

its gleaming spaces little disturbed for all the tang'e of masts at the wharves. Its islands, its breakwaters, even its riffles are mapped clearly. Along the glinting sheet of water, perchance he sees the great ocean-liner coming lazily up to port, while river steamers, tugs, full-rigged ships, stone-hookers, and slow barges move to and fro upon the panoramic flood. They are all dwarfed to trifles by its expanse—mere chips, having brief motion from man upon the eternal surface. Away to the west, above the Island of Nuns (equally divided between field and wood), he sees the cataracts of Lachine, dwindled to a white patch above the lake-like reach, from whose farther shore the sunshiny spires and roofs of La Prairie retire, half hidden among trees. Diagonally across the river view runs the Victoria Bridge, which alone, among all the builder's work presented to the eye, seems scarcely dwarfed by the largeness of the prospect. Suddenly a narrow white cloud streams out from the bridge's farther end, and the tiny locomotive rushes away with its toy train, past St. Lamberts, over the smiling, cabin-dotted, wide plain of Chambly, toward the hills of Boucherville, Bevil, Rougemont—all clearly revealed in the bright summer weather. The very names belonging to the spires, hamlets, and misty distances that he asks of, have their charm for one weary with the monotony of the huge, smug continent—Longueuil, St. Julie, Therville, St. Bruno, Acadie, Varennes, Repentigny, L'Assomption! With these sounds in his ear, it is, perhaps, often surprising for the American tourist to learn that he is quite near home, for the guide points him to a dim line on the confines of the southerly Champlain, with "There are the Adirondacks of New York." This noble view has not been suddenly revealed to a tourist. He has reached the Pavilion by a gradual, smooth ascent; with every zigzag of the carriage drive, new bursting peeps and broader views of mansion, spire, and dome, more roofs, more river, and more plain have been outspread, a grand cyclorama vaulted by the canopy of heaven. Passing around the mountain's western brow, he has caught glimpses, beyond Cote des Neiges and the Second Mountain, and Monklands and St. Laurent, of twenty miles' length of fat plain bordered by the heights of Deux Montagnes, by the still more distant hill where shines the great Cross of Rigaud, and by the fine blue of the Laurentides, whose far sides are marked here and there by white patches that the imagination insists on declaring to be monasteries of marble. He has seen the gleam of the reaches of Riviere des Prairies (called Back River by his guide, it is to be feared); he has marked the long, narrow inclosures of the garden-like island of Montreal, and everywhere beheld the churches, cabins, and herds of populous parishes. Rounding the final summit, he has seen, glancing among the trees in the hollow just beneath him, the flocking white stones of the two cemeteries, guarded to the north by the angel set clear above the trees of the Middle Mountain, and to the south by Mount Royal, which separates the Montreal of the living from the more beautiful Montreal of the dead—

"Whose part in all the pomp that fills the circuit of the summer hills, is that their graves are green."

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little of the glorious sights appertaining to Mount Royal, or its scenes are as many and varied as the phases of weather, and one shall behold there, even after years of acquaintance, new unimagined beauties with every change from dawn to dark, from storm to shine, from Spring's first tremulous greenery to the braveries of Autumn in scarlet and russet, crimson, brown and gold.

The Winter Carnival is a Montreal institution. It was in Montreal that it was first introduced to the people of North America, and the original carnival has been improved upon year by year until it has now assumed magnificent proportions, and affords a complete exposition of the winter enjoyments and sports of Canada, set forth on a large scale, and with frills and accessories that make the winter carnival one of the most popular and enjoyable fetes of the American year.

Quebec.

There is no city in America more famous in the annals of history than Quebec, and few on the continent of Europe more picturesquely situated. Whilst the surrounding scenery reminds one of the unrivalled views of the Bosphorus, the airy site of the citadel and town calls to mind Innsbruck and Edinburgh. Quebec has been well termed the "Gibraltar of America," and is the only walled city on the continent. The scenic beauty of Quebec has been the scene of general eulogy. The majestic appearance of Cape Diamond and the fortifications—the cupolas and minarets, like those of an eastern city, blazing and sparkling in the sun—the loveliness of the panorama—the noble basin, like a sheet of purest silver, in which might ride with safety a hundred sail of the line—the graceful meandering of the river St. Charles—the numerous village spires on either sides of the St. Lawrence, the fertile fields, dotted with innumerable cottages, the abodes of a rich and moral peasantry, the distant Falls of Montmorency, the park-like scenery of Point Levi, the beautiful Isle of Orleans, and, more distant still, the frowning Cape Tourmente, and the lofty range of purple mountains of the most picturesque forms which bound the prospect, unite to form a *coup d'œil*, which, without exaggeration, is scarcely to be surpassed in any part of the world. Few cities offer so many striking contrasts as Quebec. A fortress and a commercial city together, built upon the summit of a rock like the nest of an eagle, while her vessels are everywhere wrinkling the face of the sea; a city of the middle ages by most of its ancient institutions, while it is subject to all the combinations of modern constitutional government; a European city by its civilization and its habits of refinement, and still close by the remnants of the Indian tribes and the barren mountains of the north; a city with about the same latitude as Paris, while successively combining the torrid climate of southern regions with the severities of an hyperborean winter.

Who is there on the American continent that would not wish to see Quebec? The resolute Champlain, the haughty Frontenac, the devoted Laval, and the chivalrous Montcalm, repose here, resting amid the scenes of their labors, after the turmoil of their earnest lives, while a monument on the Plains of Abraham bears the inscription, as graphic and expressive as any in the English language, "Here died Wolfe, victorious." The surrounding district is famed for its beauty, and is filled with objects of interest to the tourist. One of the principal drives is to the Falls of Montmorency, eight miles from the city.

