

Descriptive Letterpress.

VIEWS IN MONTREAL.

THE island which, like the city that stands on it, bears the name of Montreal, was ceded in 1644 to the religious Order of the Sulpicians at Paris, and has since for the most part continued in their possession. It is about thirty miles long, and is formed by the junction of the St. Lawrence with two of the mouths of the Ottawa—a river sometimes called the Grand, from its extent and the amplitude of its waters. The city lies on the south side of the island, and at the base of a mountain to which Jacques Cartier gave the name of Montreal (the Royal Mountain), which it still bears. It is situated at the head of ocean navigation, and is, from its size and the beauty of its surrounding scenery, as well as from the intelligence, wealth, and commercial enterprise of its inhabitants, by far the most important city in the Dominion of Canada. Nay, in these respects, it is surpassed by few cities in the New World.

About a century ago it had narrow, dingy streets, some of which can still be traced; and its houses were then constructed in that semi-monastic style peculiar to the towns in the north of France. These have, for the most part, given way to modern improvements, though a few remain, to form, as it were, historic landmarks. The celebrated Jacques Cartier, who as a navigator and explorer was the distinguished rival of the Cabots and Christopher Columbus, may be said rather to have discovered than founded the city in

1535. It seems, by the way, strange that no monument has ever been erected to the memory of this distinguished individual, more particularly when we bear in mind how intimately his name has been associated with Canada in general, and with Montreal in particular. Europeans began to settle in it in 1542, and about a century thereafter it was solemnly baptized by the Superior of the Jesuits, received the name of *Ville-Marie*, and was commended with religious rites and ceremonies to the care of the "Queen of Angels." History has not informed us who were the sponsors on that eventful occasion. Hochelaga, now an agreeable suburb of Montreal, was the name of the Indian village which Cartier found on his first arrival in the island. He was there received by the Huron Indians, and treated with much kindness. Subsequently the French settlers were very greatly annoyed by the depredations of the Iroquois Indians. These savages were, however, defeated by Frontenac and others, and the French retained possession of the city until it was surrendered to the English in 1760, upon General Amherst investing it with a force of 17,000 men.

Let the imaginative reader picture to himself the appearance of the city as it was little more than a century ago, when the British flag first floated over its fort. In the centre was the old Nunnery Hospital with its gardens, on the site of which now stand the Victoria Barracks in Paul Street, partly occupied by some of the troops forming the garrison. About the middle of the present Place d'Armes was the old Parish Church, since removed to make way for the present Roman Catholic Cathedral of Notre Dame; and adjoining this was the Seminary with its gardens, still extant. Westward, the city extended to a little beyond the old Récollet church, convent, and gardens (alas! now no more—sacrificed at the shrine of Commerce), as far as M'Gill Street; while eastward it reached to the present "Quebec Barracks, and from the water front northwards to the back of the St. Lawrence Hall Hotel, from the office of which there is a bridge leading from the front or old part to the new or rear of this far-famed hostelrie, and striding the present *Fortification Lane*, or old city wall. At the time we

speak of, there was but one principal street—the present Notre Dame—which has now scarcely a building left which reminds one of that ancient time. The whole city was surrounded by a wall, flanked with seven redoubts, a ditch of about eight feet deep and of a proportionable width, but dry, and a fort and citadel.” There were then no wharves, but ships lay moored to the clayey and filthy bank of the river. Indeed the town had no commerce except what was occasioned by a few boats bringing produce to market, and even at the beginning of this century vessels of more than 300 tons burthen could not ascend so far up the St. Lawrence, and the foreign trade of Montreal was accordingly carried on by smaller vessels than now navigate the inland lakes of Ontario, Erie, and Huron.

