

long after the British occupation, the wants of the Indians were supplied in exchange for furs and peltries, and in this trade Montreal grew rich and important.

But finally a change came. The appearance of steam navigation on the inland waters accelerated the settlement of the fertile country at the west; towns and cities sprang up about the old outposts of the missionaries and fur-traders; the Indians receded and disappeared, and agricultural products took the place of furs in the commerce of Montreal. Then came the railways, penetrating the interior in every direction, bringing still greater changes and giving a wonderful impetus to the western country, and Montreal grew apace. And now we find it rising from the broad St. Lawrence to the slopes of Mount Royal, and looking out over a densely peopled country dotted with bright and charming villages—a large and beautiful city, half French, half English, half ancient, half modern; with countless churches, imposing public buildings, magnificent hotels, and tasteful and costly residences; with long lines of massive warehouses, immense grain elevators, and many-windowed factories; and with miles of docks crowded with shipping of all descriptions, from the smallest river craft to the largest ocean vessels.



WHICHEVER way we came, Montreal should be regarded as the initial point of our transcontinental journey, for it is the principal eastern terminus of the Canadian Pacific Railway, and it is the terminus not only of the main line, but of numerous other lines built and acquired by the company to gather up and distribute its traffic. From here for a thousand miles we have the choice of two routes. We may go through the farms and orchards of Ontario to Toronto, the second city of Canada in importance, much younger than Montreal, but closely growing in the

extent of its trade and industries, and hoping soon to surpass its older rival in both—a modern and handsomely built city, where the solidity and culture of the older East is combined with the brightness and eager activity of the newer West. Here, as at Montreal, many railway lines reach out, and on all sides may be seen the evidences of extensive commerce and great prosperity. From here we may in a few hours visit Niagara, and then, resuming our westward journey by one of the Canadian Pacific lines, four hours will bring us to Owen Sound, on Georgian Bay, whence one of the trim Clyde-built steel steamships of the railway company will take us in less than two days across Lake Huron and through the Straits of Sault Ste. Marie, where we will be lifted by an enormous lock to the level of Lake Superior, and then across this greatest of