

THE
HOTEL GUESTS' GUIDE
FOR THE
CITY OF MONTREAL.

This Book is the Property of the Proprietor of the
ST. LAWRENCE HALL,
and is not to be removed from this Room.

PUBLISHED BY
The Railway & Newspaper Advertising Co'y (Limited)
109 ST. JAMES STREET MONTREAL.

THE RECOLLET HOUSE
MONTREAL.

BROWN & CLAGGETT,

IMPORTERS AND MANUFACTURERS OF

LADIES' DRESSES,

Suits, Mantles and Gents' Clothing

THE DOMINION EMPORIUM FOR

FINE SHAWLS. SILKS, VELVETS, LACES, RIBBONS & KID
GLOVES. LADIES' & GENTS' FURNISHING,

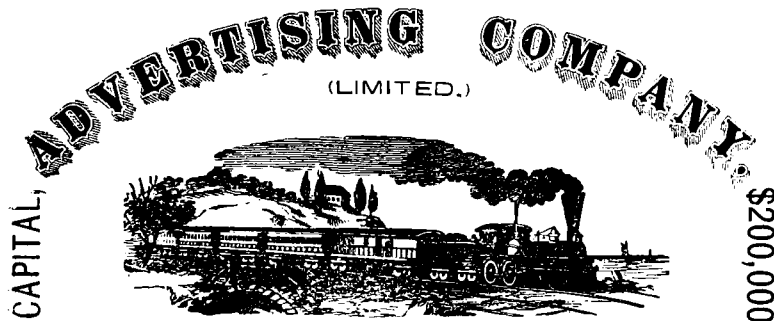
AND

Fancy and Staple Dry Goods

Of Every Description, Quality and Style,

Corner NOTRE DAME & ST. HELEN STREETS.

The Railway and Newspaper



Incorporated by Letters Patent, 32-33 Vic., Cap. 13.

No. 199 St. James, Corner of St. Peter Streets,
MONTREAL.

DIRECTORS :

T. E. FOSTER, Esq.

M. H. GAULT, Esq.

HENRY SHACKELL, Esq.

F. E. GILMAN, Esq.

A. W. OGILVIE, Esq.,

T. E. FOSTER, President.

HENRY SHACKELL, Vice-Pres.

EDWIN KEMP, Secretary-Treasurer.

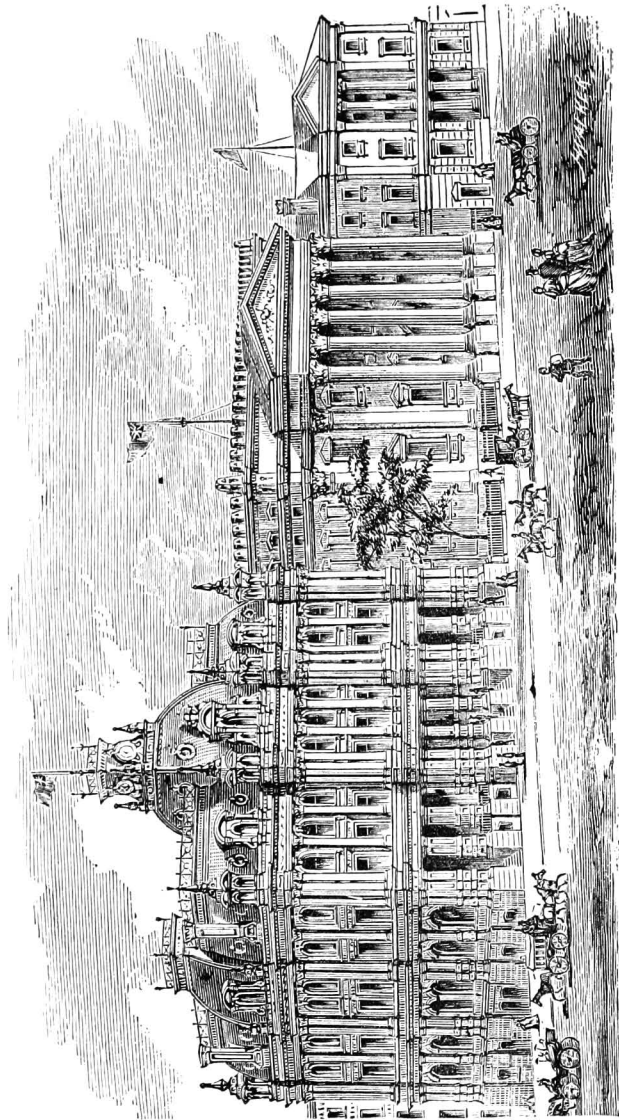
CONTRACTS MADE FOR

CARDS IN STATIONS

AND

ADVERTISEMENTS IN ALL PAPERS IN THE DOMINION.

Free Reading Room open to all at their Offices, from 9 A.M. to 6 P.M.



The New Post Office—Corner of St. James and St. François Xavier Streets.

THE
HOTEL GUESTS' GUIDE

FOR THE
CITY OF MONTREAL

1875.



PUBLISHED BY
THE RAILWAY AND NEWSPAPER ADVERTISING CO.
(LIMITED)
199 ST. JAMES STREET,
MONTREAL.

PREFACE.

Every year witnesses a large increase in the number of tourists travelling through Canada, the majority of whom make the trip down the St. Lawrence, and pay a visit to Montreal. In the summer months, the leading Hotels are filled with such visitors, who find much in our City and its environs, to interest them. It is chiefly for the benefit of such tourists that "THE HOTEL GUESTS' GUIDE" has been published. In it will be found a complete and reliable directory of all places of interest in and around the city; descriptions of public buildings, churches, &c., together with a variety of other useful information.

The business houses, whose advertisements appear in the "GUIDE" are the first in their respective lines of business, and such as we can cordially recommend to our readers, as establishments where they will be fairly dealt with, both as to quality of goods, and prices.

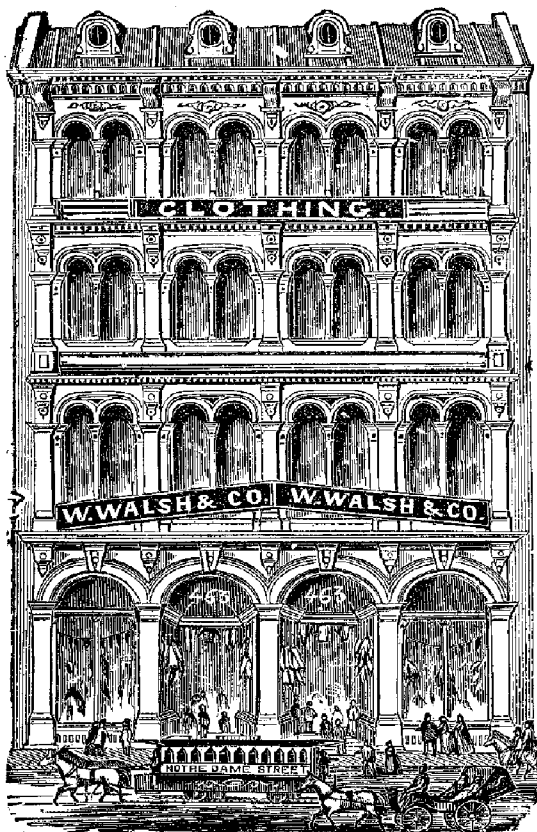
Montreal, July, 1875,

Great American Clothing & Tailoring Establishment.

The Washington House,

W. WALSH & CO.,

463 Notre Dame Street, 3rd store from McGill street,
MONTREAL.



Gentlemen can rely on the noted character of this Establishment for supplying first-class work, in the Merchant Tailoring line, etc.

Orders will be executed with the greatest despatch consistent with correctness of Fit, Workmanship, etc.

Prices will be found uniformly moderate:—

Fashionable Tweed Suits, to measurement, \$12 to \$18.

The extensive stock of Ready-Made Clothing, (native and Imported,) being one of the largest in Canada, comprises every variety of garments for Gentlemen's and Youths' wear, in all the American and Canadian styles of the day:—Gents' Fashionably made Tweed Suits, \$10.50 to \$15.00; Youths, \$5.50 to \$10.50.

The immense assortment presented in the newly imported Stock, for the present season, in fine Woollens, Tweeds, Tricots, Mixed and Plain Coatings, Venetians, Sataras, etc., will afford ample facilities to all buyers for making their selections.

The best Cutters, and Coat and Pants makers, are engaged; so that perfect satisfaction will be ensured to customers.

Strangers and tourists are especially invited to visit this Establishment where they will always receive a cordial welcome.

WALSH & CO., CLOTHIERS,

463 NOTRE DAME, Near MCGILL STREET.

N.B.—Our extensive stock of Gentlemen's SPRING OVER-COATS, in Meltons, Venetians, and fine Scotch Tweeds, can compete with anything of the kind in Canada.

CONTENTS.

	PAGE.
Montreal.....	7
Do	9
The Port.....	17
Steamships.....	19
City Water Works.....	27
Municipal Telegraph.....	29
Drives.....	21
Victoria Bridge.....	36
Nelson's Monument.....	36
Public Squares and Gardens.....	38
Churches.....	40
Public Buildings, &c.....	52
Victoria Skating Rink.....	57
Y. M. C. A. Building.....	59
Montreal Telegraph Company's New Offices.....	60
Bank Buildings.....	61
Charitable and Humane Institutions.....	64
Educational.....	68
Places of Amusement.....	70
Cab Tariff.....	71
To Quebec.....	73
Montreal to Ottawa.....	81
Business Notices.....	88

ESTABLISHED 1818.

SAVAGE, LYMAN & CO.,

226 & 228 St. James Street,

MONTREAL.

SIGN OF THE ILLUMINATED CLOCK,

Have constantly in stock a very large assortment of

Gold and Silver Watches,

JEWELRY

Of all kinds, and of the Best Descriptions, and Latest Styles.

Electro-plated Ware

PAPIER MACHE WARE,

Marble, Mantle & other Clocks,

Opera and Marine Glasses,

Microscopes and Barometers,

Gold, Steel & Silver Spectacles,

Leather Bags & Dressing Cases,

for Ladies and Gentlemen.

ALSO,

SILVER TEA & COFFEE

SETS,

Pitchers, Jugs,

Cups, Goblets, Inkstands, Spoons, Forks, &c.,

OF THEIR OWN MANUFACTURE.

SOLE AGENTS FOR AMERICA OF THE

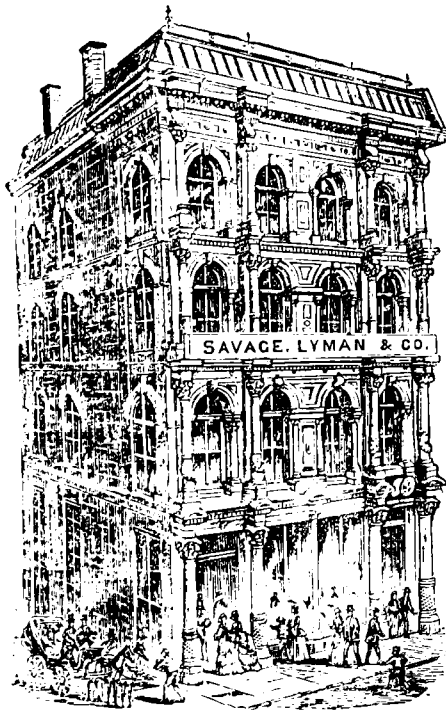
Celebrated "Ulysse Nardin" Watches & Chronometers.

Diamonds and Precious stones of finest quality unset, mounted at short notice on the premises by the most skilful workmen.

THEODORE LYMAN.

CHAS. W. HAGAR.

HENRY BIRKS.



MONTREAL.

AS IT WAS AND IS.

THE history of Montreal dates back to the year 1535, when Jacques Cartier first landed on its shores. At that time an Indian Village existed here, called Hochelaga, and was described by Cartier as follows:—

“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. 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

CHEAPSIDE !

ESTABLISHED 1819.

A. A. MURPHY,

PROPRIETOR,

437 & 439 Notre Dame Street
MONTREAL.

Umbrellas,

Parasols,

Silk Scarfs,

Mantles,

Real Laces,

Shawls,

Ribbons,

Kid Gloves,

Silk Velvets,

Black Silk,

Col'd Silk,

Silk Velvet,

Irish Poptins,

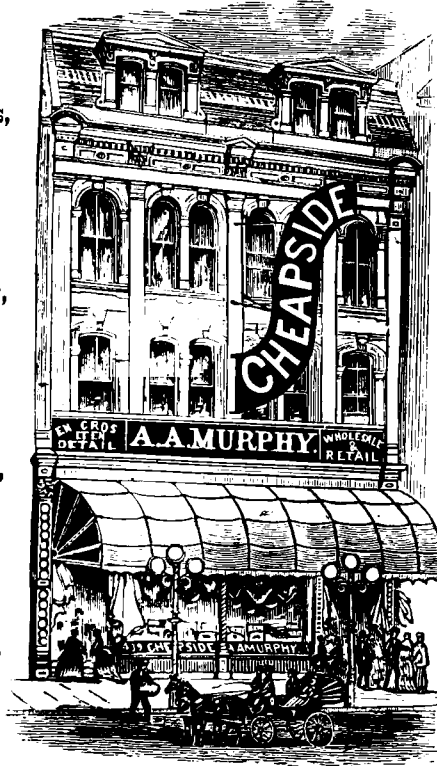
Kid Gloves,

Collars,

Cuffs,

Umbrellas,

Parasols.



Gentlemen's Haberdashery, Under Clothing,
TAILORING DEPARTMENT,

The Stock kept at Cheapside ranges in value from \$75,000 to \$120,000.

The Goods are all bought at the best markets of the world.

TERMS CASH! ONE PRICE ONLY!!

A. A. MURPHY, **PROPRIETOR**
MONTREAL.

bread. The people are given to no other exercise, but only to husbandry and fishing for their existence."

Having seen all that he deemed worthy of notice in the village, Cartier expressed a wish to ascend the mountain, and was 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."

MONTREAL

Is built on an island, formed by the partial confluence of the Ottawa and the St. Lawrence at its western extremity, and by the perfect confluence of these rivers at its eastern boundary, after passing along its northern and southern shores. The island is about 30 miles in length, and at the widest part about 10 miles in breadth. With the exception of the mountain, which rises to the height of about 550 feet, it is nearly level, and forms one of the most fertile districts of the Province. The climate is particularly favorable for the growth of nearly every kind of grain, fruit and vegetables. The French first began to settle here in 1542, and exactly one century after, the spot destined for the City was consecrated with due solemnities, commended to the "Queen of the Angels," and called *Villa Marie*, a name which it retained for a long period. In 1760, it was taken by the English. At this time it was a well-peopled town of an oblong form, surrounded by a wall flanked with eleven redoubts—a ditch about eight feet deep, and a proportionate width, but dry, and a fort and citadel, the batteries of which commanded the streets of the town from one end to the other. The town was at this time divided into upper and lower town, the upper town being the level of the present Court House. In the lower town the merchants and men of business generally resided, and here were situated the Royal Magazines, the Armory, the

E. G. MELLOR,

IMPORTER OF

Fine Jewellery Watches and Diamonds,

285 Notre Dame Street, Montreal.



Has constantly on hand the **LARGEST AND BEST** Stock of fine Gold Jewellery to be found in Canada. All goods are marked in plain figures, and prices are much lower than the same quality of goods can be obtained elsewhere.

Mellor's is the only Jewellery Establishment in the Dominion that has **EIGHTEEN LARGE SHOW CASES** filled exclusively with fine Jewellery.

285 Notre Dame Street, Crystal Block,

A few doors East of the French Cathedral.

Nunnery, Hospitals, &c. In the upper town were the principal buildings, such as the palace of the Governor, the houses of the chief officers, the Convent of the Recollets, the Jesuit Church and Seminary, the School, and the Parish Church. The houses were solidly constructed in that semi-monastic style peculiar to Rouen, Caen, and other towns in Normandy. "The Parish Church was large and built of stone. The house of the Jesuits was magnificent, and their Church well built, though their Seminary was small. The palace of the Governor-General was a large and fine building, and the neighborhood of the city contained many elegant villas." The following is a description of the city written about the year 1805: "The streets are airy and regularly disposed, one of them (St. Paul) extending nearly parallel to the river, through the entire length of the place; they are of sufficient width, being intersected at right angles by several smaller streets, which descend from West to East. The upper street (Notre Dame) is divided into two by the Roman Catholic church." The habitations of the principal merchants are neat and commodious, and their store-houses are spacious, and secured against risk by fires, being covered with sheet-iron or tin. Without this precaution, as the roofs of the dwellings in Canada are usually formed of boards, and sometimes with the external addition of shingles, they would, in summer, become highly combustible, and liable to ignition from a small spark of fire. The houses which are protected in the former manner, will last without need of repair, for a considerable number of years. "The town was enclosed by a stone fortification, which having fallen into ruins, is now in a great measure, levelled or removed. "A natural wharf, very near to the town, is formed by the depth of the stream, and the sudden declivity of the bank. The environs of the city are composed of four streets, extending in different directions, that of Quebec (St. Mary's) on the north, St. Lawrence towards the west, and Recollet and St. Antoine towards the South. In the latter is placed the college, which has been lately built. These, together with the town, contain about 12,000 inhabitants."

At this time vessels of more than three hundred tons could not ascend to Montreal, and its foreign trade was carried on by small brigs and barges. In the year 1809,

Hat and Fur Establishment.

