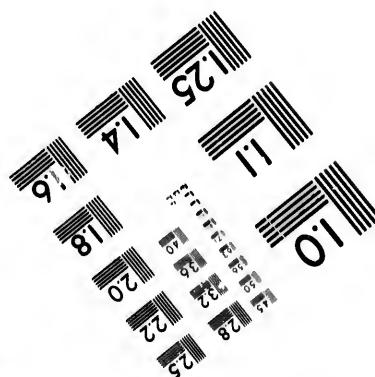
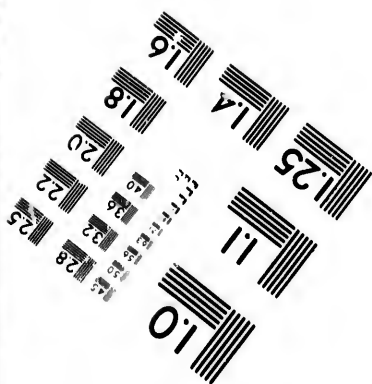
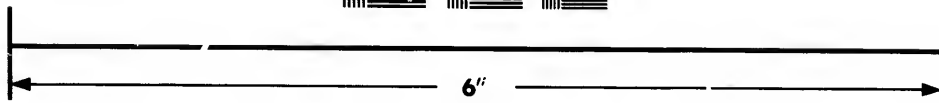
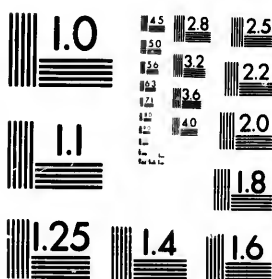


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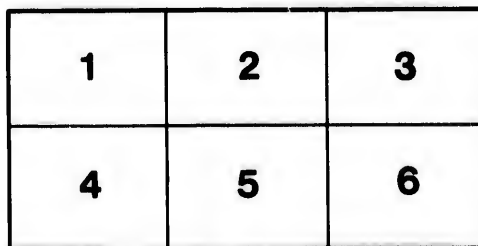
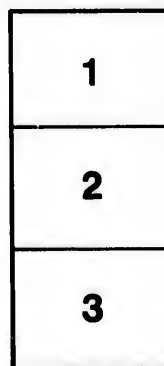
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POINTS OF INTEREST.

CHURCHES.

Christ Church Cathedral, Notre Dame Church, (elevator to top of towers), St. James Methodist, St. James Cathedral, St. Paul's, Church of the Gesu, Bonsecours, Notre Dame de Lourdes, St. Patrick's, St. Stephen's.

UNIVERSITIES AND CHURCHES.

McGill University, (Observatory, Redpath Museum and Library, Medical, Science, Arts, Physics and Chemistry Buildings, David Morice Hall), Laval University, Wesleyan Theological College, Diocesan Theological College, Montreal College, St. Mary's College, Bishop's College.

MUSEUMS.

Redpath, (McGill University), Natural History, Chateau de Ramesay, Art Gallery, Fraser Library.

PUBLIC BUILDINGS.

City Hall, Court House, Post Office, New York Life, Canada Life, General Hospital, Royal Victoria Hospital, Bonsecours Market, Grey Nunnery, Hochelaga Convent, Y. M. C. A., Convent of the Sacred Heart.

MONUMENTS.

Sir John A. Macdonald, Queen Victoria, Chenier, Nelson, Maisonneuve.

CLUBS.

Mount Royal, St. James, Hunt Club and Kennels, Royal St. Lawrence Yacht Club, Montreal Athletic Association, Golf Club, Shamrock Athletic Association, Canadian Hunt Club.

PRINCIPAL SQUARES.

Place d'Armes, Victoria, Place Viger, Dominion, St. Louis.

PRINCIPAL STREETS.

St. James, Sherbrooke (our Fifth ave.), St. Catherine, St. Lawrence, St. Denis, Dorchester.

MONTREAL HARBOUR.

Ocean Steamship Wharves, St. Helen's Island, Victoria Bridge.

DRIVES.

The Mountain Park, Round the Mountain, Lachine, Back River, Cemeteries.

THEATRES.

Academy of Music, Theatre Francais, His Majesty's, Theatre Royal, Arena.

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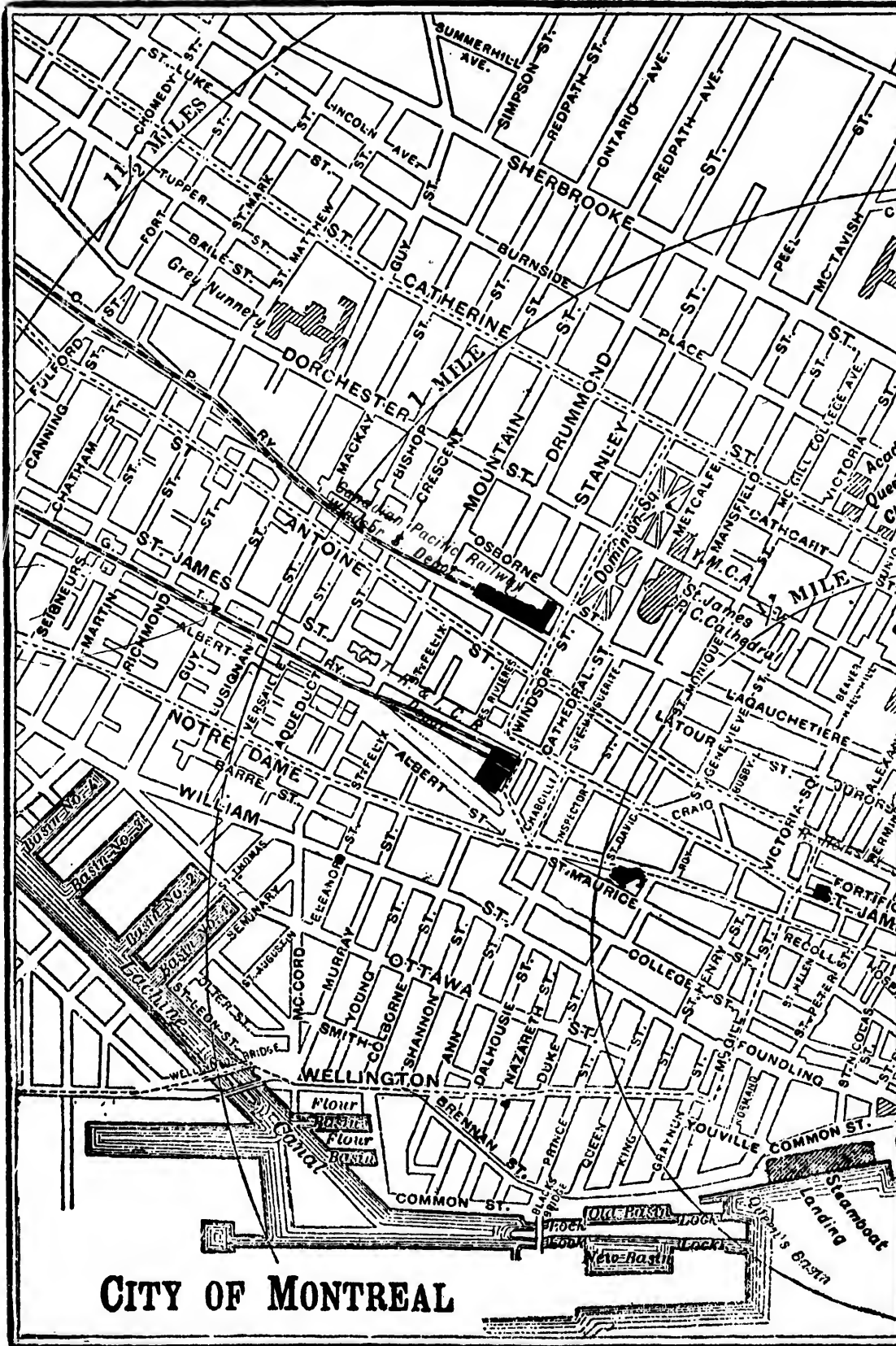
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1533 to 1537 St. Catherine St., Montreal.

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*A pure Highland
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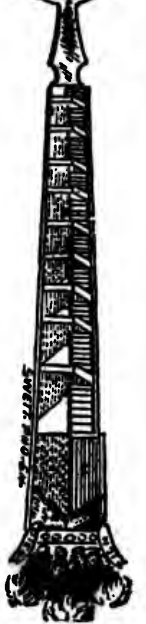
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REASON.**



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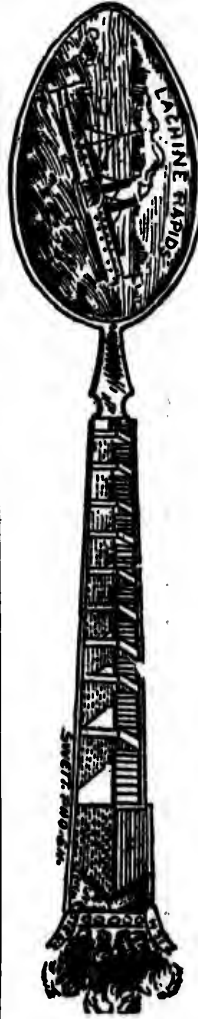
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Good Clothes



are very necessary if one would have a well dressed appearance. ¶ Our clothes are thoroughly and honestly GOOD in every detail. ¶ When in Montreal, pay a visit to our Stores. You will find there a complete assortment of suitings in Scotch and English tweeds and worsteds. ¶ Overcoatings in fine meltons, beavers and fancy mixtures, and our celebrated RIGBY RAIN-COATS in a variety of patterns.

Suits and Overcoats
\$10.00 to \$30.00

Pressing for guests of this hotel promptly attended to.
Clothes sent for and returned.

"MALE ATTIRE" *Tailored Clothes*

Corner of Craig and St. Peter Streets
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VIEW OF MONTREAL, FROM MOUNT ROYAL.

50/21

The St. Lawrence Hall



THE St. Lawrence Hall is situated on St. James Street, directly opposite the General Post Office. One short block from the worldfamed Notre Dame Cathedral. ¶ Right in the centre of Montreal's activity.

¶ It is surrounded by the most historical points of interest in the City, and is convenient to principal stores and public buildings. ¶ "The Hall" is patronized by an upper class of people, and by stopping there you become identified with the best social element. ¶ The cuisine and service are the best that good taste and judgment can provide, and every room in the house is a good room.

5/1/15

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Assortment of Plumbing Goods, Gas and Electric Fixtures.



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ST. LAWRENCE HALL

MONTREAL

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Few Hotels in the Dominion or on the Continent have won the widespread popularity for prompt and satisfactory management as has the ST. LAWRENCE HALL. For years the travelling public have found the "HALL" the best and most completely equipped house in the country, in all its departments. Every want that human foresight can supply for the comfort and convenience of guests, the management has ever provided for, and it is this attention that has given to the "HALL" its fame as one of the leading Hotels of Canada, both in the United States, Great Britain and the European Continent. And has had as its guests the most illustrious representatives of Royalty and the peerage who have visited the Metropolis of the Dominion.

THE LOCATION

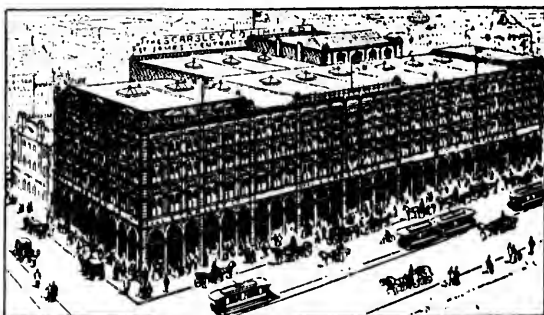
of the "HALL" on St. James Street, the principal thoroughfare of the City, cannot be surpassed in a sanitary point of view, and is the most centrally situated for all travellers. It is in the midst of the Banks, Courts and principal Public Offices and Retail Houses; and in its immediate vicinity are many of the chief historic attractions of the city.

THE IMPROVEMENTS

The growth of Montreal in the past few years, and the ever increasing demand for first-class accommodation required by the travelling public, has called for large additions to the HOTEL, which have been carried out and just completed. These additions have largely added to the comfort and beauty of the House. The massive and elegant exterior—five stories high, with mansard roof, and a clear frontage of 125 feet, on the most fashionable street of the City—at once attracts the attention of the tourist, and a visit inside soon leads to the conclusion, that for polite attention and satisfactory management, the "HALL" has no superior. New and elegant Writing and Reading Rooms have been added and are situated on the ground floor in the eastern wing of the St. James Street building.

The Biggest Store in Canada's Biggest City

THE **S. CARSLY CO., LIMITED**



Interior Departmental Directory

Ladies' Silk Hosiery	Costumes	Men's Ready-made
Ladies' Kid Gloves	Millinery	Clothings
Ladies' Corsets	Fur Capes	Boys' Ready-made
Mourning Goods	Ladies' Silk Blouses	Clothing
Dress Silks	Ladies' Travelling	Men's Collars and Cuffs
Silk Umbrellas	Costumes	Men's Waterproofs
Rich Silk Laces	Velvets and Plushes	Shawls and Travelling
Ladies' Underwear	Dress Goods	Wraps
Lace and Lace Goods	Books and Stationery	Boots and Shoes
Men's Dress Shirts	Wilton and Brussels	Men's Suitings
Prints and Yarns	Carpets	Men's Furnishings
Raw Silk Curtains	Furniture Coverings	Fur Goods
Flannels and	Lace Curtains	Real Turkish Rugs
Sheetings	Blankets and Quilts	Travelling Capes
China and Glassware	Oriental Novelties	Antique Furniture
Woodenware	Silver Plated Ware	Furniture
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THE S. CARSLY CO., Limited

The Big Store's Restaurant

☐ Spend the noon hour in the Company's Beautiful Restaurant. You'll find it a very pleasant place. The Bill of Fare is excellent and the prices just right.

143 Notre Dame, West

105-113 St. Peter,

188-194 St. James Sts.

MONTREAL

Passenger elevators are also provided, and the whole of Corridors, Reading, and other Public Rooms, have been lighted, furnished, and decorated in the most artistic manner.

A NEW GRILL ROOM

has also been opened, in the same wing, on the Ground Floor. This is the only Grill Room of consequence in Montreal and although only a few months in existence is now most popular with citizens of Montreal as well as visitors. It is conducted on a most liberal and modern scale, and a meal may be had at almost any price. The service is "A la carte" and the Grill is in charge of an experienced Chef who has earned a national reputation for excellence in his particular art.

TWO NEW DINING-ROOMS

conducted on the American and European Plans respectively have also been established on the second floor. These are the handsomest rooms in any hotel in the Dominion. They are in polished rose wood and old gold, and the furniture which is entirely new throughout is the latest of its kind. The rooms have a seating capacity of 200, and are adjoined by six new and modern private Dining Rooms of various sizes. The service here and the cuisine are of the highest order and the very best that good taste and long experience can provide.

ACCOMMODATION

The St. Lawrence Hall has accommodation for 400 guests, and for large parties is the most completely equipped house in the city. It has a frontage of five streets and in consequence all the rooms are airy and bright.

Hair-Dressing, Sample, Bath-Rooms, Railway and Steamboat ticket offices are all connected with the Hotel.

All Trains and Steamboats are met by the "HALL" busses, and polite and attentive porters are always in attendance to look after guests, baggage, etc.

Established 1839

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SUCCESSORS TO GEO. F. PHELPS

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VICTORIA SQUARE,
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TORONTO

TORONTO (population, 250,000), is the Capital of the Province of Ontario, and one of the most flourishing cities in the Dominion. It is situated on a beautiful bay, separated from the lake by a peninsula known as Gibraltar Point, which serves to form a safe and well sheltered harbor. Its streets are broad and well laid out, and the city generally is built of a light colored brick, of a soft, pleasing tint. Its buildings are very substantial, and many of them beautiful. There are over fifty churches and about fifteen banks, and many of these edifices are strikingly grand. Its fine harbor affords great facilities for extensive traffic, and various lines of lake and river steamers run daily to all ports East and West. Five lines of railways also connect the city with all places of importance.

Having viewed Toronto, we arrange for the continuation of our tour eastward, which may be done either by boat or rail. If we choose the former, we avail ourselves of the superior accommodation afforded by the boats of the Richelieu and Ontario Navigation Company (Royal Mail Line) which leave their wharf daily for Montreal at 2 o'clock p.m. Next place of call is

CHARLOTTE (Port of Rochester). Steamer calls daily, going east, and daily, going west (population, 2,000). Is ninety-four miles from Toronto. Here are the attractive lake resorts, "Ontario Beach" and "Windsor Beach", with their commodious hotels and all the most recent popular amusements on land and water.

