

to the "New Dominion Monthly" or the "Weekly Witness" gratis for one year.

And now, though it may seem premature, yet as we will not have any more appropriate opportunity, we wish our readers, young and old, the compliments of the approaching holiday season. To one and all we send the hearty, old-fashioned greeting,
A MERRY CHRISTMAS.

ANOTHER VOICE FROM THE PAST.

Editors New Dominion Monthly:—

As you have published a few items about the earlier days of the good old city of Montreal, permit an old citizen to add a few from his memory.

Great St. James street, previous to 1816, had been a burying-ground. The coffins, etc., were probably taken away during the winter of 1815-16. At the North end was a dead-house, about opposite to the present City Bank. The West end was stopped by a powder-magazine, with a passage of about ten feet wide, on the line of St. Peter street. The ground was levelled; and the first houses built were built by the late Benaiah Gibb, Esq. The next was the Methodist Chapel, where the Apothecaries' Hall now stands. The Montreal Bank, which had commenced business near the Nelson-monument Market, in St. Paul street, put up, and removed to, the building now occupied by the People's Bank.

Notre Dame street was stopped in the centre by the Roman Catholic Church, which faced to the west; the East end of the same street was stopped, at Bonsecours street, by a Government fort, built on a mound eighty to a hundred feet high, with the gates facing that street. The mound was levelled, and the earth thrown into the hollow in the rear, on the north, from which it had probably been taken in olden times, and raised as a protection against the Indians. Previous to that removal, the only entrance to the Quebec suburbs, from the city, was by a gateway at the corner of the

barracks on St. Paul street, Dalhousie Square and the street now occupying the ground that the fort did. Mr. Porteous built a cistern for his water-works on the opposite side of the street, and for many years supplied the city with water that was forced up from the river, near the Bonsecours Church.

The great improvement at the West end was the construction of the old Lachine Canal, from the Windmill Point. Previous to that, all goods for Upper Canada were carted to Lachine.

The laying of the foundation stone of the Montreal General Hospital was a day of great rejoicing in the good city.

The Hon. John Molson, sen., the pioneer of steamboats on the St. Lawrence, had, in 1816, the old "Swiftsuro," the "Malsham," and the "Lady Sherbrooke." The first opposition boat was built that year and called the "Car of Commerce; her first captain was George Brush, sen., now of the Eagle Foundry. The "John Bull" was built some years later by Mr. Molson; and when Lord Durham paid his first visit to Montreal, in 1838, in that splendid steamer, he paid £500 for the trip, and remained two or three days on board in the harbor; in which harbor, I may add, there were then no wharves. The vessels lay where they could, with long skeeds to the beach.

Horatio Gates, Esq., the great American merchant, took up the idea of tow-boats, and, with other merchants, commenced the "Hercules," towing vessels from Quebec and up the Current St. Mary with ease, where passenger boats had required to be towed with horses and oxen. The "John Molson," Capt. J. D. Armstrong, was the next tow-boat.

We have few citizens now who were so in 1816, but there are still some, among whom are Mr. Edmonstone (since gone to London), John Smith, John Torrance, Esquires, and Hon. James Leslie, all active and prosperous men.

A MONTREALER OF 1816.

Montreal, Nov., 1867.