.

Beyond this is the

ST. ANDREW'S HOME,

a building owned by the St. Andrew's Society, and intended as a home for the reception of destitute Scotch people. By the side of this, is the

CHURCH OF ST. JOHN THE EVANGELIST,

an unpretending brick building situated at the corner of St. Urbain and Dorchester streets, erected in 1860, and opened March 10th, 1861. The interior of this chapel is fitted up with all the conveniences required for the celebration of the church services in the manner observed by the High Church or Ritualistic Party, of which the incumbent, Rev. E. Wood, and his assistants, are staunch supporters.

Still further along, on the opposite side of Dorchester street is the

PRIMITIVE METHODIST CHURCH.

This building was erected by the French Protestant Missionary Society in connection with the Church of Scotland, by which Society it was used for some years.

It is built of brick, with stone dressings and slate roof, and in the Gothic style of architecture. The church is 53 feet long, by 30 wide. The pews are open, and afford accommodation for nearly 300. There is a commodious, well-lighted basement, adapted for either school or lecture room.

Again returning to Bleury street, we pass downward, and if our tourist is fond of the Fine Arts, we shall stop on our way and visit the extensive art

gallery and studio owned by W. Notman, Esq., Photographer to the Queen. Mr Notman's reputation is world-wide, and a proof of the superior excellence of his pictures is given in the fact, that to him has been assigned the exclusive photographic rights in connection with the Philadelphia Centennial Exhibition. The art gallery is open all day free, and visitors are made welcome. Adjoining Notman's is a lofty stone structure erected by the Burland-Desbarats Lithographic Co. The whole extent of this building (with exception of 3 stores on ground floor) is occupied for the several departments of the Company's business.

We now hurry onward to our hotel, with the knowledge that we have most thoroughly "done" the whole of the city, having seen all its "lions," and that with but little fatigue or discomfort. Should any of our friends desire to purchase anything for their own use, or as *souvenir*, we would advise them before making any investment, to call upon the firms whose advertisements appear in this work; at each and all of them they may rely upon courteous treatment, honest dealing, and full value for their money.

Before taking our leave of the friends with whom we have spent our time so pleasantly, we would say that access to many of the points of interest noticed by us, may be readily obtained at little cost, and but little loss of time, by taking the "Street Railway" or the "City Omnibus and Transfer Co's" conveyances, which for the small charge of five cents (each way) will take the tourist along streets, which will bring him near to the point he may desire to visit. Reference to the folding map will show the streets along which the cars or omnibusses run.





PLEASURE EXCURSIONS TO THE SUBURBS AND ADJACENT COUNTRY.

A Couple of days might be well spent in visiting points of interest beyond the city limits, where may be seen many objects of local and historical significance, to say nothing of the pleasant rides by rail and steamer, or the equally pleasant drives along the well-kept highways. We shall proceed to give a brief notice of some of the points most likely to attract the tourist's attention.

First of all, and, indeed, *the sight of sights*, and the pleasure excursion *par excellence*, is that down the

LACHINE RAPIDS.

To make this delightful trip, the tourist will take the 7 a.m. train from the Bonaventure Station and proceed to Lachine, where connection is made with a staunch little steamer in which we are to embark. The train usually reaches Lachine fully an hour before the arrival of the steamer, which starts early from Beauharnois, a village at the head of Lake St. Louis. We avail ourselves of this delay to saunter through the little village of Lachine; and as we walk along, we shall recount a few incidents concerning this village. First of all, as to the origin of its name, *La Chine*. The one grand idea which pervaded the minds of the early explorers of the St. Lawrence, was that its waters would furnish them a short route to China and India. Filled with this, they pushed forward on their way, and when they reached this point, it is said that, looking over the expanse of Lake St. Louis, they were overcome with ecstasy, and exclaimed, "*La Chenie, La Chenie!*" So much for tradition concerning the origin of the name. Whether this is reliable we are not prepared to say, but we purpose relating one event of a deeply mournful nature, which is beyond doubt. Perhaps our tourist is a student of History; if so, he will, ere this, have read of the "*Massacre of Lachine.*" Treachery seems to have marked the dealings alike of French and Indian during the early days. But the man who excelled all others in artifice and deep hostility, was a Huron chief named *Le Rat*. The French had almost concluded very satisfactory negotiations for peace with the Five Nations, when this Chief determined to undo all by one stroke of bloody diplomacy. The Indian deputies had left Montreal, and were quietly proceeding to their tribes to report the treaty, when *Le Rat* with some of his warriors pursued them, and killed several, taking the rest prisoners.

When one of them explained to him the object of their journey, he feigned great surprise, and told them that he had attacked them by the express orders of the French Governor, *de Nonville*. He then released the prisoners, except one, and addressing the principal one he said: "Go, my brother, I untie your hands and send you home again, though our nations be at war; the French Governor has made us commit so black a crime, that I shall never be easy till the Five Nations have taken revenge."

This artifice succeeded, and the Indians, enraged at the supposed treachery of the French, at once called a council of war, and decided to attack Montreal and lay waste the country.

"The winter and spring of 1688-89 had been passed in an unusually tranquil manner, and the summer was pretty well advanced, when the storm suddenly fell on the beautiful Island of Montreal. During the night of the 5th of August 1,400 Iroquois traversed the Lake St. Louis, and disembarked silently on the upper part of the island. Before daybreak next morning the invaders had taken their station at Lachine, in platoons around every house within the radius of several leagues. The inmates were buried in sleep—soon to be the dreamless sleep that knows no waking, for many of them. The Iroquois only waited for a signal from their leaders to make the attack. It was given. In a short space the doors and the windows of the dwellings were broken in; the sleepers dragged from their beds—men, women and children, all struggling in the hands of their butchers. Such houses as the savages cannot force their way into, they fire; and as the flames reach the persons of those within, intolerable pain drives them forth to meet death beyond the threshold, from beings who know no pity. The fiendish murderers forced parents to throw their children into the flames. Two hundred persons were burnt alive; others died after prolonged torture. Many were reserved to perish similarly at a future time. The fair island upon which the sun shone brightly erewhile, was lighted up by fires of woe; houses, plantations, and crops were reduced to ashes, while the ground reeked with blood up to a short league from Montreal. The savages crossed to the opposite shore, the desolation behind them being complete, and forthwith the parish of La Chenaye was wasted by fire, and many of its people massacred. The savages lost but three men in the work of desolation."

The village of Lachine was formerly the Canadian headquarters of the Hudson Bay Co., and here, during his lifetime, resided Sir George Simpson, Governor of the Hudson Bay Territory. The village in those days presented a gay appearance, especially on the day set for the departure of the fleet of canoes for the great North-West.

Lachine is now a popular summer resort for the citizens of Montreal, and along the river front are many neat cottages, erected for the accommodation of the visitors. There are some large ecclesiastical edifices in the lower village, but we shall not have time to visit them, as our steamer is now nearing the wharf. We now embark, and leaving the wharf we shoot out to the centre of the river, passing the Indian village of Caughnawaga, and immediately enter the rapids.