THIBAUT, LANTHIER & CO.,
271 Notre Dame Street, Montreal,

IMPORTERS OF

RUSSIAN FURS

ALSO,

French, English & American Hats

OF ALL KINDS.

ENGLISH RUBBER GOODS.

“Sangster’s” & “Martin’s” Umbrellas.

INDIAN CURIOSITIES IN GREAT VARIETIES.

Brilliantly lighted Fur Show Room always open.

Fur Orders promptly executed at Moderate Prices.

Our Prices will be found low and Marked in Plain Figures.

A VISIT IS RESPECTFULLY SOLICITED.

the Hon. John Molson fitted out at Montreal, the first steamer that ever ploughed the waters of the St. Lawrence. (This was the second steamer built on this continent; Fulton's little steamer, which navigated the Hudson river, being the first.) On the 3rd of November the little craft got up steam, and made a voyage to Quebec, where the whole population crowded to the wharf to have a look at the phenomenon. Its arrival there was chronicled as follows by the *Quebec Mercury*: "On Saturday morning, at eight o'clock, arrived here from Montreal, being her first trip, the steamboat *Accommodation*, with ten passengers. This is the first vessel of the kind that ever appeared in this harbour. She is continually crowded with visitants. She left Montreal on Wednesday, at two o'clock, so that her passage was sixty-six hours; thirty of which she was at anchor. She arrived at Three Rivers in twenty-four hours. She has at present, berths for twenty passengers, which next year will be considerably augmented. *No wind or tide can stop her.* She has 75 feet keel, and 85 feet on deck. The price for a passage up is nine dollars, and eight down, the vessel supplying the provisions. The great advantage attending a vessel so constructed is, that a passage may be calculated on to a degree of certainty, in point of time; which cannot be the case with any vessel propelled by sail only. The steamboat receives her impulse from an open, double-spoked, perpendicular wheel, on each side, without any circular band or rim. To the end of each double spoke is fixed a square board which enters the water, and by the rotatory motion of the wheels acts like a paddle. The wheels are put and kept in motion by steam, operating within the vessel. A mast is to be fixed in her, for the purpose of using a sail when the wind is favorable, which will occasionally accelerate her headway."

In 1832, the cholera raged in Montreal with great violence, carrying off 1843 inhabitants in a population of little more than 30,000. In April 1849, a political mob burnt the Parliament buildings and the seat of Government was in consequence transferred to Quebec, subsequently to Toronto, and finally to Ottawa. In July 1852, a destructive fire laid waste a large portion of the city, burning 110 houses and destroying property valued at \$1,363,264. Notwithstanding these reverses, the city rapidly recovered, and to-

P E R R Y ' S

Harlor Boot and Shoe Store,

No. 375 NOTRE DAME ST.,

Would respectfully inform the Ladies of Montreal, that they will find a

FIRST-CLASS ASSORTMENT OF

Ladies', Misses & Children's Fine Boots & Shoes

OF THE

Latest Designs and of the Finest Material in the Market.

Having made special arrangements with the best Wholesale Houses in Paris, New York and Boston, as well as in Montreal, we are in a position to offer a superior article at terms more reasonable than have heretofore been presented to the public.

The Proprietors (late with Burt's Fine Shoe House in New York and Brooklyn) are well up in the wants of a Fine Shoe Business, and respectfully solicit a call.

E. & A. PERRY,

Late of Burt's, Brooklyn.

No. 375 Notre Dame Street.

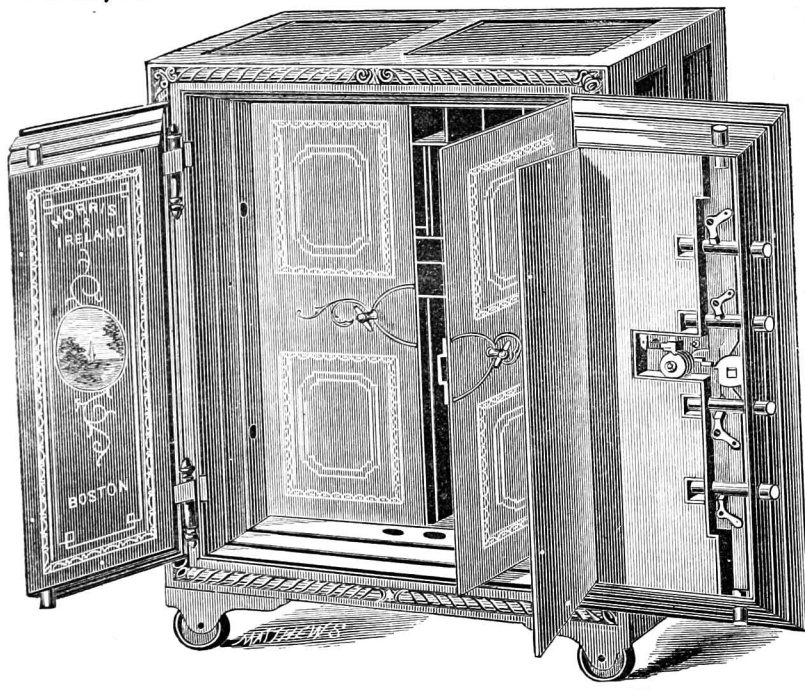
day numbers a population of nearly 170,000 people. Years of industry, intelligence, enterprise and labor, have produced a mighty contrast to the city as before described. Now, ocean vessels of 4000 tons, the magnificent floating palaces of the Richelieu Company, and ships of from 700 to 2000 tons, from all parts of the world, lay alongside the wharves of the harbour, which are not equalled on this continent in point of extent, accommodation, approach and cleanliness. Montreal has now over 200 miles of streets and lanes, some of the streets are narrow, but the majority will compare favorably with any on the continent. Nowhere can finer or more solid public buildings be found. The buildings for commercial and other purposes would dignify any city. There are none in the United States which present finer specimens of street architecture than are found—not isolated here and there, but in long blocks and throughout the whole city, and while we view with pride the rapid progress made during the last 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: Its situation at the confluence of the two greatest rivers, the St. Lawrence and the Ottawa; opposite the great natural highway of the Hudson 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 street bustle is sufficient, and the business activity enough to convince any one that Montreal is really and healthily prosperous. After all the building improvements of the few years, which have transferred narrow streets and dingy

MORRIS & IRELAND,
Fire & Burglar Proof Safes.

CHAMPION FIRE RECORD !

The only Fire Proof Safe with Patent Hinged Cap and Inside Bolt Work.



NO EXTRA CHARGE FOR
COMBINATION LOCKS OR WROUGHT IRON CASH BOXES.

PATENT INSIDE BOLT WORK.

SECOND HAND SAFES ALWAYS ON HAND AND TAKEN IN EXCHANGE.

HOUSE SAFES. VAULT DOORS. JEWEL CASKETS.

Greatest Improvement of the Age.

64 Sudbury St., Boston, Mass. 22 Victoria Square, Montreal.

houses into splendid avenues of palatial shop fronts; which have covered the extensive fields with princely residences, and others with hundreds of factories, and tens of hundreds of comfortable dwellings, the rage for building seems as great as ever.

THE PORT.

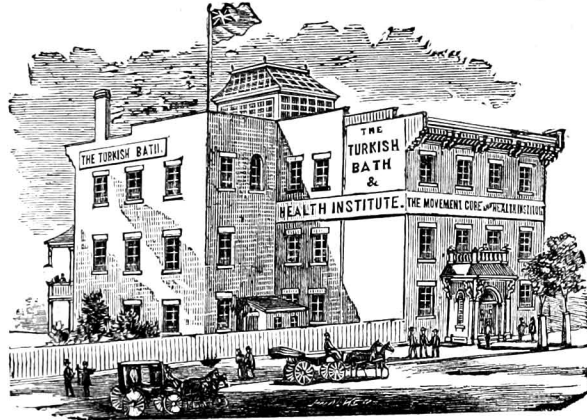
The Ship Channel.—As already remarked, Montreal is the point at which Ocean navigation terminates and inland navigation commences. Prior to 1851, only vessels of light draught could pass-through Lake St Peter and come up to the wharves; but a lapse of twenty-two years shows a great change, for vessels drawing 22 to 23 feet water can now pass down from Montreal to the sea. The following are some noticeable incidents:

The work of improving the navigation from Montreal to Quebec by dredging a channel through Lake St. Peter, was commenced by the Harbor Commissioners of Montreal in June, 1851; and on the 3rd of November of the same year, the ship *City of Manchester* passed down, drawing 14 feet of water, when the depth on the flats was 12 feet,—showing an increase of 2 feet, the dredged channel being then only 75 feet wide.

On the 16th October, 1859, the ship *Pride of Canada*, loaded down to 18 feet 8 inches was taken through, while there was a depth of 11 feet 8 inches on the flats, showing an increase of 7 feet, the width of the channel having been increased to 300 feet.

On the 16th of November, 1865, the ship *Ocean* was taken from Sorel to Quebec, drawing 19 feet 8 inches, there being at that time 10 feet 6 inches on the flats; and on the 1st December following a test trip was made from Montreal to Sorel (in the absence of a suitable vessel) by lashing spars alongside a steamer to the required depth of twenty feet, thus passing through the Lake when there was a depth of 11 feet, (the average point of low water) on the flats. The experiment was deemed satisfactory,—demonstrating

The Modern Turkish Bath,



This Establishment is one of the largest and most complete of the kind on this Continent. It is open to the Public as a general bathing resort, as well as being an Institution for the reception of patients, &c., boarders who desire all the advantages of a first-class Health Institute with quietness and the comforts of a home.

To the weary traveller, or visitor to the city on business or pleasure, the Turkish Bath has special claims: It will cleanse, refresh and impart new life as no other means can. It maintains the healthful action of the skin, purifies the blood, equalizes the circulation, removes local and internal congestions, soothes and tranquilizes the nervous system, and rejuvenates the entire man.

The Swedish Movement Cure so eminently successful in many forms of chronic disease includes the most recent apparatus worked by steam power.

The Health Lift Cure, for general invigoration and development.

Hygienic Medication or the successful treatment of disease on Hygienic principles.

Special Attention Devoted to the treatment of chronic diseases such as, Gout, Rheumatism, Sciatica, Neuralgia, Coughs, Colds, Bronchitis, Liver and Kidney troubles, Dropsy, Dyspepsia, Catarrh, Chills and Fever, diseases of the skin, Debility, &c., &c.

Public Bathing Hours: GENTLEMEN, 6 to 8 a.m. and 2 to 9 p.m.
LADIES except Monday and Saturday, 10 a.m. to 1 p.m.

DAVID B. A. MACBEAN, M.D., Proprietor

140 St. Monique Street, near Crystal Palace,

MONTREAL.

that the result of all the labor since 1851 was an increased depth of 9 feet, and that at low water there is a channel 20 feet deep from Montreal to the sea. A further deepening of the channel has been determined upon, so as to give a depth of 22 feet (and ultimately 24 feet or more) at low water, to admit of the largest-sized steamships coming up to the harbour without lighterage.

THE HARBOUR.

The existing wharfage accommodation measures 16,140 lineal feet, or more than three miles. There are 11,690 feet of wharf-room in 20 feet depth of water, and 4450 feet in 10 feet depth of water. In addition there are now under contract, part of which is near completion, 17,900 feet of new wharf at different points from Mill street to Hochelaga, of which more than one half is in 24 feet depth of water.

THE WHARVES.

The wharves are surmounted by a massive cut stone wall, along the height of which is a pleasant promenade and wide street, affording a fine view of the river and its shipping. There are numerous inclined planes from the wharves by which carriages ascend to the street above; and the whole, for appearance, commodiousness and cleanliness, is unexcelled by any port on the continent.

STEAMSHIPS.

During the past year there were 52 steamships plying regularly between Montreal and ports in the United Kingdom, (besides transient steamers)—this port being only second to New York in point of importance.

THE ALLAN LINE OF STEAMSHIPS.

The story of the growth of the Allan Company is to a great extent identical with the history of the rise and

TRAVELERS,



INSURANCE COMPANY

OF HARTFORD, CONN.

CASH ASSETS, (Jan'y 1st,) \$3,250,000.

GRANTS EVERYTHING DESIRABLE IN
Life and Accident Insurance
ON THE MOST FAVOURABLE TERMS.

Accident Department.

General Accident Policies are written for a term of one to twelve months each, and insure a sum of \$500 to \$10,000 against death by accident, and \$3 to \$50 weekly indemnity for wholly disabling injury by accident (not to exceed twenty-six weeks for any one accident,) at an annual cost of \$5 to \$10 per thousand for occupations not specially hazardous. Hazardous risks taken at higher rates.

Life Department.

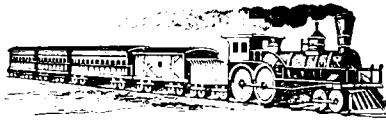
All policies non-forfeitable. Its ten, fifteen, and twenty year policies can be converted into endowments, at the option of the insurent. This feature is original with this Company.

G. BATTERSON, President. | RODNEY DENIS, Secretary.
W. E. SCOTT, M. D., Surgeon.

FOSTER, WELLS & BRINLEY,
General Agents for Dominion.

OFFICE — 199 ST. JAMES STREET, MONTREAL.

progress of the Dominion of Canada. Its present position, in the first rank of Steamship lines, is an eloquent testimony, not only to the resources of Canada, but to the indomitable energy with which the fortunes of the Dominion have, in the face of all sorts of difficulties, been built up, and with which they are now being guarded and encouraged. The present name, the "Montreal Ocean Steamship Company," was given to the firm in 1856. Prior to that time it was known, and is still more familiarly known, as the Allan Line. It has a long and honorable pedigree, for the partners now coming in are of the third generation. More than half a century ago Alexander Allan, of Glasgow, possessed a fleet of sailing ships trading between the Clyde and St Lawrence, Montreal being then, as it is now, the Canadian head quarters of the house. It will thus be seen that the Allan connexion with Canada is of a very old date, and that the Company which is now identified with the vigorous maturity of Canada's commerce, was, so to speak, present at its birth. For many years the trade was carried on by Mr. Alexander Allan, who was succeeded by his sons, Mr. James Allan, Mr. Bryce Allan, and Mr. Alexander Allan, jr., who continued to run the sailing fleet from Glasgow to Montreal, and likewise established a service from Liverpool to Montreal. In the meantime Mr. Hugh Allan [now Sir Hugh Allan], who came out to Montreal at an early age, became a member of the firm, with Mr. Andrew Allan, constituting the five Allan brothers in whose name the operations of the Company have been conducted. Within the last few years some younger members of the Allan family have been introduced. As an instance of the vast development of the Canadian trade, it may be stated that up to the year 1840 some seven or eight sailing ships, of 300 to 400 tons, were sufficient to conduct all the trade that then existed. Now, the Allan Company alone possess 25 steamers and 13 sailing ships, with a gross tonnage of nearly 70,000 tons, the bulk of which is engaged in the Dominion trade. The gross tonnage cleared inwards and outwards at the ports of the Dominion, amounted last year to over 13 million tons. From the year 1840 to 1850 the sailing fleet of the Allan's was increased according to the requirements of the Canadian trade, which were attentively watched by the principals,



Grand Trunk Railway

The Great International Route between the

EAST AND WEST.

THE ONLY THROUGH ROUTE TO

Quebec, Montreal, Toronto,

AND ALL POINTS IN CANADA.

THROUGH EXPRESS TRAINS LEAVE

BOSTON, PORTLAND AND BUFFALO

FOR

DETROIT & CHICAGO

Connecting with all the Roads diverging from those Cities.

Pullman Palace and Sleeping Cars

ON ALL THROUGH TRAINS.

Baggage Checked Through.

FARES LESS THAN BY ANY OTHER ROUTE.

Through Tickets, Time Tables, and reliable information may be obtained
at all the principal Ticket Offices in the United
States and Canada.

JOS. HICKSON,	WM. WAINWRIGHT,	L. J. SEARGEANT,
General Manager,	General Passenger Agent,	Traffic Manager,
MONTREAL.	MONTREAL.	MONTREAL.

two of whom had a long practical experience of it, having commanded their own trading ships, and being, therefore, perfectly acquainted with the growing necessities of the commerce. In this respect, the practical acquaintance with life at sea, the Allan Company are particularly fortunate, for it enables them to discern things which should be done in regard to ships, which would not be obvious to persons devoid of practical experience. One singular result of it should be noted, namely, that the majority of the captains in the service have grown up with it, and been, so to speak, educated in the Company.

About the year 1850, the various Provinces now forming the Canadian Dominion, awoke from a long lethargy, and, inspired no doubt by what was passing in the United States, determined to enter with determination into the struggle for recognition as a power in the world. The leading men of Canada began to turn their minds to the development of the country by Railroads, Canals, &c., and the establishment of regular and rapid communication with the mother country. The enormous stream of navigation which was flowing towards the United States attracted their attention, and in some degree naturally aroused their envy. They could not quietly sit down without an attempt to find out whether there were not hundreds and thousands of Englishmen, Scotchmen, and Irishmen, who, while they desired to emigrate, yet did not relish the notion of deserting the old flag.

One of the results of this awakening, was, that negotiations were entered into by the Allan Company for the establishment of a line of Steamships to accommodate the growing trade between Canada and Great Britain, and to carry the mails.

The English branches of the firm at this time, were Messrs. James and Alexander Allan, of Glasgow, and Mr. Bryce Allan, of Liverpool, possessing a sailing fleet of 15 vessels.

The sailing traditions of the Company, although they are fast dying out, are still represented by the considerable fleet before mentioned. In the year 1853, two fine iron steamships upon the screw principle, were added to the Allan fleet. These were the *Canadian* and the *Indian*, each of about 1500 tons burthen and about 250 horse-power.

