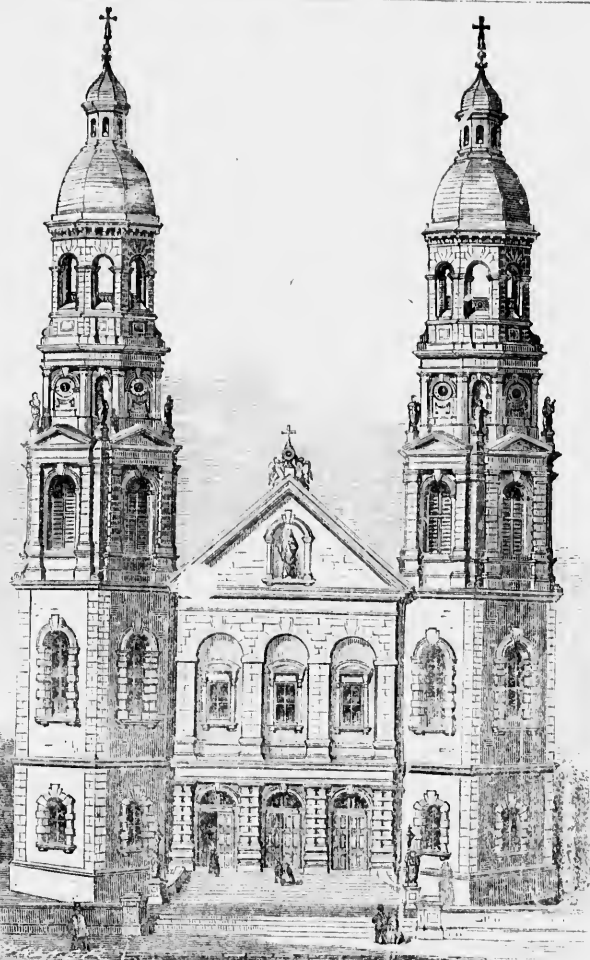


description of the establishment of a company of Montreal interest in the edifice—the of the Oratoire; their early intimacy with the city, and to have been predicted the site, fully foretold their wealth. Their dates from a year in which rebel land-lagala on his side of the Upper and first eligibility of on and its can- Ten years again visited covered is- again recog- importance, June, who established on at Me- now the Three Rivers, the river to her brethren's sons, and was with their he commu- them to the Associates—g company by the Government; their attention any Indian en- it as a site, "peut être un grande ville," presentations due effect.—ernor of the colony, Mons- rary, came up to inspect re years after, his presence M. de Maisonneuve of the Hun- sociates, a s founder of the the first Gov- the island, om France e or four fami- proceeded to He came up, and on the 1642, a mo- —the Supé- ria, the Rev. rated the site as celebrated At the close l chapel" was s deposited. there, say this "old Indian open to ques- e taken place niding, "the added to, was now occupied building. A ground took mption of the m and Indians mitted by the s a lofty idea tion says that s ascended "two old In- lonized to the ed the beauti- poor old skin- ing with grief, clam of the In- a stubborn na people and the east and to Richelieu and l by us. The

Hurons drove from thence our ancestors some of whom took refuge with the Abenakis, some with the Iroquois, and some remained with their conquerors? What would the "two old Indians" say now if they could rise from their plough-furrowed graves and behold the white-faced borders who have in turn overrun their hunting grounds and trodden down the Huron and the Abenakis, the Ottawa and the Iroquois, involving all in extermination and a common fate? Father Brebeuf appears to have visited the infant settlement several times after its establishment and was finally burnt at the stake by the Iroquois—a death which he endured with all the meekness and heroism of the Apostle and the Martyr. His death took place on the 16th of March, 1634, by which time the Jesuits were firmly established in the settlement, and although constantly on missions to the Heathen Tribes on the borders of the great Lakes had already founded several institutions and acted as pastors to the community, a cure which they handed over to the St. Sulpicians on their arrival here in August, 1637. They then seem to have left the Island only returning in 1632, when they settled down with the intention of remaining permanently, and built a church and residence on the site now occupied by the Court House and the Champ de Mars. Nothing remarkable occurs in their annals in this connection until the middle of the next century, when the Society was suppressed and its estates confiscated. Nearly a hundred years elapsed before they again came forward in connection with the Province. In 1811, forty-one years after the death of the last member of the order in Canada, Father Cazot, Monseigneur Bourget, the Roman Catholic Bishop of the Diocese proceeded on his first visit to Rome and while there was so highly impressed with the talents and energy of the members of the Order, that he requested its General to include the Province in the field of its labors. The General consented, and in May, 1842, six members of the Company landed in Canada, some proceeding to take charge of the Parish of Laprairie, while others found employment in the Bishop's Palace. In 1843 a novitiate was opened in Laprairie, and in the fall of the same year transferred to ex-Mayor Rodier's residence on St. Antoine Street, the free use of which he had tendered to the Company for the space of five years. Two years after this the Bishop, who takes a deep interest in the welfare of the Society, applied to the principal citizens of Montreal on its behalf, and although his call was promptly responded to, several years elapsed, owing to the great fever and the commercial distress of 1844 ere a sufficient sum could be obtained to warrant the construction of the present college. And even when begun, the works had to be suspended. It was late in 1841 before the building was completed. The church, now being erected for the company, is mainly due to the munificence of a gentleman distinguished above all men in the Province for his gifts to the clergy and the religious orders. Mr. Olivier Berthelet who gave the site. It contains an apse and a half and was originally purchased by him at a cost of



