

two feet by thirty, and contains blacksmiths' forge, lathe, drilling, planing, grinding, and polishing machines. The carpenter's shop is forty-eight feet by thirty-three. All the windows, except those of the basement, are of the English pattern, both top and bottom sashes being balanced by weights. The double windows are made in the same manner and remain up the year round. The tower, in which is the entrance and the main stair, is thirty-three feet deep by twenty-four feet wide, and rises to a height of about one hundred and forty feet. Is surrounded on top by an iron railing and is surmounted by a flag-staff. The stairs and the risers are of heavy cast iron, with hard wood treads. The three circular stairs leading from the fourth story to the clock in the tower are entirely of iron, as a further precaution against fire. The clock has four dials, their diameters being six feet. Owing to the great width of the building viz: 120 feet, it was considered desirable to have a second stairs apart from the stairs in the tower, and it was placed at the rear wall back from the tower. The frame and risers of this are also of iron with hard wood treads. The doors leading to the various rooms from the tower are in pairs, and move on universal hinges, the outside doors opening outwards. In case of panic amongst the employees, there is, therefore, no obstruction between any room and the street. There are two patent three ton elevators, having platforms six feet by seven, running from the basement to the top, both being constantly employed during the working hours. The extent of the building may be best understood by stating that the superficial measurement of all the floors throughout added together, is about five acres and three-eighths.

**Street Railway**—Is one of the greatest conveniences and accommodations to the city. Tracks are laid and cars (drawn by horses) run through

different districts of the city. The first from Hochelaga or east end to the western limits and Tanneries, a distance of five miles, passing through St. Mary, Notre Dame, St. James and St. Joseph streets. The second district from Mile-End through St. Lawrence street south to Craig street, to Bleury street, to St. Catherine street, west to city limits or Côte St. Antoine, a distance of four miles. The third district starting from Hochelaga or east end, running west the whole length of St. Catherine street to Côte St. Antoine, a distance of three miles. The fourth district from Craig street, near Côté street east to Viger Garden, and thence north up St. Denis street to city limits, being a distance of two and a half miles. Busses also run every half hour from the Post Office through St. James, McGill and Wellington streets to Point St. Charles, near the Grand Trunk Railway offices, on the other districts the cars pass from every ten to fifteen minutes. The fare on either or each of these routes is five cents. The charter with the city expires at the end of the present year. The Company are negotiating with them for a new charter and term, which if they succeed in obtaining, about fifteen miles of additional track will be laid.

**The City Hall**—Is situated on Notre Dame street, adjoining the Court House, on the corner of Jacques Cartier Place. After several years in building it was completed in 1878, and counts amongst the many handsome buildings in this city, from the designs of Mr. H. M. Perrault, architect, assisted by Mr. A. C. Hutchison. It is built of Montreal grey stone in the style of the modern French Renaissance, a style peculiarly adapted to this climate, from the cornices invariably having great projections, and thus by casting deep shadows which tend greatly to set off a building to advantage. The sloping Mansard roof of