

ST. LUKE'S CHURCH, DORCHESTER STREET EAST.

This Church has recently been enlarged, and otherwise improved. The additions consist of north and south transepts; extension of the church, and erection of a vestry and organ chamber. The unfinished portions of the original structure have also been completed. The building is now capable of seating 500 persons, and, from present indications, it is more than probable that a further enlargement will, ere long, be found necessary. The style of the structure is early English, of the thirteenth century; the material being Montreal stone. The mouldings, buttresses, and other projections are dressed, and the plain surfaces are of rough *piqure* work in courses. The roof is covered with slate, and, internally, the timbers and boarding are stained and varnished. There is a commodious and neatly furnished basement under the whole, admirably fitted up for Sunday School purposes. The chancel has a handsome traced four-light window, which, as yet, however, is only fitted with plain glazing. The west window is fitted with stained glass, of a geometrical design, and is the gift of a member of the congregation. The rest of the openings are glazed in diaphanous lead-work, with a margin of stained glass. The bell turret, so essential to the external appearance of the building, is still wanting. Its construction has only been postponed for lack of funds, the completion of the more important portions of the structure having exhausted all the means at the disposal of the Building Committee. The church is built upon ground presented by Mrs (Justice) Aylwin and the late James Logan Esq. The remains of the late Dr Blake (whose monument formerly occupied a portion of the site) are interred in a vault beneath the chancel, and a tablet to his memory has been erected in the south transept by his daughter, Mrs Aylwin. His Lordship Sturgeson was chairman of the original Building Committee, and it is doubtless to his good taste that we are in great part indebted for what is admitted to be one of the neatest ecclesiastical edifices in the Diocese.—Reverend Maurice S. Baldwin, M.A., is the incumbent.

THE OLD SHIP YARDS.

[From *Hochelaga Depicta*.]

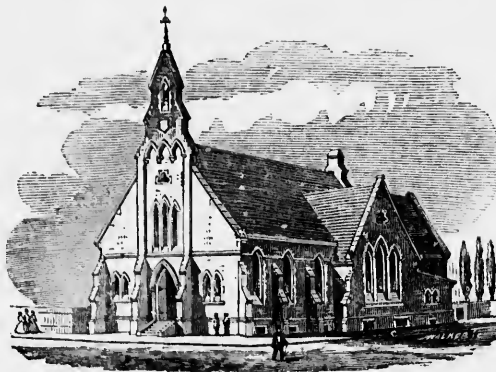
The first ships built in Montreal, were those constructed by Mr David Mann, who commenced his operations about the year 1786. Two or three years afterward he entered into partnership with Mr. Robert Hunter: the vessels they built were generally 200 to 350 tons burthen; one, the "Earl of Buckinghamshire," was 600 tons. J. Storrow & Co. built two vessels in 1808 and 1809. James Dunlop, Esq., in the three following years built several, of 330 to 350 tons burthen each. Mr. James E. Campbell was engaged in the work for several years: the vessels he constructed were generally of the same burthen. Messrs. McKenzie & Bethune, and James Millar & Co., built a number of vessels. Mr. Gould states that there were built in the Province,

in 1825, 61 vessels ...	22,636 tons.
in 1826, 50 ...	17,823 "
in 1827, 35 ...	7,540 "
in 1828, 30 ...	7,272 "

decreasing till 1831, when only 9 were built. The Canada Ship Building Company from London began to build in 1823, but finished only two vessels.

In the year 1820, Messrs. Shay & Merritt took possession of the yard; and the following steamers and sailing vessels were built there under the superintendence of Mr. E. D. Merritt. The steamboat "British America," 170 feet long, 30 feet beam, 10 feet high, for Messrs. John Torrance & Co., as a trader between Montreal and Quebec. In 1830, the steamer "John Bull," for Messrs. John Molsen & Co., also as a trader between this city and Quebec; 183 feet long, 32 feet beam, 12 feet high; has two engines, each 85 horse power. In the same year the steamboat "St. George" was built for John Torrance & Co.; 160 feet long,

23 feet beam, and 11 feet high. The steamboat "Canada" was built in 1831, 175 feet in length, 26 feet beam, and 11 feet in the hold; also the steamboat "Eagle," for Mr. James Greenfield, 145 feet long, 24 feet beam, 9 feet hold; and the steamer "Canadian Patriot," 130 feet long, 22 feet beam, and 8 feet hold, for a joint stock company. In 1833, the steamboat "Britannia," for John Torrance & Co., 130 feet long, 24 feet beam, and 71 hold; in the same year, the "Varennes," for Kisco & Co., 110 feet long, 23 feet beam, 71 hold; also the steamer "Montreal," for Mr. James Wait, 96 feet long, 18 feet beam, 5 hold. In 1834, was built the ship "Toronto" of 315 tons, for Captain Collinson, running between this port and London; also the "Brilliant" and "Thalia," each 472 tons, for James Millar & Co., sent home for the Baltic trade. The ship "Douglas," 348 tons, was built in 1835 for Captain Douglas; the bark "Glasgow," 347 tons, for Millar, Edmonstone & Co., sent home—and the bark "Thistle," 260 tons, for



ST. LUKE'S CHURCH.

the same firm, sent home for the West India Trade—were built in 1836. In the following year the "John Knox," a bark of 347 tons, for the same company, sent home; and in 1838, were built the following—the ship "Gypsy," 572 tons, also for Millar & Co.; the bark "Colborne," 240 tons; and the brig "Wetherall," 252 tons, both for Capt. Collinson.