THE CHURCH OF THE GESU

Engraved by J. H. Walker for the Montreal Gazette.

\$20,000. The plan of the church is in accordance with the request of Bishop Bourget who was greatly impressed with the proportions and the designs of the interior of the church of the Gesù at Rome, and desired to have them reproduced here as closely as possible.

Such in brief is a slight sketch of the connection of the Jesuits with Montreal—a site which they selected and consecrated, a city which they may be said to have founded and which they now seek to improve and adorn.

## THE OLD LACHINE CANAL.

[From Baswell's Etchings: Depict.]

So early were some of the intelligent inhabitants of the province convinced of the numerous advantages that would result to internal navigation and commerce from a Canal that should unite Montreal with Lachine, that it became an object of desire even before the passing of the Constitution Act in 1791. In the first Provincial Parliament under that act, which commenced its session in December, 1792, a bill to effect that object was proposed by one of the members for Montreal. The bill did not pass, because the undertaking was then considered beyond the pecuniary means of the province. The matter, therefore, slept for some years. In 1815, during the war with the United States, the expense of conveying the Government stores brought the subject under the consideration of the Governor, who sent a message to the Assembly in favor of the measure,

owing to some difficulties, was altered so as to bring its mouth near the windmills.

The Canal is 24 ft. wide at the bottom, and 43 at the water line, with five feet depth of water throughout, and 18 inches from the water line to the level of the towing path. There are 10 to the whole six locks, each one hundred feet in length, and twenty feet of opening, with an entire fall of forty-two feet, and a regulating lock at either end. The workmanship of these locks, and the various stone bridges along the route, are all of masonry of a superior and most substantial character, creditable to the builders, to the country, and to the whole undertaking; the bridges at the extremities are elegant as well as durable. This Canal, at the time of its formation, was greater as to breadth, depth of water, and length and breadth of locks, than any similar work in Great Britain, with the exception of the Caledonian and the Forth and Clyde canals. The stone of which the bridges and locks were built, was brought from the opposite shore, near the Indian village of Cauchana-wasa. In addition to its excellent qualities, the cheapness of its carriage, being conveyed entirely by water, rendered it very eligible for the purpose. In forming the canal, the quantity of rock excavation was found very great, and presented an unexpected obstacle to the progress of the work; but the increased labor, expense, and delay occasioned by it, were more than compensated by its durability: this part of the canal can never need repair.

and the sum of £25,000 was voted to assist in its execution, with an Act to the Legislature to give it effect. Peace soon following nothing more was done except taking a few levels. In 1819, a petition from several persons in Montreal desirous of undertaking the work at their own expense, was presented to the Legislature, requesting aid and authority for that purpose. A bill was accordingly passed in April, authorizing subscriptions to the extent of £150,000 currency, at the rate of £50 a share, and erecting the subscribers into a joint stock company. This plan was afterwards abandoned, and the work was undertaken by the Province, on the condition that the subscribers should relinquish their rights on receiving back the money they had advanced on their shares, and that on the contribution of £10,000 by the Government, all stores and effects belonging to His Majesty should pass through the canal free of toll. An act of the Legislature having passed to this effect in 1821, the work was commenced on the 16th of July in that year, and completed in 1825. The route originally proposed was along the beach of the St. Lawrence at Lachine till the commencement of the turnpike road, then by the foot of the Cote St. Paul, continuing till it arrived at a point between the St. Joseph and St. Antoine Suburbs, when the route was to fork out and diverge, one branch to cross the St. Lawrence and Quebec Suburbs, and enter the river below the King's Naval Station at the foot of the Current St. Mary, while the other branch was to enter above the harbor near the Ship Yard. The former branch was for the present abandoned, from insufficiency of means; and the latter route,