The Lachine Rapids are considered the most dangerous of the series of the "St. Lawrence Rapids." The surging waters present all the angry appearance of the ocean in a storm; the boat strains and labors; but unlike the ordinary pitching and tossing at sea, this going down hill by water produces a novel sensation, and is, in fact, a service of some danger, the imminence of which is enhanced to the imagination by the roar of the boiling current. Great nerve and force and precision are here required in piloting, so as to keep the vessel's head straight with the course of the rapid; a pilot, skilful, experienced, and specially chosen for the purpose, takes charge of the wheel, extra hands stand by to assist, while others go aft to the tiller, to be ready to steer the vessel by its means should the wheel tackle by any accident give way; the captain takes his place by the wheelhouse, ready with his bell to communicate with the engineer; the vessel plunges into the broken and raging waters, she heaves and falls, rolls from side to side, and labors as if she were in a heavy sea, the engine is eased, and the steamer is carried forward with frightful rapidity. Sometimes she appears to be rushing headlong on to some frightful rock that shows its bleak head above the

white foam of the breakers; in the next instant she has shot by it and is making a contrary course, and so she threads her way through the crooked channel these mad waters are rushing down. A few moments suffice for this, and the smooth green waters are reached again. A slight Rapid called Norma Rapid is then passed through, and after shooting under that great monument of engineering skill, the Victoria Bridge, and past the Canal Basin, the steamer lands her passengers at one of the wharves at about 9 o'clock, just in time and with a good appetite for breakfast.

When we inform our tourist that the total cost of this pleasant trip is but 50 cents, he will agree that the question of expense need not be taken into consideration.

Having refreshed the inner man, we are ready for a trip to

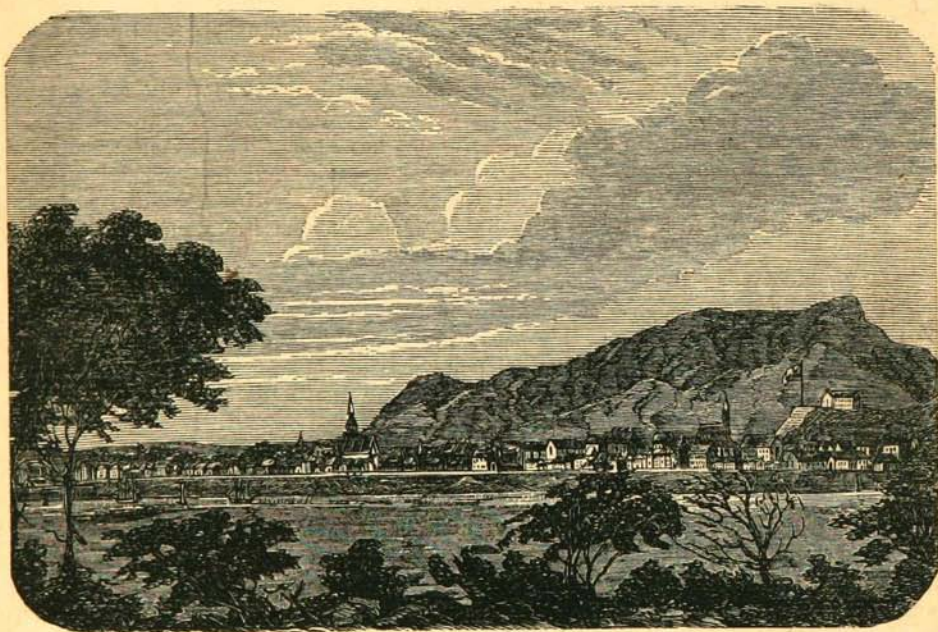
ST. HELEN'S ISLAND.

This beautiful island lies opposite the city. It has for nearly 200 years been an important military post. Under the French, it was a strongly fortified place, and even at present, the defences are not to be despised. It is truly a beautiful island, and even when it was occupied by the Imperial troops, were it not for the white tents seen among the trees, no one would have suspected it to be a strong military post, which probably held more shot and shell in its cool underground magazines than would blow all the Island of Montreal to atoms. The barracks are now occupied by a company of Dominion Artillery; but the Island has been virtually handed over to the civic authorities to be used as a public park for which it is admirably adapted. The Island received its name from the beautiful and devoted wife of Champlain, who by her kindness so won the hearts and affections of the Indians. It is said that in accordance with the custom of the day, she carried a small mirror suspended from her neck, and the Indians seeing themselves therein, went to their homes delighted that the beautiful pale faced lady carried their likeness on her heart.

If the day chosen by us to visit the Island be Saturday, or a public holiday, such as Dominion Day, the road as we approach the wharf will present a lively appearance. The throngs pour down the incline to the lower wharf, and stream along the parapet—men, women, and children, and the baby too, in the arms of the father—and with the crowd we pass along, buy our ticket, present it at the gate and pass on board the commodious ferry steamer which soon conveys us across, and we land at a new wharf near the upper end of the Island. A few paces and we are in the wood, and proceeding up the cool shaded paths which lead to the back of the Island, as the favorite locality is named. Soon we hear the echoes of music and laughter, or the merry voices joining in some chorus, these with the sounding harmonies of the brass band, cause the old forest to ring with melody. Next we see the refreshment stands, (strictly temperance drinks only allowed, we are happy to say) and the pavilions for rest and shade overlooking the near flowing stream. Then we are among the dancing stands, the hobby-horse platforms, the lofty swings, the pistol galleries, and the four or five thousand merry makers. Skirts are flowing and laughter ringing from the rushing swings. Mounted by freshness and beauty, the hobby-horses fleet around the limits of their little arena, the crack of the pistols in the shooting gallery, the popping of soda corks; the merry laugh of children joining in harmoniously with the feelings of the visitor. A stroll to visit the old military burial ground, then round the now dilapidated guard houses, the powder magazines, and then down the steep banks to the river margin, and we watch the little ones playing in the shallow stream behind the Island. Or looking down the river we see Longueuil, once the site of the Baron de Longueuil's Chateau and fort, now a

beautiful village, much frequented by Montrealers in summer. Again we pass to the city front of the Island, and watch the noble steamships passing on their course towards the ancient capital Quebec, and thence across the mighty Atlantic. Or reclining upon the grassy bank, we look across to the great city which lies so quiet that we can scarcely realize that we are so near its streets. From St. Helen's Island a beautiful view of the city can be obtained. Its massive buildings, and its extensive wharves forming a decided contrast to the view presented to the French sentry as he paced to and fro in the olden time. The low muddy beach, the ancient walls, Citadel Hill, the old Parish Church of Ville Marie, have passed away, and, with exception of the Bonsecours Church on the river side, and old Mount Royal in the back ground, all is changed.

A very fine view of the Victoria Bridge is also obtained from the head of the Island. The rapidly increasing trade of the city seems to demand that extra



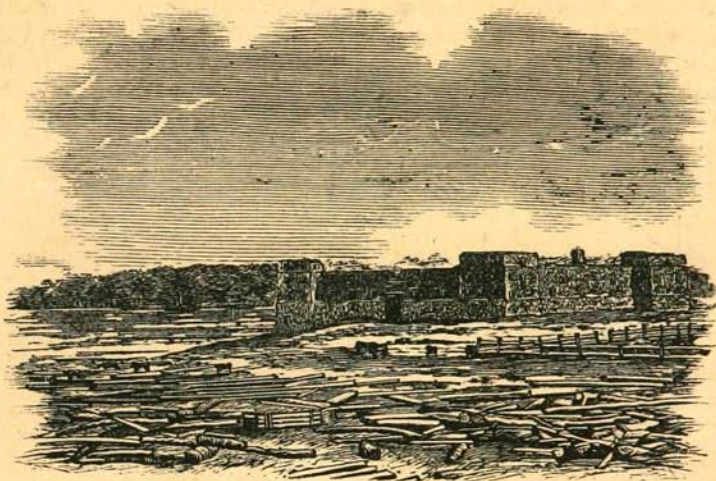
MONTREAL, FROM ST. HELEN'S ISLAND, IN 1803, SHOWING THE OLD WALLS.

facilities should be secured for crossing the river, and accordingly it is proposed to build another bridge across St. Lawrence, passing over the Island on which we now stand. This bridge will be known as the Royal Albert Bridge. Although this bridge is yet in the future, and therefore can scarcely be included in a record of the present day's pleasure, still, as we are on the Island, we think it well to take note of all *connected* with it, or as in this instance, that which may in the future be *connected* with it.

