

colonists themselves; all dependent on the capricious wills of the monarchs of England, France, and Spain, who were too busy at home slaughtering their subjects in useless wars, to pay any attention to these people at the other side of the Atlantic, except giving them an occasional overdose of taxation, and at last causing them to revolt, as the thirteen united states did under Washington, and the Canadians under Papineau, Nelson, and MacKenzie, to whose memory a splendid monument is erected in the Catholic cemetery, at Montreal. After a day's rest I set out to see as much as possible of the city and its surroundings; the place has a very old-fashioned appearance, many of the streets being narrow, and the houses of the high gabled style, of the seventeenth century.

THE CORPORATION

is alive to the necessity of keeping pace with the age, and consequently it is making vast improvements in every direction. The footways nearly all made of planks are rather narrow, and the carriageway is badly paved, although I was told there is an excellent granite quarry in the neighbourhood, from which stones could be had for paving purposes. New buildings are all made of limestone, of a splendid quality; many of them are large, and are ornamental to the city. In former days the ramparts were famous for the number of guns in position and the strength of the works; but now the citizens think they can turn these celebrated forts to a peaceful purpose, for while at Quebec, workmen were levelling and making the ramparts into walks and esplanades for the recreation of the citizens. The population is about 64,000, and like that of most other American or Canadian towns, made up of all the nationalities of Europe. On the shop fronts in a street may be seen English, Irish, Scotch, German, and perhaps Jewish names, and all united in making a one orderly, intelligent and energetic people; the police force being only 15 men, or one to about every 1,400 of the inhabitants. Timber is the principle trade of the port, and several ships were waiting for cargo; it is floated down the St. Lawrence in huge rafts, sometimes for nearly a thousand loads. Much of the timber, or as it is called,