In 1809 the Hon. John Molson—a name that will always be associated with the early prosperity, charities, and commerce of Montreal—built the first steamer that ever plied between the cities of Quebec and Montreal. She had sleeping berths for about twenty passengers, and was very naturally at the time regarded as a wonderful success. At the present day there are on the same route the steamers *Montreal* and *Quebec*, belonging to the Richelieu Company, with ample accommodation for hundreds of first-class passengers, performing the journey to and fro of 150 miles upon an average in less than twelve hours. These magnificent river steamers vie, in the elegance of their interior fittings, the quality of their cuisine, the skill of their captains, and the civility of their officers and servants, with any upon the waters of America. They perform the passage during the night, but in order to give tourists an opportunity of seeing by daylight the beautiful scenery of the river between the two cities, there is a very swift steamer, also belonging to the Richelieu Company, that leaves Quebec and Montreal upon alternate mornings. This steamer also enables tourists to visit *en route* the far-famed Falls of the Shawenegan, second only to Niagara in point of volume of water, which are about twenty miles from the town of Three Rivers, sixty-eight miles from Quebec, and at the head of what may be called the tidal navigation of the river St. Lawrence.

HARBOUR OF MONTREAL.

(Looking West.)

Instead of having merely the natural bank of the river for the accommodation of shipping, as was the case about fifty years ago, Montreal can now boast of as fine wharves, with an excellent stone retaining-wall from the entrance of the Lachine Canal to below the Bonsecour Market, a distance of more than a mile, as can be found on the continent—wharves which are not surpassed, and perhaps not equalled, in point of accommodation, convenience, approaches, and cleanliness, by those of any port of its size in the world. And the Bonsecour Market with its lofty dome, the Royal Insurance Buildings, the towers of the Cathedral of Notre Dame, &c., form a noble background. During the height of the open navigation season, hundreds of large vessels of all nationalities may be seen discharging the products not only of Europe, but of different parts of Asia, the West Indies, and South America.

Those who enter the city by the water route from Niagara, Hamilton, or Toronto, through Lake Ontario, by Kingston (Frontenac), through the Thousand Isles, and passing the towns of Brockville, Ogdensburg (N.Y.), Prescott, Cornwall, &c., must, unless they arrive at night, shoot the Lachine rapids. These rapids present one of the most novel and exciting scenes connected with the environs of Montreal. To have their grandeur fully appreciated, it is necessary that they should be seen, and not only seen but “run,” for there is a sublimity about them which defies description. Their navigation, though apparently dangerous, and to those who have not faith in the Indian pilot, terrifically so, has not been attended with any loss of life. In fact, their passage is comparatively as safe as any other portion of the river St. Lawrence. Those who do not enter the city by the water route can go by railway or by carriage-drive to Lachine early in the morning, and come down the rapids by the steamers from Beauharnois, which leave that village about eight o'clock, arriving in Montreal by half-past nine—in time

for breakfast. Taking this route, the tourist passes under—

THE VICTORIA BRIDGE.

This bridge is emphatically one of the greatest engineering triumphs in America, perhaps in the world; but it is necessary to pass under it, in order fully to realize the grandeur of the wonderful structure, which reflects as much credit upon "the men who built it" as upon its designers. The memories of Robert Stephenson, A. M. Ross, and James Hodges, will live as long as the bridge. This bridge must also be passed through on foot, for without doing this the details of its construction cannot be seen. Strangers must make personal application to the resident engineer of the Grand Trunk Railway in order to get the requisite pass. The value of the bridge commercially is enormous, for by its means there is secured an unbroken line of railway from Portland to Sarnia, a distance of upwards of a thousand miles. The structure which thus provides for the uninterrupted traffic from the west of the Dominion of Canada, we may say from Lake Huron to the Atlantic, is by no means to be estimated simply by the money-cost of its building, which amounted to nearly \$7,000,000 or about £1,400,000 sterling.