Richelieu and Ontario Navigation Company.

ROYAL MAIL LINE

BETWEEN

Quebec, Montreal, Kingston, Toronto, Hamilton
AND INTERMEDIATE PORTS.

This Line composed of the following first-class Side Wheel Steamers, viz.:

QUEBEC.....	(Iron)	CAPTAIN LABELLE
MONTREAL.....		NELSON
Leaving Montreal and Quebec daily, (Sundays excepted) calling at Intermediate Ports.		
CORISCAN.....	(Composite)	CAPT. SINCLAIR
SPARTAN.....		DUNLOP
CORINTHIAN.....		FARRELL
PASSPORT.....		SIMPSON
ALGERIAN (New).....		CARMICHAEL
MAGNET.....		MCCOY

UPWARDS.

Will leave the Canal Basin,

Montreal, every morning, (Sundays excepted)	at 9.00 a.m.	Gananogue.....	at 12.45 p.m.
Lachine	at 12.30 p.m.	Kingston	at 5.30 "
Valleyfield	at 6.30 "	Cobourg.....	at 1.30 a.m.
Cornwall	at 9.30 "	Port Hope	at 2.10 "
Dickinson's Landing.....	at 2.00 a.m.	Darlington	at 3.30 "
Prescott	at 9.20 "	Toronto	at 8.00 "
Brockville	at 10.30 "	Arriving at Hamilton	at 10.45 "

MAKING DIRECT CONNECTIONS

AT PRESCOTT AND BROCKVILLE,

With the Railways for Ottawa, Kempville, Perth, Arnprior, &c ,

AT TORONTO AND HAMILTON

With the Railways for Collingwood, Lake Superior, Stratford, London, Chatham, Sarnia, Detroit, Chicago, Milwaukee, Galena, Green Bay, St. Paul, St. Louis and with the "CITY OF TORONTO," for Niagara, Lewiston, Niagara Falls, Buffalo, Cleveland, Toledo and Cincinnati.

DOWNWARDS.

Leave Hamilton every morning (Sundays excepted)	at 9.00 a.m.	Leave Kingston.....	at 5.30 a.m.
Leave Toronto.....	at 2.00 p.m.	" Gananogue	at 7.00 "
" Darlington	at 5.20 "	" Brockville	at 9.30 "
" Port Hope	at 6.50 "	" Prescott.....	at 10.30 "
" Cobourg	at 7.20 "	" Cornwall.....	at 1.20 p.m.
		Arriving in Montreal	at 6.45 "

Passing through the beautiful and Romantic Scenery of the

Lake of the Thousand Islands, and all the Rapids of the River St. Lawrence
BY DAYLIGHT.

Connecting at Montreal, with the Steamer for

Quebec, Murray Bay, Riviere du Loup, Cacouna, Tadousac, and the

Far-Famed River Saguenay.

The Steamers of this Line are replete with every Comfort and Convenience and every appliance for safety; and from the completeness of the Arrangements present advantages to travellers superior to every other conveyance.

THROUGH TICKETS AT LOW RATES.

To all the above places with every information, may be obtained from the various Local Agents, on board the Steamers, and at 123 ST. JAMES STREET.

J. B. LAMERE.

General Manager.

ALEX. MILLOY.

Traffic Manager.

Company's Office, 228 St. Paul Street,
Montreal, April, 1875.

They were intended to run regularly between the Mersey and the St Lawrence, but after a short time the imperative demands of the Crimean war, which absorbed all the steam fleet of Liverpool, led to their being employed in the transport of troops, of which they conveyed a large number to the Crimea—the British from Portsmouth, and the French from Marseilles. In this and similar services they were engaged during the continuance of the Crimean war, and many odd reminiscences, and queer and laughable adventures of which, are still preserved as traditions among those of the Company's *employees* who were engaged in them.

In the beginning of the year 1857, by which time two other vessels—the *North American* and the *Anglo Saxon*, had been added to the steam fleet, the Allan Company contracted with the Canadian Government for a fortnightly service of mail steamers between Liverpool and Quebec in the summer, and Liverpool and Portland, in the winter, the navigation of the St Lawrence being impossible in the winter months. The Company has ever since carried the mails under contract with the Canadian Government.

The undoubtedly shortest sea route between England and America is that of the Allan line, the distance from Moville to Quebec being 2,440 sailing miles, while that from Queenstown to New York is 2,777 miles. This advantage of the short sea route gives an advantage also in point of time taken in reaching the western States of America, over the Grand Trunk and other Canadian railways. The large number of western passengers taking this route must be held to account for the fables about emigrants leaving Canada for the United States. In these calculations the passengers to the western States are put down as original emigrants to Canada, whereas they have simply chosen to travel by the Canadian route to the United States.

The vast increase in the Canadian trade, and the great development of emigration to Canada, compelled Messrs. Allan, in the year 1859, to add four steamers to their line, making a fleet of eighteen steamships, with which the weekly mail service was conducted. From that period up to the present time, successive additions have been made in the following order :—The *St. Patrick*, *St. Andrew*,

South Eastern Railway,

Montreal & Boston Air Line.

Comprising the South Eastern Railway, Passumpsic Railway, Boston, Concord, and Montreal R'y.

ON AND AFTER JUNE 1st,

TWO FAST EXPRESS TRAINS

Composed of New and Most Elegant Cars with all Modern Improvements will run from Montreal, Bonaventure Station, to

BOSTON--LOWELL DEPOT.

MAKING CONNECTIONS for all other NEW ENGLAND CITIES.

THE ADVANTAGES OF THIS LINE ARE UNRIVALLED.

WHOLE TRAINS RUN THROUGH

WITHOUT CHANGE

FROM MONTREAL TO BOSTON.

Our Trains stop Thirty Minutes for Meals at the MEMPHREMAGOG HOUSE, Newport, Vermont, and at the PEMIGEWASSET HOUSE, Plymouth, New Hampshire, whose reputations speak for themselves.

DAY EXPRESS.

LEAVES MONTREAL, 8.45 A.M., ARRIVES AT BOSTON, 10 P.M.—This Train stops for Dinner at Memphremagog, Pemigewasset House, Plymouth, N. H.

NIGHT EXPRESS.

LEAVES MONTREAL, 3.15 P.M., ARRIVES AT BOSTON 8.40 A.M.
For Tickets and information apply to the GENERAL OFFICE, 202 ST. JAMES ST.

G. LEVE. **A. B. FOSTER,** **H. A. ALDIN,**
Passenger Agt. Manager. Superintendent.
Office, 202 St. James street, Montreal.

LOCAL TIME TABLE.

TRAINS NORTH.				TRAINS SOUTH.				
READ DOWNWARDS.				READ UPWARDS.				
No. 1.	No. 3.	No. 5.	DISTANCE IN MILES.	STATIONS.		No. 2.	No. 4.	No. 6.
EXPRESS AND MAIL.	EXPRESS	WAY FREIGHT				EXPRESS.	EXPRESS AND MAIL.	WAY FREIGHT.
Leave.	Leave.	Leave.				Arrive.	Arrive.	Arrive.
4.00A.M.	5.25P.M.	8.00A.M.		Newport.....		1.02P.M.	9.20P.M.	5.14P.M.
4.21	5.41	8.18	7	Newport Central...	7	12.45	8.56	4.34
4.39	5.58	9.36	14	North Troy.....	6	12.30	8.36	3.45
4.49	6.05	10.06	17	Mansenville.....	3	12.23	8.26	3.10
5.15	6.25	11.05	26	East Richford....	9	12.05	7.58	1.56
5.31	6.36	11.37	31	Richford.....	51	11.51	7.41	1.19
5.39	6.42	12.00	34	Abercorn.....	24	11.45	7.32	12.42
5.55	6.54	12.27	39	Sutton Flat.....	54	11.36	7.15	11.59
6.03	7.01	1.15	42	Sutton Junction...	3	11.26	7.01	11.31
6.16	7.11	1.45	47	West Brome.....	41	11.16	6.56	11.11
6.23	7.17	2.24	49	Sweetsburg.....	21	11.10	6.44	10.44
6.29	7.21	2.52	51	Cowansville.....	2	11.05	6.37	10.22
6.39	7.29	3.21	55	East Farnham....	31	10.57	6.32	10.05
6.45	7.34	3.47	57	Brigham.....	21	10.52	6.23	9.20
7.05		4.16					6.17	9.10
			60	Farndon.....	3		6.00	7.20
7.26	7.50	5.00	65	West Farnham....	4	10.35	5.35	8.00
7.44		5.35	72	Versailles.....	7		5.17	
7.54			75	N. S. & C. Junc....	4		5.07	
8.01	8.25	6.55	79	St. Johns.....	2	10.00	5.00	6.00
A.M.	P.M.	P.M.				A.M.	P.M.	A.M.
Arrive.	Arrive.	Arrive.				Leave.	Leave.	Leave.

No. 5 runs Mondays, Wednesdays and Fridays,

No. 6 runs Tuesdays, Thursdays and Saturdays.

St. David, Corinthian, Manitoban, Caspian, Moravian, Hibernian, Peruvian, Nestorian, Austrian, Prussian, Scandinavian, Sarmatian, Polynesian, and the Circassian. The Company have now in course of construction, in the yard of Messrs. Steele & Co., of Greenock, the *Sardinian*, which will be the largest of the fleet, being of 4,200 tons, and 675 horse-power. The steamers are not classed at Lloyds, nor with the Liverpool underwriters, the owners having their own standards of strength, &c., which, however, are much in excess of the requirements of Lloyd's.

TEMPERLEYS-LONDON LINE

Consists of seven Steamships, plying between London and Montreal.

THE DOMINION-LINE

Have six first class Steamships, plying between Liverpool and Montreal.

THE LINE FROM BARROW-ON-FURNESS

To Montreal, includes seven Steamships.

THE BEAVER LINE

Consists of eight Steamships, plying regularly between Liverpool and Montreal.

CITY WATER WORKS.

The city is supplied with water, brought from the River St. Lawrence, at a point beyond the Lachine Rapids, to the wheelhouse, by an aqueduct. The pumping machinery consists of two breast-wheels, capable of raising 5,000,000 gallons every twenty-four hours, and a powerful turbine wheel, calculated to raise nearly as much as the breast-wheels—two auxilliary steam-engines having been added, with a pumping-power of 3,750,000 gallons each, in twenty-four

Montreal and Boston Air Line.

SHORTEST ROUTE

VIA

Central Vermont Railroad

PULLMAN DAY & SLEEPING CARS

THROUGH WITHOUT CHANGE.

Trains leave Montreal from Bonaventure Street Station,

9.05 A. M. DAY EXPRESS,

With Pullman Parlor Car, Arriving in Boston 10 20 P.M.
same night.

3.50 P. M. NIGHT EXPRESS,

With Pullman Palace Sleeping Car, arriving at Springfield, 6.30 A.M. ;
Concord, 5.20 A.M. ; Manchester, 6.00 A.M. ; Lowell, 7.00 A.M. ;
Lawrence, 7.30 A.M. ; Worcester, 9.25 A.M. ; BOSTON, 8.35 A.M.

For tickets and full information, please call at

136 St. James Street, Montreal.

F. PICARD, Ticket Agent.

L. MILLIS, Gen. Supt. Traffic,
S. W. CUMMINGS, Pass. Agt.

}

ST. ALBANS, VT.

hours. These force the water up into reservoirs, situated on McTavish Street, at a height of two hundred feet above the level of low water in the river, having a capacity of about 20,000,000 gallons. The enlargement of these is in progress, by which the water storage will be increased to over 35,000,000 gallons. There is also a reservoir at Coteau Barron, about 130 feet above the low-water level of the river, which contains 4,000,000 gallons. In view of the increase of population, it will, at no distant day, be necessary to make further additions to the reservoirs; and doubtless any new project of that kind will be on a much larger scale than has hitherto been contemplated. The water is distributed to all parts of the city, through nearly 104 miles of pipes. Besides the public fire hydrants, several have been erected by private individuals, making the whole number 642. Water service is supplied to 16,025 dwellings, giving 22,246 water tenants.

MUNICIPAL TELEGRAPH.

The Fire, Water and Police Departments of the City Government are thoroughly connected by Kennard & Co.'s Fire Alarm and Police Telegraph, which was brought into operation on the 19th January, 1863. The Central Police Station is thus in constant communication with the other stations throughout the city, and the chief could instantly concentrate his forces in case of emergency. By the same agency the Superintendent of the Water Works can communicate with the attendants at the wheel-house, workshops, and reservoirs.

For facilitating the movements of the Fire Department, Montreal is divided into four districts. There are signal-boxes placed throughout the city, at comparatively short distances apart; an alarm [giving the number of the station] is sounded on a church-bell, in each district, and tapped in every signal-box throughout the city, generally within a minute from the time when the intelligence was first communicated. The Fire Brigade company, therefore, go

Montreal, Portland & Boston Railway.



SUMMER ARRANGEMENT,

COMMENCING THE 4th MAY, 1875.

DOWN TRAINS.

STATIONS.	A. M.	P. M.
MONTREAL	9.00	5.30
St. Lambert.....	9.30	5.50
Chambly Basin.....	10.10	6.25
Chambly Canton.....	10.15	6.30

UP TRAINS.

STATIONS.	A. M.	P. M.
Chambly Canton.....	7.45	5.00
Chambly Basin.....	7.50	5.05
St. Lambert.....	8.25	5.30
MONTREAL.....	8.45	6.00

Trains also connect with St. Lamberts Ferry, leaving Island Wharf, Montreal and St. Lamberts same time as above.

ASHLEY HIBBARD, Manager.

almost direct to the place where a fire has occurred. The 642 fire-hydrants are located at from 300 to 600 yards apart, each capable of supplying two streams of water with the force of jets from steam fire-engines. Ten years experience with the fire-alarm telegraph has given a sense of security to the public, that the occurrence of such conflagrations as have in times past devastated large portions of the city is rendered almost impossible. The

Central Fire Station is situated at the corner of Craig and Chenneville streets. It is three stories in height, with a cut stone front on the former, and 100 feet of brick and stone dressing on the latter street. Over the doors and windows are bold projecting mouldings, and a massive cornice runs along the eaves, 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 ground floor contains four compartments, the middle one being divided by sliding doors. In the foremost of these divisions stand the reels, hook and ladder waggon, and fire escape, convenient for immediate access to the street. Down one side of the back division stretches a hose washing trough, fifty-one feet long, at one end of which is a hydrant for testing the strength of the hose, at the other end of the trough is a tower, fifty feet high, in which the hose is hung to dry after being washed and tested; near this tower are stalls for the horses; on the same floor is a workshop, and a room for the watchman to sit during the night. The whole interior arrangements are of the most comfortable and convenient character.

DRIVES.

The Canadian carriage is kept with scrupulous neatness; the drivers are your willing and obliging servants, knowing every inch of the routes 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.

The Railway and Newspaper



Incorporated by Letters Patent, 32-33 Vic., Cap. 13.

No. 199 St. James, Corner of St. Peter Streets,
MONTREAL.

DIRECTORS :

T. E. FOSTER, Esq.

M. H. GAULT, Esq.

HENRY SHACKELL, Esq.

F. E. GILMAN, Esq.

A. W. OGILVIE, Esq.,

T. E. FOSTER, President.

HENRY SHACKELL, Vice-Pres.

EDWIN KEMP, Secretary-Treasurer.

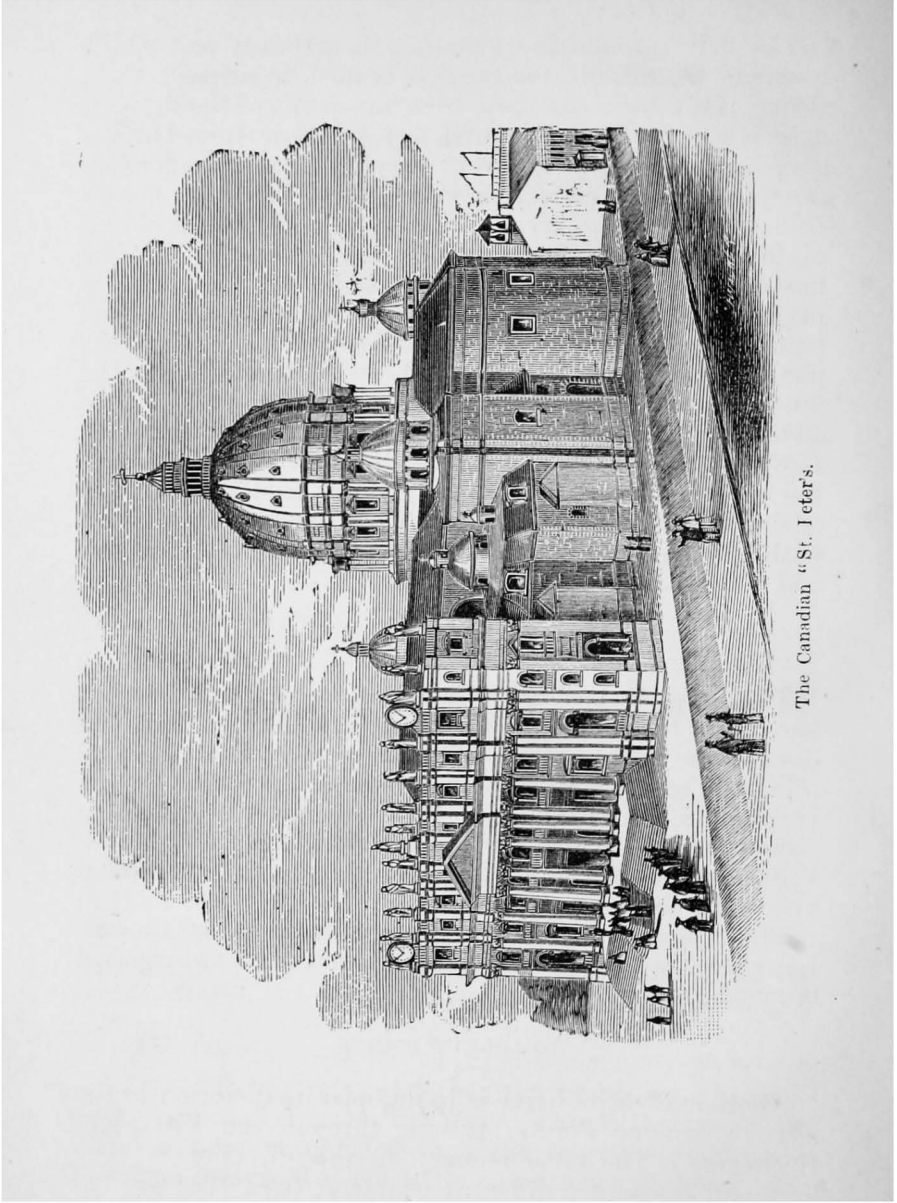
CONTRACTS MADE FOR

CARDS IN STATIONS

AND

ADVERTISEMENTS IN ALL PAPERS IN THE DOMINION.

