

divides here into four branches, that which we have just come up, another which diverges towards the north-east, and forms the western boundary of the island of Montreal, the third called the Dutchman's *Chenal*, and the fourth passing Vaudreuil around the Isle Perrot. There is the Isle Jesus, and beside it Pigeon's Island, on which are the ruins of an Indian village, also Isle aux Prune, lately purchased by Dr. Girdwood, of Montreal. For the purpose of guarding against the incursions of the Indians, the French built a fort on the Island of Montreal, opposite to the village, but both village and fort have now fallen into decay, and large trees are growing inside the ruined walls of the latter. This property has been recently bought by the Hon. J. J. C. Abbott, M.P.P., upon which he has built a beautiful villa where he passes the summer months. A few miles further on we arrive at a fine new wharf named Oka, situated in the Indian Village of the Two Mountains. This village is inhabited by the remnants of two tribes, the Iroquois and the Algonquins, as the village of Caughnawaga, opposite to Lachine, is by a remnant of the Iroquois. A Roman Catholic Church divides the settlements, as the people are all baptised into that Church. Three or four chapels stand on the mountain side. The highest peak of the mountain is called Calvary, and on certain religious fetes of the Church it is frequented by both white and Indian. Now we stop at the village of Como and Hudson. Both these villages are the resort of some of our Montreal friends who pass the summer months there with their families. At the head of the Lake of the Two Mountains the banks contract, so that the river is not more than half a mile in width, and it continues thus narrow, for about a mile, when there is again an expansion, for the length of nine miles, forming the Upper Lake of the Two Mountains. On the southern bank is the mountain Rigaud, where there is also a settlement of the same name. The river again contracts to the breadth of half a mile, and continues, sometimes broader, sometimes as narrow, until we reach Carrillon. Great improvements have been made at this place by the Railway Company, by building new wharves and

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