CITY OF ROCHESTER (population, 180,000), seven miles distant, accessible by the New York Central & Hudson River trains; also by tram cars. The Genesee River passes through the city, and furnishes a splendid water power. Large flour mills and other manufactories are plentiful. The largest nurseries and seed farms in the Union are in this locality, and have given the city its name of "The Flower City."

KINGSTON (population, 18,000), which after Quebec and Halifax, has the strongest fort in the Dominion. A settlement was begun here by the French under Governor de Courcelles in 1672, and was known as Fort Catarauqui. Subsequently a massive stone fort was erected by Count de Frontenac, and received his name. This fort was alternately in the possession of the French and the Indians, until it was destroyed by the expedition under Col. Bradstreet in

Tuckett's Club Special Cigars



Just a little larger,
a little better
and a little dearer
than

**TUCKETT'S
MARGUERITE
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the sales of
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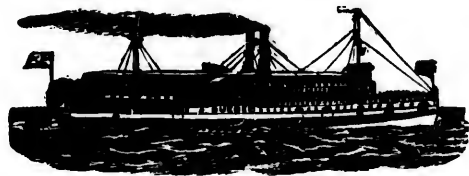



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1758. Finally the place fell into the hands of the English, from whom it received its present name. A large trade is done here in the transshipment of grain from lake vessels into barges. Amongst other public buildings are the Provincial Penitentiary, the Military School, etc.



On leaving Kingston (5 a.m.), the steamer soon enters the wonderful and beautiful collections of the isles known as

THE THOUSAND ISLANDS.— These islands commence near Kingston, and extend downward to Brockville, a distance of over fifty miles. They form the most numerous collection of river islands in the world, are of every imaginable shape, size and appearance, some being mere dots of rock, a few yards in extent, others covering acres, thickly wooded, and presenting the most charming appearance of rich foliage conceivable. At times the steamer passes so close to these islands that a pebble might be cast on their shore; while, looking ahead, it appears as though further progress was effectually barred, when rounding the points amid widening passages and bays the way is gradually opened before us. Again the river seems to come to an abrupt termination. Approaching the threatening shores, a channel suddenly appears, and you are whirled into a magnificent amphitheatre of lake, that is, to all appearance, bounded by an immense green bank. At your approach the mass is moved as if by magic, and a hundred little isles appear in its place. Such is the charming scenery presented on this beautiful route. It is a famous spot for sporting; myriads of wild fowl of all descriptions may here be found. Angling is considered very good, and one of the best places on the St. Lawrence, from the great quantity and size of the fish. These islands are becoming famous as a summer resort by the great monied men of the United States, numerous handsome villas having been erected thereon, and other improvements going on increasing every year. By this line tourists have the option of going through these beautiful islands either by the British or American channel.

ESTABLISHED 1834

JOHN HENDERSON
AND COMPANY

FURRIERS

- ☞ We carry the largest and richest Fur Stock in the Dominion.
- ☞ Visitors to Montreal are invited to call and inspect our Fur Display.
- ☞ Remodeling and refitting of Ladies' Garments executed with the utmost care and skill.
- ☞ Show Rooms open at all seasons.

Always in stock the leading styles in
ENGLISH AND HATS
AMERICAN

229 ST. JAMES STREET,
MONTREAL

On leaving Kingston, the first stopping place on the American shore is the village of

CLAYTON (population, 6,000), a place of considerable importance as a lumbering port. Of late years it has become a great resort for pleasure seekers. The fishing and shooting are amongst the best on the St. Lawrence. The next stopping place is **ROUND ISLAND**. The boat then proceeds to

ALEXANDRIA BAY (population, 1,500). This town is built upon a massive pile of rock; its situation is romantic and highly picturesque. It is a place of resort for sportsmen and is celebrated for its shooting and fishing. The beauty of the islands in this vicinity for several miles up and down the river, can hardly be imagined without a personal visit. It has attained great prominence as one of the leading watering places. We have now passed through the "**LAKE OF THE THOUSAND ISLANDS**", and speedily find ourselves at the thriving town of

BROCKVILLE (population, 8,000), situated on the Canadian side of the St. Lawrence, and thirty miles below Gananoque. It was named in honor of General Brock, who fell on Queenston Heights in the war of 1812. It is growing very rapidly, and is one of the most pleasant, healthy, and thriving towns on this side of the river. Next comes

PRESCOTT (population, 5,000), situated on the Canada side of the St. Lawrence, opposite Ogdensburg; it contains about 5,000 inhabitants. A mile below this town is "**WINDMILL POINT**"; it contains the ruins of an old stone windmill, in which, in 1837, the "**Patriots**," under Von Shultz, a Polish exile, established themselves, but from which they were driven with great loss. About five miles below Prescott is Chimney Island, on which the remains of an old French fortification are to be seen. The first rapid of the St. Lawrence is at this island, called the

GALOP RAPID.—Is not so extensive as the succeeding rapids or half so exciting, but it prepares the traveller, from its less turbulent waters, to pass the increasing swiftness of those following. The next is

THE LONG SAULT, a continuous rapid of nine miles, divided in the centre by an island. The usual passage for steamers was on the south side; the channel on the north side was formerly considered unsafe and dangerous, but examinations have been made, and it is now descended with safety. The steamer, after fully entering this rapid, rushes along at the rate of something like twenty miles an hour, the steam is shut off, and she is carried along by the force of the current alone. The surging waters present all the appearance

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of the ocean in a storm, but, unlike the ordinary pitching and tossing at sea, this going down hill by water produces a highly novel sensation. The next town is

CORNWALL (population, 8,000), pleasantly situated at the foot of the Long Sault, on the Canada side. The boundary line between the United States and Canada passes near this village, and the course of the St. Lawrence is hereafter within His Majesty's Dominions.

LAKE ST. FRANCIS.—This is the name of that expansion of the St. Lawrence which begins near Cornwall, and extends to Coteau du Lac, a distance of forty miles. The next place of landing is



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COTEAU DU LAC (population, 3,000).—It is here that we take aboard our pilot (Edward Ouellette) for the chain of rapids we are now approaching. Mr. Ouellette is one of the oldest pilots in the employ of this company, and since 1887 he has also piloted all boats of this Line over the famous Lachine Rapids, in place of the Indian pilot "BAPTISTE", who is now retired.

COTEAU RAPIDS, a very fine rapid, about two miles in length; in some portions the current is very swift. Seven miles lower down, we enter the

CEDAR RAPIDS.—At first sight this rapid has the appearance of the ordinary rapids, but once the steamer has entered it, the turbulent waters and the pitching about renders the passage very exciting. There is also a peculiar motion of the vessel, which

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seems like settling down, as she glides from one ledge to another. A short distance below this, we enter the

SPLIT ROCK, so called from its enormous boulders at the entrance. A person unacquainted with the navigation of these rapids will almost involuntarily hold his breath until this ledge, which is distinctly seen from the deck of the steamer, is passed. At one time the vessel seems to be running directly upon it, and you almost feel certain that she will strike, but a skilful hand is at the helm, and in an instant more it is passed in safety. We now come to the last of these series of rapids called the

CASCADES RAPIDS.—This is a very fine rapid. It is remarkable on account of its numerous white crests foaming on top of the darkish waters, through which the vessel passes, and, as the shortness of the waves has the effect of pitching the steamer as if at sea, the sensation is very enjoyable. After passing the Cascades, the river again widens into a lake called Lake St. Louis, where the dark waters of the Ottawa, by one of its branches, joins the St. Lawrence. The series of four rapids are eleven miles in extent, and have a descent of eighty-two and one-half feet. On this lake the tourist, from the deck of the steamer, has a magnificent view of the Montreal Mountains, about thirty miles distant. After passing through this lake

LACHINE (population, 5,000) is reached. It is nine miles from Montreal, with which it is connected by railroad. It derives its name from the first settlers, who, when they reached this point, thought they had discovered the passage which would lead them to China. The Lachine Rapids begin just below the village. On the opposite side stands.

CAUGHNAWAGA (population, 2,000), an Indian village, lying on the south bank of the river near the entrance of the Lachine Rapids, and derives its name from the converted Indians, who were called "Caughnawaga", or praying Indians. Shortly after leaving this Indian Village the tourist can contemplate the new, magnificent bridge recently constructed by the Canadian Pacific Railway, and spanning for the second time the mighty St. Lawrence. It is built on the most recent scientific principles, and resembles the great International Railway Bridge at Niagara. The steamer now glides down the rapid stream with increasing swiftness, which clearly denotes that a formidable rapid is ahead. Stillness reigns on board; away goes the steamer, driven by an irresistible current, which soon carries her to the first pitch of the

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LACHINE RAPIDS, the most formidable of them all, the most difficult of navigation, and the last of the rapids. The steamer, after emerging from its first pitch, rising firmly on the surging billows, flanked by rocks on each side, steers straight in the swift current, guided by the steady eye and sure piloting of the man at the helm. Conversation is almost impossible, the grandeur and magnitude of the scenes around on all sides inspires silence, and no wonder that tourists annually make the "Running of the Rapids" a worthy link in the chain of their travelling tour through the Dominion. The steamer now comes in full view of one of the greatest wonders of the present age, the Victoria Bridge, spanning the noble St. Lawrence, two miles long—the longest, the largest, and most costly bridge in the world. The scene, whilst passing under, looking up from the deck of the steamer, is magnificent. After passing this beautiful work of engineering skill, the tourist has the splendid panorama of the fine city of Montreal right before him, the most prominent object being the two towers of the Church of Notre Dame. The steamer first lands the Quebec passengers by coming alongside the palatial Steamers of the Company, which leave at 7 p.m., for Quebec; it then proceeds to the Canal Basin, giving passengers an opportunity to view the city all along the harbor front.

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MONTREAL

POPULATION 350,000

THE history of Montreal is an eventful one, and full of interest. It dates back to the year 1535, when Jacques Cartier first landed on its shores. At that time an Indian village existed here, called Hochelaga, and was described by Cartier as follows:

"It is placed near, and, as it were, joined to a great mountain very fertile on the top, from which you may see very far; the town is round, encompassed about with timber, with three rampires, one within another, framed like a sharp spire, but laid across above. The middlemost of these is made and built in a direct line, but perpendicular. The rampires are framed and fashioned with pieces of timber laid along the ground, very well and cunningly joined after their fashion; this enclosure is in height about 2 yards; it hath but one gate or entry thereat, which is shut with piles, stakes and bars; over it, and also in many parts of the wall, there are places to run along, and ladders to get up, all full of stones, for the defence of it. There are in the town about fifty houses, each 50 paces long, and 15 or 20 broad, built all of wood, covered over with the bark of the wood, as broad as any board, and cunningly joined together. Within are many rooms, lodgings, and chambers. In the midst of every one there is a great court, in the middle whereof they make their fires. They live in common together, then do the husbands, wives, and children, each one retire to their chambers. They have also in the tops of their houses certain garrets, wherein they keep their corn to make their bread. The people are given to no other exercise, but only to husbandry and fishing to their existence."

Having seen all that he deemed worthy of notice in the village, Cartier expressed a wish to ascend the mountain, and was conducted thither by the natives. From its summit he discovered an immense extent of fine country, interspersed with rivers, woods, hills, and islands, the sight of which filled him with feelings of joy and gratification. In honor of his king he gave to the elevation the name—which has since extended to the city—"Mont Réal" (Mount Royal).

Cartier was well received, supplies of fish and maize being freely offered in return for beads, knives, small mirrors, and crucifixes. Hochelaga was, even in those days, a centre of importance, having

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eight or ten settlements subject to it. Nothing more was heard of it, however, till 1611, when Champlain left Quebec for Hochelaga, with the intention of establishing there a trading station. Temporary structures were erected, ground was cleared, and seeds were sown, in order to test the fertility of the soil. Before returning to Quebec, Champlain held conference with many Indians—Hurons and Algonquins—who had come to meet him in the neighborhood of the present Lachine Rapids. Two years later, Champlain visited Hochelaga again, and pushed forward up the River Ottawa, as far



MONTREAL HARBOUR, 4 MILES LONG.

as Lake Nipissing. It was not, however, till 1640 that a permanent establishment was attempted on the Island of Montreal. In that year a society, designated "La Compagnie de Montréal", was formed in Paris for the promotion of religion in the colony. This Company consisted of about thirty persons of wealth, who proposed to build a regular town and protect it against the Indians by means of fortifications. Maisonneuve, a distinguished and pious soldier from

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Champagne, was chosen to lead the expedition and direct the company. The sanction of the King of France having been obtained, priests and families were sent out, and on the 17th May, 1642, Ville Marie was solemnly consecrated. The spot chosen for the ceremony was near the foot of the mountain.

Maisonneuve was a great man, knightly in bearing, brave as a lion, and devout as a monk. Among his most efficient colleagues was d'Ailleboust, who was subsequently twice Governor of New France. During the first few years the colony of Ville Marie barely managed to subsist, being constantly exposed to incursions of Indians. On one occasion, in 1651, a small band of Frenchmen defeated a body of two hundred Iroquois in the immediate neighborhood of Montreal. The following year Maisonneuve returned from France with three vessels and upwards of a hundred soldiers. In 1663 an important event occurred, the "Company of Montreal" having sold their rights to the Seminary of Montreal, who have, ever since, been the seigneurs of the island, and associated with every incident of its history. In 1672 the population of Montreal had reached the figure of 1,509, and a few years later the place began to be laid out into streets, within a quadrangular space, surrounded by a wall. About the same time the village of Laprairie, on the opposite side of the river, was founded by a number of converted Iroquois, and later, they migrated a little further up to Caughnawaga, where their descendants survive to this day.

The Iroquois were the allies of the English of the New England Colonies and the Dutch on the Hudson, as the Hurons were of the French of Canada; and the wars between these two savage nations naturally involved their white friends. In 1690 an expedition, consisting of 200 French and Indians, set out from Montreal on snowshoes and fell upon a Dutch settlement at Schenectady, putting all therein to fire and sword. In retaliation, a force of 1,300 men, under General Winthrop and Major Schuyler, was equipped for a movement upon Montreal, by the way of Lake Champlain, while a fleet was dispatched against Quebec, under the command of Sir William Phipps. The former accomplished nothing, owing to the difficulties of the march, and were easily repulsed; while the defeat of the latter by Frontenac is one of the most brilliant pages of the history of New France. In 1700-1 a great peace was concluded between the Iroquois on the one hand, and the Hurons, Ottawas, Abenakis and Algonquins on the other. This did not prevent works of defence being carried on, and in 1722 a low stone wall was erected, with bastions and outlets, extending all around the town. The population of Montreal at that time was 3,000. The fortifications, however, were

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available only against the Indians, and were not calculated to withstand artillery, as the events of 50 years later clearly proved. In 1760, after the fall of Quebec, and the unsuccessful attempt of Levis to retain that stronghold, Montreal became the last station of French power in America, and it is, therefore, indissolubly connected with the closing events of the conquest. The British plan of the campaign was to hem Montreal in from every side. With that view, General Murray moved up from Quebec, while Colonel Haviland advanced his army, composed of 3,000 regulars and provincials, with a small body of Indians, from Crown Point, on Lake Champlain, and up the Richelieu. On his side Sir Jeffry Amherst, the Commander-in-Chief, set out from Albany, and passed through the Iroquois country (now the State of New York) as far as Oswego, where he took boats to transport his men across the lower part of Lake Ontario and down the St. Lawrence. When he reached Lachine, Haviland had already occupied the south shore of the river opposite the bay, and Murray was master of the territory extending to the foot of the island. Levis had fired his last musket, Vaudreuil had exhausted all his diplomacy, and there only remained to be enacted the final scene of capitulation whereby the fairest colony of France was transferred to Great Britain. It has never been fairly ascertained at what particular spot this impressive historical event took place. Most historians locate it at the Chateau de Ramesay, on Notre Dame street, the official residence of the Marquis de Vaudreuil, Governor and Lieutenant General. There is a local tradition, however, that the articles of surrender were signed in a small frame house, on the Côte des Neiges road, behind the mountain, which was, unfortunately, destroyed by fire only a few years ago. At this time it was a well-peopled town of an oblong form, surrounded by a wall flanked with eleven redoubts—a ditch about eight feet deep, and a proportionate width, but dry, and a fort and citadel, the batteries of which commanded the streets of the town from one end to the other. The town was at this time divided into upper and lower town, the upper town being the level of the present Court-House. In the lower town the merchants and men of business generally resided, and here was situated the Royal Magazines, the Armory, the Nunnery, Hospital, etc. In the upper town were the principal buildings, such as the Palace of the Governor, the houses of the chief officers, the Convent of the Recollets, the Jesuit Church and Seminary, the School and the Parish Church. The houses were solidly constructed in that semi-monastic style peculiar to Rouen, Caen, and other towns in Normandy. The Parish Church was large and built of stone. The house of the Jesuits was magnificent, and their Church well built, though their Seminary was small. The