The bridge proper, which is within a fraction of one and a quarter miles long, is of wrought iron, on the tubular principle, and rests upon twenty-four stone piers, which present to the down current, running at the rate of from five to seven miles per hour, a sharp and smooth wedge of masonry, composed of very large blocks of limestone (taken from the quarries of Pointe Claire, on the banks of the St. Lawrence, about eighteen miles west of the bridge), not only well cemented together, but fasted by iron rivets kept firmly in their places by molten lead. The centre span is 330 feet between the piers, and the base of the tube is about 60 feet above the surface of the water, and each of the others has a span of 242 feet between the piers. From the centre tube to the solid abutments the floor of the tubes falls about one foot in 112. The magnificent view of the harbour when full of shipping, as seen from the top of the centre tube, is alone

worth the trip to the bridge. The city is seen to the best advantage from it. The long water front, nearly three miles, broken by the Royal Insurance Buildings, the Custom House, and the Bonsecour Market, the lofty towers of the Cathedral of Notre Dame, and the houses rising in tiers until they skirt the base of the Mountain, which forms a beautiful background to them and to the spires of the churches, especially on a bright early autumn day, when the trees on its summit and slopes are clothed in a proud prosperity of many-tinted and brightly-coloured leaves, would make a beautiful panorama.

VIEW OF MONTREAL FROM THE MOUNTAIN.

If not seen from the bridge, the bird's-eye view of the city from the top of the tower of the Cathedral of Notre Dame, or from the summit of the Mountain, ought not to be missed. The latter is especially attractive, as will be abundantly manifest by a glance at our Illustration. Among the more prominent objects will at once be perceived St. Helen's Island, the Court House, the Cathedral of Notre Dame, and the Victoria Bridge.

As we leave the river upon landing from the steamers, whether coming from the east or west, the first building of importance that arrests the eye is the Bonsecour Market and Town Hall. It is an imposing building, surmounted by a large dome, and subserves the triple purpose of a spacious Market, the Corporation Council Chamber and Departmental Offices. It also forms, when occasion requires, a large concert hall, capable of holding 2000 people. Adjoining the Market is one of the oldest Roman Catholic churches; it is called the Bonsecours, and is worthy of a visit. Ascending the hill opposite this church, and turning to the left, we come to the Old Government House, now the Bureau of Education.

Passing on down Notre Dame Street, which forms the main artery connecting the east and west portions of the city, and which, in point of architectural beauty, cannot be surpassed by any street in America, the Nelson's Monument, from its beautiful site, next commands attention, though

as a work of art it is beneath criticism, and its dilapidated state will not allow the citizens to be charged with hero worship. Nearly opposite is—

THE COURT HOUSE.

This edifice contains the Courts of Justice, Bankruptcy, and Police, as also the offices of the Prothonotary and the Clerk of the Crown. In this building there is a valuable law library, comprising a good many rare and choice works, though chiefly composed of ordinary law books, to the number of about 6000 volumes. At the back of the Court House lies the Champ de Mars, where the troops of the garrison are, during the summer months, frequently reviewed. It is very spacious, so much so, that as many as three regiments of the line can be manœuvred on it at one time. At the west end, and facing the parade ground, is the one thing *par excellence*, not only of Montreal, but of Canada—THE MUSEUM OF THE GEOLOGICAL SURVEY. Of it and its able chief and director, Sir William Logan, we cannot speak too highly. In this building will be found an admirably arranged and very complete collection of the organic remains of the various strata, with good illustrations of our economic geology. The collection of minerals must satisfy every visitor that if the Dominion of Canada be not an Eldorado it has hidden sources of immense wealth, which, when displayed, and practically turned to account, must afford employment, not only for capital, but for thousands of her immigrants.

Turning thence to the right, and continuing along Notre Dame Street, we come to the principal retail stores, which are very attractive and tempting. Between the Champ de Mars and M'Gill Street the principal furriers, silk mercers, lacemen, milliners, jewellers, and fancy goods sellers of the city are congregated. About the centre of the street is situated the Cathedral of Notre Dame, said to be the largest church in America. The main entrance is flanked by two massive stone towers more than 200 feet high. They contain a peal of bells, one of which is called "Gros Bourdon," and weighs about 30,000 lbs.

