

feelings which dominate our people, and give buoyancy and brightness to the rule of the Frost King in his Canadian Kingdom. People who have never been in Canada during the winter season have but vague and ill-defined ideas of the enjoyment that is had in snowshoeing, tobogganing and sleigh-riding, and a visit to Montreal serves to dissipate the absurd ideas that prevail in some countries that our people can see the North Pole from their back windows, and that they can rarely ever venture out of doors while the snow is on the ground. Winter is really the most delightful and exhilarating season of the year in Canada, and the denizens of warmer climes who visit the Carnival have ample opportunities of determining for themselves, by practical experience, how much enjoyment is to be taken out of our winter pastimes. The climax of the Winter Carnival is seen in the storming of the Ice Palace, a sight which is in its way a thing of beauty, and a fitting conclusion of a season of merriment and picturesqueness, of which the early pioneers, whose bark canoes floated languidly on the placid waters of the St. Lawrence, little dreamed, but which their successors have crystallized into a glowing reality, instinct with life and movement, while Mount Royal looks down from its Olympian heights, wrapped in its mantle of purity, and keeps watch and ward, lending the grandeur and beauty of its proportions to a scene which lives in the memory forever after.

And, among the other winter sports, we must not forget the silver skate and the glories of the crystal of the Victoria Rink. This Round has been one of the institutions of Montreal, long before any other form of sport. The Tournaments, the Games, the Exhibitions, the Fancy Dress Masquerades and the Dances have all rendered this parallelogram of frozen water the most brilliant scene in America and unsurpassed even in St. Petersburg. Visitors from abroad never miss this scene of splendour. And this year will be no exception. Lord Stanley and his family will open their eyes on the glittering spectacle, and will doubtless not miss a single one of the events. Perhaps nothing will so impress the inmates of Rideau Hall with the winter pleasures of Montreal.

### THE CITY OF MONTREAL.

The following, written for the programme of the Winter Carnival, by Mr. S. E. Dawson, deserves to be read in connection with our winter sports:

Visitors to our Winter Carnival must not hastily conclude that we are a Hyperborean people, of cheerful disposition in outward seeming, but, in reality, wrestling for our living with an unfavourable climate and holding Carnivals to keep our spirits up. A glance from the Mountain Park over the substantial buildings of the city and the costly villas of the suburbs will convince any stranger that we are a people with a surplus of material comforts. The numerous tall chimneys, which are obscuring the clear sky with smoke, only partially explain our resources. Nor will our position be explained by remembering that Montreal is the pivot of two immense railway systems. For not only does the Grand Trunk centre here, extending from Portland and Quebec to Chicago and through the West—a system with its branches of 4,090 miles, under one management—but the Canadian Pacific system, with an aggregate length of 5,292 miles, the longest railway in the world—reaching, under one management, from the Atlan-

tic to the Great Western Ocean—has its vital centre in Montreal. These two railways span the St. Lawrence here by bridges, each unique of its kind—the Victoria Bridge, 9,184 feet, and the Canadian Pacific Bridge, 3,660 feet in length. Montreal, then, is a very remarkable centre of converging railways; but even this circumstance does not fully explain the whole business of the city, for the exports amounted in the year just closed to \$24,049,638; and the imports for the year ending September 30th, 1888 (the latest date attainable now), to \$41,481,330; while the aggregate banking capital, of those banks only which have been originated and have their head offices here, amounts (with the accrued rest) to \$32,000,000.

Nature, at Montreal, runs through a wider cycle of change than in any other city of similar size in the world. A few short months hence, and the fields, now resting invisible under the snow, will start into life, and under a summer temperature, the same as that of Central France, even semi-tropical crops such as maize, tomatoes and tobacco will ripen in the open air. Wharves, now invisible under the ice, will be encumbered with freight discharged all day long from great black-hulled ocean steamers, while at night, aided by the artificial daylight of electric lamps, long trains of cars will roll over these now hidden wharves, and distribute the freight over the country as far as the Pacific Ocean. It is difficult to realize this in winter. The large elevators seem useless on the margin of our icy river, over which the *habitants* are drawing their produce to market; but the figures of last summer's business, in our own silent harbour, will help our visitors to realize it. Last season, 655 ocean vessels, nearly all steamers of the largest size, measuring 782,473 tons, arrived at our port. To meet these there came from the western lakes 5,500 inland vessels, with an aggregate of 863,014 tons. The leading items of export during the same period were: Wheat, 2,033,325 bushels; corn, 2,721,282 bushels; peas, 895,314 bushels; flour, 585,602 barrels; cheese, 1,116,627 boxes; lumber, 120,979,881 feet; phosphates, 16,133 tons; apples, 264,133 barrels; cattle, 61,003; sheep, 46,223. These are some only of the items which make up our summer business.