Free Reading Room open to all at their Offices, from 9 A.M. to 6 P.M.



The Canadian "St. Peter's."

AROUND THE MOUNTAIN.

The drive around the mountain, is certainly one which it would be difficult, for natural beauty, to surpass. On a clear, bright day, the view from any point of the drive is magnificent; several hundred feet below is spread out a gorgeous panorama of ever varying beauty, affording commanding and attractive views of the Canadian metropolis, and the great river of the north. Well stocked and highly cultivated farms attest the prosperity of the husbandman; comfortable homesteads, nestling 'mid a luxurious growth, dot the landscape; here and there broad belts of forest shade the view and form a fringework to the picture; looming up faintly shadowed in the distance, the far off hills of Vermont rear their summit, while, like a silver thread winding through the valley, the majestic St. Lawrence flows onward to the sea, spanned at this point by the Victoria Bridge, one of the greatest modern specimens of engineering skill. Handsome private dwellings, faced with gardens laid out with great taste, line the roadway and add to the beauty of the scene.

TO LACHINE.

The drive to Lachine [9 miles] is one of great interest. Lachine is the summer residence of many Montrealers, and has become famous by its annual regattas. It is noted as being the scene of a terrible massacre of the whites by the Iroquois Indians, in the year 1689, when over two hundred persons were burned alive. Caughnawaga, an Indian Village, is situated immediately opposite, and is connected by a steam ferry.

The Lachine road leads along the bank of the St. Lawrence and commands views of scenery of unsurpassed beauty and grandeur.

TO LONGUE POINTE.

Another favorite drive is in an opposite direction to the last, to Longue Pointe, passing through the Village of Hochelaga. The river scenery in this direction is very fine, and of quite a different character from that west of

the City. The villages of Longueuil, Boucherville, and Varennes may be seen on the opposite side of the river.

MOUNT ROYAL CEMETERY.

Is situated on the east side of the mountain, about two miles from the City. The approach to it is by a winding 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.

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, 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 forests, while immediately below lies the most finished and beautiful portion of the Cemetery, with its costly granite monuments, or more humble marble or stone tablets gleaming among the foliage and flowers.

THE LACHINE RAPIDS.

One of the most delightful, as well as most exciting experiences of the visitor to Montreal, is the descent of the Lachine Rapids. A train leaves Bonaventure station every morning at 7 o'clock for Lachine, [9 miles] where a staunch steamer is in readiness, on which passengers may embark and return to the city, shooting the rapids, and passing under Victoria bridge on the way. This little trip should on no account be omitted from the tourist's programme. The time consumed is but little more than two hours, but

the sensations of those two hours, are such as will not be forgotten during a lifetime.

The following description of the descent of the rapids, taken from an American newspaper, will be found interesting.

“Here a boat came off from the village [the Indian village of Caughnawaga] and brings an Indian. He is a fine looking man, apparently about 60 years of age; he came on board to pilot the boat over the Lachine, which is the last but most dangerous of the rapids. As the boat moves onward to the rapids, all the passengers are anxious to get a good position in order to have a good view of the heaving, breaking and laughing waters. As we near the rapids, we appear to be running upon a small grass crowned rocky island. Indeed the bow of the boat is so near that it appears to be impossible to clear it—we look to see if the pilot is at the helm. Yes, there he stands, the Captain at his post in front of the wheel-house, and the Indian pilot, with three other strong men at the wheel; and as we look at the calm countenance of the Indian, and see that his bright eye does not so much as wink, but is fixed steadily upon his beacon, whatever it may be, and that the wheelmen are fully under his control, we feel that, with his skill, care, and knowledge of the way, we may banish fear from our thoughts. He guides the boat among the Islands and rocks, over the rapids and through the intricate channels, as easily as a skillful horseman reins a high spirited charger.

As quick as thought the boat glides away from these rocks, which it appears impossible to avoid, but the pilot apparently is insensible to fear, though not to the responsibility that rests upon him. He is aware, and all are aware, that one false move and all is lost: for the current is so swift, the seas run so high, and the boat is driven so rapidly, that one touch upon a rock would shiver her to atoms. Although the passage of the rapids appears to be so dangerous, a sense of pleasure and excitement takes the place of fear.”

THE VICTORIA BRIDGE.

The Victoria Bridge, (built under the superintendence of the celebrated Robert Stephenson) the longest and largest bridge in the world, is that known as the tubular or beam bridge, and consists of a series of iron tubes resting on 24 stone piers, with a distance between each pier of 242 feet, except the centre opening, which is 330 feet in length; its total length between the abutments is 6,600 feet, or a mile and a quarter. The bridge is approached by massive embankments, the one on the Montreal side being 1,200 feet, and that on the South shore 800 feet in length, which together, including the abutments, make the total length of the bridge, 9084 feet, or nearly a mile and three quarters.

The cost of this gigantic structure was \$6,300,000. In its erection 250,000 tons of stone, and 8,000 tons of iron have been used.

The following are the dimensions of the tube through which the trains pass, viz: in the middle span, 22 feet high, 16 feet wide; at the extreme end, 19 feet high, 16 feet wide. The height above summer water level in the centre opening is 60 feet, descending to either end at the rate of one in 130. The foundation stone was laid on the 22nd July 1854, and the bridge was completed in 1860. It is used only for railway transit. No train is allowed to enter the bridge without a written permit from the proper officer, thus insuring exemption from collision or accident; the passage occupies about six minutes, though seeming much longer to the passenger, as it is somewhat cheerless. The river beneath the bridge has a swift current, and the piers are calculated to withstand immense pressure from descending masses of ice.

NELSON'S MONUMENT.

This monument, erected to the memory of the hero of Trafalgar, stands in Jacques Cartier square. The foundation stone was laid on the 17th August, 1808. The monu-

ment is built of limestone, and the ornaments are of a composition invented by Coade and Seely, of London, Eng., and were executed by them. The base 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 feet in diameter. It is of the Doric order, and finished with mouldings. On the top of the pillar is a square tablet, the whole surmounted with a statue of Nelson eight feet in height. The likeness is well preserved and the attitude judiciously chosen. He is dressed in full uniform, and decorated with the insignia of the various orders of nobility conferred upon him. The principal ornaments are in panels on the four sides of the base or pedestal, and are emblematical of the principal events in the professional life of the hero. On the west side, there is on the plinth of the base, a figure of a crocodile, emblematical of the battle of the Nile. On the panel on this side, are cannon, anchors, and other naval trophies, with a laurel wreath, which surrounds the following inscription:—

“IN MEMORY OF—

THE RIGHT HONORABLE VICE ADMIRAL LORD VISCOUNT NELSON,

DUKE OF BRONTÉ,

Who terminated his career of Naval glory in the memorable

Battle of Trafalgar,

On the 21st October, 1805, †

After inculcating by signal, this sentiment,

Never to be forgotten by his Country :

“England expects every man will do his duty,”

This monumental column was erected by the

Inhabitants of Montréal,

In the year 1808.”

The east panel contains a representation of the interview between Lord Nelson and the Prince Royal of Denmark, on the landing of the former after the engagement off Copenhagen. The inscription reads:

“The Right Honorable Vice Admiral Lord Viscount Nelson, Duke of Bronté, after having, on the 2nd April, 1801, with ten sail of the line and two ships of 50 guns, taken and destroyed the Danish line, moored for the defence of Copenhagen, consisting of six sail of the line, eleven ship batteries, supported by the Crown and other batteries, displayed equal precision and fortitude in the subsequent negotiations and arrangements with the Danish Government; whereby the effusion of human blood was spared, and the claims of his country established.”

On the north side of the base is represented the battle of the Nile, with the following inscription :

"On the first and second days of August, 1798, Rear Admiral Sir Horatio Nelson, with a British fleet of 12 sail of the line, and a ship of 50 guns, defeated in Aboukir bay, a French fleet of 13 sail of the line, and four Frigates, without the loss of a British ship."

The south side commemorates the battle of Trafalgar, and also bears the following inscription :

"On the 21st October, 1805, the British fleet of twenty-seven sail of the line, commanded by the Right Hon. Viscount Nelson, Duke of Bronté, attacked off Trafalgar, the combined fleets of France and Spain, of thirty-three sail of the line, commanded by Admirals Villeneuve and Gravina, when the latter were defeated, with the loss of nineteen sail of the line captured or destroyed. In this memorable action, his country has to lament the loss of her greatest naval hero, but not a single ship."

The monument was surrounded by a rough iron railing, the whole being enclosed within a chain, which was supported by eight pieces of cannon furnished by Sir George Drummond, then commander of the forces in Canada. The cost was £1,300 stg.

PUBLIC SQUARES AND GARDENS.

The principal one, known as Viger-square or garden, is situated on Craig and St. Denis streets. It contains three fountains, the largest one being in the centre of the square. Close by this fountain is a neat conservatory for the propagation of flowering roots, &c., for the decoration of this, and other city squares. 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.

VICTORIA SQUARE.

At the head of McGill street, is neatly laid out, the centre being occupied by a large fountain. Being comparatively a new square, the trees are yet but small. At the south end of this square is placed the beautiful bronze

STATUE OF HER MAJESTY QUEEN VICTORIA.

This work of art is from the studio of Mr. Marshall Wood, and was 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.

Besides the above, the city possesses several smaller squares, such as Richmond square at the extreme end of St. Antoine street; Philips square between St. Catharine and Dorchester streets; Custom House square between St. Paul and Commissioners streets; Jacques Cartier square, between Notre Dame street and the river, and Place d'Armes square between St. James and Notre Dame streets, and immediately opposite the cathedral of Notre Dame. All these form pleasant resorts in the summer months, and afford pleasing recollections of the country to the passers-by.

CHAMP DE MARS.

This spot, now the property of the Dominion Government, was formerly held by the Imperial Government, and used by them as a parade, or drill ground, for the use of the troops. It is 240 yards long by 120 wide, and is perfectly level. On the embankment next to Notre Dame street a range of stairs extends along the whole length of the parade, for the accomodation of citizens during the public reviews, &c. Along the upper part of the stairs is a broad terrace which serves as an agreeable promenade. It is situated immediately in rear of the Court House.

MOUNT ROYAL PARK.

The City has recently acquired a large property on the slope of the Mountain, for the use of the Citizens as a public park, which for beauty and variety, for its accessibility to the City, for size, and for the magnificence of the prospect which it commands, stands unrivalled in the world.

CHURCHES.

—

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 was designed by Mr. F. Mills, [formerly of Salisbury, England.] 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, representing 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. Catharine 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, on polished stone columns, support



Christ Church Cathedral—(Episcopal), St. Catherine Street.

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 dressing of stone imported expressly from Caen in Normandy. The entrance porch on St. Catharine street is beautifully carved. The cost of the building was about £40,000 sterling."

ST. GEORGES CHURCH. (EPISCOPAL.)

Is a very beautiful edifice, situated on the corner of St. Francois de Salles and St. Janvier streets. The material of the building is 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 chancel is spacious, though not very deep.

In the transept there are but three windows ; in the chancel, five. The central one is dedicated to the memory of the late metropolitan ; the subject of it is the " Sermon on the Mount"—surmounting it is the Fulford arms, quartered, with the arms of the Diocese of Montreal. The neighboring window on the right is dedicated to the memory of the late Hon. George Moffatt. These windows, in beauty of workmanship, match anything to be seen in Montreal.

The windows in the chancel and throughout the church are chaste and subdued—the pattern being a pretty lozenge

of pale yellow color, with a border of red, blue or green. Over the chancel arch of the church are the words, "Holy, holy, holy is the Lord God Almighty," and over the choir arches, "I will sing with the spirit and I will sing with the understanding," and "Singing and making-melody in your hearts to the Lord."

The window tracery and chancel decorations are very tasteful. The transepts are 45 feet in length by 24 feet deep. The nave is 104 feet long by 24 feet deep; the chancel and choir together are 40 feet deep. The gas pendants are of singularly beautiful workmanship. There are ten—five on each side, besides the one in front of the chancel. The utmost intelligence and foresight have been expended on every detail of this fine church.

TRINITY CHURCH (EPISCOPAL.)

Situated on the north-west corner of Viger Square and St. Denis street, is of the early English Gothic style of architecture, and is built entirely of Montreal stone. The building is 167 feet in length, by 76 in breadth, including the tower and chancel. Total height of tower and spire, 168 feet. The Church will seat 1250.

The other Episcopal churches, are St. Thomas', on St. Mary street, St. Stephens', Dalhousie Street, St. Luke's, Dorchester street, Church of St. James the Apostle, St. Catharine street, Church of St. John the Evangelist, Dorchester street, St Mary's church, Hochelaga.

KNOX'S CHURCH, (PRESBYTERIAN.)

This Church, which was opened for public worship in December 1865, is built in the early English style of Gothic architecture, and consists of a nave and side aisles, and 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 nave, arches and roof, are supported on light piers, which also carry the galleries, and these latter are made to project octagonally between the piers, thus relieving their usually stiff and formal appearance. The ceilings are plastered, and the roof timbers formed so as to divide them into panels; the ceiling

over the pulpit recess is groined, and forms as it were, a sounding board for the speaker. The pulpit itself is a spacious platform, having a handsome Gothic balustrade in front, worked in black walnut.

The windows are filled with glass of diaper pattern, with a stained margin around the different compartments; the rose window, over the south gallery is filled entirely with stained glass, and with its varied colors produces a beautiful effect. The pews on the ground floor are arranged on a circular plan, and with the galleries, afford accomodation for about 1000 persons. The church is built of Montreal stone; the ashlar work in small, even courses of natural faced stone, the quoins, strings, weatherings &c., being dressed. The columns of the porch are of similar stone highly polished, producing very much the effect of Perbeck marble.

ST. GABRIEL STREET CHURCH. [PRESBYTERIAN.]

This Church was built in the year 1792. It is 60 feet in length and 48 feet in breadth, and will seat 750 persons. It has a small steeple which contains a bell, said to be the first Protestant bell sounded in Canada. It is a plain structure, and remarkable only on account of its age.

AMERICAN PRESBYTERIAN CHURCH.

DORCHESTER STREET.

Built in 1865-6. Is an exact copy of Park church in Brooklyn, N.Y. Its length is 144 feet, and the width 86 feet—has two towers, one being finished with a spire rising 200 feet above the street. Will seat 1,200.

ST ANDREWS. [CHURCH OF SCOTLAND.]

BEAVER HALL HILL.

Built in 1850, opened for public worship in January 1851. It is somewhat after the style of the celebrated Salisbury Cathedral. The building is of Montreal stone, with a tower and spire 180 feet in height.

Interior dimensions, 90 feet by 65 feet. Will seat about 1,000 persons. Was destroyed by fire in 1869, but rebuilt according to the original plan.

ST. PAULS CHURCH. (PRESBYTERIAN.)

Is situated on the corner of Dorchester and St. Genevieve streets. The building is in the style known as the decorative Gothic. Will seat about 1,000 persons.

Rev. Dr. Jenkins is the present minister.

ERSKINE CHURCH. (CANADA PRESBYTERIAN.)

Was built in 1865. Size of building 136 by 79 feet. The walls are of rough Montreal stone, in small courses, the sides of the windows, doors, towers, &c., being of cut stone. Tower and spire 196 feet in height. The roof is open, showing the timbers. Will accommodate about 1,400 people.

WESLEYAN METHODIST CHURCH,

ST. JAMES STREET.

This is the largest Wesleyan church in the city. It is an elegant building of the florid Gothic style. Its size is 111 feet by 73 feet. Will comfortably seat 2,500 persons. It contains a splendid organ. The windows, (several of which are memorial windows,) are filled with stained glass of most elaborate design.

DORCHESTER STREET CHURCH. (WESLEYAN.)

The style of architecture is English Gothic of the 13th century. It is 63 feet by 93 feet inside. Will accommodate 800 persons. Cost \$24,000. Total height of tower and spire, 120 feet. Will seat about 500.

SHERBROOKE STREET CHURCH. (WESLEYAN.)