We now retrace our steps toward the wharf, and once more are carried across the stream safely, and landed in the city.

There are other places which, if the tourist should have time, he might visit and greatly enjoy himself. Such would be a trip *via* Grand Trunk Railway to the romantic Belœil Mountain, with its mountain lake, its lofty peak, and a pilgrimage to the sacred shrine at its summit. Again he might take the line of the Montreal Portland and Boston Railway, and visit the ancient ruins of Fort Chambly, which have withstood the blast of more than a century's storms,

and the attacks of many enemies. It stands almost alone as a relic of French power, and but recently a society in France desired to purchase it and the site, from the Government, in order that steps should be taken to preserve its now fast mouldering walls. Its ancient rubble masonry, its massive towers, and above all



FORT CHAMBLY.

its wonderfully well preserved entrance gate, the masonry of which it was said was specially prepared in Old France and then transported to its destination in old "Chambly Fort by the Richelieu," all combine to add interest to this locality.

Still another half day might be spent in visiting the old French village of Laprairie, which lies 9 miles above the city, on the opposite shores of the St. Lawrence. Here you will see the remains of the old palisade and walls which in the Indian wars served to protect the settler. The village is worthy of notice from the fact that the first railway connecting Montreal with the United States had its terminus here. But the old village is now just about the same as it was a quarter of a century ago, and its quaint old streets boast of no change. Its church is worthy of a visit, but its day as a railroad terminus has long since passed, the old wooden rails have rotted away, and like its sister villages St. Lambert and Longueuil, it has been robbed of much of its trade by the erection of Victoria Bridge. We now part with our tourist not without expressing the hope that our efforts to act the part of cicerone have been acceptable, and now bid you in the most comprehensive meaning of the word—

ADIEU !



TARIFF FOR HACKNEY CARRIAGES.

One-Horse Vehicles—From any place to any other without stopping:—One or two persons, 25 cents. Three or four persons, 40 cents.

From any place to any other, and back, provided the time occupied do not exceed the half hour:—One or two persons, 35 cents. Three or four persons, 50 cents.

When the drive exceeds the half hour, hour rates to be charged.

By the Hour—For the first hour:—One or two persons, 60 cents. Three or four persons, 75 cents.

For every subsequent hour:—One or two persons, 50 cents. Three or four persons, 65 cents.

Two-Horse Vehicles—From any place to any other, without stopping:—One or two persons, 40 cents. Three or four persons, 50 cents.

From any place to any other, and back, provided the time occupied do not exceed half an hour:—One or two persons, 25 cents. Three or four persons, 65 cents.

For time in excess of the half hour, hour rates to be charged.

By the Hour—One or two persons, 80 cents. Three or four persons, \$1.00.

Fractions of hours to be charged at *pro rata* hour rates—but not less than one-quarter of an hour shall be charged when the time exceeds the hour.

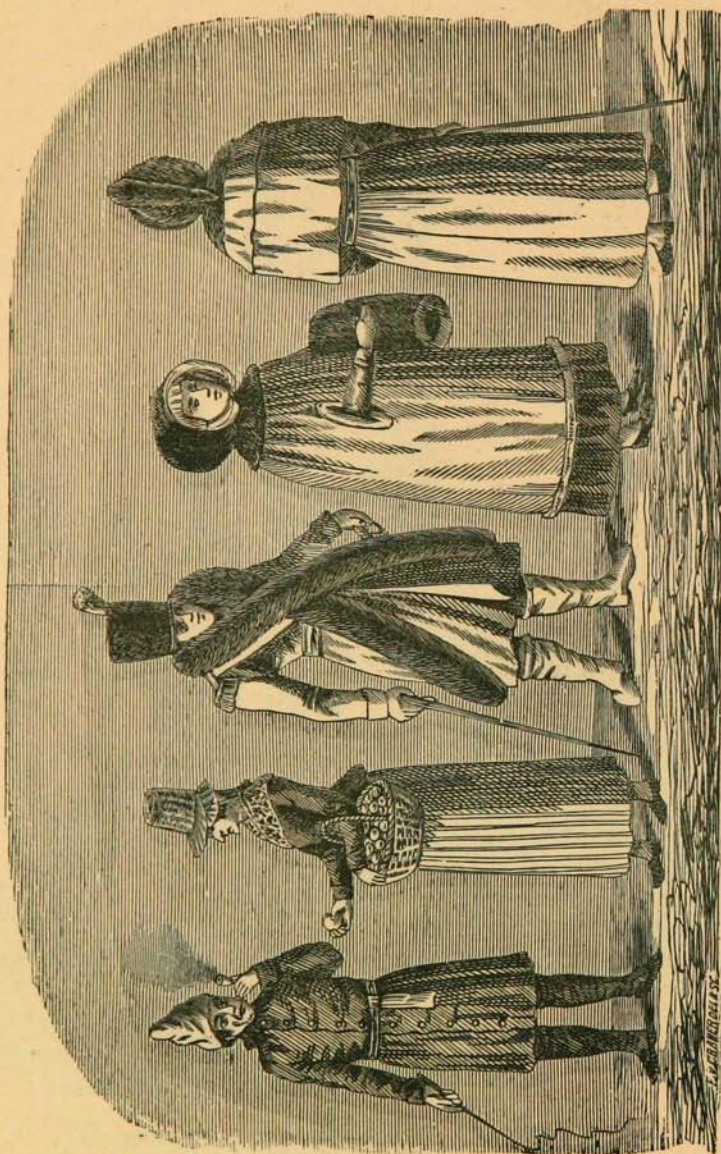
Fifty per cent. to be added to the tariff rates for rides from *Twelve* midnight to *Four* a.m.

The tariff by the hour shall apply to all rides extending beyond the City Limits—when the engagement is commenced and concluded within the city.

