

and being covered with the richest foliage. The north bank, on which the city stands, is rugged, precipitous, and almost naked. At the end of Champlain Street are many building-yards, in some of which, as we passed, vessels on the stocks, and nearly ready for launching. Then come the 'coves,' as they are called, and which are neither more nor less than those portions of the beach on which the great timber merchants transact their business. Wolfe's Cove is about two miles above the town, and is the spot at which that gallant general struggled with his army and artillery up an almost perpendicular cliff, to gain the plains of Abraham above, on which he afterwards lost his life, fighting the decisive action which struck the last blow at French dominion in America. These coves follow each other in close succession for nearly three miles, the whole beach being lined for that distance with vast quantities of timber, squared, and ready for shipping.

There are similar coves on the other side of the river, about seven miles above the town, where the Etchemin enters the main stream, on its southern side. At the mouth of this tributary we passed a series of saw-mills, erected on a most gigantic scale, and in which the largest logs are converted, almost in a twinkling, into slabs, beams, deals, and scantlings. On the wharfs which surrounded them, the produce of these mills was piled in enormous masses, ready for conveyance to Europe in the vessels anchored hard by. Two miles farther up, the river receives, on the same side, another tributary, called the Chaudiere. The Falls of the Chaudiere, which are not more than a league from its mouth, are far superior in size and grandeur to those of Montmorency, nine miles below Quebec. And yet there is not one traveller in twenty who sees the former, although only twelve miles from the city, whilst almost every stranger thinks it necessary to pay a visit to the latter. The Chaudiere, at its mouth, is spanned by a noble bridge of one stupendous wooden arch, somewhat resembling in its construction the centre arch of Southwark (iron) Bridge. It springs from rock to rock at a great elevation above the stream; and as we passed, its complicated frame looked, in the clear morning air, like light gossamer-work suspended from the foliage which richly mantled the two banks.

The town of Three Rivers is at the head of tide-water, on the north bank, the tide thus flowing for nearly 500 miles, or nearly the whole length of Great Britain, up the channel of the river. The banks here are comparatively low, and continue so, with but little exception, up to the great lakes. A few miles above Three Rivers we entered Lake St. Peter, a broad and magnificent sheet of water, resting on a shallow and ever-shifting bottom. The changes which are constantly taking place in its navigable channel render it the most precarious point in the navigation of the river from the Gulf to Montreal. At its upper end it is studded with islands, some of which are made the basis of great government works, with a view to straightening, deepening, and rendering uniform its channel. About the middle of the lake we met an enormous raft from the Ottawa, making its way slowly towards Quebec. It was covered with small sheds, for the accommodation of the lumber-men who navigated it, and looked prickly with jury-masts, to each of which was appended a sail. These rafts sometimes encounter rough weather in Lake St. Peter, which in numerous instances shatters them to pieces, and leads to melancholy loss of life.

It was early next morning that we approached Montreal. The country was exceedingly rich, and radiant with all the glories of 'leafy June.' Its general character was flat, but here and there from the vast level plain, which extended on both sides as far as the eye could reach, small isolated and conical hills rose to a moderate elevation, to relieve the scene from the monotony which else would have characterised it. It was fully an hour before breakfast-time when we made fast to the noble stone quay which lines the river in front of the city.

While Quebec owes its chief celebrity to its commanding military position, Montreal has few advantages in a military point of view, the strongest piece of fortification about it being on the island of St. Helen's a little below the city, and about midway between both banks of the river. It is, however, admirably situated with a view to the requirements of modern civilisation, which looks more to good commercial than to military positions. Although situated upon a large island, it may be said to occupy a position on the north bank of the river, the main stream running between it and the south bank—that which sweeps around the northern side of the island being comparatively insignificant. Occupying the very centre of a vast and exuberant agricultural region, it is the point upon which four great natural highways converge, leading from regions as varied in circumstances as they are great in superficies. The site which it occupies is but about thirty miles below the confluence of the Ottawa and the St. Lawrence—the former leading, for miles counted by the thousand, from the very heart of the territories of the Hudson's Bay Company; and the latter from the great lakes, with all the yet undeveloped wealth of the far north-west countries in the midst of which they lie. To the south, the Atlantic is directly accessible to it by the route of Lake Champlain and the Hudson; whilst to the eastward it can reach the ocean, by following the river to the gulf. This is the spot which, within the last few years, has been selected as the capital of United Canada; and few capitals have a situation affording so much promise for the future.

Montreal has a fine appearance when approached by steamboat from La Prairie; a small French-Canadian village several miles from it, on the opposite bank. It is chiefly built of stone, as are Quebec and Kingston—the three forming in this respect a marked exception to all the other towns of the province, and to nearly all in the United States, in which the wooden is almost invariably superseded by the brick tenement. The French portion of the city is very characteristic. The new part, all of which has been added since the conquest, has more of an English aspect about it; and some very magnificent streets and terraces have been added to it since its selection as the seat of government. The finest building by far which it contains is the Catholic cathedral, which is second only on the continent to that of Mexico, and of which any city in the old world might be proud as an ornament. The small hill immediately behind the town, and from which it derives its name, screens it completely from the cold northern winds. The slope which descends towards the city is covered with villas and orchards, and having a southern aspect, it produces the most luscious fruits. From the summit of this hill the view is very superb, commanding the city, the river, the rapids, and a vast region of fertile country beyond.