Was opened for public worship, May 21st, 1865. It is of the early Gothic style. The building is entirely of Montreal stone. Cost about \$20,000. On the front is a tower and spire, rising to the height of 120 feet. Will seat about 500.

OTTAWA STREET CHURCH. (WESLEYAN.)

Was opened for public worship in 1846. It is 60 feet by 85 feet, and will accommodate 1000 persons.

THE NEW CONNEXION METHODISTS have two churches, known as Salem and Ebenezer chapels, the first situated on Panet street, and the latter in Dupre Lane.

ZION CHURCH, (CONGREGATIONAL.)

Is situated on Beaver Hall Hill. Was built in 1846. Is of the Doric order of architecture, and will seat about 1,400 persons. In 1868, the organ, roof and tower were destroyed by fire; repairs were completed in May, 1869.

BAPTIST CHURCH.

BEAVER HALL HILL.

Was opened for public worship in 1862. Is the early English Gothic style, surmounted by a tower, and is built entirely of stone. The edifice is 55 feet wide, and 80 feet in depth. The front and rear windows are adorned with stained glass, filled in with religious emblems and mottoes. Cost of the church about \$50,000. Will accommodate about 1000.

FRENCH EVANGELICAL CHURCH.

Is situated on the corner of Craig and Elizabeth streets, and is under the direction of the French Canadian Missionary Society. It is a handsome stone edifice, of the Gothic order. Will seat about 300 persons.

FRENCH PROTESTANT CHURCH.

On Dorchester street, near St. Urbain, is a plain, neat brick building in Gothic style. Will seat 300.

CHURCH OF THE MESSIAH. (UNITARIAN.)

Is situated on Beaver Hall Hill. The style of architecture is the Byzantine. Accommodation is afforded for 800 persons.

ST JOHN'S CHURCH, (GERMAN PROTESTANT.)

On St. Dominique street, was erected in 1858. Cost \$7,000.

"New Jerusalem Church," (Sweedenborgian.) Is situated on Dorchester street, corner of Hanover.

SYNAGOGUES.

The city contains two, one situated on Chenneville street, occupied by the English-speaking Jews, and the other on St. Constant street, occupied by the German Jews. The former are ministered to by Rev. A. De Sola, LL.D., Professor of Hebrew, McGill College, and the latter by Rev. Mr. Cohen.

PARISH CHURCH OF VILLA MARIE. (R. C.)

CATHEDRAL OF NOTRE DAME.

The first ecclesiastics who visited the western world from Europe were two Jesuits, who were stationed as Missionaries at Port Royal in Acadia, now Nova Scotia, in 1611, under the direction of Père Coton, and through the encouragement of the Marchioness of Guercheville, a lady of the French Court, zealous to propogate the Catholic faith among the Indians of the Continent. But the first who came to Canada were four Recollets, who were brought to Quebec by Champlain in 1615, with the same design. They were, the Superiors of the Mission, and the Fathers Joseph le Caron, Jean D'Olbeau, and Pacifique Duplessis. Three others, Jesuits, were sent out in 1625, by Henry de Levis, Duke of Ventadour, and three more were added in the following year. In 1636 there were 15 Jesuit Missionaries in Canada. Those who settled in Quebec, assisted by the Queen of France, the Duchess of Arguillon, and other benevolent individuals, formed several establishments in that City and the neighbouring country for religious instruction, the relief of the miserable, especially the sick, and the tuition of the young.

Montreal, which was founded in the year 1642, soon became the scene of similar operations. The Chapel, which was a slight and hasty structure of wood, was by degrees improved and enlarged as the wants of the population required, and was at length succeeded by a more substantial erection of stone, in 1672. This stood in what is now called the French Square, or Place d'Armes, and occupied the middle of Notre Dame street, standing quite across, so as to divide it into two nearly equal parts, and requiring travellers to pass half round the church to proceed from one part to the other. It was dedicated to

the Virgin Mary, to whose protection, according to the usage of the Roman Catholic Church, the City was confided, and on this account received the appellation of Villa Marie.

As the inhabitants increased in number, the church, even in its enlarged state, became too small, and the church of Bonsecours was erected for their accomodation. The city continuing to prosper, especially after the Colony became British, further accomodation was needed; and in the year 1824, the present magnificent Cathedral was commenced. On the third of September the corner stone was laid; and it was so far completed as to admit of being opened for public worship on the 15th of July 1829; when high mass was performed by the Bishop of Telmesse, and an oration delivered by the Rev. Mr. Quibbler. The greater part of the Canadian Roman Catholic Clergy were present, and the solemnity was attended by Sir James Kempt, Administrator, the Staff, Corporations, and other public bodies, and upwards of eight thousand persons. The edifice is a chaste specimen of the perpendicular style of Gothic architecture in the middle ages. Of this class of buildings, it has no superior on the continent of North America; and there is nothing in this part of the world to be compared with it in plain and simple grandeur.

The length of the church from east to west is 255 feet 6 inches, and its breadth from north to south, 134 feet 6 inches. The height of the flank is 61 feet from the flagging of the terrace to the eaves. The towers on the principal or west front are 220 feet high. The space between them is 73 feet, by 120 in height, crowned with an embattled parapet.

There are five public, and three private entrances to the first floor, and four to the galleries, so that an audience of ten thousand persons, the number for which it is seated, may assemble and disperse in a few minutes without disagreeable pressure. The eastern window at the high altar is 64 feet in height, and 32 in breadth. It is separated by shafts into 5 compartments, and subdivided by mullions into 36 divisions. The windows in the flanks consist of one range, and those in the front are finished in the same style as the eastern window. The portal is formed by an arcade, consisting of three arches, each 19 feet by 49 in

height. From this arcade are the entrances to the church; and over it is placed another of the same form in relief, which connects the towers and piers. In the south-west tower is the largest bell in America, weighing 29,400 lbs.; the other tower contains a chime of bells. From the summit the spectator has a magnificent view of the city and surrounding country. Visitors are admitted to the tower on payment of a small fee.

CHURCH OF THE GESU.

The church of the Gesu, situated on Bleury street, is in the opinion of many, the most beautiful church edifice 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. Mathew with an ox; at the lower corner on the pulpit side, St. Luke with a child; and opposite, St. John with an eagle; in the lower part of the cross, over the organ loft is the Virgin nursing the divine child, whilst angels round about are discoursing music on various stringed instruments. Under the organ loft and on the ceiling of the lower gallery is seen the royal prophet St. David playing on the harp. Besides these there are frescoes, representing the raising of Lazarus from the dead; the good father receiving back his prodigal son; the good shepherd bringing back on his shoulders the lost sheep; the holy family at work, and many others. There are also in the church several very fine paintings. The church of the Gesu is attached to St. Mary's college, and both belong to the Jesuit Fathers.

ST. PATRICKS CHURCH. (R. C.)

This church, which will seat 5000 people, stands upon an elevated site in Alexander street. The style of architecture is the Gothic of the fifteenth century. The extreme length of the building is 240 feet, the breadth 90 feet, and the height of the spire from the pavement is 225 feet. The interior of the building is most elaborately decorated, and the altar presents a most gorgeous appearance.

BONSECOURS CHURCH. (R. C.)

The foundation of this church was laid in 1658, but for some reason the building was not completed for some years. Mass was performed in it for the first time on the 15th August, 1675. It was consumed by fire in 1754, and rebuilt in 1771-3. It is situated in St. Paul street and is noted as being the first church built of stone in the Island of Montreal.

THE CANADIAN "ST. PETER'S."

Montreal is already noted for the number of large and elegant churches which tower up in its midst, and there is now in course of erection a Cathedral unequalled on the Continent, for size and imposing appearance.

In 1852, the old Cathedral and Episcopal Palace which for so long had stood on St. Denis street, were destroyed by fire. Shortly after, a parish church was built on the old site in the East End, and the Bishop removed to new and roomy quarters in the large and plain looking brick mansion on Palace street, which he now occupies. A few years later, by the purchase of a portion of the estate of the late Jacob De Witt, and a section of ground from the *Fabrique* of the Parish of Notre Dame, used as a cemetery, Bishop Bourget had under control a large block of land in an elevated position, situated in the West End, adjoining his palace, and very suitable for the erection of a giant cathedral. He shaped his plans accordingly, and the Catholics in his diocese, gradually becoming wealthy, afforded him an opportunity to indulge in the ambitious project of building an edifice which would rival the new York Cathedral in size and magnificence and

SURPASS ALL OTHERS IN NORTH AMERICA.

The subject was broached to his clergy, and by them imparted to the public. Subscriptions were called for; contributions from high and low flowed in; religious enthusiasm was awakened, and in 1859 the cash result was so gratifying that definite operations were commenced. Monsigneur Bourget interviewed architects, looked at various plans of church edifices, had estimates prepared; but after deliberation, he concluded to imitate the grand but simple architecture of St. Peter's at Rome, and build its counterpart in the New World. M. Victor Bourgeau, a well known and skilful Canadian architect, was commissioned to prepare the plans for the new building; and after a voyage to Europe, for the purpose of studying old St. Peter's in detail, he returned, and in company with M. Alcibiade Leprohon, drew out his plans accordingly.

The cathedral 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 30 feet in width. The average height of the walls will be 30 feet. Those to support the roof of the nave will have to go 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. Pauls 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 equi-distant from the major one will surround it, and be fully as large as those surmounting Bonsecour 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 unhewn 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 lantermed

casements and a number of small windows. The building will be heated by hot water, a large basement being excavated for the extensive boilers, fuel, &c., required therefor. There will be no colonade by which to approach the edifice, as at St. Peter's, Rome; but the grounds are to be ornamented with fountains, &c.

PUBLIC BUILDINGS.

THE COURT HOUSE.

This building situated on Notre Dame street, is after the Grecian style of architecture, and is 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 facade an artistic prominence, and to free the building from that monotony which marked the earlier public buildings of the City. Ample proportions are given to the entrances, vestibules, corridors, and stair-cases, while spacious halls of Justice and public offices are laid out, as well as ante-rooms and private chambers for the Judges and chief officers of the Court. Besides capacious fire-proof vaults, the building contains rooms for the Police, Criminal, Circuit, Superior and Appeal Courts, Advocates' rooms, Council room and library, offices for the Prothonotary, Sheriff and Registrar, and rooms required for all other officers engaged in the administration of Justice. 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 tin. Cost about \$300,000.

THE BONSECOURS MARKET.

Is equal, if not superior to any building of the kind in America. It is of the Grecian Doric style of architecture. The cost of its erection was about \$200,000.

One half of the upper portion of this building is occupied by the offices of the Corporation, and the Council chamber. This building is the first to attract the attention of the tourist as he approaches the City, from the River. It has an extensive frontage on the river side, and is three stories in height, with a lofty dome.

CUSTOM HOUSE.

The new Custom House, is the splendid building erected by the Royal Insurance Co., and which the Government, in 1870, purchased for \$200,000, the splendid oak furniture and fittings, safes, &c, being transferred with the property. Alterations were made to make it suitable for its new purposes. There are three principal entrances, one, and the most imposing, being that by the stone portico facing on Custom House square, and the other two being from Commissioners street, and Common street respectively. Entering by this main entrance, the Landing waiters' offices are on the left hand side, and the warehouse offices on the right. Immediately adjoining the former is the Surveyor's office. Passing through the Landing waiters' room, we come to the offices of the Sampler and weigher, and the Tide Surveyor. The first offices on the second storey are those of the Collector, a large room for the Clerk, and which may be used as a waiting room, adjoining it, the public offices of the Collector, and again adjoining this, a private office, all of them neatly fitted up. Directly opposite to the Collector, is the office of the chief Clerk and Treasurer. Descending from the passage between them a few steps, we enter the long room, emphatically the chief feature of the building. It is 94 feet long, 26 feet wide, and 27 feet high. The ceiling is very beautifully decorated, and at one end is placed the Royal Arms. On the other side of the stairs leading to the long room from the side entrance, is the shippers room, with large ante-room for sailors, and near them are the appraisers rooms,

the whole in such close proximity as to make them very convenient. The warehousing apartments are exceedingly spacious and commodious. Three elevators, worked by steam power, are used in taking packages to the different flats.

MERCHANTS EXCHANGE.

In the Arrêts of the French King, dated at Paris, May 11th, 1717, we find the following :—

“On the petition presented to the King by the Merchants of Quebec and Montreal in new France,” containing: “That trade being the principal means by which the colony can be sustained and augmented, it is impossible that the merchants can ever flourish as long as they have not the liberty to assemble in a convenient place to treat mutually of their business; that the meetings of merchants have appeared to be requisite for the utility of commerce in all the cities of France, and that if his Majesty will grant them the same grace, they hope that the measures they will take for the trade, will render it in a short time flourishing; they therefore beseech His Majesty to permit them to assemble every day in a suitable place in each of the said cities of Quebec and Montreal—to all of which His Majesty having had regard; having seen the said petition; heard the report, and considered the whole, His Majesty being in His Council, with the advice of Monsieur the Duke of Orleans, Regent, has permitted and permits the said merchants to assemble every day in a suitable place in the cities of Quebec and Montreal, there to treat of their commercial affairs, &c.”

Until 1858, there was no building set apart as an Exchange, when a building was erected upon the site occupied by the present Exchange. It was destroyed by fire on Christmas morning, 1865. The present building is three stories high, with basement and finished attics. The ground floor is divided into large double offices, with safes. On the second floor is the reading-room, sixty feet by thirty-two feet, extending from front to rear, with offices for the Secretary and two other double offices. The third and fourth are occupied as offices, a portion of the latter being used as a residence for the keeper. The building is heated with steam. The facades are cut stone, the principal one

facing on St. Sacrament street, being in the Italian style, with main entrance in the centre.

CORN EXCHANGE.

This building forms the corner of St. Sacrament, St. John and St. Alexis streets. It is three stories in height, the upper 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 is of red brick, with stone dressing. The upper flat is fitted up as an elegant and spacious hall for the transaction of business; and is frescoed in a simple yet effective style. The room is well lighted with lofty windows on three sides.

Adjoining this room is the Secretary's office and Board room.

MECHANICS' INSTITUTE,

Situated on the Corner of St. James and St. Peter streets, is in the Italian style of architecture, and consists of three divisions, the centre having a portico with columns and rusticated pillars on lower story. The pillars and quoins are ornamented. In the second story is the reading room, library and class rooms. In the third story is the main hall, which will comfortably seat 800 persons. The library of the Institute contains about 7000 volumes, and the reading room is supplied with all the leading newspapers and periodicals.

Classes in mechanical drawing and other branches are sustained by the Institute during the winter months, and are well attended, large numbers of the members availing themselves of the privileges thus afforded them. In obtaining teachers for these classes every effort is made to secure the best talent of the city.

INSTITUTE CANADIEN.

This institution occupies and owns a building of cut stone, four stories in height, situated on Notre Dame street. It was founded in 1844, previous to which, the French had not a single library in the city, nor a place where they could read, or meet together. It was incorporated in 1852.

The library at present contains over 7000 volumes, and the reading room is supplied with nearly 100 French and English journals. A few years ago, Prince Napoleon presented the library with books valued at \$2,600. They are elegantly bound, and comprise works on the arts and sciences, and general literature. The late Emperor Napoleon also presented the institution with statuary &c., valued at \$1,000.

There are several other public libraries in Montreal, as follows:—

Advocates' Library and Library of the Bar, founded 1827; Canadian Mechanics' Institute, founded 1857; Grand Trunk Reading Room and Library; Institut Canadien Français; Œuvre des Bons Livres, founded in 1844.

NATURAL HISTORY SOCIETY'S MUSEUM.

Is situated on University street, and is built of white brick. On the ground floor is the lecture room, library, committee room, and residence of the keeper. The second storey, which is about 36 feet in height, contains the museum, which is surrounded by a gallery, and lighted by skylights. Around the sides of the principal hall are cases containing birds, reptiles and quadrupeds. The centre is occupied by cases of mineralogical and geological specimens. In the galleries are specimens of shell fish, corals and shells, of which a large collection of fine specimens are exhibited. The walls are hung with paintings, Indian dresses and curiosities, specimen of paper money, cases of coins, medals, &c. 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 to the Society by him.

GEOLOGICAL SURVEYS' MUSEUM.

Situated opposite the west end of the Champ de Mars, is a plain stone edifice, three stories in height.

The Geological Survey of Canada was instituted in 1843 by the Provincial Government, and one of the duties imposed upon it was the formation of a Provincial museum, to illustrate the geology and mineral resources of the country. This object has been kept in view, and the

museum has gradually assumed a value and importance which renders it at the present time second to few on the continent for the purposes to which it is devoted. It is open from 10 a.m. to 4 p.m., and is free to all.

THE NEW POST OFFICE,

Now in course of erection on the corner of St. James and St. Francois Xavier Streets, has a frontage on St. James Street of 129 feet. Its depth from St. Francois Xavier Street to the Montreal Bank building will be 95 feet. The height of the main building from ground level to the roof will be 88 feet, and from the basement to summit of central tower will be 120 feet. The building is to be constructed of Montreal greystone. The style of architecture is the modern Italian. The facade on St. James street will be highly ornamented with cut stone pillars, pediments and carved portico, while the mansard roof will be decorated with richly furnished mouldings. The central tower is to contain a large illuminated clock with immense dial plate. The mansard roof will be of wood and protected with iron and slate. The basement and first floor will be constructed of fire proof materials, and the entire frame of the building is to be of iron, while the floors will be laid in Baccarini cement and well trussed with iron for the greater preservation of the valuable contents of the building. It will cost about \$500,000.