This bell has a sonorous but deep bass tone, is used as a fire-alarm, and occasionally tolled at the death of any public man or prominent citizen. The architectural effect of the interior is marred by a double tier of galleries, which, we are happy to say, are shortly to be removed; and it is also proposed entirely to remodel, decorate, and enlarge the interior. These alterations, when carried out according to the plan submitted, will make this edifice one of the most imposing churches on the continent. Facing the Cathedral is—

THE PLACE D'ARMES.

This is commonly called the French Square, and the area is laid out as a garden, with a fountain in the centre, while around it are some of the finest public buildings in the city. On the immediate right is an imposing block, built of cut limestone, and Venetian in character. At the top of this building there is a Masonic Hall, where the Grand Lodge of Canada, and various lodges holding under their register, occasionally meet. For all the ceremonial rites of the ancient brotherhood the suite of rooms is very convenient. Next door are the offices of the British and American Express Company, and that well-known establishment, the Cosmopolitan Hotel, kept by Gianelli. Facing this structure are the Merchants' Bank, the Bank of Ontario, and the Insurance Offices of the London and Liverpool Company; while opposite the Cathedral are the Bank of Montreal, the City Bank, and the Banque du Peuple.

Passing out of the square from this side we come into—

GREAT ST. JAMES' STREET.

On the left hand is the General Post Office, a well-proportioned building, the interior arrangements of which are good, and the management effective. Unfortunately the lobbies are too small for the immense business done, especially upon English mail days. There is a money order and savings bank department attached to it.

Nearly opposite the Post Office is the far-famed, we may almost say world-renowned, hotel, known as the St. Law-

rence Hall, but familiarly known by all old travellers, habitués, and cabmen as *The Hall*. The proprietor, Hogan, is equally well known as a first-rate Boniface. There are some interesting associations connected with *The Hall*. Here the suite of the Prince of Wales sojourned in 1860 during His Royal Highness's visit. Here the Governor-General or the Administrator, when in Montreal, frequently holds cabinet councils; and it is the rendezvous of the officers of the various regiments upon their arrival in Canada. Strangers cannot do better—if they require reliable information upon any subject connected with Montreal not given in this Guide—than apply at the office of the establishment, more particularly as to the times of the departure and arrival of railway trains, steam-boats, &c., and as to the hiring of carriages, cab fares, &c.

Nearly opposite *The Hall* is the Bank of British North America; and as we pass down the street, our attention is immediately arrested by Molson's Bank, the most peculiar piece of architecture in the city, and in some respects unrivalled in Canada, particularly by the introduction of polished Peterhead granite shafts to the columns forming the principal entrance, and the centre of the first story. The chief proprietor of the bank, William Molson, is a man who likes to do good in his day. The west wing of M'Gill College, and the tower and spire of Trinity Church, are due to his princely munificence.

Nearly opposite to Molson's Bank is the Wesleyan Methodist Church, a quasi-Gothic building, with a commodious and well-arranged interior. It is a monument of the liberality and energy of the original members of the church, who numbered about eight hundred souls. In it is a very fine organ, built by Warren, a native musician, whose factory is well worthy a visit. The Wesleyans have three other churches, one at Point St. Charles, another in Sherbrooke Street, and a third in Dorchester Street. The last of these is a very fine building, with a lofty spire springing from an octagonal lantern which surmounts the tower. A little below, on the same side of the street, is Nordheimer's Music Hall, a handsome room set apart for concerts and

lectures. The first story is occupied by the Messrs. Dions, and contains perhaps the finest billiard hall on the continent. The basement is occupied by Messrs. Gould and Hill, agents for Chickering's and Steinways' pianofortes. Opposite this is a handsome building, having the whole front made of zinc, curiously wrought in the ornamental Italian style. It is occupied by the firm of Prowse Brothers. Below it is the well known Ottawa Hotel, which, next to the St. Lawrence Hall, is by far the largest and best appointed in Canada. It is kept by William Browning, who is also proprietor of the Tadoussac Hotel, at the mouth of the river Saguenay. A steamer runs twice a week from Quebec to the Saguenay in connection with the Richelieu Company's steamers, and the to-and-fro trip occupies about three days.

