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erected by strangers on the little plot of ground where six thousand strangers rest. In 1848 the city suffered severely by a flood.

But Montreal would be but unjustly chronicled were we to dwell only upon riots, rebellion, fire, flood and plague. Not thus did she maintain her supremacy, but in spite of it. The very year in which the Parliament Buildings were burned, nay, within those very walls, was inaugurated the Railway policy of Canada, by Sir Francis Hincks, long one of Montreal's most respected citizens. A year later was held in the city a huge Fair, preliminary to sending exhibits to the Great London Exhibition, inaugurated and carried through by the deeply lamented Prince Consort. And all this, notwithstanding that the Corn Law of

Peel changed all. He admitted United States flour to Great Britain on equal terms with that of Canada. The United States at the same time, already had its tariff wall, and capital was speedily transferred to the United States. All this Montreal was compelled to face.

Canada adopted an active policy of lessening the difficulties of interior carriage. The Lachine canal was enlarged, the Cornwall canal was opened (1842) followed by the Beauharnois (1845) and the Williamsburg canals (1847). The Chambly canal had been opened in 1833. From sea Montreal also worked to improve her facilities. Her Board of Trade demanded and secured the repeal of the Navigation Laws, and the St. Lawrence was, at last, in 1849, opened to foreign shipping. The city once more essayed

meeting of two thousand Montrealers, whom one can scarcely associate with the meeting three years later. There was no violence, but much enthusiasm, and resolutions were adopted that the city required a railway to the sea. The railway from Laprairie to St. John's had been opened in 1856, then followed a line to Lachine, one from Longueuil to St. Hyacinthe (1849); communication to Portland was accomplished by 1854, and in the following year there was a railway between Montreal and Quebec, and the old stage coaches became things of the past. The Grand Trunk Railway was formed by the union of several lines in 1851, and undertook the then stupendous task of bridging the St. Lawrence, a project long advocated by the Hon. John Young, one of Montreal's foremost citizens.

nificent engineering achievement so far accomplished. Over two miles of beryl waters, with twenty-five spans, a tube of 8,250 tons weight, resting upon 3,000,000 cubic feet of masonry was carried, the central span being sixty feet above the water and 330 feet in length. Beneath, the great river glides at a speed of seven miles an hour, eddying round the vast piers, upon which, in spring-time thousands of tons of ice are hurled in crunching masses and tossed back from the keen stone cutwaters, with a sound of thunder. Thirty acres of paint are required to give this bridge a single coat. It was a wonderful undertaking, almost out of proportion with the city of sixty thousand people which conceived the idea, yet in this jubilee year contracts have been signed for its rebuilding, and



MONTREAL IN 1897.

(Taken from Mount Royal.)

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Sir Robert Peel had well nigh killed the trade of Canada and diverted it to the United States. Previous to the passage of this Act, Canada enjoyed preferential trade with Great Britain. She could send thither her wheat, free of duty, while American wheat paid toll; she could send her flour in like manner, and even grind American wheat into flour for British use on the same terms. The great wheat areas of the United States were not in advance of those of Canada. Upper Canada was a great producer, and it all passed through Montreal to the sea. To Montreal came goods for shipment to the United States over the then only railway, that from Laprairie to St. John's. The great milling interests of the continent were in Canada. But in a twinkling Sir Robert

to deepen the channel to Quebec, and abandoning the scheme of a direct cutting through Lake St. Peter, adopted the natural channel, which by 1851 was deepened to thirteen feet, a gain of two feet. Yet, as indicating the blow that had been dealt the city by the Corn Laws, the imports at Montreal in 1850 were a million dollars less than in 1842, and the exports not appreciably greater. In 1853 Montreal became, at last, an ocean port, the Genova coming in from sea, followed by the Sarah Sands and other steamships.

The invention of the locomotive had created a rival to water routes, and Montreal was quick to recognize the necessity of linking the whole country to her car with bands of iron. As early as 1846, the Champ de Mars had held a

The Grand Trunk has been so long in operation and so noted in the recent past for its conservative methods, that it is almost with surprise that one reads of the wonderful advertising schemes to which it resorted in earlier times, schemes which the country entered into with heart and soul, for the Grand Trunk has been to central Canada what the Canadian Pacific has been to the west. Scarce were its rails laid into important towns or villages than the event would be celebrated by a procession or a dinner, and when the bridge was approaching completion, the idea was conceived of inviting H. R. H. the Prince of Wales to open it, a formality by no means out of consonance with His Royal Highness's dignity, since the Victoria was then the eighth wonder of the world, the most mag-

its width is to be doubled to accommodate the increased traffic, which, despite the fact that Montreal has now another bridge from shore to shore, still accumulates and congests about the portals of the Victoria bridge.

The first stone of the first pier was laid 20th July, 1854, and the first passenger train passed through 17th December, 1859, and for the first time in Canadian history a passenger could go on wheels from Trois Pistoles, below Quebec, to Toronto. The line to Toronto had been opened in 1856, and Montreal gave a monster demonstration in honor of the event, no fewer than 15,000 visitors coming to the city to take part in it. The Prince of Wales formally opened the bridge in 1860, his visit, and indeed his