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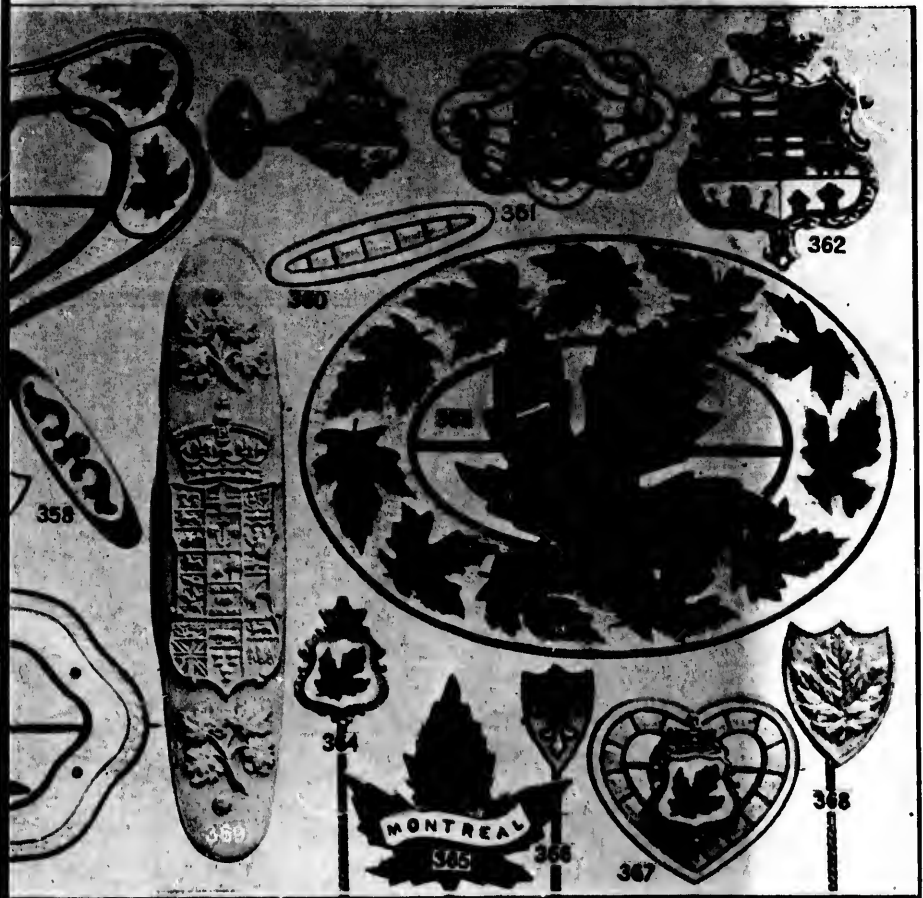
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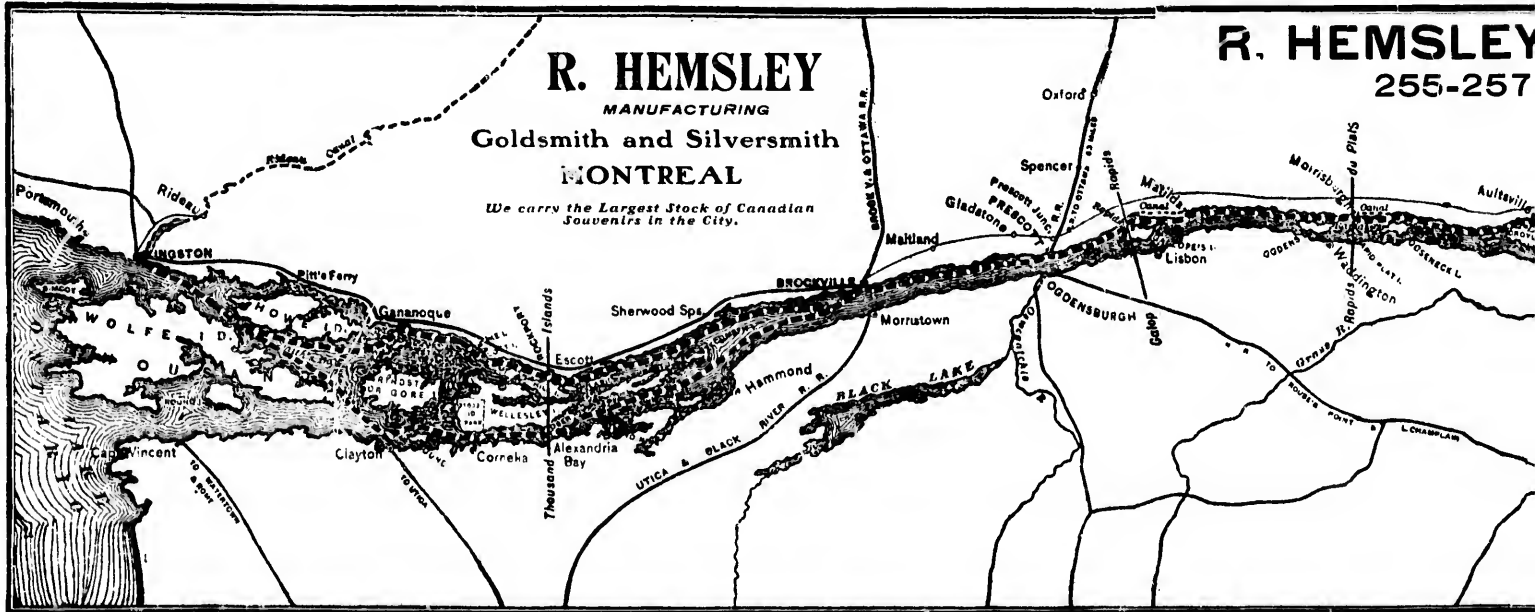
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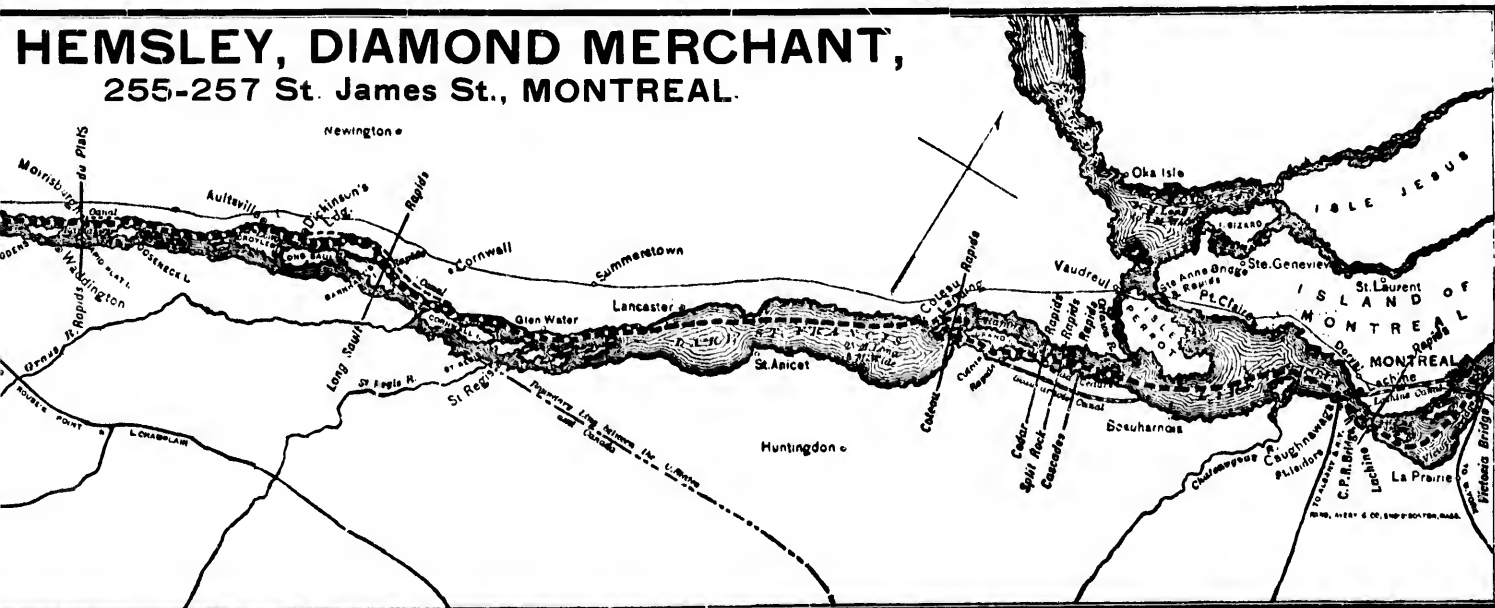


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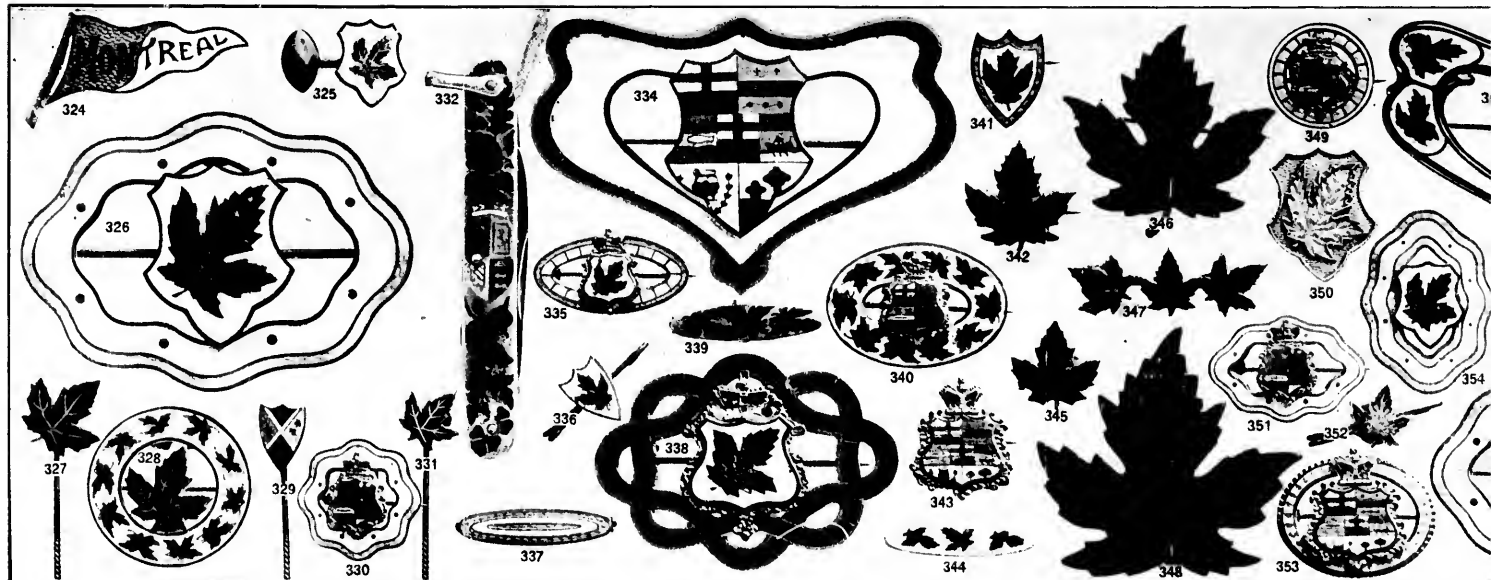
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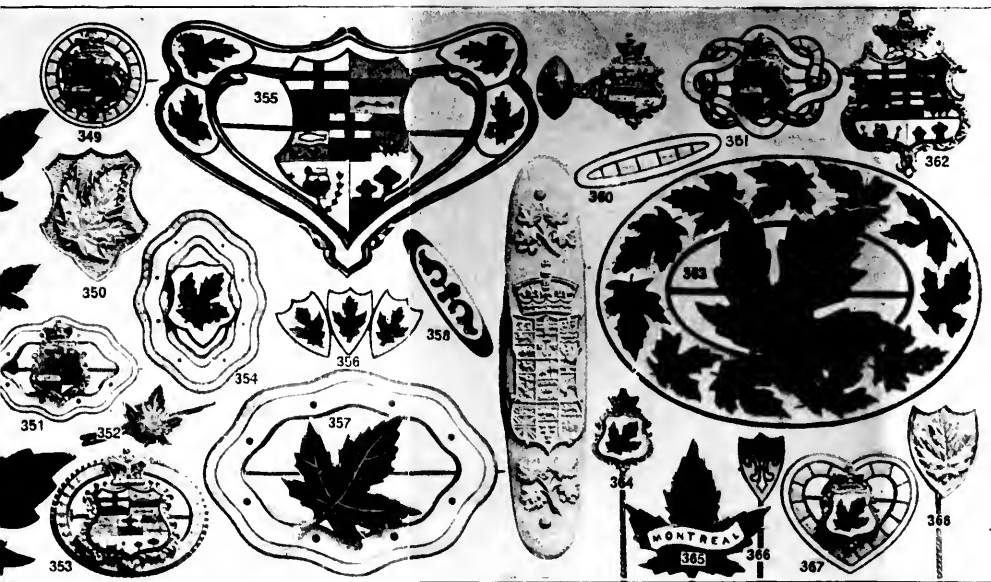
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PLACE D'ARMES SQUARE.

Palace of the Governor-General was a large and fine building, and the neighborhood of the city contained many elegant villas. The following is a description of the city, written about the year 1805:—

“The streets are airy and regularly disposed, one of them (St. Paul) extending nearly parallel to the river, through the entire length of the place; they are of sufficient width, being intersected at right angles by several smaller streets, which descend from West to East. The Upper street (Notre Dame) is divided into two by the Roman Catholic Church. The habitations of the principal merchants are neat and commodious, and their store houses are spacious and secured against risk by fires, being covered with sheet-iron or tin. Without this precaution, as the roofs of the dwellings in Canada are usually formed of boards, and sometimes with the external addition of shingles, they would, in summer, become highly combustible, and liable to ignition from a small spark of fire. The houses which are protected in the former manner, will last, without need of repair, for a considerable number of years. The town was enclosed by a stone fortification, which having fallen into ruins, is now, in a great measure, levelled or removed. A natural wharf, very near to the town, is formed by the depth of the stream and the sudden declivity of the bank. The environs of the city are composed of four streets, extending in different directions—that of Quebec (St. Mary’s) on the north, St. Lawrence towards the west, and Recollet and St. Antoine towards the south. In the latter is placed the college, which has been lately built. These, together with the town, contain about 12,000 inhabitants.”

At this time vessels of more than three hundred tons could not ascend to Montreal, and its foreign trade was carried on by small brigs and barges. In the year 1809, the Hon. John Molson fitted out at Montreal the first steamer that ever ploughed the waters of the St. Lawrence. Now, ocean steamers of 5,000 tons, the floating palaces of the Richelieu Company, and ships of from 700 to 2,000 tons lie alongside the wharves. Montreal has over 200 miles of streets and lanes. Nowhere can finer or more solid public buildings be found. There are no cities in the United States which present finer specimens of architecture than are here found, and appearances point to a still greater advancement in the future. Montreal, at the confluence of the St. Lawrence and the Ottawa; at the point where the St. Lawrence ceases to be navigable for ocean ships, and where that great river affords a gigantic water-power; at the meeting point of the two races that divide Canada and in the centre of a fertile plain, nearly as large as all England, has guarantees for future greatness, not based on human legislation, but in the unchanging decree of the Eternal. The

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street bustle is sufficient, and the business activity enough, to convince any one that Montreal is really and healthily prosperous. It is easy to trace the two main divisions of the population of Montreal. Taking St. Lawrence Main Street as a dividing line, all that is east of it is French, and all that is west of it is English speaking. The two nationalities scarcely overlap this conventional barrier, except in a few isolated cases. The extreme eastern portion



MOUNT ROYAL INCLINE RAILWAY MONTREAL.

is designated the Quebec suburbs, and there the native people can be studied as easily as in the rural villages. They are an honest, hardworking race. Their thrift is remarkable, and they manage to subsist on one-half of what would hardly satisfy the needs of people of other nationalities. The old folk speak little or no English, but the rising generations use the two languages indifferently, and herein possess a marked advantage over the English, Scotch and Irish. Their poor are cared for by the Vincent de Paul Association, and Union St. Joseph is devoted to the relief of artisans during life, and of their families after death. There

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is a great deal of hoarded wealth among the French inhabitants, but, as a rule, they do not invest it freely. Although extremely hospitable and fond of society it is not easy to obtain access into the inner French circles, but once initiated, the stranger is agreeably surprised at the amount of grace and culture which he meets. The gift of conversation is almost universal; the best topics of art and literature are freely discussed and ladies are familiar with political questions.