VICTORIA SKATING RINK.

Skating is one of the most popular of the amusements pursued by the citizens of Montreal during the winter season. While the river St. Lawrence furnishes room for all who may desire to practice the art, still the violent storms often prevent it being practiced in exposed places.

To provide against this, several private rinks have been erected, the principal one being that known as the Victoria Rink.

The building is 250 feet long by 100 broad, is built of brick, and covered by a semi-circular arch-like roof, fifty feet high in the centre. The space used 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, cloak rooms and offices.

At the extreme end of the building is a gallery. The building is lighted at night by gas, with colored glass lamps. When many hundreds are on the ice, and with every variety of costume, pass through all the graceful figures that skaters delight in, the scene presented is dazzling. The following, taken from the columns of a local newspaper, is a description of a carnival held at the Victoria Rink, on the evening of the 3rd February of the present year: "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 assemblage 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 this period with immense chignons and unsightly Grecians; girls of the olden times in quaint but comely costumes, eclipsing the so-called finery of the 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 ardent peculiar to volunteers; ladies of the Elizabethan 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.



Young Men's Christian Association Building,
Corner of Craig and Radegonde Streets.

Round and round the glassy surface they glided, while the Bande Independante Canadienne in the side gallery played majestic marches, lively quadrilles, and sparkling polkas. For several hours the perpetual movement was kept up. There could be no lagging with such bright eyes and pleasant faces looking encouragingly on. Surely the greatest pleasure that ever fell to the lot of fair women and brave men is to don fantastic costumes and take part in a skating carnival in the presence of a fashionable gathering like that of last evening."

THE YOUNG MEN'S CHRISTIAN ASSOCIATION BUILDING.

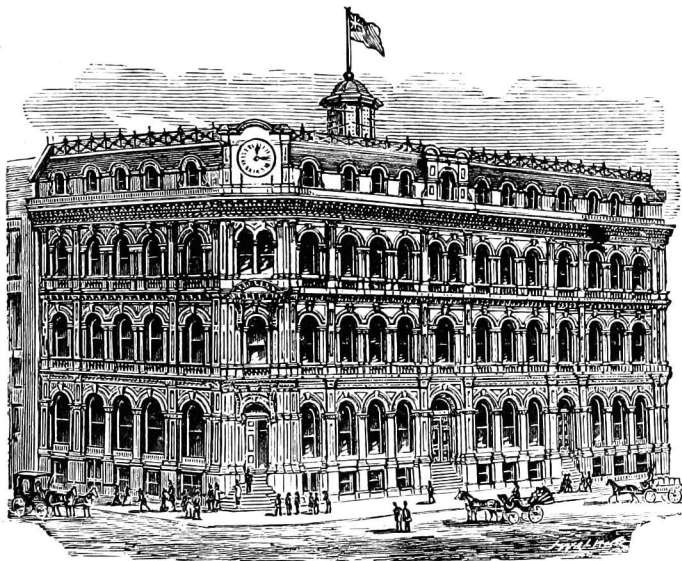
This building, situated on the corner of Craig and Radegonde streets, is one of the finest in the City. The style is the mediæval or decorated Gothic. The foundation and some four feet of the base, is of Montreal limestone, but the superstructure is of Ohio sandstone. In its design the building has one feature, distinguishing it from every other secular or ecclesiastico-secular structure in the City, namely, a richly crocketed spire, springing from a dwarf arcaded tower on the corner facing Craig and Radegonde streets. The effect is striking and highly favorable. The main entrance on 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 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 surmounted with an appropriate cresting, which gives 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 betwixt

a glass screen and a counter, to reach the reading room. On the right of this passage or corridor, is placed the library, in which the book cases are stained and varnished, and have 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. There are pictures on the walls, and the floor is covered with handsome carpeting. The Lecture Hall, on the third storey, covers the whole superficial space of the building, and is 25 feet high. It is large and airy, and is seated for eight 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.

MONTREAL TELEGRAPH COMPANY'S NEW OFFICES.

These new buildings, situated at the junction of St. Sacrament with St. Francois Xavier streets, are in the modern Italian style of architecture, and specially adapted to the requirements of the Telegraph Company. They are built of the best quality of freestone from Berea, Ohio, U. S., being transported the long distance intervening, at considerable expense. There is 65 feet frontage on St. Francois Xavier street, while that on St. Sacrament street, is 135 feet. The height of the building from the street level to the top of the dormer windows is 74 feet. On the ground floor, in the angle formed by the junction of the two streets, is the main entrance to the public receiving room; a fine airy apartment about 60 feet by 40, and 18 feet in height. It is sub-divided by handsome glazed partitions, and so arranged as to afford ample accommodation for the steadily increasing Montreal business—a space equal to 40 x 21 feet being devoted to the public.

The extensive operating room, fitted with the instruments, and all in motion, is an interesting sight; its



Montreal Telegraph Company's Office,
Corner of St. François Xavier and St. Sacrament Streets.

adjuncts, and the engineer's offices are on the second floor, while on the last flat is the stationery department, work room, &c.

Upon the roof, crowning all, is the cupola, looking like an immense pepper-caster, being punctured all round with scores of holes for the admission of the web of wires which will here centre from the vast and steadily increasing number of offices which dot the Dominion in all directions. From the cupola the wires are carried to the operating room.

The edifice, which has been constructed in a very substantial manner, forms a noteworthy addition to the number of elegant and substantial public buildings that the Canadian metropolis possesses.

BANK BUILDINGS.

MERCHANTS BANK OF CANADA.

This magnificent edifice, said to be the finest building for commercial purposes in America, is situated on the corner of St. James and St. Peter Streets. The general design is of modern Italian character, the basement being rusticated and faced with grey Halifax granite, while the rest of the building is built of Ohio sandstone, with polished Peterhead red granite columns in 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. This 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. In the first and second floors are arranged the board-room, secretary's rooms, and other offices, and the whole building is fitted up with every convenience. The windows are filled with double sashes, the inner one glazed with plate glass. The bank-room windows and doors are fitted with Burnett's patent wrought-iron revolving shutters, and electric bells are used throughout. A telegraph office, with wires communicating with all the telegraph systems in the city is fitted up within the building, and a handsome electric clock marks the time, with dials in five different parts of the structure.

BANK OF MONTREAL. [PLACE D'ARMES.]

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 entrance is by a portico supported by immense columns of cut stone. These are surmounted by a pediment. The sculpture on the pediment is 52 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-a-vis*, is seated a North American Indian. The other two figures are a settler and a 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 whole sculpture is in Binny stone. The work was executed by Mr. John Steel, R. S. A., Her Majesty's sculptor in Scotland.

MOLSON'S BANK,

Situated on the corner of St. James and St. Peter streets, is a magnificent building, built entirely of Ohio sandstone. It is three stories in height, with a lofty basement. The style of architecture is the Italian, and is highly ornamented. The main entrance is through a portico supported by highly polished columns of Scotch granite. On the two upper

stories of the front, are richly carved wreathes of flowers, fruit, &c. 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 third story of this building is used by the Board of Arts as a school of design.

BANK OF BRITISH NORTH AMERICA.

Situated on St. James street, near St. Francois Xavier, is built entirely of cut stone, and is of the Composite style of architecture. The head office of this bank is in London, England. It was established in 1836, and was incorporated by Royal Charter in 1840.

ONTARIO BANK

Is situated on Place d'Armes. Is in the Italian style of architecture, four stories in height and built of Montreal limestone. The arched entrance to the bank and houses, with their masked key stones are bold and massive, and projecting wreathes of myrtle leaves are introduced between the windows. The frontage of the building is fifty feet; the depth seventy feet. The roof is surmounted by an ornamental iron railing.

MECHANICS' BANK.

Is a plain, three-storey brick building, covered with cement and painted to imitate brown free stone. The banking offices are on the ground floor.

BANQUE JACQUES CARTIER.

The New building occupied by this bank is situated on the east side of Place d'Armes, and is a well executed building in the modern French Renaissance style, four stories in height, with high mansard roof.

CITY BANK,

On Place d'Armes, is a plain, substantial stone building of the Doric order of architecture.

BANQUE DU PEUPLE.

Is situated on St. James street. It is a large building of cut stone, and is three stories in height. Above the windows of the lower storey are four compartments, in which are placed emblems representing agriculture, manufactures, arts and commerce, executed in bas-relief.

In addition to those described, the following Banks have their head offices in the City :—

City and District Savings Bank, corner of St. James and St. John Streets. *Metropolitan Bank*, Great St. James Street.

Exchange Bank of Canada, 60 St. Francois Xavier street, and La Banque Ville Marie, 8 St. Lambert Hill.

CHARITABLE AND HUMANE INSTITUTIONS.

MONTREAL GENERAL HOSPITAL.

DORCHESTER STREET.

This institution stands at the head of the public establishments for the relief of misfortune and suffering, and in respect to the excellence of its management has no superior in the Dominion. It owes its origin to the philanthropic efforts of a number of ladies, who, about the year 1815, formed themselves into a Society called the “Ladies Benevolent Society.” The great increase of immigration had brought to our shores vast numbers of persons who were incapable of reaching their destination, being overtaken by sickness on their passage, or detained by poverty on their arrival, and unable to procure either support or medical attendance. This Society was formed expressly for the relief of such cases, who were sought out and promptly relieved. The inhabitants entered so heartily into the scheme, that, in 1818, a fund of £1,200 was raised for the

purposes of the Society; and a soup kitchen was opened, where the ladies superintended the distribution; but more than this was needed, and the necessity of providing for the sick was presented to the public. The citizens determined to proceed with the erection of a building, and 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, at first decided to place a cenotaph in Christ Church, but when the subscription list was closed, it was found that the amount subscribed far exceeded that required for the work, and as the demands for admission to the hospital were greater than its capacity, it was resolved to devote the money thus acquired to the enlargement of the 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.

At the present time still another wing is being added, to be called 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 stories in height, besides a high Mansard roof.

HOTEL DIEU.

Was founded in 1644, by Madame de Bouillon, for the reception of the sick and poor, and 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 buildings consisted of an hospital, convent and church. Before the establishment of the Montreal General Hospital,

this was 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 increased 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 extensive premises on St. Famile street were erected. This is the most extensive religious edifice in America. It is composed of the church, convent and hospital. The grounds are surrounded by a massive stone wall, the circumference of which is one and a half miles. The Physicians of the Institution are the Professors of the French School of Medicine. Previous to the conquest, the Hotel Dieu was supplied with medicines and other necessities by the French Government; at present the funds are derived from rents of lands, charitable bequests or donations, and an annual grant from Parliament.

GREY NUNNERY. (Founded in 1755.)

Is a large hospital and Nunnery situated on St. Catherine street west, and extending south to Dorchester street. Of the size of the institution we may form an idea from the fact that at present it contains 139 Nuns, (known as sisters of charity), 37 Novices, and 500 inmates, while over 5,000 visits are made annually to the sick and poor of the city, and from the dispensary over 10,000 prescriptions are given to the poor, gratis, during each year. In addition to their own establishment, and the visits of the sick, the sisters have under their charge several other benevolent institutions, viz :

St. Joseph's Asylum, on Cemetery street, for the reception of orphan boys and girls, which has 250 inmates.

St. Patrick's Orphan Asylum, connected with St. Patrick's church, contains about 200 inmates. It was founded in 1849, solely for Irish orphans, and aged persons. In connection with this Asylum, is an infant school, also taught by the sisters, which is attended by 450 pupils.

Nazareth Asylum for the Blind, and Infant School, is built on St. Catherine street, has over 425 pupils, and a number of blind persons.

PROTESTANT HOUSE OF INDUSTRY AND REFUGE.

Is situated on Dorchester street, near Bleury. The building is of brick, three stories in height, with a high basement. On the first storey is the Ladies' industrial Department, and the general offices of the institution; the second storey contains the board room and dwelling of the superintendent—the third storey being fitted up as dormitories. Religious services are conducted in the Board-room every Sabbath afternoon by the clergymen of the city in turn, and a medical officer has charge of the health of the inmates. All casual visitors receive a meal in the morning and evening, and as payment for breakfast they work at making 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. The ladies' industrial department is under the management of a committee of ladies, who, during the year, give employment to a large number of workers.

MONTREAL PROTESTANT ORPHAN ASYLUM.

Situated on St. Catherine street, is a stone building of neat appearance, and has 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 needle work, are early taught the domestic duties of the establishment.

Besides the institutions already described, there are in the city upwards of 60 societies, such as the German, New England, Irish Protestant Benevolent, St. Patrick's, St. George's, St. Andrew's, &c., &c., which afford to their members, or to others, relief, assistance, or protection.

EDUCATIONAL.

M'GILL UNIVERSITY.

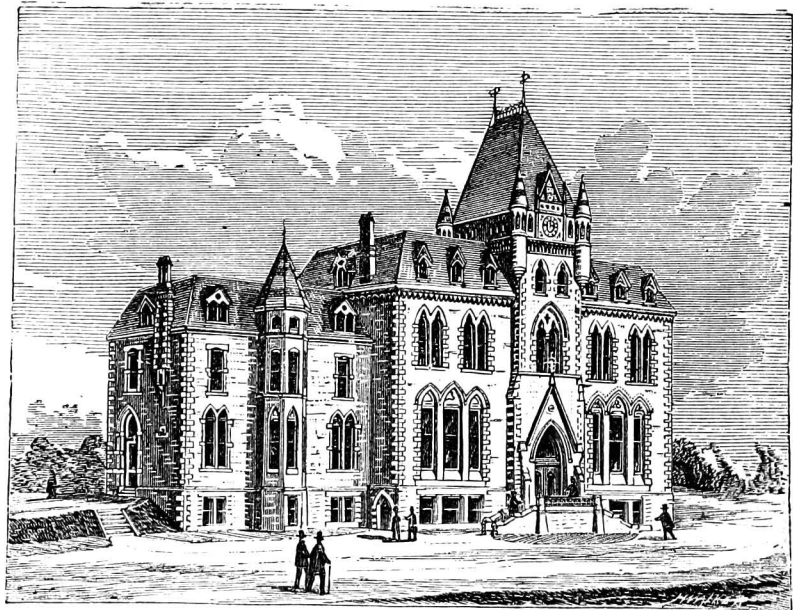
This university, founded by James McGill, Esq., a merchant of Montreal, who died on the 19th December, 1813, at the age of sixty-nine years, is the most important educational institute in the Province of Quebec.

Not having any children, Mr. McGill 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 mountain, with a sum of £40,000, for the formation of a University, one of the colleges of which was to be named the McGill College.

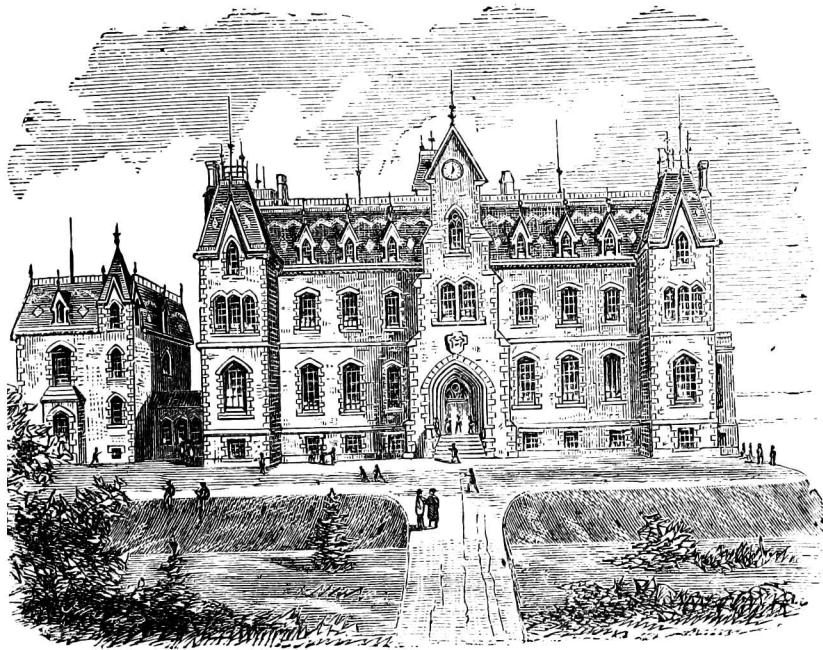
McGill College is situated on Sherbrooke street. The structure consists of a main building, three stories in height, with two wings, connected therewith by corridors. These buildings and corridors, which are built of Montreal limestone, contain the class-rooms of the faculty of Arts, with its museum and library; the residence of the principals; the professors in charge of the resident under-graduates, and the secretary.

The library contains over 8,000 volumes of standard works—this number does not include the library of the medical faculty, which contains upwards of 5000 volumes. The museum contains a general collection of type specimens of zoology; the Carpenter collection of shells; the Carpenter collection of Mazatlan shells; the Cooper collection of 2,400 Canadian insects; collections of Canadian fresh water and land shells; also Botanical, Geological and Mineralogical specimens.

The philosophical apparatus is valued at \$5,000, and the chemical laboratory is furnished with all the necessary appliances. At the west end of the college buildings is situated the observatory, the basement of which is devoted entirely to the observations on Terrestrial Magnetism. The ground storey and leads are devoted to Meteorological observations.



Presbyterian College—McTavish Street.



Commercial Academy—St. Catherine Street.

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. The University is under the direction of Principal J. W. Dawson, LL.D., F.R.S., F.G.S.

The following are affiliated with the University :

McGill Normal School.

Model School of McGill Normal School.