On the opposite side to Browning's Hotel is the site of the old American Presbyterian Church, which was erected in 1826, but proving inadequate to the rapidly increasing congregation, was pulled down in 1866. In its stead a new one has been erected in Dorchester Street, West, after the plan of Park Presbyterian Church in Brooklyn, N. Y., of which it is an exact copy.

To the right of the end of Great St. James' Street is—

VICTORIA SQUARE.

This is a refreshing spot on a summer day, with its well kept garden and sparkling fountains. The most prominent objects in it are one of the finest blocks of buildings of cut limestone in the city, and the new St. Patrick's Hall. The foundation-stone of this hall, which we may say is a credit to the Irish inhabitants, was laid on St. Patrick's Day 1867. It is one of the largest halls in the world for public meetings or concerts.

Pursuing our way to the right up Beaver Hall Hill, we pass Zion Church, which will always have a notoriety from its being connected with the *Gavazzi Riots*. The interior of it was destroyed by fire in 1867, as also a wooden octagonal obelisk or spire which surmounted the entrance. The church is now repaired, but the spire has not been rebuilt.

Next to, and immediately adjoining, this church is that known as the First Baptist, a neat Gothic building, erected about 1865. Not far from it is the Scotch Church, dedicated to St. Andrew; a well-proportioned building, cruciform, with a long flight of stone steps leading to the main entrance, over which is a tower with a very graceful spire. The situation of this building is very commanding. On the opposite side of the road is the Unitarian Chapel, or Church of the Messiah. It is built after the Byzantine order.

While on the subject and in the neighbourhood of so many churches, we may turn to the left and take a peep into that of St. Patrick. In this we have another evidence of the veneration in which the Irish hold their patron saint. The interior is beautifully frescoed, and the high altar and those in the side chapels are magnificently ornamented. The windows, which are lancet-shaped, are filled with richly stained glass. The decorations reflect not only credit upon the artists, but on the devotion and liberality of the congregation, which, next to that of the Cathedral of Notre Dame (or Parish Church), is the largest in the city. It will ever be associated with the funeral obsequies of the highly gifted and patriotic M'Gee, who was assassinated at Ottawa on the 6th of April 1868 by a Fenian, and fell a martyr for his loyalty and for his denunciation of that unholy brotherhood.

Continuing on into Bleury Street is the Church of the Gesu, a magnificent edifice, at least in its proportions if not in its decorations. It is 194 feet long by a mean breadth of 96 feet. The transept is 144 feet long from one extremity of the grand transverse nave to the other. The nave is 75 feet high, and the side aisles 32 feet. It will be impossible, in our limited space, to give a detailed account of the decorations, which are in imitation of frescoes, and are intended to represent passages in the history of our Lord. The building must be seen to be realized and appreciated.

Leaving this church, and going below to the left in Dorchester Street, is the small Anglican Church dedicated to St. John the Evangelist. It may be called a Ritualistic Church. The sittings are free, there is a good choir, and the decorations are strictly "*ecclesiastical*."

Ascending the hill into Catherine Street, we come to—

THE ENGLISH CATHEDRAL.

This edifice is commonly called Christ Church Cathedral. It is by far the purest specimen of Gothic architecture in America. It has a magnificent organ, and a very good choir. Occasionally, some of the finest anthems and Te Deums are beautifully rendered. The Right Reverend the Lord Bishop of Montreal, the Metropolitan, consecrated it on the 18th of June 1866, when it was declared free of debt. Its cost was about \$240,000. His lordship, when in residence, is a frequent preacher in the cathedral.

In the same street, going west, is Erskine Church. The congregation of this church organized itself into a religious association about thirty years ago, at the instance of several Scottish immigrants connected with the Secession Church in Scotland, and worshipped for many years in a church of the same name in Lagauchetière Street. The present building was opened for divine service in the summer of 1866. The style of the architecture is of the second or so-called Geometric period of English Gothic.

