

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

It derives much of its advantage from its position at the head of ocean navigation, and from its facilities for commerce. Up to 1809 the only mode of conveyance between Montreal and Quebec was by means of stages or batteaux, but the time had come when superior accommodation was to be provided. John Molson, Esq., an enterprising and spirited merchant of Montreal, now fitted out the first steamer that ever ploughed the waters of the St. Lawrence. On the 3rd November of this year, the little craft got up steam, shot out into the current, and, after a voyage of thirty-six hours, arrived safely at Quebec, where the whole city crowded to have a look at the nautical phenomenon. It is a fact worthy of record that the second steamer built on this continent was launched at Montreal. Fulton's little steamer first navigated the Hudson; then Molson's "Accommodation" cleaved the magnificent waters of the St. Lawrence.

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

"In its situation, at the confluence of the two greatest rivers, the St. Lawrence and Ottawa; opposite the great natural highway of the Hudson and Champlain valley; at the point where the St. Lawrence ceases to be navigable for ocean ships, and where that great river, for the last time in its course to the sea, affords a gigantic water power; at the meeting point of the two