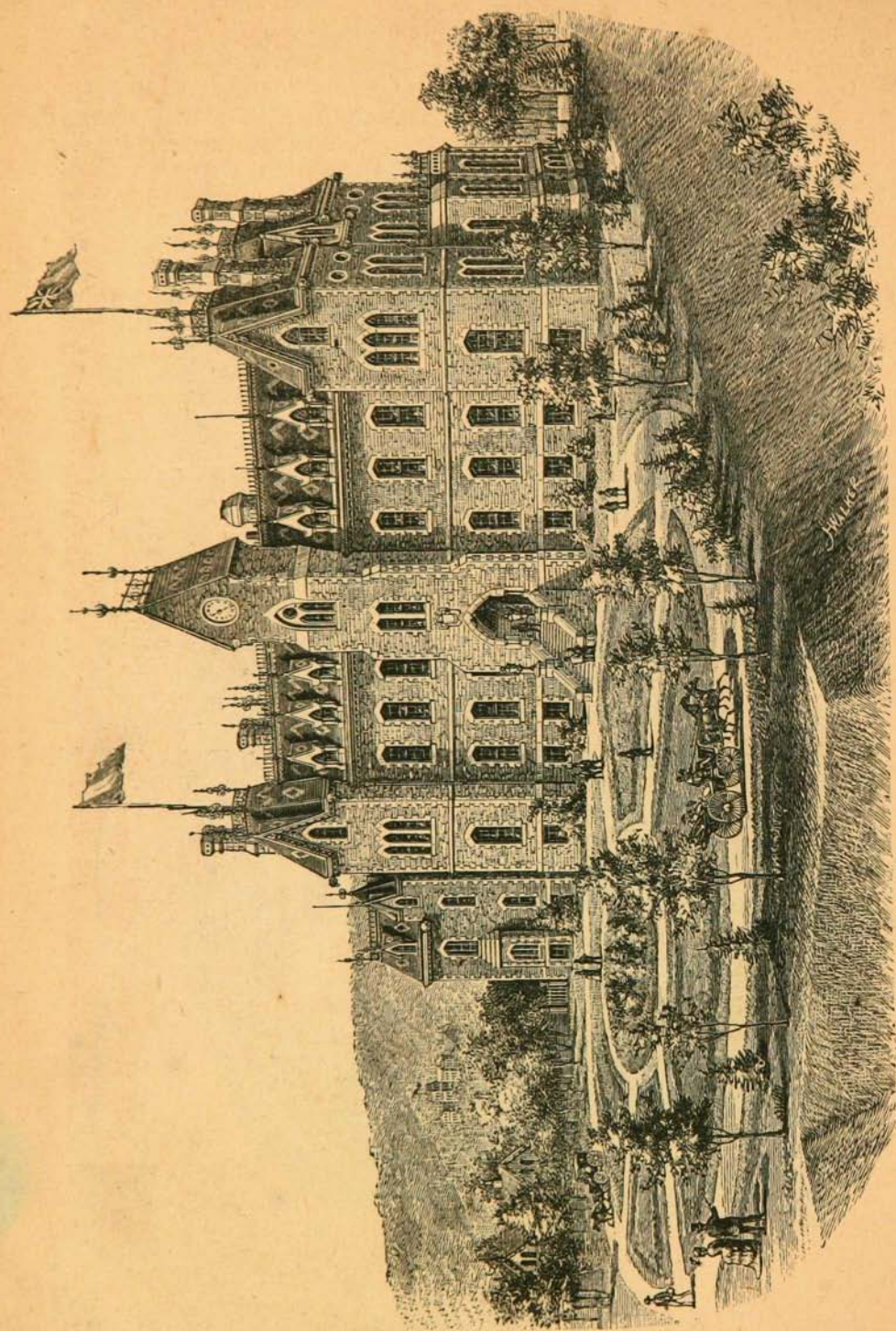
Baggage—For each trunk or box carried in any vehicle, 10 cents.

But no charge shall be made for travelling bags or valises which passengers can carry by the hand.

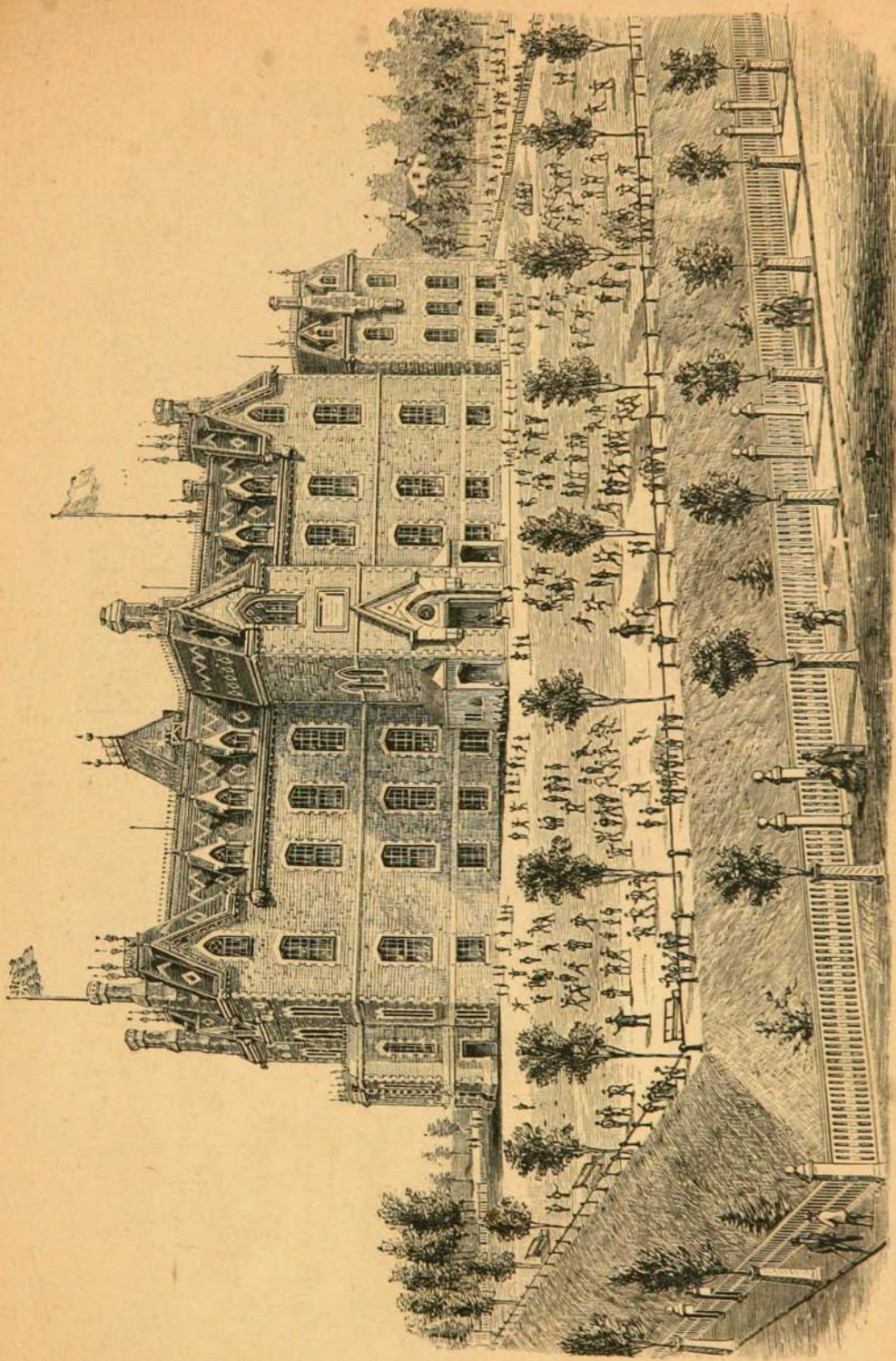




CANADIAN COSTUMES IN THE LAST CENTURY.



