

Quebec too, was as it is to-day, indeed, rather more important, both as a commercial depot and military stronghold. The trade was in great prosperity ; and as vessels of large burden could not reach Montreal, Quebec held large stocks of imported goods, which were forwarded in barges to Montreal, and thence despatched farther into the interior. The citadel was occupied by the Royal Artillery, and two regiments of foot.

Montreal was a city of about 50,000 inhabitants, many of whom lived in long straggling suburbs, of small wooden houses. Its fine river wall and excellent wharves were already constructed, and gave to Montreal, then as now, a striking superiority over Quebec ; but there was no canal to connect the harbour with the navigable waters above ; there were no Railways ; there were no bridge ; no University, not even a high school ; and no manufactures. Nevertheless, Montreal was then the chief seat of commerce and banking. Mr. Moffatt and Mr. Peter McGill were at the head of the mercantile community, and as fine specimens of the honourable British merchant as one could wish to see. The trade was the import of groceries, and manufactured goods from Great Britain, sugar from the West Indies ; the export of wheat, flour, pearlsh, butter and pork, bought in the interior, and shipped by them to Liverpool, Glasgow, and London, on advances by their correspondents. Montreal, like Quebec, had a garrison of British troops. The route from Montreal to the West was one of considerable difficulty. A passenger from Montreal to Toronto made his start in a heavy lumbering coach, which conveyed him eight miles to Lachine. There he embarked on a small steamboat, which took him to the Cascades. At this place he took a coach for about twelve miles ; then another steamer. Again a coach, or an open wagon, when the roads became almost impassable, and again a steamboat ; till on the afternoon of the second day the passenger, with jaded limbs and battered luggage,