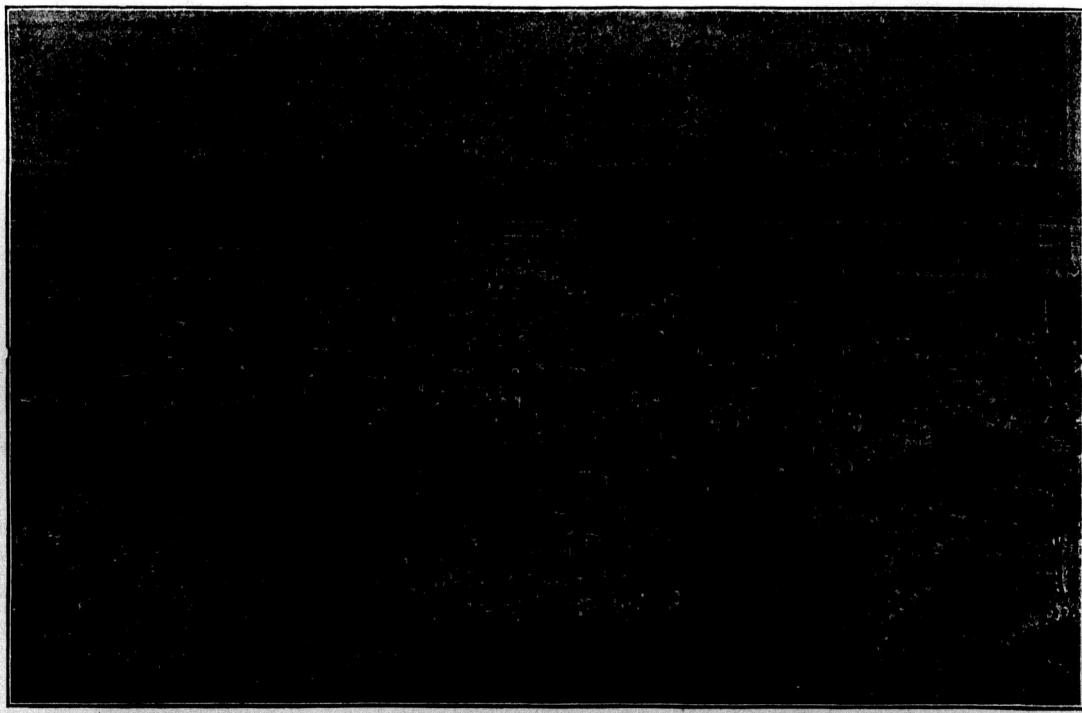
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THE FIRST CLASS DAY COACHES are proportionately elaborate in their arrangement for the comfort of the passenger; and, for those who desire to travel at a cheaper rate, COLONIST SLEEPING CARS are provided without additional charge.

These cars are fitted with upper and lower berths after the same general style as other sleeping-cars, but are not upholstered, and the passenger may furnish his own bedding, or purchase it of the Company's agents at terminal stations at nominal rates. The entire passenger equipment is matchless in elegance and comfort.

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These cars accompany all transcontinental trains, and are managed directly by the Railway Company, which seeks, as with its hotels and sleeping cars, to provide every comfort and luxury without regard to cost—looking to the general profit of the railway rather than to the immediate returns from these branches of its service. The Canadian Pacific Railway Company offer for sale some of the finest agricultural lands in Manitoba and the North-West. The lands belonging to the Company in each Township within the railway belt, which extends twenty-four miles from each side of the main line, will be disposed of at prices ranging

FROM \$2.50 PER ACRE UPWARDS.

Detailed Prices of Lands Can be Obtained from the Land Commissioner at Winnipeg.

TERMS OF PAYMENT.—If paid for in full at time of purchase, a Deed of Conveyance of the land will be given; but the purchaser may pay one-tenth in cash, and the balance in payments spread over nine years, with interest at 6 per cent. per annum, payable at the end of the year with each instalment. Payments may be made in Land Grant Bonds, which will be accepted at ten per cent. premium on their par value, with accrued interest. These bonds can be obtained on application at the Bank of Montreal, or at any of its agencies in Canada or the United States.

GENERAL CONDITIONS.—All sales are subject to the following general conditions: 1. All improvements placed upon land purchased to be maintained thereon until final payment has been made. 2. All taxes and assessments lawfully imposed upon the land or improvements to be paid by the purchaser. 3. The Company reserve from sale, under these regulations, all mineral and coal lands; and lands containing timber in quantities, stone, slate and marble quarries, lands with water-power thereon, and tracts for town sites and railway purposes. 4. Mineral, coal and timber lands and quarries, and lands containing water-power, will be disposed of on very moderate terms to persons giving satisfactory evidence of their intention and ability to utilize the same. Liberal rates for settlers and their effects will be granted by the Company over its Railway. To enable intending settlers to examine the lands of the North-West, special land explorers' tickets are sold to Winnipeg and return from Montreal at \$27.35, from Toronto at \$45, and from other stations in Canada at proportionately low rates. These tickets give first class passage and are good 40 days from date of sale, but do not allow stop-over. Holders of these tickets may obtain, at the Land Commissioner's Office at Winnipeg, tickets to any station on the C. P. Ry. between Winnipeg and Calgary and return at special rates, and the amount paid for these latter-mentioned tickets will be refunded the original holder provided he shall within 30 days purchase 160 acres or more of the Railway Company's lands west of Winnipeg. Particulars will be supplied to settlers on application by letter or otherwise to L. A. Hamilton, Land Commissioner, Winnipeg. For pamphlets, maps, time tables, rates for settlers or regular tickets, or for other information, application should be made to any of the Company's offices or to the Passenger Traffic Manager at Montreal.