The western part of the city is English speaking. Numerically, the English portion is not so great as the Scotch. In, perhaps, no section of the colonies have Englishmen and Scotchmen made more of their opportunities than in Montreal. Taken all in all, there is, perhaps, no wealthier city area in the world than that comprised between Beaver Hall Hill and the foot of Mount Royal, and between the parallel lines of Dorchester and Sherbrooke streets, in the West End.

Sherbrooke street is scarcely surpassed by the Fifth Avenue of New York in the magnificence of its buildings. In winter the equipages present a most attractive spectacle. In this respect only St. Petersburg can claim precedence over Montreal. There is a winter driving club, which periodically starts from the iron gates of McGill College, and glides like the wind along the country roads to Sault au Recollet, Lachine or Longue Pointe, where a bounteous repast and a "hop" are provided. The return home under the moon and stars is the most enjoyable feature of the entertainment. The south-western portion of the city is occupied almost exclusively by the Irish. It is called Griffintown. Griffintown comprises a little world within itself—shops, factories, schools, academies, churches, and asylums. The Irish population of Montreal take a high stand in business, politics and society.

The island of Montreal is the most fertile area in the Province of Quebec, and is renowned for its apples—the "Pomme Grise" (queen of russets), and the incomparable "Fameuse". It is thickly settled, and has thriving villages and rich farms. It is about thirty miles long and ten broad, and is formed by the confluence of the Ottawa with the St. Lawrence at St. Anne's, in the western extremity, and by the meeting of the same rivers at Bout de l'Isle, on the eastern verge.

The city is bountifully provided with summer resorts. Lachine and St. Anne's have long been favorites, also St. Lambert and Longueuil, the two latter on the opposite side of the river. Within an hour's ride is Chambly, on the Richelieu River. Directly

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opposite towers Belcœil Mountain, on whose summit a lovely lake mirrors the sky. Montreal has a Mountain Park and an Island Park. The drive around the former is a favorite afternoon recreation for citizens and visitors. It ascends by curves to the highest altitude, whence a magnificent panorama is outspread. The Mountain Park is still in its native ruggedness, and it will take years before it is completed. The Island Park is St. Helen's Island, in the middle of the river, and within reach of sling or arquebuse, Montreal possesses a pleasure resort nowhere excelled. The Island was purchased by the Imperial Government for military purposes, and barracks were erected thereon. It slopes upward from the water's edge, and thus afford a capital military position. The same feature makes it one of the best possible from which to get a view of the city.

Chief among the public squares and gardens of Montreal, in size and historic interest, is the Champ de Mars. In 1812 the citadel or mound on the present site of Dalhousie square was demolished, and the earth of which it was composed was carried over and strewn upon the Champ de Mars. This fact, within the memory of the oldest inhabitants, has led some people to suppose that the Field of Mars dates only from that comparatively late period. Such, however, is not the fact. No doubt the dumping of so much new earth, with proper levelling and rolling, was a great improvement; but the site and general outlines of the ground itself belong to a higher antiquity. The Champ was a scene of promenade in the old French days, and many in the golden sunset that fired the leafy cylinders of its Lombardy poplars, as beaux, with peaked hat and purple doublets, sauntered under their graceful ranks in the company of short-skirted damsels. The chief glory of the Champ de Mars is its military history. With the single exception of the Plains of Abraham, there is no other piece of ground in America which has been successively trodden by the armies of so many different nations in martial array.

The Place d'Armes is framed in, as it were, by the Corinthian portico of the Bank of Montreal, the Ionic colonade of the Imperial building, the New York Life Insurance Building, and the towers of Notre Dame.

Next to the Bank of Montreal stands the Post Office. Next to the Post Office comes the "ST. LAWRENCE HALL," between which and the mountain the most prominent buildings are St. Mary's College and the Church of the Gesu. Farther west is the gothic pile of St. Patrick's Church. The garden of the Place d'Armes,



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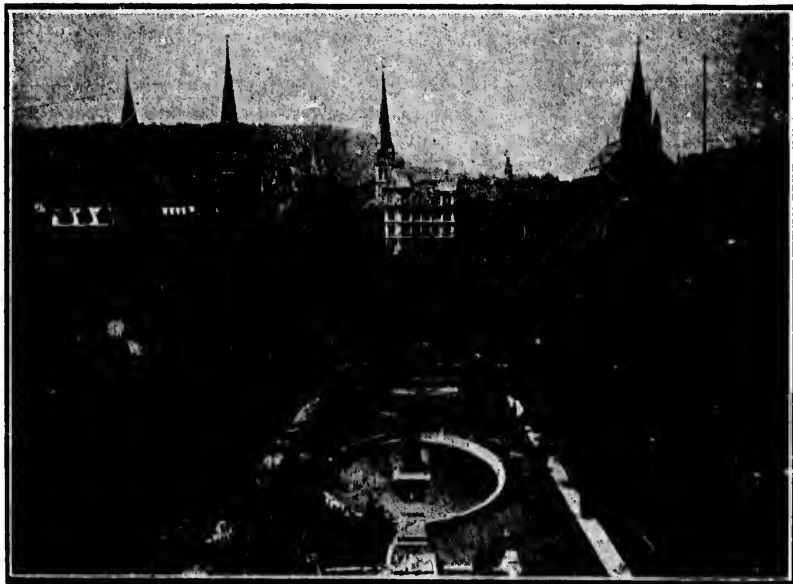
containing the beautiful monument of Maisonneuve, is very beautiful in summer, with its young trees and central pyramidal fountain; but in winter is the coldest spot in Montreal, at all seasons of the year the north-west winds streaming from the mountain in that direction. There is no city in America which has a greater number of public institutions.

THE CHURCH OF NOTRE DAME—The foundations of this vast monument were laid in 1823. The church was opened to the public on the 7th of June, 1829, and on the 15th of the same month Mgr. Lartigue, first Bishop of Montreal, officiated pontifically within its walls. The edifice is, in the highest degree, a grand and imposing structure. Its front is perfect in symmetry; its towers are visible from the south at a distance of over thirty miles; the portico between the two towers is sixty feet in height. The platform of the western tower is reached by a stairway containing 279 steps. From this elevated standpoint may be obtained one of the finest views of Montreal and its environs. "Le Gros Bourdon" is the name of an enormous bell which weighs 24,780 pounds, is six feet high, and at its mouth it measures 8 feet 7 inches in diameter; its sound is magnificent in its fullness and grandeur. It relates its own history in the following inscription in Latin, found graven on its exterior:—I was cast in the year of the Christian era 1847, the 207th year since the foundation of Montreal; the first year of the reign of Pope Pius IX., and the tenth of the reign of Victoria, Queen of England. I am a gift of the merchants, farmers and mechanics of Ville Marie." In the eastern tower are hung ten smaller bells, beautifully toned in such perfect harmony that the most varied musical airs can be executed while they peal, the ten weighing 21,696 lbs.; when, on festival days, the "Great Bourdon" joins its solemn tones to the chiming of its ten sisters, the soul-stirring effect is so striking, that we can safely say no other such concert can be heard on the continent of America. The nave of the church, including the sanctuary, is 220 feet in length, 80 feet in height and 69 feet in width. The wall are five feet thick. By utilizing all the pews and aisles it is capable of containing 15,000 people. The architect of this beautiful edifice was Mr. James O'Donnel. It stands as a lasting tribute to his distinguished ability. His dying wish has been complied with—his remains rest beneath his greatest work, within the vaults of Notre Dame.

A pew has been engaged by the proprietor of the St. Lawrence Hall for the exclusive use of guests, who, by applying at the hotel office, will be provided with an entrée to the best portion of the

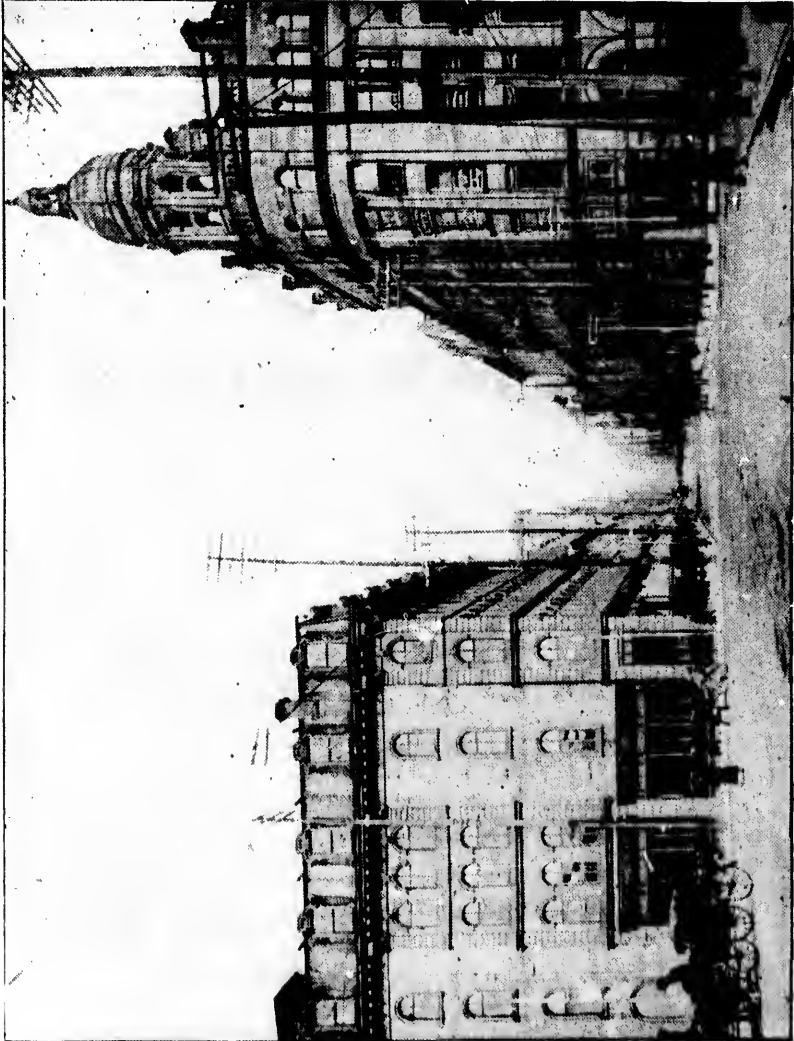
church at any of the very interesting services that are held almost daily.

Montreal, like Brooklyn, has been denominated the "City of Churches". Christ Church Cathedral, on St. Catherine street, stands first—a gem of gothic architecture. In the grounds is a monument to one of the most distinguished prelates that ever ruled the Church of England in Canada. The Presbyterians have noble edifices in St. Paul's and St. Andrew's. The Methodists, Unitarians, Congregationalists and others are well represented, while the Israelites have two synagogues. The Jesuits boast of a Church



VICTORIA SQUARE — MONTREAL.

which is the exact counterpart of the celebrated Gesu at Rome. The late Bishop, Mgr. Bourget, commenced the task of erecting a facsimile in miniature of St. Peter's, one-third of its actual dimensions, which has not yet been completed. The foundation of the Hotel-Dieu reads like a romance. When Maisonneuve offered his services to the "Compagnie de Montréal," he required a virtuous woman



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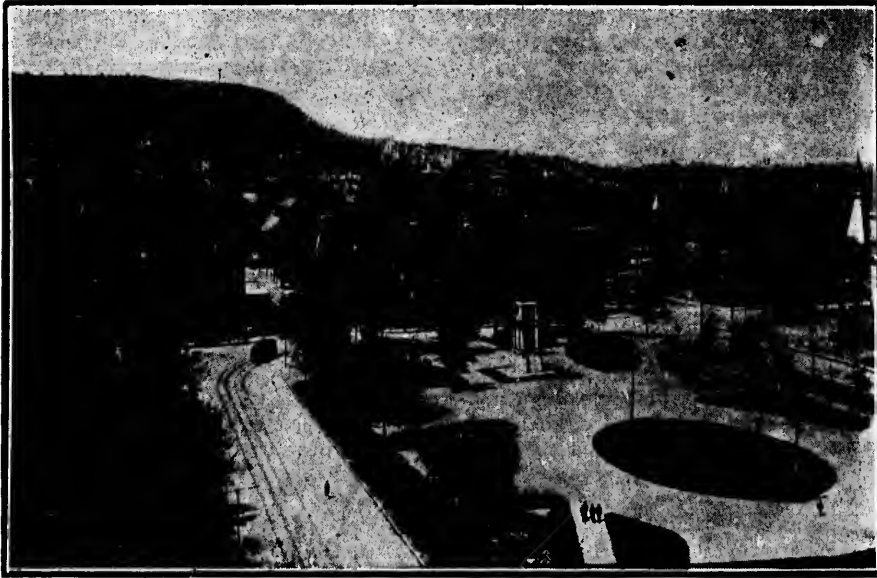
to take care of the sick and superintend the distribution of supplies. Such a person Providence supplied in the person of Jeanne Mance. Queen Anne, of Austria, and several distinguished ladies encouraged her, and Madame Bouillon placed means at her disposal for the establishment of an hospital. In the summer of 1641 two vessels sailed from La Rochelle, one bearing Maisonneuve, a priest and twenty-five men; the other carrying Mademoiselle Mance, a missionary and twelve men. On the opening of navigation, in 1642, a small flotilla moved up the highway of the St. Lawrence, and on the 18th of May, possession was taken of Montreal by the celebration of a solemn mass. The two principal persons at the ceremony were Maisonneuve and Mademoiselle Mance. The Grey Nuns assist the poor, visit the sick, educate the orphan, and enfold with maternal arms the nameless and homeless foundling. The old convent stood for many years on Foundling street, but has since been transferred to Guy street. The Grey Nuns have spread over the Province and have numerous representatives in the North West.

In charity, the Protestant population has more than held its own, having in the amplitude of its accommodation, the General, Royal Victoria and Western Hospitals. In 1863 a number of leading citizens raised upwards of \$80,000, with which they laid the foundation of the Protestant House of Refuge and Industry. Chief among the educational establishments in Montreal is McGill University erected by Royal Charter in 1821, and reorganized by an amended charter in 1852. Its endowments, exhibitions and scholarships are already respectable. It counts among its professors some distinguished scholars, whose scientific reputations are world-wide. The Provincial Protestant Normal School is affiliated with McGill, and for the past quarter of a century has trained teachers especially for the Protestant population of the Province. The Model Schools attached to the institution are three in number—one for boys, one for girls, and a primary. There are two High Schools,—one for boys and another for girls—largely attended.

Montreal College and St. Mary's College are Roman Catholic institutions. The former has been intimately associated with the history of Montreal for over one hundred years. The Theological Department has been the nursery of priests and missionaries for more than a century. St. Mary's College, on Bleury street, is under the direction of the Jesuit Fathers, and their boast is, that it is second to none of their establishments on this continent. A second Normal School for the French and Catholics, under the patronymic of Jacques Cartier, was located from its foundation in the old Government House at Chateau de Ramesay, opposite the City Hall,

but has since been transferred to the East End, the principal being Abbé Naz. Dubois. The Catholic Commercial Academy, of St. Catherine street, is the only institution of the kind in the province which is altogether under the control of laymen.

The Art Association and the Mechanic's Institute are worthy of mention. But Montreal is especially interested in out-door sports and in organizing amusement clubs. We may mention the Victoria Skating Club, the Caledonia, Montreal and Thistle Curling Clubs, with a Canadian branch of the Royal Caledonian Curling Club of Scotland. The Montreal Snow-Shoe Club is, perhaps, the most pros-



DOMINION SQUARE — MONTREAL.

perous corporate body of the kind in the city. The costume: is White flannel coat and leggings, blue cap, with tassel—from which is derived the popular name of "Tuque Bleue"—red sash and moccasins. There is no prettier sight than that of the club meeting at the McGill College gates, moving up the flank of the mountain to the "Pines" and then gliding to the rendez-vous at the Club House at Outremont. The memorable torchlight procession over this route

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to the hospitable villa of Thornbury, made in honor of Lord Dufferin, 1873, was a fairy spectacle which will never be forgotten by those who witnessed it. Lacrosse is the "national game" of Canada and in that character it had its birth in Montreal. There is also a golf club, bicycle club, football club and a chess club, an active and energetic fish and game club, a society for the prevention of cruelty to animals, two gymnasiums and a McGill College Athletic club. Boating is a favorite pastime, and there are three yacht clubs—the Royal St. Lawrence, Longueuil and Lachine.