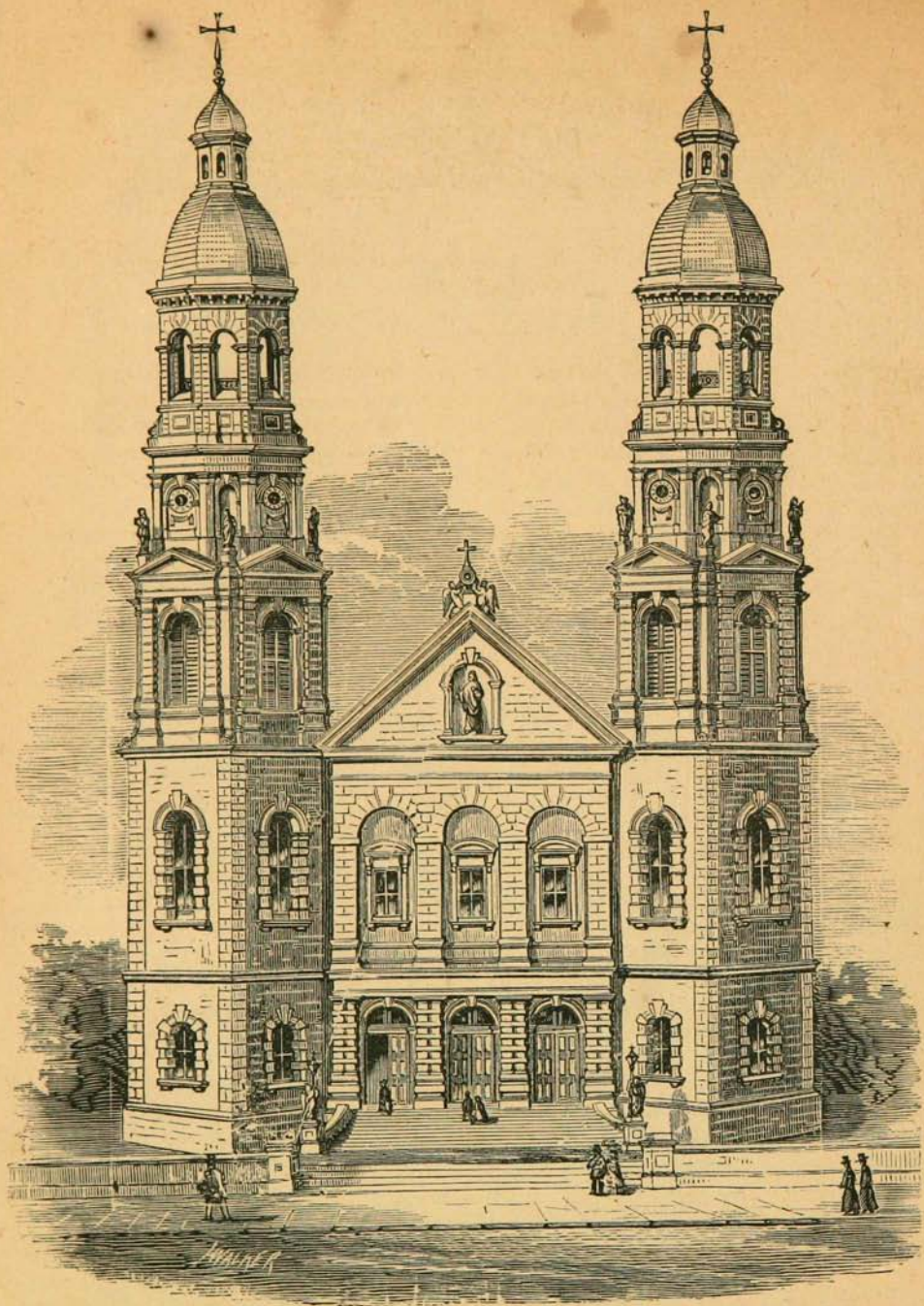
CATHOLIC COMMERCIAL ACADEMY OF MONTREAL, FROM ST. CATHERINE STREET.



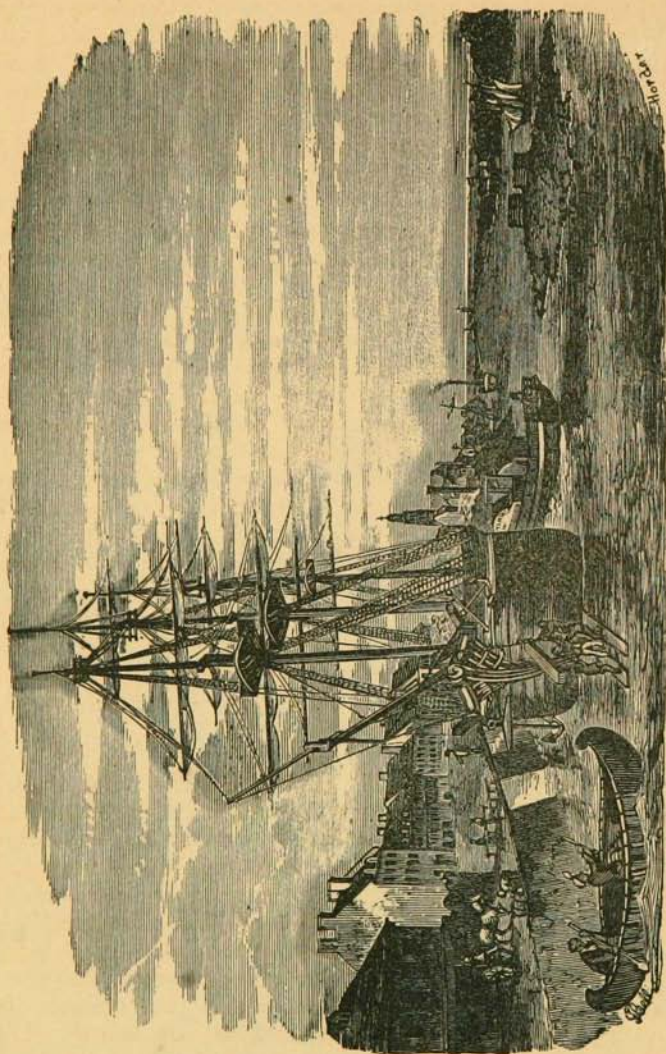
CATHOLIC COMMERCIAL ACADEMY OF MONTREAL, FROM ONTARIO STREET.



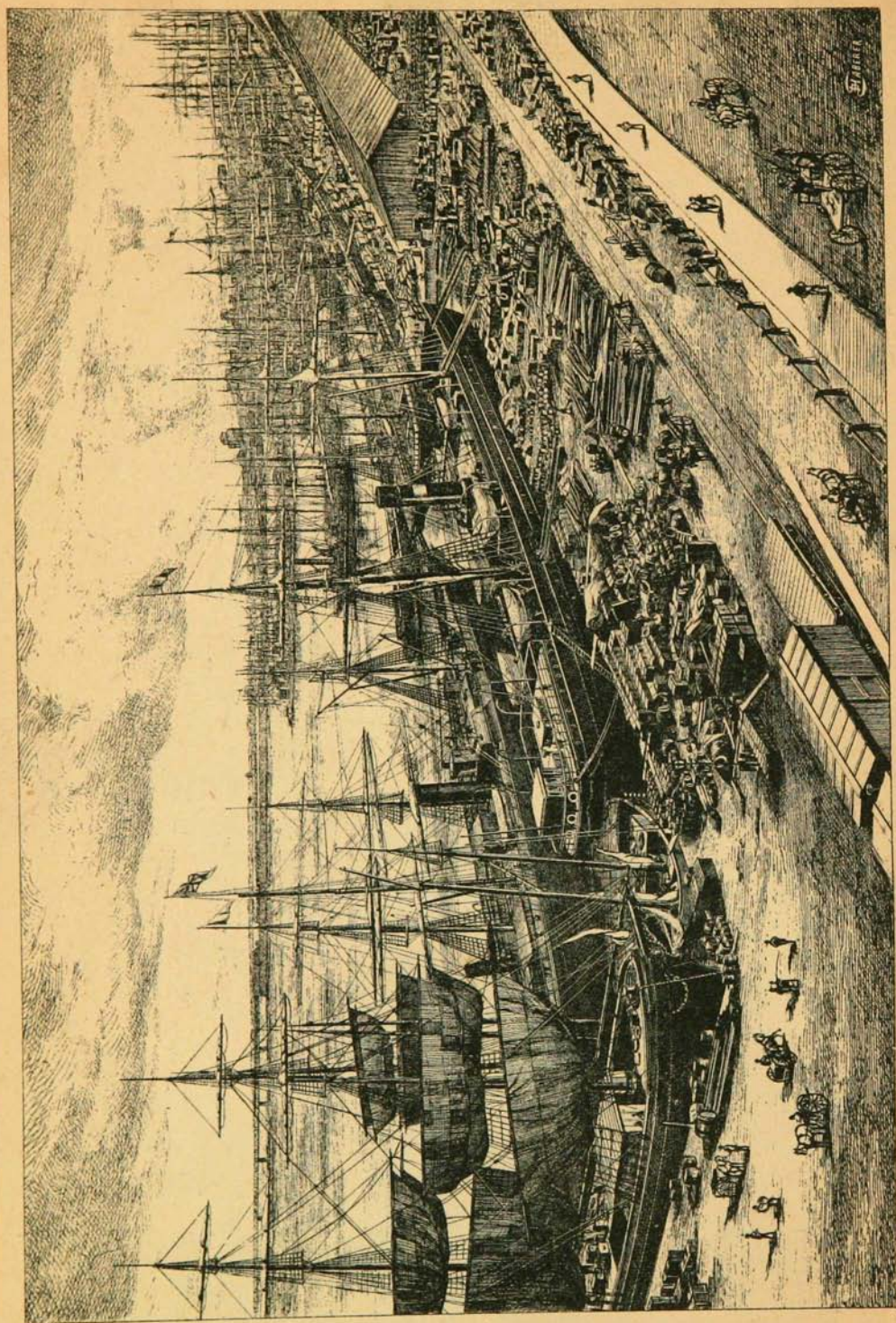
CHRIST CHURCH CATHEDRAL.