THE OLD WATER-WORKS, IN NOTRE DAME STREET.

[From *Hochelaga Depicta*.]

The city of Montreal, and the parts thereto adjacent, are supplied with water under an Act of Parliament of the year 1801. The old Company, under the management of Thomas Schiefelin and others, laid out a very large sum of money in order to supply the city by wooden pipes from a source in rear of the mountain; but owing to the scanty supply of water and the pipes bursting constantly, they could not proceed in their operations. In the year 1819, the Company sold its charter to the late Thomas Porteous, Esq., and others, who took up all the wooden pipes and replaced them with conduits of 4in bore, which lasted up to the year 1832. The works were then purchased by the present company of proprietors, who have laid out considerable sums of money in improving them. The main conduits now laid down through the principal parts of the city are of iron of 10 and 4 inches bore, and the other parts are laid down with lead and iron pipes of dimensions in proportion. There are now upwards of 11 miles of main conduits laid down. The water is forced by a steam-engine of fourteen horse power from the river St. Lawrence up into two cisterns in a building in Notre Dame Street, containing a quarter of a million of gallons.

Montreal is better supplied with water than any other city on this continent, with the exception of Philadelphia.

From the commencement of these works up to the present time, the sum of nearly £70,000 has been expended by the several Companies. M. J. Hays, Esq., is the manager of the works.

Those who have no wells, and are not supplied by the Water-Works, are served by water-carriers from the river.

We introduce the above description of the old

works for the purpose of showing the enormous progress made in this respect within the last ten years. Our present water system is now second to none in the world, as the reservoirs are now on the mountain, and fire engines have been extensively dispensed with. The description is valuable, as a record of the state of things which existed thirty years ago.

A REMARKABLE OCCURRENCE A HUNDRED YEARS AGO.

[From *Hochelaga Depicta*.]

On the 6th of December, 1764, an occurrence took place, which not only created a great sensation here, but engaged the attention of the Government in Britain. Mr. Thomas Walker, a Justice of the Peace in his city, having, in the discharge of his official duty, exposed himself to the displeasure of an officer in the army who had been engaged in a dispute about lodgings, was violently attacked in his own house on the evening of that day. A party of persons in disguise entered the house; and Mr. Walker, on rising from his chair, received a wound in his forehead from a broadsword. Attempting to reach his bed-chamber, where his arms were deposited, he was attacked by five or six of the ruffians, and was so severely bruised that he sank down into a chair. On recovering himself a little, he struck at two of the party, but was soon overpowered by the rest, who not only attempted to throw him upon the fire, but wounded him severely on the head, which felled him to the ground; and while he was in that situation, one of the ruffians, kneeling down, cut off a part of his right ear, and endeavoured to cut his throat, which Mr. Walker prevented by his struggles. In consequence of this outbreak, the whole Province was thrown into the greatest possible alarm. The inhabitants of Montreal went armed in the streets, and "never went to dinner or to their homes without pistols before them." So lively was the apprehension of danger from the military, that whenever a soldier entered a shop to purchase an article, a pistol lying ready on the counter was presented at him, to prevent his committing any such horrid assault. As soon as the King issued a proclamation, dated 20th March, 1765, offering a reward of one hundred guineas for the apprehension and conviction of any person concerned in the offence. The Governor of the Province, also, offered a reward of two hundred guineas, and Mr. Walker himself an additional one of one hundred guineas. Several persons were apprehended on suspicion of being concerned in this assault, truly called in the letter from the Secretary of State to the Governor of the Province, "such treatment as is a disgrace to all government;" some were tried and acquitted; but none who were actually engaged in the transaction were apprehended, or, at least, convicted of any crime. At length, however, public conscience was restored, the pursuits of commerce and industry were extended, and the general state of society improved.

A DARK DAY IN MONTREAL.

[From *Hochelaga Depicta*.]

A remarkable natural phenomenon, attended with no small degree of terror to many, occurred at Montreal in the year 1819. The account of it attracted so much attention, even in Europe, as to be made the subject of an elaborate Essay read before the *Philosophical Society* of Edinburgh, and before the *Philosophical Society* of Edinburgh. On Sunday the 8th of November, dense black clouds were diffused over the atmosphere, and there fell from them a heavy shower of rain, which, after it had been allowed for some time to rest, was found to have deposited a substance, which to the eye, the taste, the smell, presented the resemblance of common soot. The sky, during the morning, occasionally displayed a bright greenish tint, and of the sun, through the haze which surrounded it, appeared of an unusually bright pink color. Before evening, the weather cleared up, and the next day was frosty, On