The turning point of the business history of Montreal was in 1850, or thereabouts. That change was due to the Allan Line of Steamships, the Grand Trunk Railway, the construction of the Lachine Canal. This canal is part of the whole St. Lawrence system, the aggregate length of which is 70½ miles, and total lockage 536¾ feet through fifty-four locks, up to Lake Erie; also the Sault St. Marie Canal, built by the United States, one and one-seventeenth miles in length, with eighteen feet of lockage. These canals make Montreal the rival of New York for the grain and provision trade of the Great West and North-West. There are eight or ten steamship lines employed regularly in Montreal trade—the Allan, Dominion, Beaver, Temperly, Ross, Thompson, Donaldson, Great Western, White Cross, the Gulf Ports, etc. The inland navigation is perfectly supplied with a daily mail steamer to and from Quebec, a line to ports of Ontario as far as Hamilton, another line up to Ottawa, and way-boats to all the villages and towns of the St. Lawrence and Richelieu rivers. The port is admirably provided with wharves and basins and further accommodation is being prepared. Montreal was the first port in the world lighted by electricity.

The Bonsecours market occupies a square on the river front. It is crowded on the forenoons of market days when the manners of the habitant can be studied to best advantage. He has come to the city with his produce, and quiet, patient, courteous, he waits for customers. From the market, go up the lane leading to the old-fashioned Bonsecours Church. The "relievos" on the walls, the altar, the antique pulpit, remind one of a seventeenth century parish church in Brittany. We are taken back to the days of Marguerite Bourgeoise, who laid the foundation stone more than two centuries ago.

The River St. Lawrence is 1,500 miles long, and drains an area of 330,000 square miles. From Montreal to Quebec, a distance of 160 miles, its width varies from one to two miles; from a short distance below Quebec to the Gulf of St. Lawrence it varies from 10 to 35 miles in width. Half-way between Montreal and Quebec it widens out into Lake St. Peter, which is twenty miles long and nine miles wide. At Quebec the tide rises 14 feet, but it ceases to be

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observed at the lower end of Lake St. Peter. The depth of the river is so great that Quebec is one of the few ports of America which the Great Eastern was able to visit. From Quebec to Montreal the depth, excepting for a distance of 30 miles, mostly in Lake St. Peter, is never less than 30 feet. The distance from Montreal to the Atlantic Ocean is a little under 1,000 miles. The city is 250 miles above salt water, and it is 315 miles nearer to Liverpool than is the city of New York. One-third of the whole distance to Europe, by way of the St. Lawrence, is in comparatively smooth water. Westwardly, the distance from Montreal to Chicago, by the St. Lawrence System is 1,261 miles, or 158 miles less than the distance from New York to the same city, while the canals of the St. Lawrence system aggregate only 70 miles against 350 miles of artificial navigation by the Erie Canal to Buffalo. The total length of wharf accommodation at Montreal is 4.57 miles, of which two-thirds is for ships drawing 25 feet of water. The port possesses every convenience for loading and despatching ships, such as steam elevators for grain, and appliances for shipping cattle. With the aid of electric light under the Brush system, ships are loaded or discharged at night as well as during the day. A railway track runs along the whole length of the river front upon the level of the wharves, and connects the different railways with the river and ocean craft.

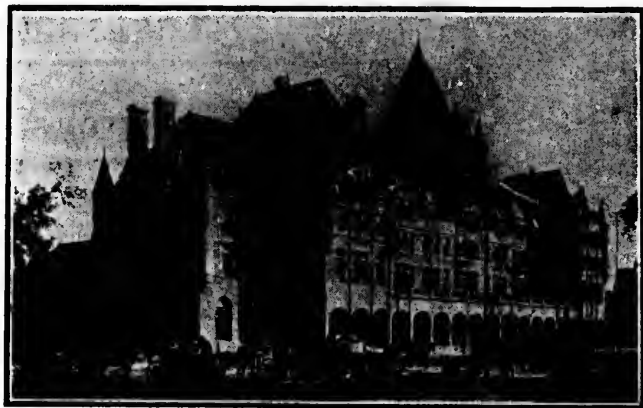
The water supply of the city is taken from the St. Lawrence, about one mile above the head of the Lachine Rapids, at a point 37 feet above the summer level of the harbor of Montreal. One branch of the aqueduct starts at that point, and another branch starts from a point 3,000 feet above. The wheel-house is a substantial stone building, containing water-wheel and steam engines, by which the water is pumped either directly into the city mains or into the reservoir at the head of McTavish street on the side of the mountain, which is 810 feet long, 377 feet wide, and 24 feet deep. The fire, water, and police departments of the City Government are connected by Kennard & Co.'s fire alarm and police telegraph, which was brought into operation on the 19th January, 1863. For facilitating the movements of the fire department, Montreal is divided into four districts. There are signal boxes placed throughout the city, at comparatively short distances apart; an alarm (giving the number of the station) is sounded on a church bell in each district, and tapped in every signal box throughout the city, generally within a minute from the time when the intelligence was first communicated. Some 700 fire hydrants are located from 300 to 600 yards apart, each capable of supplying two streams of water with the force of jets from steam fire engines. The Central Fire Station, at the corner of Craig and Chenneville streets, opposite St. Lawrence Hall, is three

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stories in height, with a cut stone front on the former, and 100 feet of brick and stone dressing on the latter streets. The ground floor contains four compartments, the middle one being divided by sliding doors. In the foremost of these divisions stands the reels, hook and ladder waggon, and fire escape, convenient for immediate access to the street. The whole interior arrangement are of the most comfortable and convenient character.

By far the pleasantest drive in the vicinity of Montreal, is to the brow of Mount Royal through the Mountain Park. There are two roads—the shorter return to the city by McTavish street, the other by Bleury street. The Mountain Park was planned by Mr. Olmstead, the designer of Central Park, New York. The view from Mount Royal is very beautiful. Suddenly, after an easy ascent by a winding road, we are looking forth on the city with its spires, its



PLACE VIGER DEPOT — MONTREAL.

gardens and avenues; beyond is the broad-flowing St. Lawrence, with the Victoria bridge and Lachine Rapids just visible in the distance; fading away towards the horizon are the hills of Vermont, many miles away. The drive round the mountain is one which it would be difficult, for natural beauty, to surpass. On a clear day the view is magnificent; several hundred feet below is spread out a gorgeous panorama of ever-varying beauty, affording commanding and attractive views of the Canadian metropolis and the great river of the north. Well stocked and highly cultivated farms, comfortable homesteads, nestling 'mid a luxurious growth, dot the landscape;

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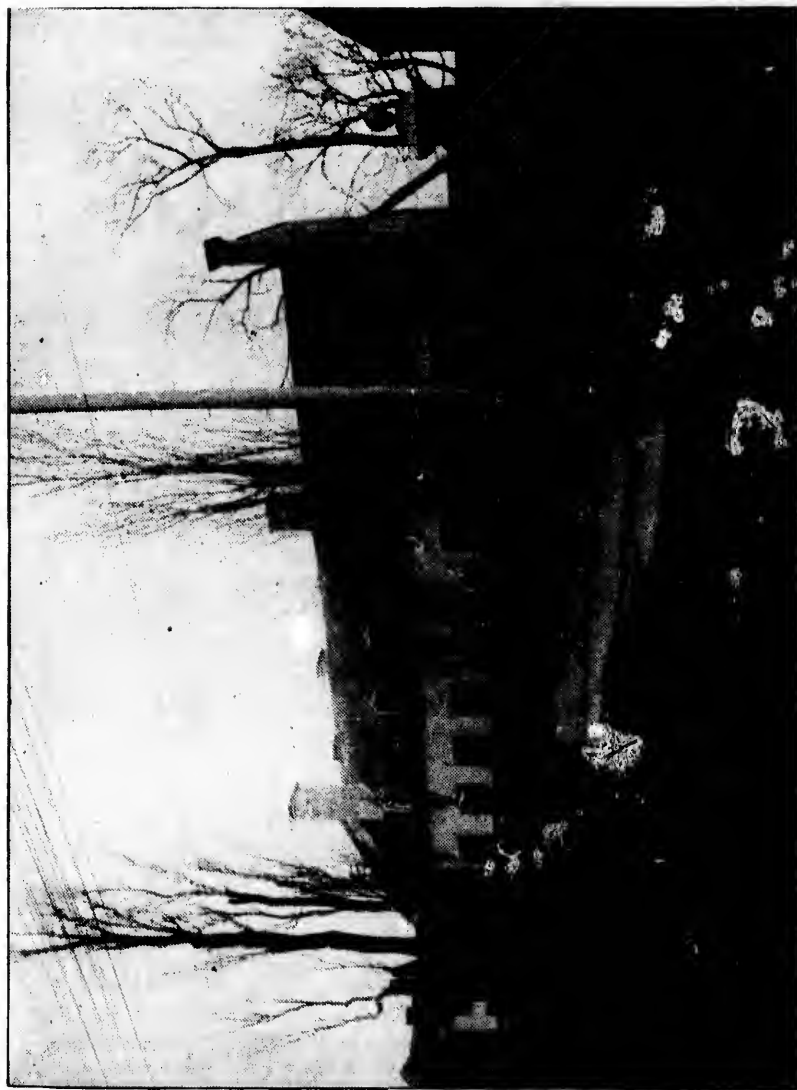
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here and there broad belts of forests shade the view; looming up faintly shadowed in the distance, the far-off hills of Vermont rear their summit, while, winding through the valley, the majestic St. Lawrence flows onward to the sea, spanned at this point by the Victoria Bridge, one of the greatest modern specimens of engineering skill. Handsome private dwellings, faced with gardens laid out with great taste, line the roadway, and add to the beauty of the scene.

The drive to Lachine (nine miles) is one of the greatest interest. Lachine is noted as being the scene of a terrible massacre of the whites by the Iroquois Indians in 1689, when over 200 persons were burned alive. Caughnawaga, an Indian village, is situated immediately opposite, and is connected by a steam ferry. The Lachine road leads along the bank of the St. Lawrence, and commands views of scenery of unsurpassed beauty and grandeur. Another favorite drive is in an opposite direction to the last, to Longue Pointe, passing through the village of Hochelaga. The river scenery in this direction is very fine.

The Mount Royal Cemetery is situated on the east side of the mountain, about two miles from the city. The approach to it is by a winding carriage way. From the main entrance avenues diverge toward the different parts of the cemetery; that on the right leading to the winter vaults. Trees grow in their natural wildness, and their deep shadows spread a refreshing coolness around, and invite one to rest on the garden seats placed in different parts. From the highest summit in the cemetery the eye ranges over a most enchanting picture of rural scenery; in the distance rises a part of Mount Royal, clothed with its primeval forest; while immediately below lies the most finished and beautiful portion of the cemetery, with its costly granite monuments, or more humble marble or stone tablets.

One of the most delightful, as well as most exciting experiences of the visitor to Montreal is the descent of the Lachine Rapids. A train leaves Bonaventure Station every morning at 8.05 o'clock for Lachine (nine miles), where a steamer is in readiness, on which passengers may embark, and return to the city, shooting the rapids and passing under Victoria bridge on the way. The time consumed is but little more than two hours, but the sensation of those two hours are such as will not be forgotten during a lifetime.

Jacques Cartier Square has a fine outlook upon the river, is ornamented by two Russian guns from Sebastopol, presented to the city by the Imperial Government. A column, surmounted by a statue of Lord Nelson, is placed at the head of the square, erected in 1808, by the merchants of Montreal, shortly after the death of the Admiral.

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Victoria Square at the head of McGill street, is neatly laid out, the centre being occupied by a large fountain. At the south end of this square is placed the beautiful bronze statue of Her Majesty Queen Victoria, from the studio of Mr. Marshall Wood. The city also possesses several other squares, such as Richmond, Philips, Youville, Dominion, Viger and Place d'Armes squares, all pleasant resorts in the summer months.

The Court House, on Notre Dame street, is after the Grecian style of architecture and is second to few buildings in the city. The most striking feature is its large Ionic portico. The front is divided into five compartments, the wings, advancing somewhat less than the centre, so as to give the facade an artistic prominence, and to free the building from that monotony which marked the earlier public buildings of the city. Ample proportions are given to the entrances, vestibules, corridors, and staircases, while spacious halls of justice and public offices are laid out, as well as ante-rooms and private chambers for the judges and chief officers of the court; height, 76 feet. It is built entirely of Montreal stone, and the roof is covered with tin.

Bonsecours market, on St. Paul street, near Jacques Cartier square, is nearly 500 feet long, and its appearance, when crowded on a market day, is very lively.

The Custom House was originally erected by the Royal Insurance Company, and in 1870 purchased for \$200,000. There are three principal entrances, the most imposing being that by a stone portico facing on Custom House square, and the other two being from Commissioners street and Common street, respectively. The Long Room, the chief feature of the building, is 94 feet long, 26 feet wide, and 27 feet high. The ceiling is very beautifully decorated, and at one end is placed the Royal Arms. The warehousing apartments are exceedingly spacious and commodious. Three elevators, worked by steam power, are used in taking packages to the different flats.

The City Hall is a very handsome building, close to the Court House. It is 185 feet in length, and is built in adaptation of modern French style, with lofty mansard roof and central pavillon. All the municipal offices are in this building. The Recorder's Court and Police Office are in the basement.

The Harbor Commission consists of members nominated partly by the Montreal Board of Trade, the Corn Exchange and the City Council, and partly by the Dominion Government. Its duties are to watch over the harbor, and generally to supervise all matters connected with the commerce of the city, other than the collection of custom duties. The Board has also care of the channel of the river

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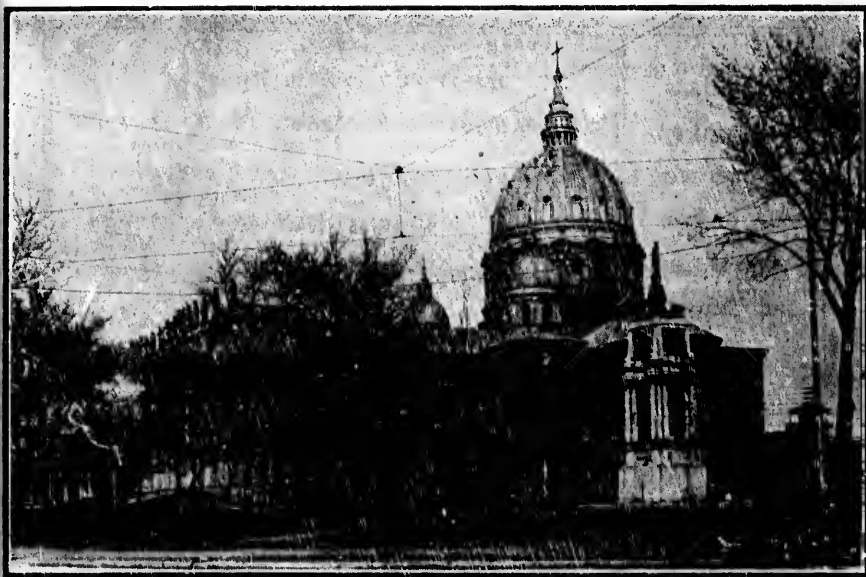
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as far as Quebec. The Commission occupies a large cut-stone building adjoining the Examining Warehouse.

The Inland Revenue Office is a building on Custom House square, which was in old times, the market place of the town.

The Board of Arts and Manufactures is a commission nominated by the Provincial Government for holding industrial exhibitions, carrying on schools of technical art, etc. It occupies the large building at the east end of the Champ de Mars, formerly occupied by the Geological Survey.



ST. JAMES' CATHEDRAL — MONTREAL.

The Post Office, on the corner of St. James and St. Francois Xavier streets, has a frontage on St. James street of 129 feet. Its depth from St. Francois Xavier street to the Montreal Bank building is 95 feet. The height of the main building, from ground level to the roof, is 88 feet, and from the basement to summit of central tower, 120 feet. The building is constructed of Montreal greystone. The style of architecture is the modern Italian. The central tower contains a large illuminated clock, with immense dial plate. It cost about \$800,000.

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Skating is one of the most popular of the amusements pursued by the citizens of Montreal during the winter. Several private rinks have been erected, the principal one being the Victoria Rink, largest and best skating rink in Europe or America. The club consists of over 2,000 members. The building is 250 feet long by 100 broad, is built of brick, and covered by a semi-circular arch-like roof, 50 feet high in the centre. The space used for skating is surrounded by a promenade, raised about a foot above the level of the ice. The front portion of the building is two stories in height, and contains, on the lower floor, commodious dressings, cloak-rooms and offices. All around the building is a gallery. The building is lighted at night by gas and electricity. When many hundreds are on the ice, with every variety of costume, pass through all the graceful figures that skaters delight in, the scene presented is dazzling.