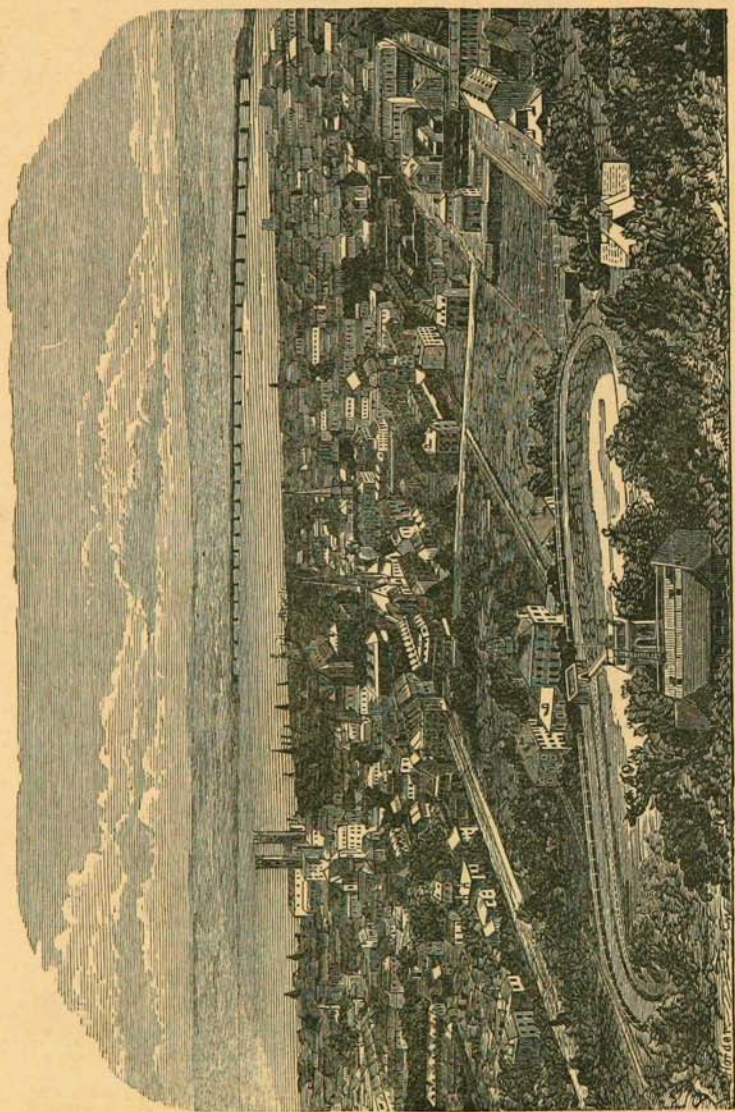
JESUITS' CHURCH AS IT WILL APPEAR WHEN COMPLETED.



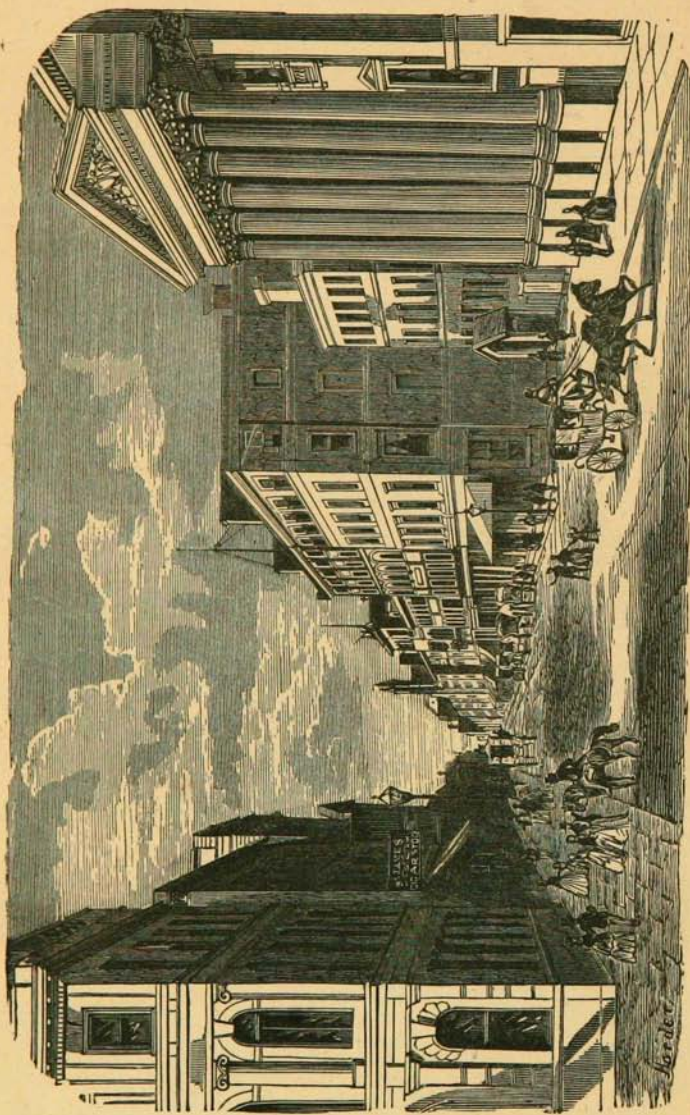
VIEW OF THE HARBOR IN 1830.