In the same neighbourhood is Knox Church, situated in Dorchester Street. It is built in the Early English style. At the organization of the Synod of the Presbyterian Church of Canada in 1844, this congregation retired from fellowship with the Kirk of Scotland, and after worshipping in a church in St. Gabriel Street till 1865, they removed to the present edifice, which was opened for divine worship on the 3rd of December in that year.

Not far from Knox Church is the new one of St. Paul, erected in 1868, in lieu of one which was built in St. Helen Street in 1834, but was pulled down some short time ago, owing to the great value of its site, and the inconvenience of its situation. The congregation are attached to the Presbyterian Church of Canada in connection with the Church of Scotland.

After passing the Wesleyan and American Presbyterian churches before alluded to, and turning to the right into St. Catherine Street, we come to a very good example of

Early English architecture, viz., an Anglican church dedicated to St. James the Apostle.

Three-fourths of the inhabitants of Montreal, it may be added, profess the Roman Catholic faith, yet there are in all thirty-two Protestant churches within the city limits.

Having thus briefly noticed some of the principal Churches, we shall now glance at what has been done for Education.

First in order of time and extent is the Roman Catholic Seminary, situated on the old Priest's Farm, an imposing edifice, with a magnificent chapel. It is passed when doing "the drive round the Mountain." Then comes—

M'GILL COLLEGE.

This institution was originally endowed in 1814, by an opulent merchant of Montreal—the Hon. James M'Gill, and has since been materially increased (as before alluded to), through the munificence of William Molson the banker. In 1821 the College was incorporated, but the corporation did not obtain the full possession of the property bequeathed to it before 1828. The first degree, that of M.D., was conferred in 1833. In point of architecture the building is nothing, neither can it boast of well kept grounds and park. The Principal, who resides at the College, is Professor Dawson, author of "Acadian Geology," "Archaia," and a great contributor to magazines devoted to geology and natural history. The College has the nucleus of a library and natural history museum, and also the skeleton of an observatory, in which there are some good meteorological and magnetical instruments, under the charge of Dr. Charles Smallwood, to whom the science of meteorology is much indebted. There are three Faculties, viz., of Arts, Medicine, and Law; the first of which includes Classics, Mathematics, Mental, Moral, and Natural Science, Chemistry, English, Hebrew, and Oriental Literature, with Professors for each department. Affiliated to the University, and under its partial control, are the High School, a preparatory one for the severer academic course of the College, and the Normal School, which gives a sound, practical, and liberal education, to such as do not intend to follow any of the learned

professions and are not anxious to have a university training.

There is also a Natural History Society, with a good museum ; a Mechanics' Hall, with library ; a Mercantile Library Association, with a good reading-room, attached to which is a school of drawing and design, under the auspices of the Art Association of Montreal ; the Literary Club, with its fellowships ; a Literary and Scientific Institution at Point St. Charles, connected with the Grand Trunk Railway ; the Canadian Institute, for the cultivation of belles-lettres, besides a number of private and public schools. For Physical Education, there are two admirable Gymnasias, with professional teachers ; and coming almost under that class, there is the Victoria Skating Rink, with a skating area of 202 by 80 feet ; Cricket and Lacrosse Clubs, with grounds specially reserved for these out-door games. Music has not yet a temple. There is no Hall specially devoted to it where there is a large organ, like the St. George's Hall, Liverpool, or the Music Hall, Boston.

The Charitable Institutions and Hospitals of Montreal are numerous and well sustained. Among these may be mentioned the following :—The Hôtel Dieu, an immense building in the northern outskirts of the city ; the Montreal General Hospital ; St. Patrick's Orphan Asylum ; Protestant Orphan Asylum ; Roman Catholic Orphan Asylum ; Société St. Vincent de Paul ; St. Andrew's Home ; and many other societies and unions of all nationalities, all vying with each other in the noble cause of charity.