No visitor to our beautiful city should fail to secure copies of the charmingly written and superbly illustrated Souvenir Books,—'ILLUSTRATED MONTREAL', and 'ILLUSTRATED QUEBEC.' Besides being mementos of a visit to these historic cities of Canada, the books will be a valuable addition to the library on account of their intrinsic literary and artistic merits, as well as appropriate ornaments to the parlor or boudoir. They have been prepared with the special purpose of placing within reach of travellers and tourists works that would gracefully remind them of the scenes and incidents of their journey in Canada and sojourn in its most famous cities. No more beautiful works of the kind have ever been obtainable before.

Great North-Western Telegraph Company's Offices, situated at the junction of St. Sacramento and St. Francois Xavier streets, are in the modern style of architecture, and especially adapted to the requirements of the device. They are built of the best quality of freestone from Berea, Ohio, U.S. There is 65 feet frontage on St. Francois Xavier street, while that on St. Sacramento street is 136 feet. The height of the building, from the street level to the top of the dormer windows, is 74 feet.

The Merchants' Bank of Canada, said to be the finest building for commercial purposes in America, is situated on the corner of St. James and St. Peter streets. The general design is of modern Italian character, the basement being rusticated and faced with grey Halifax granite, while the rest of the building is built of Ohio sandstone, with polished Peterhead red granite columns in the principal entrance. Internally, the arrangement is somewhat peculiar, the general banking office being arranged at the back of the building approached by a central corridor from the street. The windows are filled with double sashes, the inner one glazed with plate-glass.

The bank room windows and door are fitted with Burnett's patent wrought iron revolving shutters and electric bells are used throughout. A telegraph office, with wires communicating with all the telegraph systems in the city, is fitted up within the building, and a handsome electric clock marks the time, with dials in five different parts of the structure.

The Bank of Montreal (Place d'Armes) is built in the Corinthian style of architecture, and has a frontage on St. James street of over 100 feet, and extends to Fortification lane in the rear. The entrance is by a portico, supported by immense columns of cut stone. These are surmounted by a pediment. The sculpture on the pediment is 52 feet long, and weighs over 25 tons, there being twenty different pieces. The figures are colossal, 8 feet in height for a human figure, and are placed at an elevation of 50 feet from the ground. The arms of the bank with the motto "Concordia Salus," form the centre of the group. The sculpture is in Binny stone, executed by Mr. John Steel, R. S. A., Her Majesty's sculptor in Scotland.

The Molson's Bank, on the corner of St. James and St. Peter streets, is a magnificent building, built entirely of Ohio sandstone. It is three stories in height, with a lofty basement. The style of architecture is the Italian, and is highly ornamented. The main entrance is through a portico supported by highly polished columns of Scotch granite.

The Bank of the British North America, on St. James street, near St. Francois Xavier, is built entirely of cut stone, and is of the composite style of architecture.

The Ontario Bank is situated on Place d'Armes. It is in the Italian style of architecture, four stories in height, and built of Montreal limestone. The arched entrance to the bank and houses, with their masked keystones, are bold and massive. The frontage is 50 feet; the depth 70 feet. The roof is surmounted by an ornamental iron railing.

La Banque Provinciale du Canada is on the east side of Place d'Armes, and is a well executed building in the modern French Renaissance style, four stories in height, with high mansard roof.

The Art Association was incorporated in the year 1860, under the presidency of the late Bishop Fulford, who, during his lifetime, took a deep interest in its proceedings. Its operations were carried on by a council of gentlemen interested in art matters, and for many years under their auspices, exhibitions were held with much success. The late Benaiah Gibb, a member of the council, bequeathed to the Association the lot of land at the corner of St. Catherine and Philips Square, upon which the gallery is erected, and \$8,000. He left also his own collection of 90 paintings and some bronzes

as a nucleus for the Gallery. To these some works of art have been added by the liberality of citizens. The Gallery is open every week-day, from ten until four, on payment of 25 cents. Special exhibitions of paintings, engravings, ceramics, and other works of art, are periodically held. Lectures on kindred subjects are provided, and art classes are carried on under competent teachers.

The Natural History Society occupies a building on Drummond street. It was organized in 1827. The museum was commenced in 1832 in a building on Little St. James street, and the Society removed in 1858 to its present building. The ground flat is occupied by the lecture room and library. On the second flat is an excellent extensive natural history collection, and a collection of interesting objects connected with Canadian history and the native races of Canada.

The Mount Royal Park Incline Cable Railway extends to Park Avenue. The length of the incline is 1,700 feet. It places the Mountain Park in easy reach of pleasure and sight seekers. Street cars leave the corner of Craig and Bleury streets, and carry passengers direct to foot of the incline, where they connect with Incline Railway for the Mountain Park, from which the finest view in America can be had.

VICTORIA JUBILEE BRIDGE.—At the time of the completion of the old Victoria Tubular Bridge, in 1860, it was considered the eighth wonder of the world, and was the admiration of not only the promoters and the Railway Company, but of all Canadians and others who looked upon it. Through increase in traffic, and with the onward march of time and improvement, the old Bridge had become inefficient to meet the demands of the Grand Trunk Railway System, and the management concluded that it must be replaced with a structure which would meet all needs. In consequence a new openwork steel bridge with double tracks, carriage ways and footway for pedestrians now rests on the piers which held the old Victoria bridge for so many years.

The progress of the work on the new bridge was delayed for the period of two months during the Winter 1897-98, owing to very severe weather, and the actual time of construction only extended over a period of about eight months; during that time the enormous traffic of the Grand Trunk was delayed but very little, practically nothing to speak of, the longest time on any one occasion that the line was closed during the construction being about twenty hours.

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The old bridge, entire, weighed 9,044 tons, and the new bridge weighs 22,000 tons. The total length of the bridge is 6,592 feet, number of piers 24, number of spans 25, length centre span 330 feet, length side spans 252 feet.

While the width of the old bridge was sixteen feet, the width of the new bridge is sixty-six feet, eight inches. The height of the old bridge was eighty feet; the height of the new bridge over all is from forty to sixty feet.

The flooring of the present bridge weighs 2,800 pounds per lineal foot, and each span has been so erected that it will carry not



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only a train on each track, moving in opposite directions, but going at a rate of forty-five miles an hour, with a total weight of 4,000 pounds per lineal foot, but also an electric train weighing 1,000 pounds per lineal foot, moving at the rate of twenty-five miles an hour, as well as driveways and foot walks crowded with vehicles and pedestrians.

The view from the train while crossing the Victoria Jubilee Bridge is one of much grandeur, and if seen while approaching

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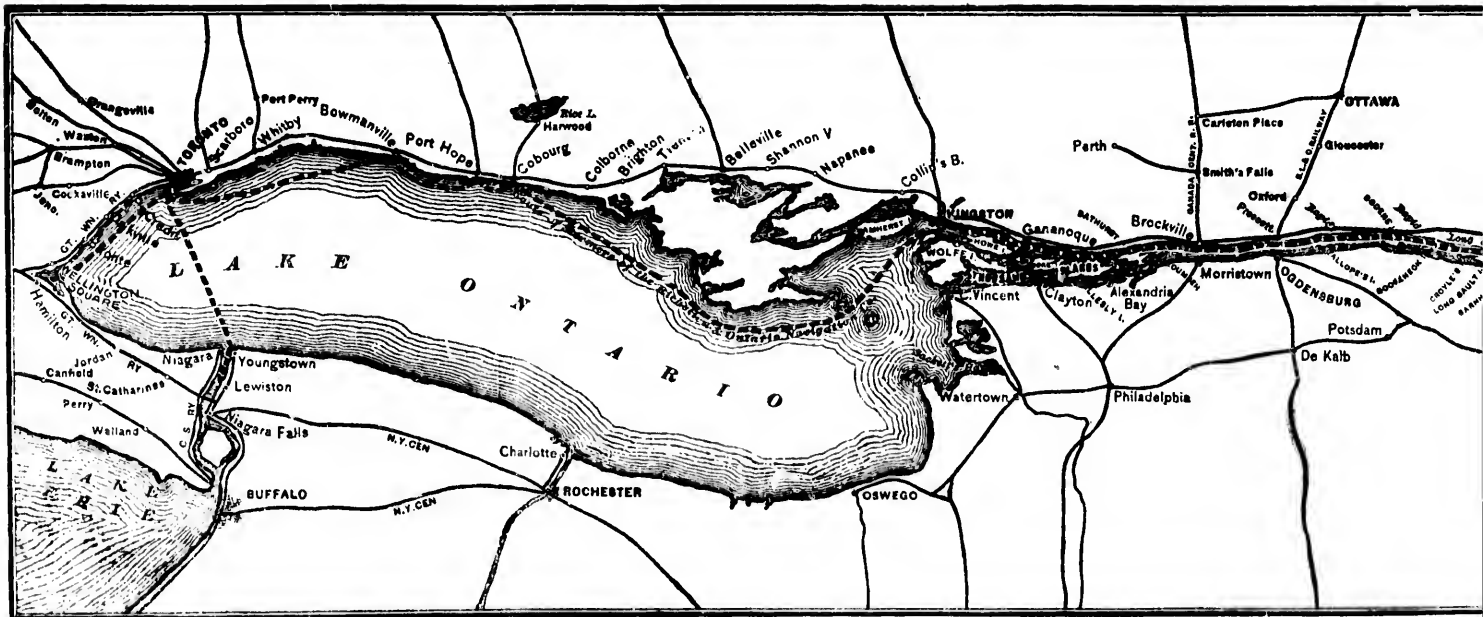
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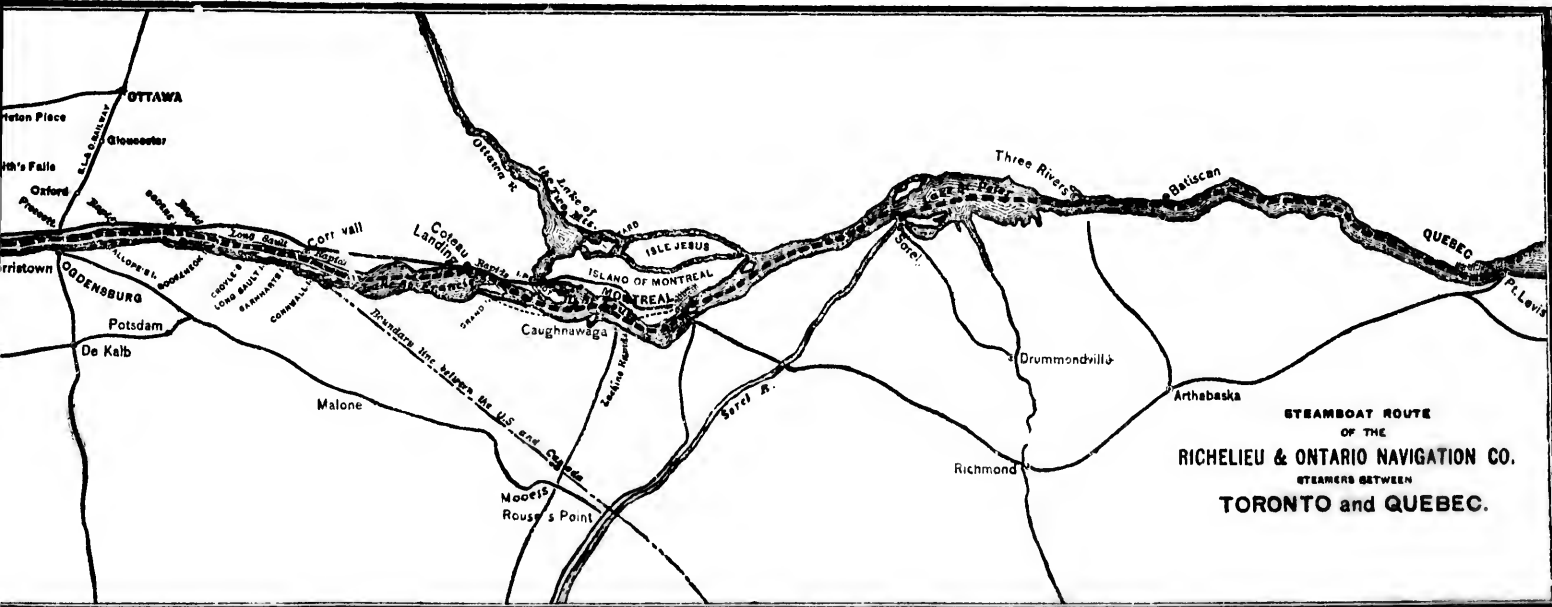


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Montreal from the south shore, cannot but arrest the artistic sense of the beholder. With the St. Lawrence River sweeping under this massive structure, hundreds of steamboats, sailing vessels, steam-tugs and crafts of every description scurrying hither and thither on the waters of this mighty stream, opposite the harbour, and the city of Montreal, lying in its beautiful location, at the base of Mount Royal, as a background, forms one of those beautiful pictures which delight the eye of the artist and awaken the admiration of all.

A drive across this great structure is one of the most interesting of the attractions in and about Montreal and will well repay the tourist and sightseer for the time expended.





SHOOTING THE LACHINE RAPIDS.

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QUEBEC

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IN order to enable the visitor to see as much as possible of the old world City of Quebec during his stay, we give in the following pages a description of a few drives, which will include objects of the greatest interest, and in doing so, it will be necessary to leave out many which, with an extended sojourn, no tourist should omit. There is not on this continent a city whose natural beauties and historical reminiscences are so great; in fact, the difficulty with the writer is to refrain from mentioning all that must necessarily be attractive. The city is unique, a walled fortress of unrivalled strength and of magnificent situation. From the height of Cape Diamond the view of the St. Lawrence is a superb panorama, a view of mountain, river and valley, unequalled in the world. In passing through the quaint and narrow streets one feels that he is treading on a strange and weird world, wholly at variance with the rest of our continent. It is a city in which romance mingles with history, and the age of chivalry will draw its memories to the times we live in with a charm that is bewildering and fascinating. Everywhere there are battlements, fortresses, castles, convents, monasteries and towering walls, and the imagination rushes from the enchantment of practical existence to revel in the shrouded past.

THE FIRST DRIVE which the stranger should take will be a visit to the Ursuline Convent, which was founded by Madame de la Peltrie in 1641. The convent was twice destroyed by fire, in 1650, and again in 1686, after which it was again erected, but many additions have since been made and the present buildings are very extensive, and the pupils number 300.

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The Ursuline Nuns are cloistered and are celebrated for their piety and attainments. The Chapel of St. Ursula is connected with the convent, and in it are many valuable paintings.

Two mural tablets are erected in memory of Montcalm, and the following relics are therein deposited: The body of St. Clement, from the catacombs of Rome, brought to the Ursulines in 1687. The skull of one of the companions of St. Ursula, in 1675. The skull of St. Justus, in 1662. A parcel of the Holy Cross, in 1667. A parcel of the Crown of Thorns, brought from Paris in 1830.

Opposite the Chapel of St. Ursula is the site of the dwelling occupied by Madame de la Peltrie, the foundress.

Descending Garden street is the English Cathedral, erected in 1804 on the site of the Church of the Recollets. It is built in Roman style of architecture, and is filled with mural monuments, one of which is erected to the Duke of Richmond, a former Governor of Canada, whose remains lie near the pulpit, and who died in Upper Canada, 20th August, 1819. Another monument is erected to General Monckton, who fought under Wolfe at the capture of Quebec in 1759, and who died on 10th May, 1830. The tattered colours of the 69th Regiment are placed in the Church.

The Basilica Minor, hereto raised by Pio Nono in 1874, was consecrated in 1666 by Monseigneur de Laval, an eminent divine, who became first bishop of the colony, and who was founder of the Seminary School which has added to itself a University, bearing the name of the founder.

Leaving the Basilica and the Seminary Chapel the drive will be continued to the Grand Battery from which a magnificent view of the St. Charles valley, the Village of Beauport, and the Ranges of the Laurentides can be had. There are fifty guns mounted on the Battery which command the entrance of the Harbour. In 1775, Arnold marched his men along the streets immediately below, and suffered a defeat. Quite close, where Hope Gate was, is the building once occupied by General Montcalm. Descending from the Battery by Palace Hill, the visitor should not omit to visit the ruins of the Intendant's Palace, which are now used as vaults for the storage of beer, manufactured immediately facing the ruins. The extent of the building can easily be traced as although during its occupation by the troops in 1775, under Montgomery and Arnold, it was bombarded from the city and destroyed by fire, there are sufficient remains to judge of the once magnificent structure.