High School of McGill College.

Morin College, Quebec.

St. Francis College, Richmond, P.Q.

Congregational College, Montreal.

Presbyterian College, Montreal.

In addition to the above, Montreal possesses many institutions in which instruction may be obtained in every department of knowledge, from the highest branches of science, downward ; among the most noticeable of these, are The Seminary of St. Sulpice, founded in the year 1657, by the Abbe Quélus.

The Jacques Cartier Normal School.

British and Canadian School, Lagauchetière street.

St. Mary's College and Faculty of Law, Bleury street, &c., &c.

CLASSICAL AND COMMERCIAL ACADEMY

Is situated on the height of ground between St. Catherine and Ontario streets. It is a new building of a chaste and beautiful appearance, and assumes proportions that at once attracts the attention of all passers by. 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.

PLACES OF AMUSEMENT.

—

THEATRE ROYAL.

This building is situated on Cotte street, and is built entirely of brick. The entrance to the galleries is by wide stairs through a portico on Cotte street. There are two galleries, the lower one being used as a dress circle. The building will accomodate about 1500 persons. It has recently been refitted and improved.

OPERA HOUSE.

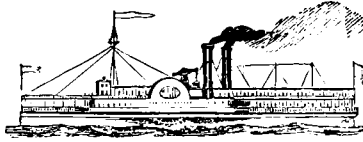
Formerly known as the *Palais Musical*, is situated on Gosford street. It also has recently been thoroughly renovated ; will accomodate about 1000 persons.

The Hall of the *Mechanics Institute* on Great St. James street, and the Hall in the Young Men's Christian Association Building, are both well adapted for popular assemblies. They each will seat about 800 persons.

TARIFF FOR HACKNEY CARRIAGES.

PLACES.	Two or four wheeled carriages drawn by one horse.		Coaches or four wheeled carriages drawn by two horses.		TIME ALLOWED.
	For one or two persons.	For three or four persons.	For one or two persons.	For three or four persons.	
From any place to any other within the same Division and back. }	\$ cts. 0 15	\$ cts. 0 25	\$ cts. 0 30	\$ cts. 0 40	$\frac{1}{4}$ an hour.
	0 25	0 00	0 00	0 00	
From any Division to any place in another Division and back. }	0 25	0 40	0 40	0 50	$\frac{3}{4}$ of an hour.
	0 35	0 50	0 60	0 75	
(Per hour.)					{ over $\frac{3}{4}$ of an hour & under 1 hour. One hour.
From any place to any other in the City	0 50	0 70	0 75	1 00	{ For every additional $\frac{1}{2}$ hour.
	0 20	0 30	0 30	0 40	

Reasonable weight of luggage allowed free of charge.
Children under 12 years of age to be charged half-price.



Union Navigation Company

BETWEEN
MONTREAL & QUEBEC.

THE MAGNIFICENT STEAMERS

“**ABYSSINIAN,**”

Capt. NORMAND PAULET,

“**ATHENIAN,**”

Capt. E. C. WURTELE,

Leave BONSECOURS PIER (first Pier to the left, foot of Jacques
Cartier Square) DAILY (Sundays excepted) for

QUEBEC,

CALLING AT

SOREL, THREE RIVERS & BATISCAN.

This is the great fashionable thoroughfare for American Tourists.

Fare Cheaper than any other first class Company.

TICKETS for sale by Agents at all the Hotels and at Fisher's
Stamp Office, St. Francois Xavier Street, opposite the Post Office, where
State Rooms can be secured.

Return Tickets at Reduced Rates.

For Freight or Passage, apply on the Wharf, Bonsecours Pier, and at the
Office, No. 24 Jacques Cartier Square.

H. J. STEVENSON,

PASSENGER AGENT,

C. H. LEFAIVRE,

SECRETARY-TREAS.

TO QUEBEC.

From Montreal to Quebec, passage is made on one of the elegant steamers of the Union Navigation Company called the "Abyssinian" and "Athenian." Leaving Montreal in the evening, passing the fort on the island in the harbor, leaving Longueuil to the right, and passing the group of islands below the city, and the mouth of the Ottawa river, you are fairly on your way to the old capital.

SOREL.

Forty-five miles below Montreal, is the first port at which a halt is made by the steamer. Sorel is built on the site of a fort built in 1655 by M. DeTracy, and was for many years the summer residence of successive governors of Canada. It is situated at the confluence of the rivers Richelieu and St. Lawrence, population about 8,000. Five miles below Sorel the river expands into a wide lake nearly twenty-five miles in length, and nine miles in width, known as

LAKE ST. PETER.

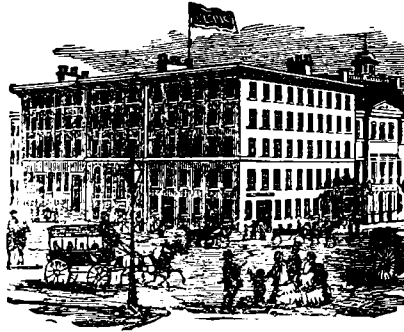
The river St. Francis here enters the lake from the south. During the descent to Quebec, a great amount of shipping of every class will be passed, and immense timber rafts will be observed, floating down to the great timber mart at Quebec, sometimes in single rafts, and sometimes in many, combined into a floating timber town, populous with hardy lumbermen, whose songs enliven the monotony of their voyage.

THREE RIVERS.

Situated midway between Montreal and Quebec, is one of the oldest settlements in Canada, and has Convents and Church edifices of considerable architectural pretensions. The town was first settled in 1618. Population about 9000.

The famous falls of Shawanegan, second only to those of Niagara are but twenty four miles from Three Rivers, and those of the Grand Mere 13 miles further up the St. Maurice. The celebrated St. Leon Mineral Springs are also 24 miles from here.

The Chaudiere River enters the St. Lawrence about six miles above the city of Quebec. At this point the precipitous banks of the St. Lawrence increase in height, and the eager stranger catches a distant view of the towers and battlements of the grand old northern City.



ST. LOUIS HOTEL,

St. Louis Street, Quebec.

THE ST. LOUIS HOTEL, which is unrivalled for Size, Style and Locality, in Quebec, is open only during the Season of Pleasure Travel.

It is eligibly situated near to and surrounded by the most delightful and fashionable promenades,

THE GOVERNOR'S GARDEN,

THE CITADEL,

THE ESPLANADE,

THE PLACE D'ARMES,

DURHAM TERRACE,

which furnish the splendid views and magnificent scenery for which Quebec is so justly celebrated, and which is unsurpassed in any part of the world.

The Proprietor in returning thanks for the very liberal patronage he has hitherto enjoyed, informs the public that this Hotel has been thoroughly renovated and embellished, and can now accommodate about 500 Visitors; and assures them that nothing will be wanting on his part that will conduce to the comfort and enjoyment of his Guests.

WILLIS RUSSELL,

PROPRIETOR.

JUNE, 1875.

Before reaching the town, "Wolfe's Cove" will be pointed out, to the left, that memorable spot where the brave commander landed his forces under cover of darkness, and scaling the precipice, fought the battle which changed the destiny of the western empire. The round martello towers, in advance of the defences of the city, on the plains of Abraham, first attract attention, and you sweep in full view of the defiant battlements and towers which crown the natural walls of old Quebec—the seat of ancient dominion—where jealous nations contended for supremacy, and shook its rocky throne with the roar and clash of contending armies.

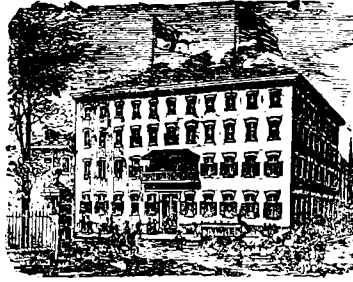
QUEBEC.

Was founded in 1608, by Samuel de Champlain, on the site of the Indian village of Stadacona. No city on the Continent so impresses the tourist, by the startling peculiarities of the site and novelty of its general aspect, as this "Ancient Capital," or stamps its impress so indelibly in eye and memory. A massive wall of hewn stone, of nearly three miles in length, and varying, but everywhere of forbidding height and thickness, with projecting bastions and frowning canons, communicating with the outward world by five massive gates, encloses the better portion of the Upper town. The

CITADEL

Will perhaps prove the point of greatest interest to many, from the historical associations connected therewith, and from the fact that it is considered an impregnable fortress. It covers an enclosed area of forty acres, and is some three hundred and forty feet above the river level. The zigzag passage through which you enter the fortress, between high and massive granite walls, is swept at every turn by formidable batteries of heavy guns. On the forbidding river walls and at each angle or possible commanding point, guns of heavy calibre sweep every avenue of approach by the river. Ditches, breastworks and frowning batteries command the approaches by land from the famed "Plains of Abraham." The precipitous bluffs, rising almost perpendicularly from the river, three hundred and forty feet, present a natural barrier which may be swept with murderous fire, and the covered ways of approach and retreat, the various kinds and calibre of guns, mortars, howitzers and munitions of war, will be viewed with eager interest. Among the places of interest may be mentioned :

The Plains of Abraham, with its humble monument, marking the place where fell the illustrious Wolfe.



RUSSELL HOUSE

CORNER ANN AND GARDEN STREETS,
UPPER TOWN.
QUEBEC.

This modern built Hotel is now open as an auxiliary to the

ST. LOUIS HOTEL.

TERMS MODERATE

WILLIS RUSSELL,

PROPRIETOR.

JUNE, 1875.

The Governor's Garden, with its monument to Wolfe and Montcalm.

The spot where fell the American General Montgomery.

The Roman Catholic Cathedral, with its many fine old paintings.

The Episcopal Cathedral.

The Esplanade, from which is one of the finest views in the world.

Houses of Parliament.

Spencer Wood, the residence of the Lieut. Governor.

Laval University, &c., &c.

In Quebec, living is comparatively cheap, and hotel accommodation is as good as any Canadian city can furnish. There are several dozens of minor hotels, and some extensive ones, such as the two newly furnished, vast hotels—the "St. Louis Hotel," and the "Russell House,"—kept on the American principle, which have, of course, from their size, the first claim on the traveller's attention; and the rush of visitors at these hotels during the summer months sufficiently testifies to the comfort and civility which await the traveller. The Messrs. Russell—two obliging Americans—have *succeeded*, and deserve to succeed, as hosts.

The city and environs abound in drives varying from five to thirty miles, in addition to being on the direct line of travel to the far famed Saguenay, Murray Bay, Kamouraska, Cacouna, Rimouski, Gaspé, and other noted watering places.

Quebec can minister abundantly to the tastes of those who like to yacht, fish, or shoot. Yachting, in fact, has become of late quite an institution. You can, on those mellow Saturday afternoons in August and September, meet the whole sporting and fashionable world of the Upper Town on the Durham Terrace or Lower Town wharves, bent on witnessing a trial of speed or seamanship between the *Mouette*, the *Black Hawk*, the *Wasp*, the *Shannon*, the *Bon Homme Richard*, and half a score of crack yachts and their owners.

Let us see what the city contains:—First, the west wing, built about 1789 by Governor Haldimand, to enlarge the *old* Chateau burnt down in January, 1734: This mouldering pile, now used as the Normal School, is all that remains of the stately edifice of old, overhanging and facing the Cul-de-Sac, where the lordly Count de Frontenac held his quasi regal court in 1691; next, the Laval University, founded in 1854, conferring degrees under its royal charter; the course of studies is similar to that of the celebrated European University of Louvain; then there is the Quebec Seminary, erected by Bishop Laval, a Montmorency, in 1663; the Ursuline Convent, founded in 1636 by

Madame de la Peltrie; this nunnery, with the R. C. Cathedral, which was built in 1646, contains many valuable paintings, which left France about 1789; the General Hospital, founded two centuries ago by Monseigneur de St. Vallier. In 1759, it was the chief hospital for the wounded and the dying during the memorable battle of the 13th September—Arnold and his continentals found protection against the rigors of a Canadian winter behind its walls in 1775-6; the *Hotel-Dieu* nunnery, close to Palace Gate, dating more than two hundred years back.

As to the views to be obtained from Durham Terrace, the Glacis and the Citadel, they are unique in grandeur; each street has its own familiar vista of the surrounding country. It is verily, as Henry Ward Beecher well expresses it, "like turning over the leaves of a picture-book."

The Montmorency Falls, a magnificent sight at almost all seasons of the year, are situated about nine miles from the city. Between them and Quebec is the Beauport Lunatic Asylum, the largest and finest building of the kind in the Province. Many tourists and excursionists, after viewing the old northern capital, and its romantic and beautiful surroundings, will pursue the journey still further down the great St. Lawrence to that wonderful river the Saguenay, which enters the St. Lawrence one hundred and twenty miles below Quebec. On the way down the river, the mouth of the river St. Anne will be passed, off the lower extremity of the Island of Orleans. This river enters the larger stream through a bold ravine, and many ascend the stream for a short distance to the Falls of St. Anne, which, with the surroundings, are pleasing and attractive.

Thirty-six miles below Quebec is a group of six small islands alive with geese, ducks and seal, who make this a breeding place.

The quarantine station at "Grosse Isle" deserves a passing notice—a lovely spot of itself, quietly sleeping in the great river, but a very charnel house in the past, receiving, in the time of the famine in Ireland, six thousand emigrants in one huge grave.

The river widens broader and broader below this point to ten and twenty miles as you sail on, as upon a shoreless sea, losing sight of either shore.

MURRAY BAY.

On the North Shore, ninety miles below Quebec, is a fashionable watering place, and the fine fishing in Murray River is much patronized. The river here is about twenty miles wide, and steaming across to "Riviere du Loup," on the South Shore, passengers are landed within six miles of

CACOUNA,

One of the most fashionable watering places in America, and where tourists will find facilities for enjoyment, either of luxurious ease or active sporting. Continuing down the St. Lawrence, on the northern shore,

TADOUSSAC

is reached at the mouth of the Saguenay. Here is famed facilities for bathing, for seal hunting, and for fishing in the tributaries of the Saguenay. The first permanent stone building erected on this continent was erected here.

THE SAGUENAY

is the largest affluent of the St. Lawrence, having its source in Lake St. John, and a straight course of one hundred and thirty miles from the lake to the St. Lawrence. The upper half of its course is a series of falls and rapids, navigable only by canoes, and flowing through a dense and almost unknown wilderness. The navigable portion of the river will float the largest vessels of the world, from its mouth some sixty miles to the head of navigation, and has been described as a perfectly straight, yawning gulf, torn for the whole distance in the grey mica schist, rising on either hand in precipitous cliffs, whose bases rest in unknown depths—a panorama of rocky walls and precipices—a region dark, desolate, cheerless and cold.

The ascent terminates in HA-HA BAY, a quiet and lovely bay, receding from the river several miles, a cheerful village, animal life, and facilities for amusement are found here, a change most welcome from the sombre desolation of the ascent. Lake St. John, in which the river has its source, receives the waters of eleven large rivers, and an innumerable number of smaller streams from the vast water-shed surrounding it, but discharges all its waters through this one wonderful stream.

STATUE POINT

Is a noted gem of scenery on the river, a perpendicular rock below Ha-Ha Bay, at the termination of a great plateau, three hundred feet wide, and six hundred feet in height, with sides as smooth as though polished by a skillful workman. Six miles above the Bay of St. Johns are the great points of attraction on the river.

CAPE ETERNITY AND TRINITY ROCK,

Colossal promontories of sheer descent, at whose very base the largest ships may ride in the immense depth of waters, sights

1875. THE 1875
OTTAWA RIVER NAVIGATION
COMPANY'S
ROYAL MAIL LINE OF STEAMERS

Montreal to Ottawa,
DAY AND NIGHT LINE

New Iron Steamer **PEERLESS** - - - Captain A. BOWIE
Steamer **PRINCE OF WALES**, Captain H. W. SHEPHERD
" **QUEEN VICTORIA**, Captain P. Y. MACDONNELL
" **PRINCESS** - - - - - Captain P. MCGOWAN

UPWARD.

Passengers leave by the 7 A. M. and 5 P. M. Trains for Lachine by Railway, and connect with the Steamers "Prince of Wales" and "Princess" for Ottawa and intermediate landings.

DOWNWARD.

Passengers leave Ottawa at 7 A.M. by Steamer "Peerless," and at 5 P.M. by Steamer "Queen Victoria," for Montreal and intermediate landings.

BAGGAGE CHECKED.

Meals and Staterooms Extra.

Passengers leaving Ottawa by the Evening Steamers will descend the rapids. No through passengers taken on Saturday Evening Boat.

The comfort and economy of this Line are unsurpassed, whilst the route is one of the most picturesque in Canada. Tourists will find this a delightful trip.

Freight for all Points on the Ottawa sent through with despatch daily.

Freight Office—87 Common Street, Canal.

Single and return Tickets may be had at the Company's Office, 13 Bonaventure Street; at the Grand Trunk Depot, Montreal, and at the Office, Queen's Wharf, Ottawa.

R. W. SHEPHERD, President.

never to be forgotten—bold, barren, forbidding and awful. The discharge of a cannon on shipboard between these bare walls of rock, is said to crash back in echoes which no one could wish to have repeated, one such sensation sufficing for a lifetime.

MONTREAL TO OTTAWA.