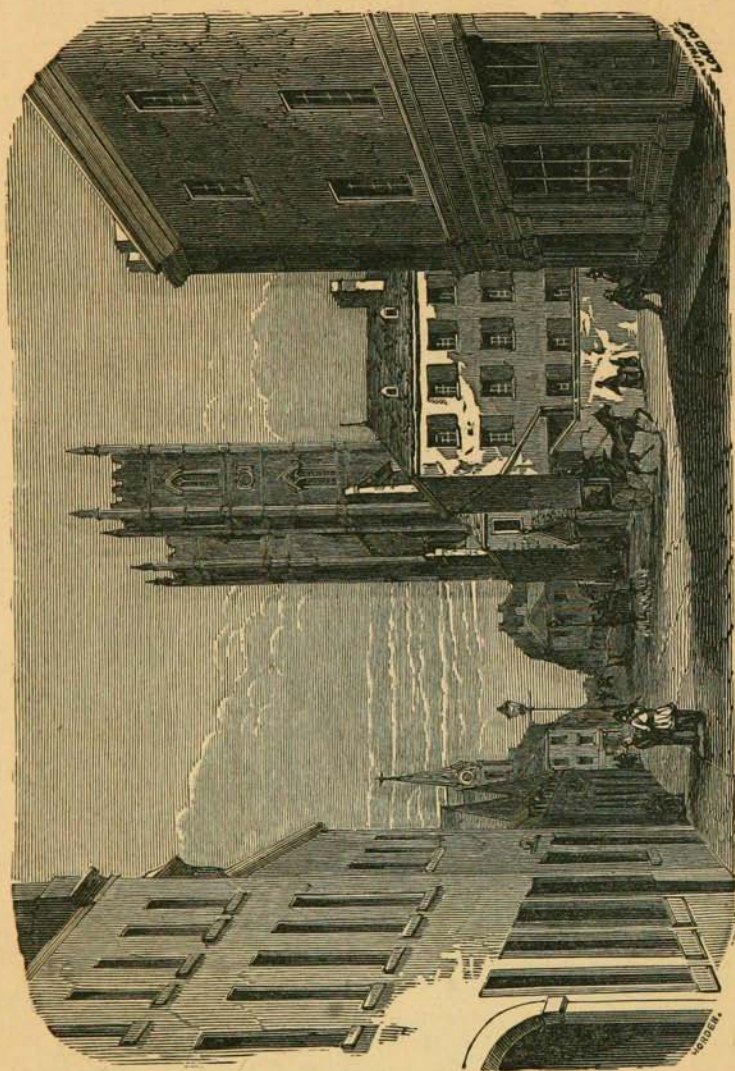
MONTREAL. - PART OF THE PORT, LOOKING WEST.



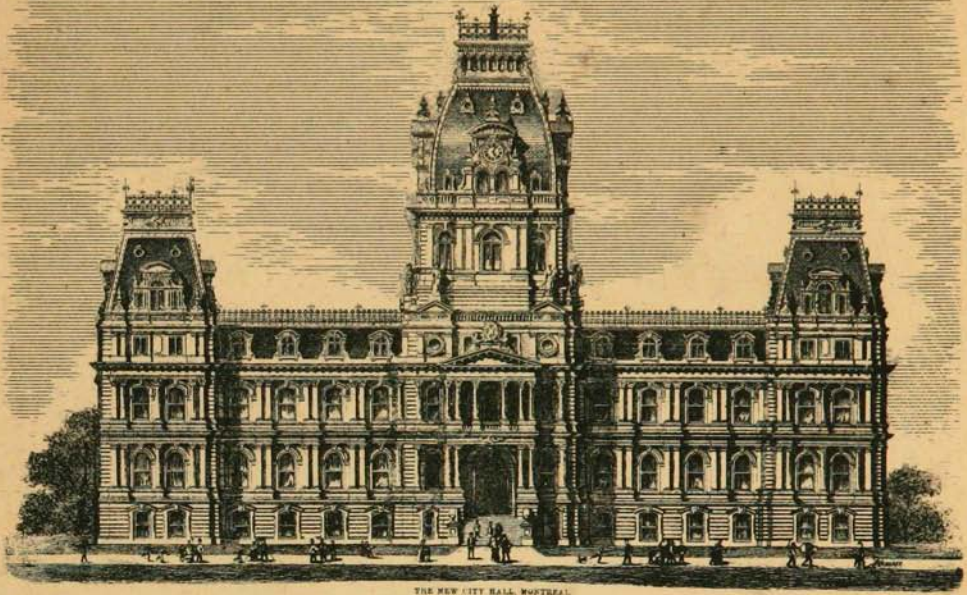
VIEW OF CENTRAL PORTION OF THE CITY OF MONTREAL,
From Ravenscraig, Sir Hugh Allan's Residence.



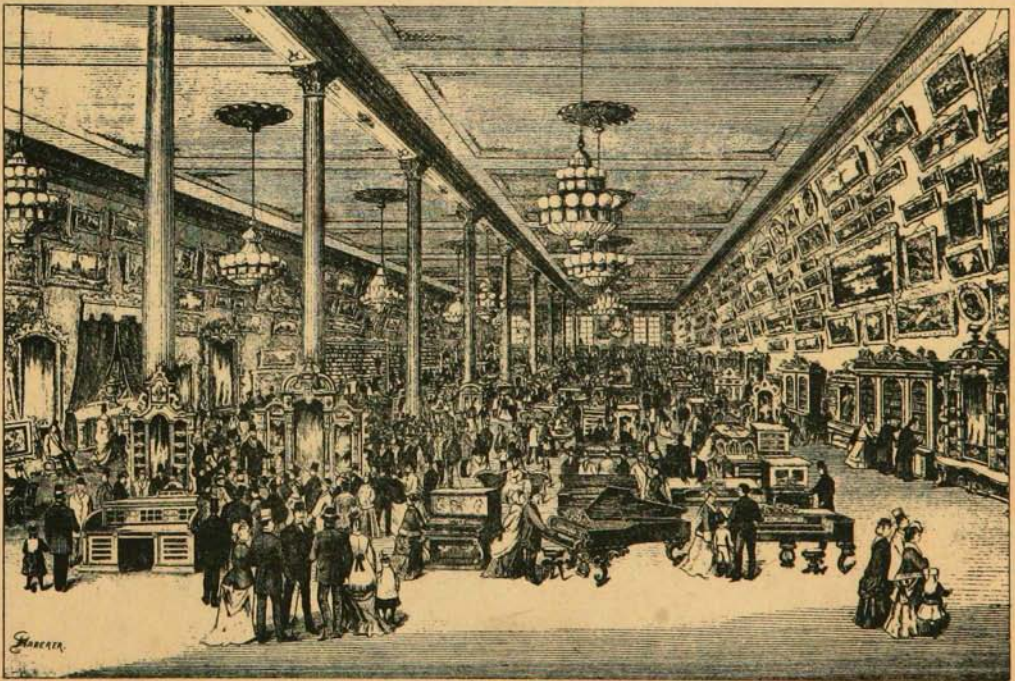
ST. JAMES STREET FROM PLACE D'ARMES, 1874.



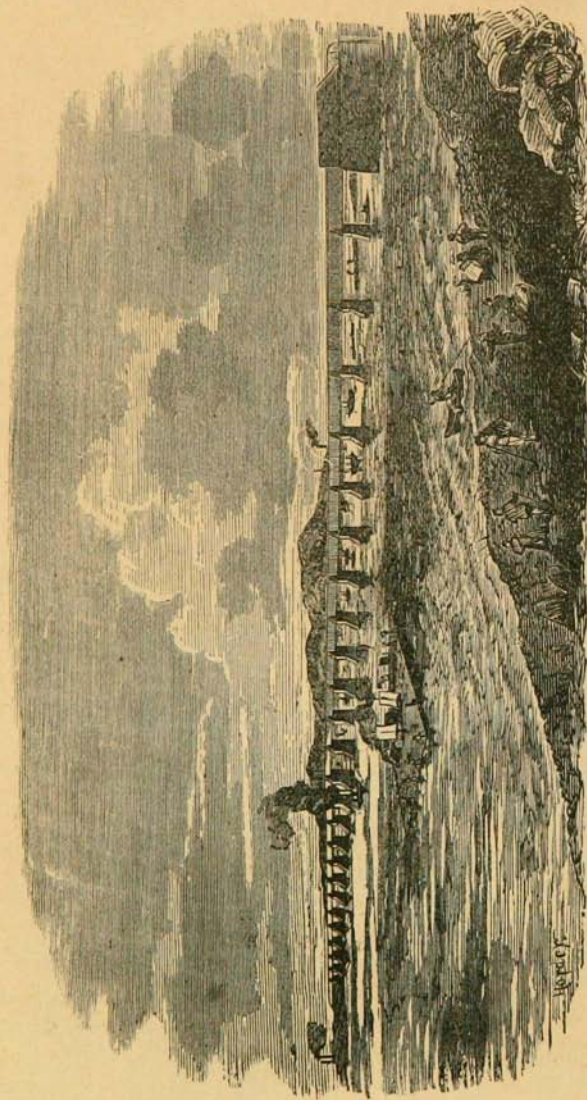
NOTRE DAME STREET IN 1845,
Shewing the "FRENCH PARISH CHURCH" and the "OLD SEMINARY."