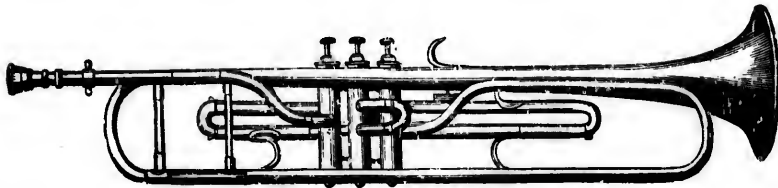
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Passing over Dorchester Bridge, which crosses the River St. Charles, called before the Ste. Croix and also the Cabir Combat, the tourist reaches the village of Beauport, near which is the Beauport Asylum. The line of road is beautified by rows of white cottages fronted by small patches of gardens. On the site of Beauport the English were defeated by the French in the attack made by Wolfe on the 31st of July, 1759, in which disastrous encounter the English lost nearly 700 men. At about the distance of seven miles from the city are the Falls of Montmorency, which can be seen from either above or below. The views from both places being so grand the visitor is advised not to neglect a sight which has hardly a parallel. Leaving the Hotel on the further bank of the rushing river he descends by a flight of steps on which is constructed a stand commanding a view of the summit of the Falls, the sound of whose roar in that locality is more than bewildering. The wild leap of the mad waters dazzle the brain and creates a whirl in the mind which is not easily forgotten. The view from below is even more magnificent and grand, for the water descends as if from some unknown height, and seems to threaten with destruction the beholder.

It often happens that the stranger neglects to visit a place of great interest, the Natural Steps, whose beauties can hardly be described. They are not further situated than about half a mile above the Falls, and are reached by a delightful pathway through the woods and fields. It is an irregular formation of stone steps, being perfectly horizontal, and descending to the bank of the mad rapid. On one side the precipitous banks reaching to over 100 feet from down upon the dark threatening water, and are crowned and fringed by the evergreen fir trees and delicate ferns. The scenery in the vicinity of the Falls is superb, and if the visitor is a follower of Isaac Walton, he may take a chance of a trout in the wild rapids of the Natural Steps.

THE SECOND DRIVE recommended to the visitor is that of the Citadel, and in passing to it through St. Louis street, is the house in which Montgomery was laid out; and at the foot of the hill leading to the Citadel is where the brave officer was buried, from which place his corpse was removed on 16th June, 1818, to be buried in St. Paul's Church Cemetery, N.Y. The entrance to the Citadel is through the Chain Gate, and afterwards Dalhousie Gate, where a guide will be furnished. Immediately opposite are the Officers' Quarters, in which the Princess Louise resided while in the city. Within the walls are casemated barracks, loop-holed for musketry and commanding the trenches, with which the Citadel is surrounded, and the whole country landwards. The Harbour is commanded by strong batteries

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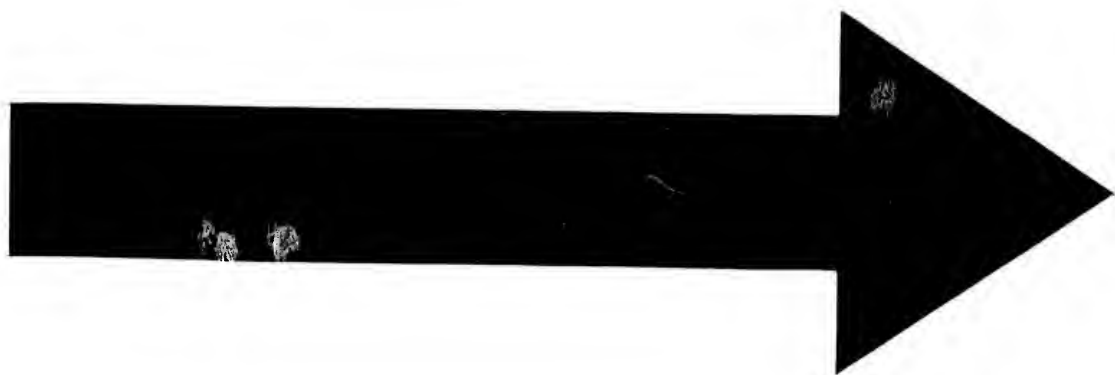
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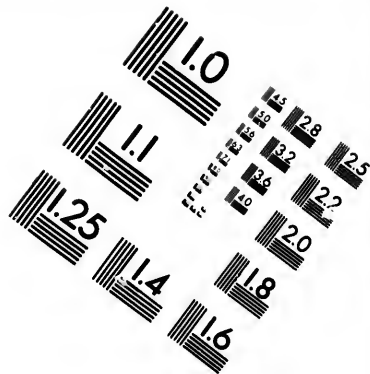
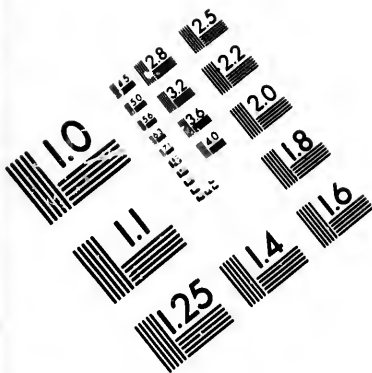
VIEW ROOM

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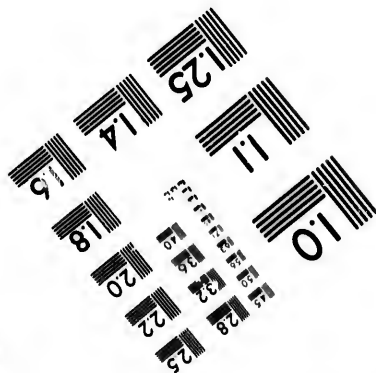
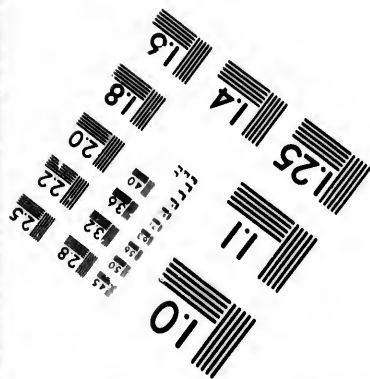
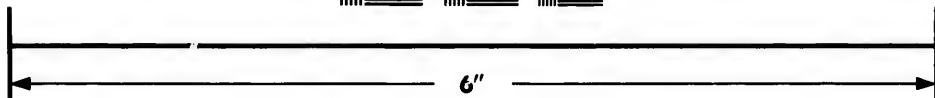
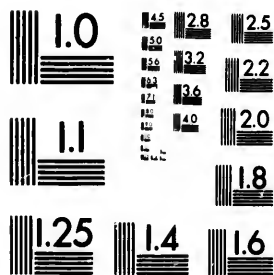


CLUB HOUSE OF MONTREAL HUNT.





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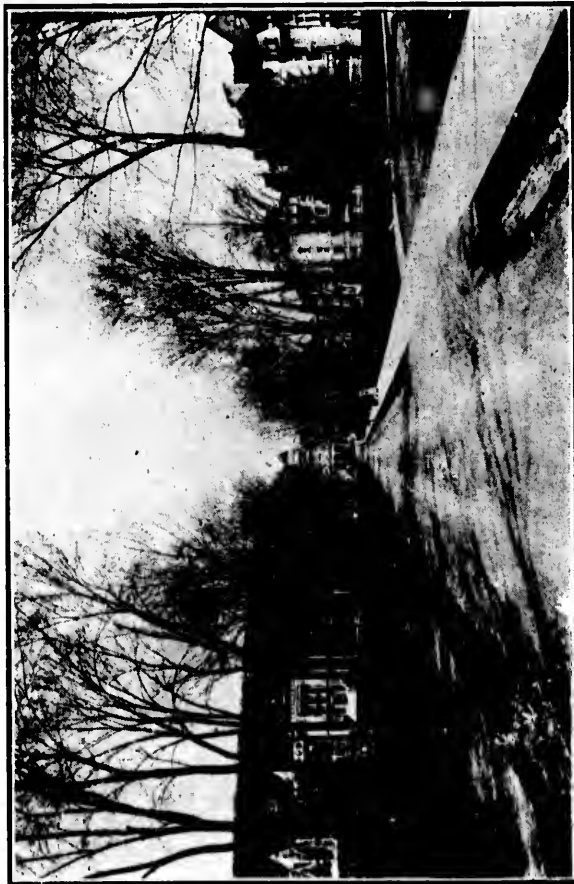
on which are mounted two Armstrongs and a Palliser. The Flagstaff Bastion is over 350 feet above tide water, and the view from it is the grandest possible to be conceived. The St. Lawrence rolls magnificently onward to the ocean, and Point Levis, the Island of Orleans, and the village of Beauport stands forth boldly in unrivalled beauty. To the west are the Plains of Abraham, rendered ever memorable by the battle which transferred Canada to the British Crown. Proceeding through the trenches and over the Glacis, the visitor can descend the steps to the Dufferin Terrace, a promenade from which a view may be had not to be surpassed in the world. The Terrace was declared open in 1883 by the Marquis of Lorne and the Princess Louise, who were on the occasion greeted with a magnificent reception, and illumination in the evening.

Driving through St. Roch by the Little River Road, the visitor will reach the Indian Village of Lorette, situated at about nine miles from the city. On the road is the French Catholic Cemetery. In the centre of the village are the Falls of Lorette, a delightful piece of scenery, and enhanced by the charming walks laid out by the proprietor of the Hotel. In the western part of the village are the houses of the remains of the once powerful tribe of the Hurons, who have their own church, which, it is said, was designed after the model of the church in Lorette in the Old World, and whose legend has rendered it famous. Immediately above the Falls is the Aqueduct from which Quebec is supplied with water. On the river the scenery is so charming that the stranger can hardly fail to visit it, and take a paddle up the stream through fairy vistas of woodland grandeur to Lake St. Charles. The visitor in Lorette can purchase all kinds of Indian workmanship, and test the dexterity of the Indian youth in shooting for coppers, and the ingenuity of the Indian maidens, in needlework.

THE THIRD DRIVE will be over the Grande Allée or St. Louis Road, leading to the famed Plains of Abraham, whereon is erected a monument bearing the following inscription:—

“This pillar was erected by the British Army of Canada, A.D. 1849, His Excellency Lieutenant General Sir Benjamin d’Urban being commander of the forces, to replace that erected by Governor-General Lord Aylmer, in 1832, which was broken and defaced and is deposited beneath.”

At the time of the battle, the centre of the French line was in the vicinity of St. Bridget’s Asylum, their left wing extending towards the St. Lawrence, and the right to the St. Charles valley, down which



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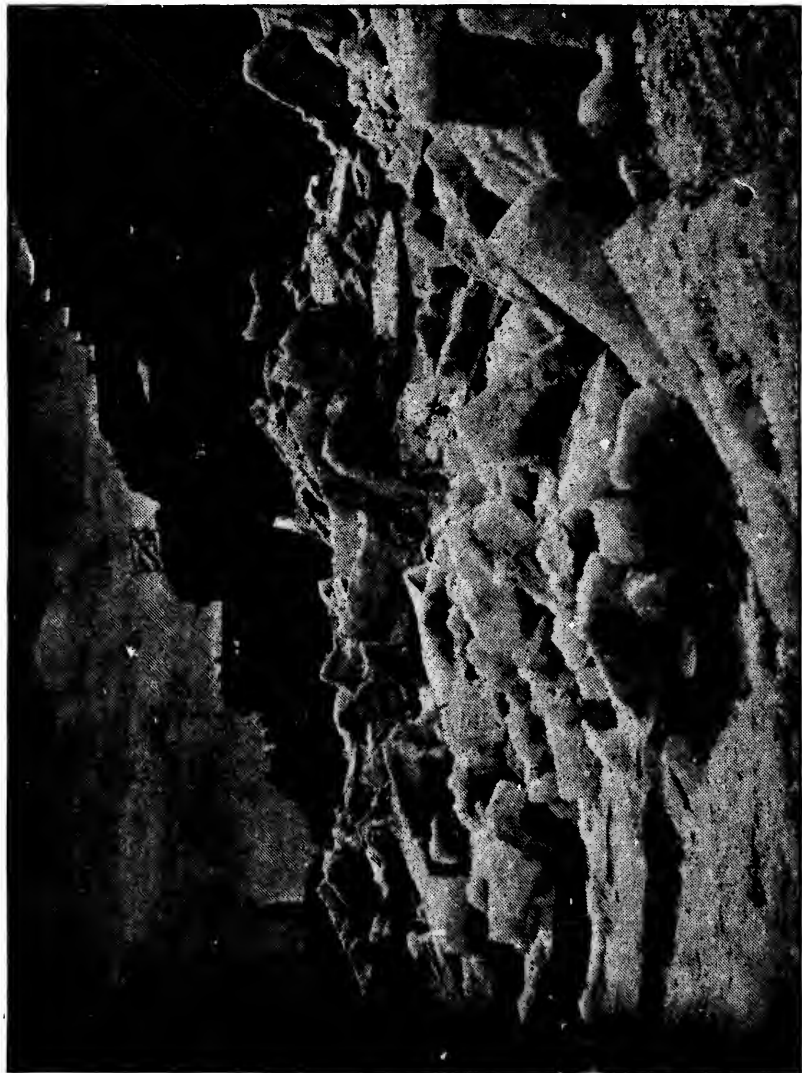
they retreated after the defeat. After passing the Toll Gate, for about a hundred yards, the visitor will be upon the ground occupied by the English centre, the left wing extending towards the St. Charles and the right towards the St. Lawrence.

At the Western Park of the Plains is the locality known at the time of Wolfe's victory as the Ruisseau St. Denis, through whose vale the ascent was made.

The Sillery Convent, called the Convent of Jesus-Marie, and the Church of St. Columban, stand on the height above Sillery, where in time past there were camps of the Algonquins, tribes of Indians at that time protected by the French from their foes the Iroquois. In connection with this Indian settlement, is the discovery, a short time since, of the remains of the Jesuit Missionary, Emmanuel Masse, to whose memory a monument has been erected by several citizens. A church was built on the spot by the commander of Sillery in 1677.

Woodfield Cemetery, appertaining to St. Patrick's Church, is a most beautiful spot; at present there are few monuments to be seen, as the acquisition has been but recently made, but in Mount Vernon, the Protestant Cemetery, there are very fine monuments, and among them one in remembrance of a heart-breaking incident, the death of many newly arrived immigrants by the burning of the steamer "Montreal." Descending to Champlain street, and very near the foot of the Citadel, will be noticed the place where Montgomery fell on the occasion of his assault on the city, on the midnight of 31 December, 1775. Passing through the Lower Town, which is a mercantile locality, there is nothing of great interest to attract attention except the ancient style of architecture of many of the houses. Very nearly opposite the Quebec Bank is where Arnold erected a barricade and from which he was dislodged after a severe skirmish in which the Canadian Volunteers covered themselves with glory.

The drive out by St. Foye road is one of the most beautiful round the city, and commands a grand view of the St. Charles valley, the Laurentides and the St. Lawrence, below Quebec, reaching as far as Cape Tourment; and in fine weather the spray from Montmorency Falls is clearly discernable. A monument erected to those who fell in the battle of St. Foye is erected at about two miles from the city, and bears the inscription—"Aux braves de 1760; érigé par la Société St. Jean-Baptiste de Québec, 1860." The statue of Bellona was presented by Prince Napoleon. The Belmont Catholic Cemetery is on this road and contains many fine monuments.



THE BREAKING UP OF THE ICE ON THE ST. LAWRENCE, IN FRONT OF MONTREAL

Proceeding by the road turning southwards, near St. Foye Church, the stranger reaches the St. Louis road, from which the view of the St. Lawrence again meets him. Villas and mansions, surrounded by magnificent grounds, are on each side and the drive at parts leads through avenues of trees, graceful elms, stately pines and magnificent birch trees, whose branches and foliage extend a graceful shade over the roadway. On the St. Louis road are the residence and farm of Colonel Rhodes, where summer seems ever to reign. Conservatories, green-houses, vineries, hot-houses, forcing houses, everywhere abound. In the depth of winter the atmosphere is dense with the perfume of flowers of Arabia and Persia.

The land of the sun boasts not such a variety of the delights of the garden, and the Peri at the gates of Paradise could be satisfied to cull the flowers which are here so luxuriant. It would seem that a magic hand had created, in a moment, to their full lusciousness and ripeness, myriads of grapes, strawberries, pears and oranges. The strawberries alone are a marvel exceeding in size all that imagination can picture. And this gentleman does not confine his amateur tastes alone to the cultivation of fruit, but raises cattle the equal of which one must travel far to see. The drive into the city by the St. Louis road is one of the most entrancing and the breeze from the river renders even the hottest day in summer pleasant and agreeable.