But our winter visitor should know that Montreal is not only a port, but also a *free* port—free from all tonnage and harbour dues; and moreover, that it is accessible to the largest ocean steamships. At Liverpool there is a depth of only 9 feet at low water on the bar of the Mersey; vessels can be docked only when the tide is at its height. At New York, the depth over the bar at Sandy Hook during low water is 21 feet; at highest tide, 29 feet. At Boston the range is from 21 feet at low tide, to 29½ feet at the highest; but from Montreal there is always a depth of 27½ feet of water from the wharves, at lowest river level, to the ocean. Thanks, then, to natural advantages of situation and to the energy of some of her citizens, living and dead, Montreal sits enthroned the queen of the waters of the North.

The future of Montreal as a manufacturing centre is bright, because of the orderly and industrious habits of the working classes. The population in 1888 was 195,864, and it is difficult to foresee to what extent that number may grow when all the natural advantages of the city are utilized. The assessed value of the real estate in

1887 was \$102,641,720, and the municipal revenue was \$1,948,393. A glance at the map will show the magnitude of the basin of the River St. Lawrence, with its tributaries, and a glance at the distant shore across the river will show the volume of its waters. All this water drops 45 feet in 8½ miles, just above the city. The Connecticut River at Holyoke affords 60,000 horse-power, and this is leased at \$4.62 per horse-power per annum, so that each mill privilege of 65 horse-power costs \$300 per annum. Compare the basin of the Connecticut with the basin of the St. Lawrence, and calculate the number of horse-power running to waste at Montreal; bear in mind the qualities of the working population, and the possibilities of the city will begin to appear. The day may arrive when the queen of the waterways of the North will cease to obscure her clear skies with the unconsumed residues of coal imported from a distance, when a portion of the unused power of the river may be utilized, and the annual cost of a horse-power may sink to \$5. Then the natural advantages of Montreal will stand clearly revealed, even during a Winter Carnival.

S. E. DAWSON.

### GREEK ART.

It is not without reason that all enlightened ages and peoples have admired Grecian civilization, for there is within it a reflection of eternal wisdom and heavenly beauty. It is, furthermore, to be observed that the modern world is largely indebted to Grecian Art. Civilization is derived, in great measure, from Greece, and hence we may look there for the sources of light and the explanation of many of the constituent principles of modern society, as we know that water will be found clearer and purer the more we draw it from its spring. This thought has inspired an eminent historian:

"In my youth I had conceived the design of devoting my whole life to the writing of a history of France, in at least eight or ten volumes. I set to work, but, on sounding our ancient land of Gaul, I found the traces of Rome. At once I went to Rome. There it was forced upon my mind that Roman civilization had been powerfully influenced by that of Greece. I was thus led on from Rome to Athens. Godfrey of Bouillon, a great warrior and a wise king, full of righteousness, was deeply moved by the wonders of art. When war and government gave him a respite, he hied him to the beautiful churches and to the contemplation of rich sculptures and venerable images."

We proceed now to establish certain principles on this Art, which seems at first sight to put into one the first attempts of the human race, and which, after its effervescence, and its arrival at what seems to be the highest degree of plastic perfection, has gradually permeated the whole world with its influence. To demonstrate this we must recall what we have already said on the formation of the Hellenic people. Several nations, says Thucydides (c. ii., b. i.), followed each other, without making lasting establishments. Herodotus and Strabo say the same thing. The country was the scene of several migrations. The Pelasgi and the Hellenes came together—the one from the north, the other from the south of Bactria (Turkestan). They sought to settle and fortified themselves. They spread over the country with enormous buildings, whereof several are still standing in Epirus, Thessaly, Bœotia, Attica and