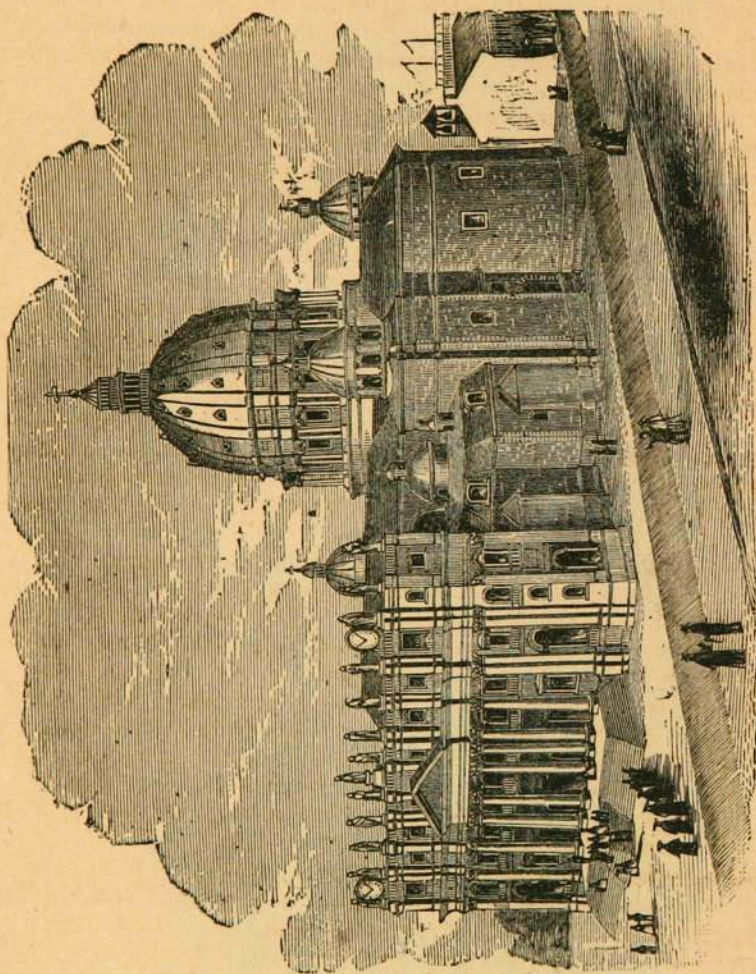
THE NEW CITY HALL, MONTREAL.



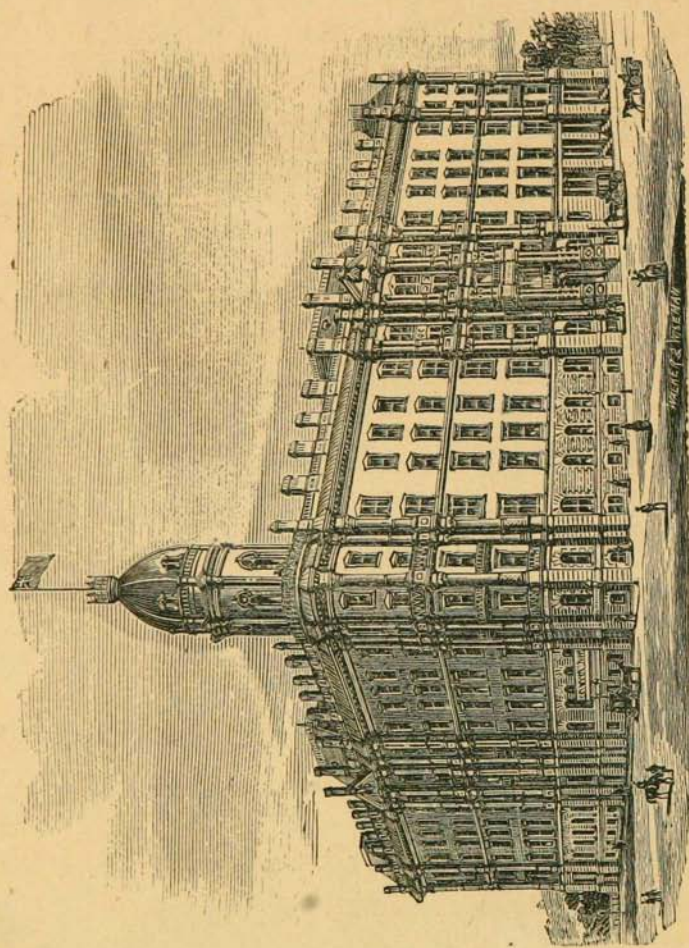
THE GREAT PIANO AND FURNITURE AUCTION ROOM OF HENRY J. SHAW, CRAIG STREET.



VICTORIA BRIDGE.



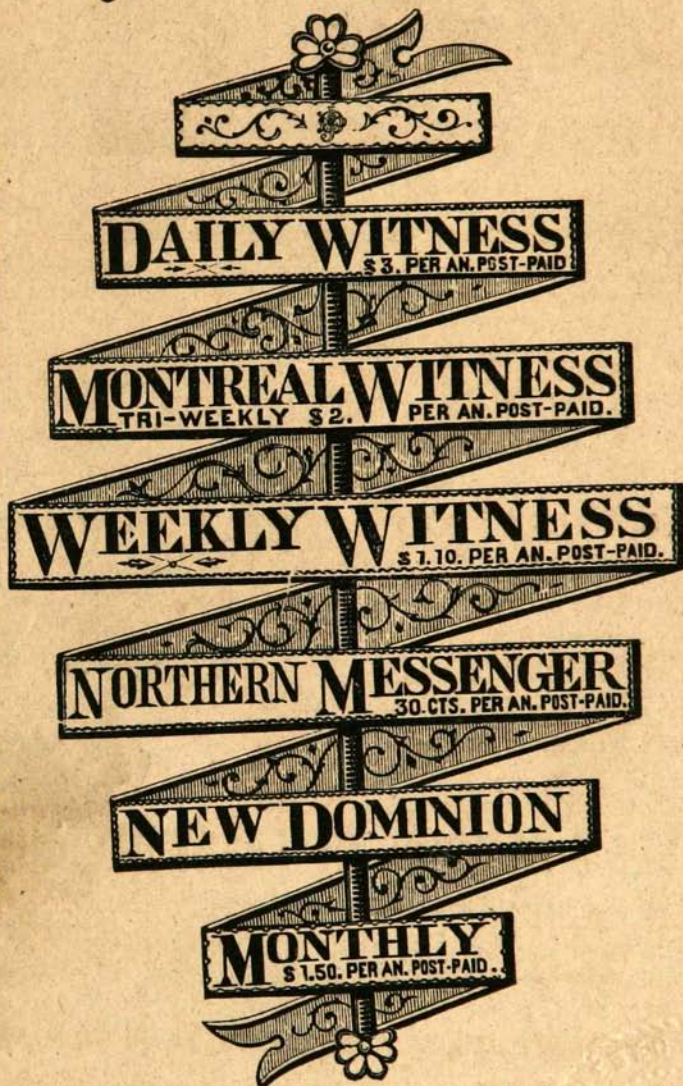
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