

Clarke—himself a descendant of the tribe—the Senecas and Wyandots, or Hurons, lived side by side at Hochelaga, in peace and amity until, in an evil moment, a stern chief of the Senecas refused to permit his son to marry a Seneca maiden. The indignant dancé rejected all suitors, and promised to marry that man only who should kill the chief who had offended her. A young Huron fulfilled the condition and won the lady. But the Senecas adopted the cause of their chief and attacked the Hurons. At first they were unsuccessful, but the other tribes of the Iroquois assisted them, and the Hurons were driven westward, and were eventually almost exterminated by the implacable Iroquois. This romance of Hochelaga has found no poet or novelist to enliven and immortalize it. Our dark-skinned Canadian Helen brought "unnumbered woes" upon her people, but until some Homer arises to narrate the particulars, we shall never know what tragic fate befell her. Some vestiges of Hion even still survive, but Champlain saw no trace of the triple palisaded town elaborately described by his predecessor. He was struck with the advantageous situation of Montreal, and even made a clearing at Point-a-Callieres, which he called Place Royale, but did not carry out any design which he may have formed of founding a settlement.

The early history of Ville Marie is full of romance. Champlain sided with the Hurons in the bitter war which was raging at the time of his arrival, and the French for fifty years struggled with difficulty against the enterprises of those implacable enemies. Montreal, being nearer to the Iroquois cantons, chiefly felt their fury, and in 1660, the whole island up to the palisades of the town was swept by Indian war-parties. A deed of heroism by which Dollard and seventeen other Frenchmen devoted themselves to death alone saved the town. In 1665 the Marquis de Tracy arrived from France with the Carignan regiment. He defeated and punished the Iroquois and established forts at St. Therese, Sorel and Chambly, to check their incursions. The two latter places still retain the names of the captains of his regiment who built the forts. Then Montreal rapidly grew into importance, and became the centre of the fur trade with the west, and of the expeditions to retaliate upon the English colonies, to the south, the atrocities which the Iroquois, the allies of the English, had inflicted upon Canada. From Montreal also started Joliet, Hennepin and La Salle on their adventurous career of western exploration.

In 1722 Montreal was regularly fortified with a bastioned wall and ditch, after plans by de Lery. The lane in rear of St. James Street, now called Fortification Lane, marks the line of the old walls demolished in 1868.

Upon Dalhousie Square stood the citadel. It had been the site of one of the seigniorial windmills, and was a high hill overlooking the town. When Earl Dalhousie was Governor-General the site was granted to the city and the land levelled.

The station of the Canadian Pacific Railway stands upon the site of the barracks occupied, until 1870, by the English troops. They were called the Quebec Gate Barracks, and there a portion of the old deLery walls remained standing until 1881, when the ground was entirely cleared to make room for the depot. Then disappeared the last vestige and visible sign in Montreal of the French military power of former years. In an angle of the wall to the north the French Governors placed the Champ-de-Mars, still used as a parade ground, much extended and surrounded by trees in later times. The powder magazine stood as a detached building in St. James Street; and the Recollet Gate in Notre Dame Street, very near it, marked the western limits of the town.

Wolf's victory, on the Plains of Abraham, resulted in the surrender of Quebec, but it was not until September of the following year, 1760, that the French power in Canada was finally broken by the surrender of Montreal. On the same day the army of General Amherst from the English colonies, and of General Murray from Quebec, arrived before the walls. The city was not prepared for defence and de Vaudreuil had no adequate force for resistance. The long struggle was over, and the white flag of France went down before the fortune of the English race. It was a dear conquest for England, because the colonists, freed from all apprehension, became restive, and the English, proud of their victories, became more arrogant; so it happened that only sixteen years later British troops were, in their turn, surrendered at Chambly and St. John. The British Governor escaped down the river to Quebec, and the Montaguers once more surrendered their city, but this time to Montgomery, commanding the army of the revolted colonists. During the winter of 1776-7 the city was occupied by the troops of the Continental Congress, and the astute and plausible Franklin practised his persuasive powers in vain to induce the Canadians to join the revolt. In the spring of 1777 the advance of the British troops from Quebec compelled the invaders to

A writer, in one of the special editions of the Montreal Star, a newspaper which has done so much to impress upon outsiders the attractions of that great city gives a poetic and truthful description of the scenery of the neighbourhood. "Go where the Montrealer may, surely he shall see scarcely anything more lovely than Mount Royal from the



THE STEPS—MOUNT ROYAL.

plain, or the plain from Mount Royal; nor shall any woodland more beautiful than the great park itself, with foliage and flower, steep and dell, mist and color, and light and shade, ever delight his eyes. The tourist, looking out from the Pavilion in July or August, draws a long breath and says: "Well, this is indeed worth coming a thousand



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miles for." Almost beneath him is a spacious ground of lawns and mansions and conservatories and brilliant flower-beds—for there are the residences of the rich merchants. The noises in the business streets farther away reach him faintly. Beyond ten thousand smokes drifting over the neutral-tinted city lies the great St. Lawrence, with

(Continued on page 19.)

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Town of St. Johns.

St. Johns is situated on the west shore of the Richelieu river, at the head of the Champlain canal, and at the foot of the navigable waters of Lake Champlain, 25 miles south-east of Montreal, and about 20 miles north of the United States frontier. It has direct communication with the Grand Trunk, Canadian Pacific and Central Vermont systems of railways, and is also indirectly connected with the Delaware and Hudson road, the

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The history of our city from henceforth becomes dull and uninteresting. It is the ordinary history of a mercantile town. Growing trade, extending buildings, material progress, in all directions. A slight glow of romantic adventure still clung to it during the contest for the fur trade between the North-West and Hudson's Bay companies. The head quarters of the former were at Montreal, and here the fur-kings of the North-West lived and spent their profits in generous hospitality. When the fleets of canoes went out with supplies or returned with peltries, the narrow streets of the old town were crowded with adventurous voyageurs, and picturesque with savage and semi-savage costumes. But all that passed away with the fusion of the two companies, and Montreal settled down to the humdrum life of ordinary trade. Still the mingling of different creeds, languages and races at Montreal adds even yet a charm of variety to the city which none who have lived there ever forget.

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