The best route from Montreal to Ottawa, the Capital of the Dominion, is to take the train to Lachine, which leaves the Bonaventure Street Depot every morning (Sundays excepted) at seven o'clock, and there stepping on board the steamer PRINCE OF WALES, (Captain H. W. Shepherd) or steamer PRINCESS, (Captain McGowan) sail up the river. By this last route we have a better opportunity of seeing the beautiful scenery of the St. Lawrence and Ottawa rivers, as they first meet. It is a bright morning and they sun glances slantingly along the majestic waters, tinged with golden light the tips of the wavelets as they rise, one after the other, to greet his rays. A faint mist like a delicate veil, spreads over the bosom of the river, on which one or two islets repose, as childhood sleeps on its mother's bosom, yet it does not conceal the enchanting beauty of the scene, but adds grace and loveliness to the charms, which it vainly strives to hide. It is soon dissolved, and the light breeze which has sprung up, carries it all away.

Away we go, stemming the current, and in due time we reach Ste. Anne's, where are a succession of rapids which we avoid by going through a lock. More islets are here, round which the Ottawa bubbles and struggles in its course, while the pretty village of Ste. Anne's reposes in quiet beauty upon the bank. This village is considered the starting point for the Ottawa River, by all orthodox *voyageurs*, as the last church on the island of Montreal is situated here, and is moreover, dedicated to their tutelary saint, from whom also the village takes its name. Emerging from the canal, again we enter the Ottawa, having left the St. Lawrence far astern, and after sailing about two miles, we find the shores recede on either hand, to about eight miles wide, and this recession continues for a distance of ten miles, for we are in the Lake of the Two Mountains, so called from two mountains on the north side rising four to five hundred feet from the water. The river divides here into four branches, that which we have just come up, another which diverges towards the north-east, and forms the western boundary of the island of Montreal, the third called the Dutch-

man's *Chenal*, and the fourth passing Vaudreuil around the Isle Perrot. There is the Isle Jesus, and beside it Pigeon's Island, on which are the ruins of an Indian village, also Isle aux Prunes, lately purchased by Dr. Girdwood, of Montreal. For the purpose of guarding against the incursions of the Indians, the French built a fort on the Island of Montreal, opposite to the village, but both village and fort have now fallen into decay, and large trees are growing inside the ruined walls of the latter. This property has been recently bought by the Hon. J. J. C. Abbott, M.P.P., upon which he has built a beautiful villa where he passes the summer months. A few miles further on we arrive at a fine new wharf named Oka, situated in the Indian village of the Two Mountains. This village is inhabited by the remnants of two tribes, the Iroquois and the Algonquins, as the village of Caughnawaga, opposite to Lachine, is by a remnant of the Iroquois. A Roman Catholic Church divides the settlements, as the people are all baptised into that Church. Three or four chapels stand on the mountain side. The highest peak of the mountain is called Calvary, and on certain religious fetes of the Church it is frequented by both white and Indian. Now we stop at the villages of Como and Hudson. Both these villages are the resort of some of our Montreal friends who pass the summer months there with their families. At the head of the Lake of the Two Mountains the banks contract, so that the river is not more than half a mile in width, and it continues thus narrow, for about a mile, when there is again an expansion, for the length of nine miles, forming the Upper Lake of the Two Mountains. On the southern bank is the mountain Rigaud, where there is also a settlement of the same name. The river again contracts to the breadth of half a mile, and continues, sometimes broader, sometimes as narrow, until we reach Carrillon. Great improvements have been made at this place by the Railway Company, by building new wharves and station houses, and here again the navigation is impeded by rapids. A railroad has been formed between the two stretches of navigable water, and by it we arrive at Grenville, whence we proceed by the Steamer PEERLESS (Capt. Bowie) or QUEEN VICTORIA (Captain Macdonell), to Ottawa, which we reach about six o'clock p.m.

Yonder is a raft of wood coming floating down, manned by hardy *voyageurs*, who have built their wooden hut upon the timber Island they have made. Far, far back, in the thick and dark woods, they have toiled through the inclemency of winter, gathering together the huge monarchs of the forest; far, far back, where the bears prowl, and the gaunt and hungry wolves "make night hideous" with their howlings; while the hardened

snow has covered the ground many feet deep, and the frost spirit has

“ Bound the waters in icy chains
By a spell unseen yet strong.”

and the cold is keen, cutting, and piercing, such a cold as can only be felt when the thermometer ranges 30 ° or 40 ° below zero ; in this wild scene, in this severe season they have toiled, felling the huge trees and fitting them for the market. And now, one by one they have launched the logs, and fastening them strongly together, have committed them to the river to bear them down. They have sent them rushing crib after crib down the slides, which have borne them along and plunged them again safely into the dark deep water. Refastened, and their hut rebuilt and their low masts with broad square sails all arranged, there they go night and day, watching the floating treasure which serves them for a habitation, until they reach a market, where it is broken up and sold. Hardy, daring fellows are those *voyageurs*, simple and kind withal. Though their manners are homely, their hearts are warm. Heaven speed them down the rapids to a safe arrival and a profitable sale of their hard earned produce.

Both from Grenville and Carillon and half way between them, are roads leading back into the mountains, for the great range commencing at Labrador and uniting with the Rocky Mountains runs through this country. The interior of this region is dotted everywhere with small lakes, which here and there form a variety to the scenery. In the township of Wentworth alone, there are upwards of sixty, plentifully stocked with red and grey trout, inviting the disciple of Isaac Walton to pursue his favourite amusement. Lake Louisa, or Abbott's Lake, is perhaps most worthy of notice among them all, especially as it is more accessible than any. It is a beautiful sheet of water, clear as crystal, so that at the depth of twenty feet, the pebbles which show the bottom may be counted. It is surrounded by rocks and mountains, which here jut out far into the water, and there recede in indentations sometimes as deep as half a mile, forming pleasant little bays. The lake is about four miles long, by three in breadth, and is altogether the very fac simile of the largest of the lakes of the North of England. It is abundantly stocked with fish, principally the grey trout or Zunge. The Red trout is also found in it, but not so plentifully. To reach it, we start from Carillon in the train from Grenville, after engaging a buggy to meet us about four miles off. Then we proceed at right angles with the Railway, all the way through the Townships of Chatham, and a mile and a half into that of Went-

worth. Here we are at Grenville on board the steamer, and traversing the waters of the Grand River, as the Ottawa is called; five miles from Grenville we stop at L'Original, where a stage awaits passengers going to the celebrated Caledonia Springs, a distance of some 9 miles through a very interesting country, giving some very picturesque views. The springs are much frequented by invalids during the summer months, for the sake of the mineral waters.

As we hurry on with the restless speed of steam, we have abundant opportunities of examining the picturesque banks of the river on both sides, until we come close up to the city.

About two miles below Ottawa, on the the north side, the Gatineau empties itself into the Grand River. A few miles up this stream the Canada Iron Mining and Manufacturing Company have erected very extensive furnaces for the purpose of smelting the iron ore, from their Hull Mine. This is likely to be a very important branch of trade in the new Dominion: See yonder, that white curtain hanging over the steep bank on the south side. As we near it, it changes and we can see it is not a curtain, but a waterfall, being none other than the Rideau Falls. There it falls, gracefully as flowing drapery falls from the shoulders of a queen, a most beautiful sight. The body of water is not so large, and the height of the fall, 30 feet, is not so great as to warrant the appellation grand, but what it wants in grandeur is amply made up in beauty. Gently, gracefully, the water pours over, and mingles with that of the Ottawa beneath, with just as much noise as is necessary to add to the effect. We obtain a fine view of it as the steamer passes close by. Looking ahead, we now get a splendid view of the Parliament and Departmental Buildings, standing out so prominently on the bluff called Major's Hill. These buildings only require to be visited to be appreciated. All we can say is go and see for yourself, dear reader. And now we reach Ottawa City, picturesquely built upon three separate bluffs or ledges forming the river bank of the south side. Right before us is an imposing scene, second only to Niagara in grandeur and magnificence. The Chaudiere Falls are immediately above the city, and there with thundering cadence, the waters precipitate themselves down the precipice of forty feet in height, and gathering into a basin, boil, and seethe, and hiss, and whirl around in mad excitement, while the spray arises and the sunbeams gleaming upon it form an almost perpetual rainbow. A fine bridge spans the river just below the Fall, from which a magnificent view of them is obtained. Beside the Grand Fall there is also Little Chaudiere on the northern side, and here a curious phenomenon presents itself. The great portion of the

waters which precipitate down the latter, find their way underground, where none can trace their course. The following description, quoted from Bouchette, will give us some idea of the singular scene. He says, "The Little Chaudiere may, without much difficulty, be approached from the Lower Canada shore, and the spectator, standing on a level with the top of the fall, and on the brink of the yawning gap into which the floods are headlong plunged, surveys the whole length of *chute*, and the depths of the cavern. A considerable portion of the waters of the falls necessarily escapes subterraneously, after their precipitation, as a much greater volume is impelled over the rock that finds a visible issue. Indeed this fact is not peculiar to the Little Chaudiere, but is one of those curious characters of this part of the Ottawa of which other singular instances are observed; the waters in various places being swallowed by deep but narrow rents and fissures, leaving their natural bed almost dry, to dash on through some subterraneous passage that defies the search of the explorer. There are in the Falls of the Chaudiere materials for much geological speculation, and the mere admirer of nature's scenic wonders and magnificence will derive much gratification and delight by the survey and contemplation of their manifold beauties." On the northern bank, a slide has been made, so that the timber can be sent from above to below the foaming waters without endangering either it being broken by abrupt and rude collision with kindred logs below, or shattered upon the rock. These slides are frequent in the Upper Ottawa, the rocky state of the river necessitating their construction; and they are admirably adapted, carrying down the logs of timber safely, and without any damage to prevent a sale in the market. But to return to the city.

OTTAWA,

Like Quebec, is divided into Upper and Lower Towns; although some make three divisions, adding the Middle and perhaps this last division has the advantage of being more correct. The Upper Town, as its name implies, occupies the highest part of the rocky banks, and the Middle and Lower Towns are contented with a less elevated position. The Rideau Canal joins the Ottawa River, through a gorge between the towns, by a succession of locks. This canal connects the Ottawa with Kingston and Lake Ontario, through a series of lakes and streams. It is 135 miles long and forms a tri-angle with the St. Lawrence and the Ottawa rivers. The Upper terminus is about 180 miles from Montreal, while the Lower is 120 miles. A handsome bridge spans the gorge and forms a connection between the

towns. As a city, Ottawa has perhaps the most beautiful and picturesque situation of any in the Province. Built beside the magnificent Chaudiere, upon a rocky elevation, commanding a fine view of the surrounding country, as far as the eye can reach, it is almost equal to Quebec itself. The fine far-stretching campaign, opened up to a great extent by hardy settlers, who have cleared for themselves a home and farm; the villages nestling among the trees, the deep dark forests extending on their hand, as yet apparently untouched by the woodman's axe and the magnificent river, all command by turns the delighted attention, and call forth unmingled exclamations of pleasure. The city itself is well built, and the elevation of the ground has been taken advantage of, to heighten the effect.

The County Buildings, several banks, good hotels, and churches of various denominations are situated here.

What the Rideau Canal does for Kingston, the Ottawa and Prescott Railroad does for Prescott—forms a connecting link with Ottawa City. This line is fifty-four miles in length, and connects at Prescott with the Grand Trunk Railway, and also, by means of a ferry, with Ogdensburg on the United States shore, whence a railroad extends as far as New York.

From Ottawa, many very pleasant excursions can be made into the country, both by stages and steamboats running to different parts, so that every facility is afforded for enjoying to the utmost extent the romantic scenes which abound on every side. The only difficulty one has, is created by the want of time to go over the country thoroughly.

On the bank of the Gatineau River are also situated the mills of the same name, the property of the enterprising firm of Gilmour & Co., under the able management of John Mather, Esq. These Mills are very complete, with all the necessary apparatus for sawing the timber into deals and boards, and preparing it for the market, taking it in its rough state from the river, squaring it off, and then discharging it back again to be made up into cribs and floated down to the Ottawa, and thence to Montreal or Quebec.

Looking at the Ottawa altogether, it is perhaps one of the finest and most picturesque of all the rivers of Canada; and when we consider that it drains a country of about 80,000 superficial miles, we cannot but think that many more years will not pass over, without a vast change for the better in the land. Clearances effected, and comfortable farms and dwellings erected on a soil abundantly fertile, with still a background of

unlimited forest for the successful prosecution of the lumber trade; when we look at all these facts, the conclusion to which we must inevitably come is, that PROSPERITY is written in legible characters upon the broad expanse stretching around us. The establishment of the seat of Government at Ottawa will also tend to open up the country, and the increase will be

BUSINESS NOTICES.

SAVAGE, LYMAN & Co.

The magnificent Jewelry establishment of Savage, Lyman & Co., St. James Street (established 1818), is a place of great attraction to strangers. It is 95 feet by 50, 4 storeys high, and is fitted up with great taste and convenience. Here may be found the latest styles of Jewelry, Gems, Bronzes, Works of Art, Gold, Silver and Plated Ware, Toilet and Travelling Cases, Parian and Majolica Ware. On the premises is a large staff of skilled workmen in gold and silver constantly employed in making jewelry of all kinds, and presentation cups and services. The agencies of this firm in England, France, Germany and Switzerland enable them to offer a variety and quality of goods rarely met with in one establishment. They are the sole agents for the famous Ulysse Nardin's Watches, which have received the first prizes whenever they have been placed in competition at the great exposition of the world. Strangers are invited to inspect the establishment.

BROWN & CLAGGETT.

The Recollet House, on Notre Dame Street is one of the finest buildings in the City and the stock is unsurpassed on this continent. The looms of Lyons and Brussels are kept busy producing Silks, Velvets and Laces for this firm. The goods are of the richest materials, and cannot fail to be admired. The most essential articles of a Lady's or Gentleman's Wardrobe are to be found in great profusion, such as silk hose, shirts, drawers, &c. The fancy goods department is replete with everything in the way of belts, chatelaines, ties, scarfs, handkerchiefs, collars, cuffs, gloves, &c., of the latter one thousand dozen is considered a small stock in this establishment. Everything usually found in first class houses can be procured here. Almost every Steamer brings some novelties, and it has been remarked that the different changes of fashion appear at "Recollet House" almost as quickly as in Paris and London.

THE WASHINGTON HOUSE.

Walsh's Clothing House, situated on Notre Dame Street (near McGill), is one of the largest establishments of the kind in the Dominion. The trade of this house has assumed mammoth proportions, and extends over all the Provinces as well as to many parts of the United States, which may be accounted for by the excellent quality of the goods, capital workmanship, and moderate prices. First class cutters only are employed, consequently fashionable and well made garments can always be relied upon. The stock of cloths kept on hand is very extensive, comprising all qualities, from the finest West of England Broadcloth to the ordinary Tweeds. The man who could not suit himself here would indeed be hard to please. The stock of Ready Made Clothing is simply immense. Thousands of suits of all sizes are kept on hand, all made on the premises from the best materials and by good workmen, Boys', Youths' and Childrens' Clothing are made a specialty. We can recommend strangers visiting the City to call at "The Washington House" and leave an order, and they will have a superior suit made in a few hours, at a figure much below that usually charged by inferior establishments.

E. G. MELLOR.

Mellor's Jewelry Establishment. at No. 285 Notre Dame Street, ranks with the best in the City. Once inside this store the visitor is bewildered with the wealth in Gold and Silver spread out before him. The show cases, of which there are a great number, range the full length of the store on each side, and contains goods, the prices of which would make Cræsus elevate his eyebrows. Watches, Brooches, Bracelets, Sets of Jewelry, Electro-plated and Silver ware, Ornamental Clocks in marble and bronze, Dress Rings of matchless elegance, Wedding Rings, and in fact everything usually kept in first class establishments of the kind, can be procured here.

DENTISTRY.

BERNARD & LOVEJOY.

Both of the Gentlemen of this firm, enjoy an enviable reputation in their profession. Parties requiring the services of a Dentist, can depend upon receiving skillful treatment at their office 646 Palace Street. Dr. Lovejoy resides on the premises and can be consulted at all hours.

ESTABLISHED 1840.

BERNARD & LOVEJOY,

DENTISTS,

No. 646 PALACE STREET,

OPPOSITE ST. ANDREW'S CHURCH,

MONTREAL.

GEO. W. LOVEJOY, M.D. L.D.S.

RESIDES ON THE PREMISES.

Pure Nitrous Oxide Gas always in readiness and administered when
required.

ESTABLISHED, A. D. 1778.

"THE GAZETTE"

Corner ST. FRANCOIS XAVIER AND CRAIG STREETS,
MONTREAL.

The Leading Commercial Newspaper of Canada.

TERMS OF SUBSCRIPTION:

DAILY.

SUBSCRIPTION FOR ONE YEAR.....	\$6 00
" TO THE UNITED STATES.....	8 00 Am. Cy.
" TO GREAT BRITAIN.....	£1 10s. Stg.

WEEKLY.

SUBSCRIPTION FOR ONE YEAR.....	\$1 50
" TO THE UNITED STATES.....	2 00 Am. Co.
" TO GREAT BRITAIN.....	7s. 6 Stg.

Canadian postage on papers going out of the Dominion, prepaid by publishers.

T. & R. WHITE, Publishers.

GAZETTE PRINTING HOUSE

MONTREAL.

SPECIAL FACILITIES FOR

Railway and Steamboat Printing,
Commercial and Legal Printing,
Show Printing, Book Work, &c., &c.

Railway, Local & Coupon Tickets

GOOD PRINTING !

CHEAP PRINTING !!

AND

PROMPTNESS IN THE EXECUTION OF ORDERS.

T. & R. WHITE,

Office, Corner CRAIG & ST. FRANCOIS XAVIER ST.