Commerce has its Corn Exchange ; Merchants' Exchange ; Board of Trade ; Board of Stock Brokers ; Express Companies ; Telegraph Company ; Mercantile Agency ; Custom-House ; Trinity Board, &c., &c. There are also about twenty ocean steam vessels, sailing weekly to and from Liverpool, Glasgow, and London ; with inland steamers of one kind and other to the number of more than fifty.

The great emporiums of the wholesale trade are situated chiefly in M'Gill, St. Helen, Récollet, Paul and Peter Streets, and in the vicinity of the Merchants' Exchange. Many of the buildings are quite palatial in character, and

abundantly testify to the commercial wealth and prosperity of the Queen of the St. Lawrence. The private residences, particularly those in Dorchester, Catherine, and Sherbrooke Streets, and skirting the Mountain, are indicative of the great prosperity and the good taste of their owners and occupiers.

It has been said: "Let me see the resting-place of the dead, and I will form an estimate of the living." The people of Montreal need not fear such a test. There are two large Cemeteries; one, the Mount Royal, for Protestants; and the other, quite contiguous, for Roman Catholics. These are passed in "the drive round the Mountain." The former will compare favourably with the far-famed Père la Chaise at Paris, and with the cemeteries of Boston and New York. Some very fine monuments and mausoleums will be found in it, and its natural position is one of extreme beauty.

The favourite Drives are round the two mountains—matchless for their beautiful scenery;—to Lachine, by the upper road, through the thoroughly Norman-looking village of the Tanneries de Rolland, returning by the lower road, and skirting the Lachinerapids;—to the Sault au Récollet and Priest's Island, a delightful spot for a picnic, on the Ottawa or Back River, by way of the village of St. Vincent de Paul. A trip *viâ* Lachine, and thence per steamer to the village of St. Anne, where is still to be seen the house in which it is said Tom Moore composed the celebrated Canadian boat-song, "Row, Brothers, Row; the rapids are near," will be found very pleasant. There is good fishing to be had there, and it is an admirable place for boating. Montreal cannot boast of a public park, but in the east end there is a very large well kept garden and conservatory, with pleasant walks shaded by trees. The military bands generally play there twice a week.

HARBOUR OF MONTREAL FROM ST. HELEN'S ISLAND.

Opposite the city, and about a mile below the Victoria Bridge, is St. Helen's Island, a very beautiful spot, answering all the purposes of a public park, and for variety of landscape probably there can scarcely be found any spot of the

same dimensions possessing so many natural beauties. Here may be obtained a splendid view of the Harbour of Montreal with its noble quays and busy shipping—the whole overlooked by not a few really palatial buildings. The island belongs to the military authorities, and has a small battery, and barracks. During the summer months, one or more of the regiments of the garrison are tented on its green slopes. On application to the town-major, parties desirous of visiting this island may receive the necessary permission. They can either go over in the garrison boat or hire one of the many always stationed at the wharves.

The Grand Trunk Railway deserves a passing notice on account of its magnitude and importance. New York, Boston, Portland, are brought daily and directly into communication with Montreal by means of this railway. It has also an uninterrupted and unbroken connection with the Western States of America. The principal offices and the locomotive and car building shops are at Point St. Charles, where there is quite a large town, in which the servants and artisans of the Company mostly live. They have their church, school-house, scientific institute, reading-room—in fact are a community of themselves. The Station, from which the trains start east and west, is in Bonaventure Street, about five minutes walk from the St. Lawrence Hall, next door to which is the ticket-office, where every information can be obtained relative to the starting of the trains, connections of railroads, &c.

We have now taken our visitors in and around the city, and pointed out to them the chief objects of interest. We trust that they will not only carry with them a favourable opinion of the chief city in Canada, but will also cherish a kindly feeling towards their cicerone for giving them so much information at so small a cost. If the accompanying Views of the city and its surroundings, together with these Descriptive Notices, shall enable tourists to have a more thorough and satisfactory idea of ancient Hochelaga modernized, and shall induce others to make a pilgrimage in the same direction, the end of the publication shall have been fully gained.

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