THE FOURTH DRIVE recommended to the stranger will prove, perhaps, the most delightful. It is that to the Lake Beauport which will be reached by Charlesbourg road, passing through the village of the same name, in which the terrified priest and women found refuge at the time of the *siège*. Many portions of Charlesbourg remind us of an English village, and there is ever in the place a delightful sense of Acadian simplicity. Not very far from it are the ruins of Chateau Bigot called also the Hermitage and Beaumanoir, the rural retreat or hunting-box, built by the Intendant Bigot, whose infamous transactions as Intendant in Canada and who was suspected of being a traitor, secured for him a long imprisonment relieved by the influence of his 'quondam' mistress, Madame DePean, whose residence will be remarked in St. Louis. But are not their lives chronicled by the pen of Mr. Kirby in his novel of "The Golden Dog"?

But what can be said of Lake Beauport, or rather what need there be said about the most charming and delightful retreat near Quebec? It is a Lake situated among the mountains, whose grand shadows, in the heat of the summer, temper the rays of the scorching sun and where life seems ever to be a thing of beauty and a joy forever.

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Never was poem more entrancing than the Lake, where the aroma of the woods and the songs of birds bear the gladness on the air, where to breathe the atmosphere is a surcease of sorrow. You can glide over the surface of this fancy lake in a bark canoe, and take from it speckled salmon trout; you can live on its waters in a happy existence and dream of "love among the roses". Go out and visit this "sans souci" in the woods, this "nepenthe" among the mountains, this "dolce far niente" on the bosom of the lake where the flies never bite, the fish never rise, and little black-eyed "gamins" paddle you around in canoes just for a song. Go out with your rod, look at the towering mountains and the woodland nooks and shady little coves where trout jump about like little sprites and come back with a basketful and have your dinner at the cottage hotel with wild strawberries and cream and then return to town and say what you think of Lake Beauport.

THE SHRINE AND FALLS OF STE. ANNE.—At the distance of about 20 miles below Quebec is the village of Ste. Anne de Beaupré sometimes called Ste. Anne du Nord and always called La Bonne Ste. Anne, to whom is consecrated the Parish Church, erected a few years ago, by the Pope, into a shrine of the first order, in which is a fine painting by the famous artist Lebrun, "Ste. Anne and the Virgin," presented by M. de Tracy, Viceroy of New France, in 1666, to the Church for benefits received. The festival day of this saint is the 26th of July, at which time thousands of pilgrims proceed—not only by steamer and carriage, but on foot—to this holy shrine, many walk the whole distance from Quebec to the Church as a penance, or in performance of vows. The church is a new building, the old having been found too small for the accommodation of the crowd of pilgrims who resorted there. In it are placed thousands of crutches left by those who departed after being cured of their lameness and other maladies by the "bonne Ste. Anne," whose praises are world-wide, for hither congregate daily thousands of pilgrims from all parts to be cured of their infirmities. Deposited in the sanctuary is a holy relic, being a finger bone of the saint herself on kissing which the devotee is immediately relieved of worldly ills and misfortunes. Wonder begins and misbelief vanishes on gazing at the piles of crutches; there one beholds the unmistakable evidence of the unlimited medicinal power of the mother of the Virgin. Daily are the proofs of this power; the stranger can see with his own eyes, the discrepant, the halt, the sore, the lame, the wounded, carried into the holy sanctuary and depart therefrom (after kissing the holy relic) cured and whole. Many are the scenes here witnessed of

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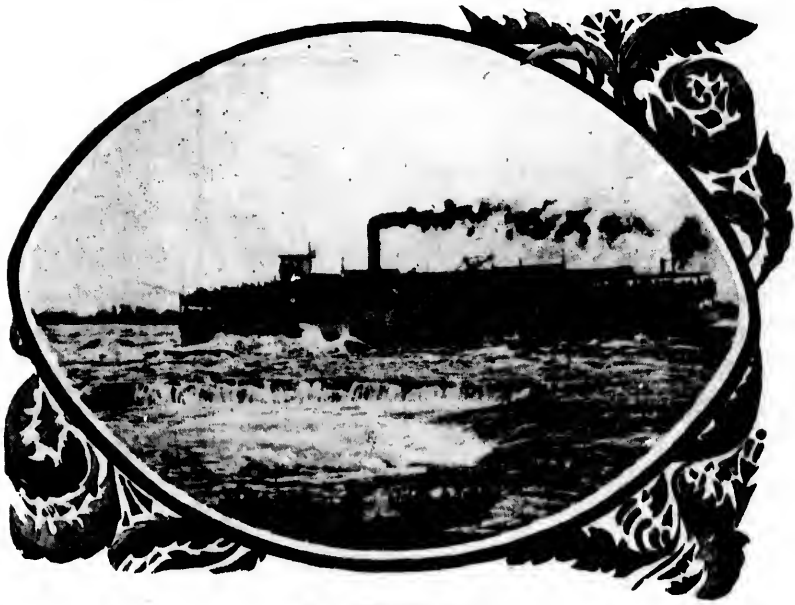
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the despairing filled with renewed hope, and the feeble and faint glad again with strength and health.

The fishing above and below the fall is very good for both salmon and trout and the scenery of that wild description generally characteristic of the Laurentian ranges.

THE LEVIS FORT AND THE FALLS OF CHAUDIERE.—The visitor to Quebec should not fail to visit the town of Levis, whose heights once encamped the English troops in 1759 and bombarded the city. Not long since an encampment of Indians was located at that place now called St. Joseph de Levis, and the citizens and strangers were then wont to make excursions to interview these dusky roamers. In rear of the town of Levis are constructed three forts for the protection landwards of the position. They are of triangular formation, the base facing the city, and consisting simply of a wall, without any defence, except the ditch, leaving it open to be battered by the guns of the Citadel in event of occupation by an enemy. The other two sides are strongly loop-holed casements, protected by a glacis, and having loop-holed caponnières at the angles, to sweep the ditch, and which are reached by subterranean passages. The ditch all around the fort is 20 feet deep by about 40 feet in width, and is crossed at only one point by a drawbridge which is removed at will. Each fort contains at least one large well and has accommodation for about 400 men.

No. 1, which is situated in rear of Grand Trunk Station, is altogether built of stone, while the exterior facings of the casements of Nos. 2 and 3 are of brick. The magazines are two in number, and are built to contain a large quantity of powder. The present armament of each fort consists of but one pivot gun, a 7-inch breech-loading Armstrong, throwing a projectile of 120 lbs.; but at very short notice, the three forts could be completely armed from the vast stores of the Citadel. These forts cost the English Government \$1,000,000.

Within a few miles from the town of Levis are the Falls of the Chaudière, which, by some, are considered second to Niagara. They are about 130 feet in height, and command, from the beholder, a sentiment of awe and wonder. The wild waters rush over the precipice with the same grandeur and magnificence as at Niagara and Montmorency, and the deafening roar stuns for the first few moments the mind of the most stolid spectator. Here is seen a breadth of water not existent at Montmorency, and there is a grander stretch of scenery which, as it were, entrances the beholder.



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The Intercolonial Railway

THE INTERCOLONIAL RAILWAY of Canada is in more senses than one the People's Line. As a government road it is owned by the people, and in the operating of the line this principal is ever kept in view, so that the best available service will be given. In another sense it is the People's Line, because it is popular as the great All Canadian system and the only All Rail line from Montreal to the extreme points of the Maritime provinces. It is equally popular as the great tourist and sportsman's route, and that by which the desirable places in the Provinces by the sea can be most conveniently reached.

The Intercolonial Railway, with the Prince Edward Island Railway, embraces nearly 1,600 miles of thoroughly built road, with rail and steamer connections for many hundreds of miles in addition to this, and it traverses the most varied and inviting country on the continent. Each year the advantages of this route are becoming better known and the volume of travel is increasing, until the country of the Intercolonial attracts tourist from every part of the civilized world.

Starting from Montreal, the Intercolonial crosses the Victoria Jubilee Bridge, passing through the beautiful country east of the Canadian Metropolis, and takes the shortest and most direct route to Quebec. In this noted city, where the romance of history is impressed upon the visitor at every turn, there is much to attract and occupy the stranger, and one would be reluctant to leave it were there not so much of a glorious country yet to be seen along the route to the east and south of the Ancient Capital. Following the south shore of the lower St. Lawrence, the Intercolonial makes its way among picturesque French Canadian villages, and reaching such well known summer resorts as Murray Bay via the Riviere Ouelle short line, Riviere du Loup, Cacouna and Little Metis, with other places most attractive to tourists. Beyond these it traverses the Matapedia valley and enters upon the great salmon and trout fishing region. This includes the Matapedia and other streams in Quebec, as well as the Cascapedia and other noted rivers in Gaspé with the famed Restigouche, Nepisguit and Miramichi in New Brunswick. The Restigouche is the boundary river between the two provinces, and after passing Campbellton the Railway runs along the shore of the Baie des Chaleurs. On the opposite side of



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"THE WIGWAM" is one of the attractions of the City,
and is visited daily by tourists from all points of the globe.

this wonderful haven is seen the Gaspé Peninsula, the land of bold and impressive scenery. On the New Brunswick side such places as Dalhousie and Bathurst have much to attract, while further on are the flourishing towns of Newcastle and Chatham. At Moncton, 185 miles from Campbellton and 186 from Halifax, are the General Offices, workshops, etc., of the Intercolonial Railway. At this point, is the estuary of the Petitcodiac river, the strange tidal phenomenon known as the Bore may be seen to better advantage than at any other part of the Bay of Fundy.

During the summer Prince Edward Island is reached by taking a fast and finely appointed steamer at Point du Chêne, the terminus of a branch of the Intercolonial, 19 miles from Moncton. This steamer makes daily trips each way between Point du Chêne, N.B., and Summerside, connecting with the Prince Edward Island Railway. A daily steamer also plies between Pictou, N. S., and Charlottetown, connecting with trains of the Intercolonial and Prince Edward Island Railways. Of the Island itself no brief mention can give an adequate idea. It is rich in all that pertains to agriculture, and to the summer visitor it is the ideal of a place of refreshment and rest. There is an abundance of surf bathing, trout fishing and sea fowl fishing in various parts of the Island. Excellent board may be had at very reasonable rates at various places along the shores. In the winter months after the close of ordinary navigation, government steamers are on route between Pictou and Georgetown and Cape Tormentine and Summerside.

West from Moncton, the Intercolonial Railway runs 89 miles through a flourishing and well settled country to St. John, the commercial capital of New Brunswick, and a seaport from which a large transatlantic trade in western products is carried on during each winter. The summer climate of St. John is delightfully cool and the city has many attractions. A steamer voyage on the river as far as Fredericton reveals some of the finest scenery of the kind in America.

South from Moncton, the Intercolonial Railway passes through a fine farming country and enters Nova Scotia. There is much worthy of attention in the flourishing towns on the route to Halifax, and the latter city is known everywhere as the famous military and naval station of North America. There is much in and around Halifax to interest the visitor, both in the way of fortifications, the dockyard, etc., and in the feature which the city has of itself. The harbor and waters connected with it are especially worthy of notice while charming excursion points reached both by land and water, abound in the vicinity of the city.

Running easterly from Truro is the portion of the Intercolonial

which goes to Pictou, New Glasgow, Mulgrave, and thence through beautiful Cape Breton to the Sydneys. Sydney and North Sydney are places which have shown wonderful development within the last year or two, and the promise of their growth in future is equally encouraging.

From Sydney the historic Louisbourg is easily reached by rail, and from North Sydney a fast steamer makes quick trips to Newfoundland. Steamers run from here during the summer to St. Pierre Miquelon, and other points.

The whole island of Cape Breton is year by year becoming better recognized as the Summer Paradise of Canada and the ideal land for tourists. It must be seen to be enjoyed.

Information as to all parts of the territory reached by the Intercolonial Railway will be furnished on application to the General Passenger and Ticket Agent, Moncton, N.B.

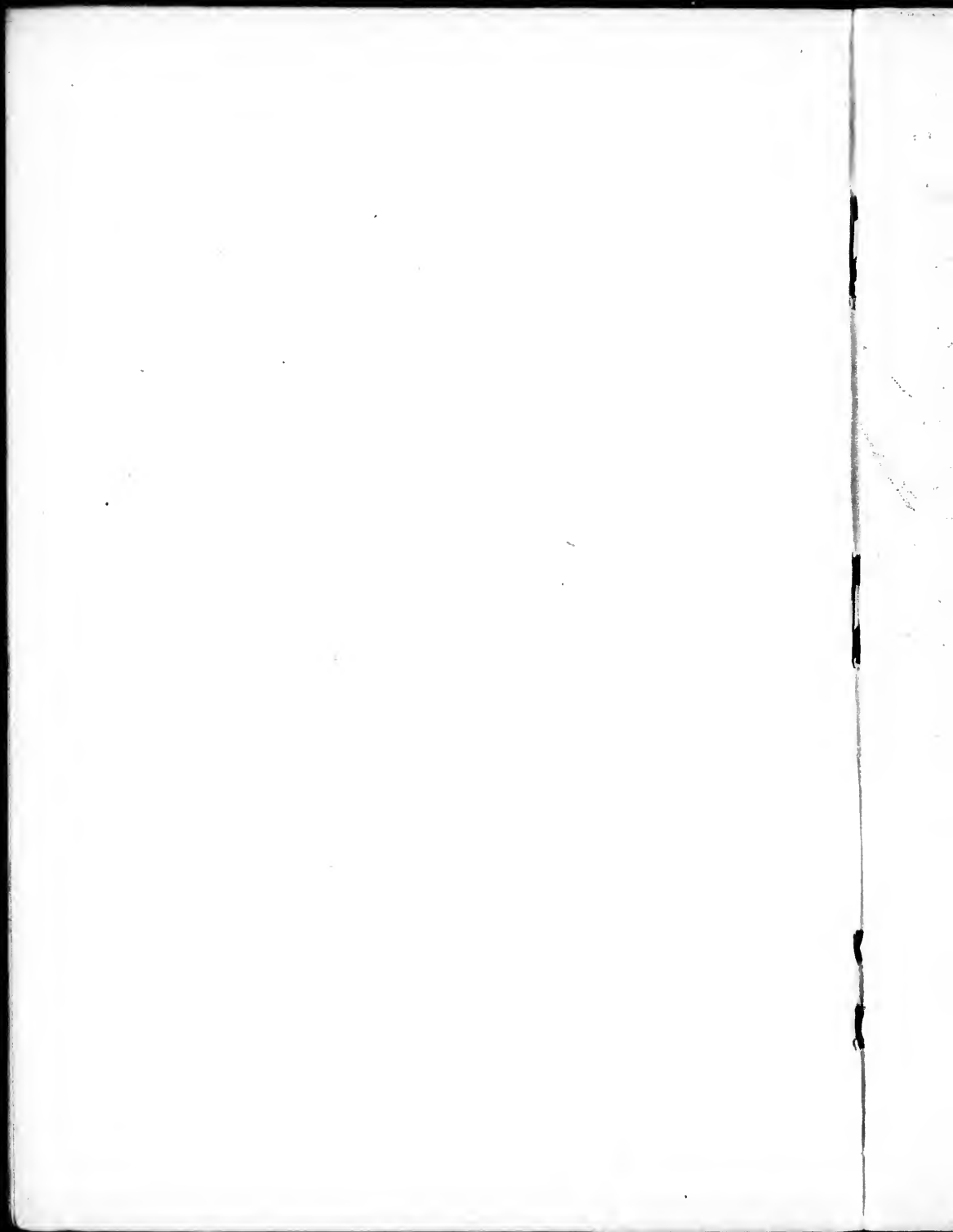


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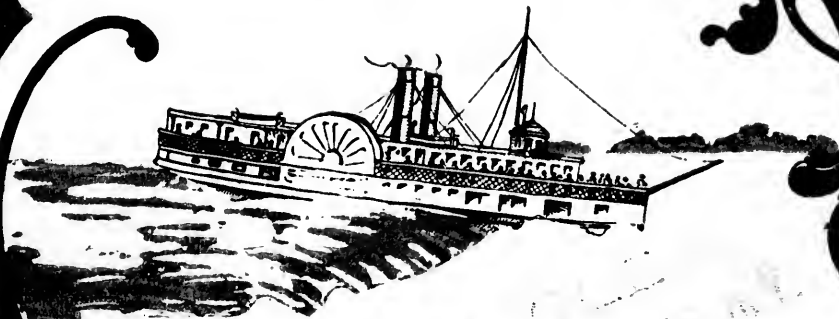
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