

real, St. Gabriel * * * * The General appears to be about sixty years of age, and bears his misfortunes with a degree of resignation that but few men in similar circumstances are gifted with." Montreal played no active part in the war of 1812, and from that time until the rebellion of 1838-39 suffered no serious check from disturbances. Enterprise was commencing to appear in every part of Montreal. Street lighting by lamps, paid for by private subscription, was commenced in 1815. In 1819 the Bank of Montreal was organized, and in 1821 the Lachine Canal was commenced. In that year the British and Canadian School was founded "for the education of the children of the laboring classes." In 1831 Montreal became a port of entry; in 1832 there was a riot in which troops fired upon the mob and killed three and wounded two, and in the same year 1904 persons died of cholera. There was cholera in 1834 and three years of constant confusion were followed by the rebellion of 1837-38. Subsequently there were riotous political demonstrations and 1849 the Parliament Buildings were destroyed by fire to mark the displeasure of people, who believed that the Government had had no right to pass the Rebellion losses bill. Lord Elgin was rotten-egged for daring, as Governor-General, to sign the bill. Riots in 1850; a great fire in the same year, and general depression, were followed by the opening of the St. Lawrence & Atlantic Railway in 1851, another great fire in 1852, and the Gavazzi riot in 1853. The opening of the Grand Trunk Railway to Portland, and the commencement of the Victoria Bridge in the same year were events in Montreal's history, each of which marked forward movements in Canadian trade.

It is curious that while New York has held her place as the commercial metropolis of the United States for three centuries, Montreal has done likewise, so far as Canada is concerned. The Montreal of to-day, as a commercial city, is to Canada what London is to Great Britain and New York to the United States. Montreal occupies a specially advantageous position at the head of oceanic navigation and at the commencement of lake and river navigation, having direct railway communication with the chief cities of Canada and the United States. In order to accommodate the magnificent fleet of ships that come to her port from all lands, the ship channel of the river St. Lawrence has been deepened to twenty-five feet at the lowest condition of the river and a further deepening is now in progress; in order to achieve this, she had to borrow some three million dollars, and the removal of this debt will lift from her shoulders the last and greatest burden she has had to bear. In consequence of this debt the scale of harbor dues imposed was necessarily heavy, giving smaller and in other respects less convenient ports an unfair advantage over Montreal. In compliance, however, with many urgent representations the Federal Government has assumed the responsibility of this debt. The city is the terminus of one of the completest railway systems in the world. Two divisions of the Grand Trunk Railway, and various lines run in connection with its magnificent system, afford easy access to the United States and the principal cities of Canada, while the marvellous monument of national enterprise and engineering skill, the Canadian Pacific Railway traverses the continent from sea to sea, opening up magnificent tracts of fertile country and developing stores of wealth hitherto unknown,