



Montreal: Canada's Metropolis

MONTREAL was not actually in the schedule. In the programme of the Prince's tour it was put down as the last place he should visit. This in a sense was fitting. It was proper that the greatest city in Canada should wind up the visit in a befitting week.

All the same, as the Prince himself said, he could not possibly start for the West without making at least a call on Montreal, so he rounded off his travels among the big cities of the Canadian East by spending the inside of a day there.

I wonder whether there was ever an inside of a day so crowded? I was present when Manchester rushed President Wilson through a headlong morning of events, and the Manchester effort was pedestrian beside Montreal's. Even the Prince himself, who can put any amount of vigour into life, must have found nothing in his experience to equal such a non-stop series of ceremonies carried on, at times at a pace of forty miles an hour.

This is what happened. Montreal was given about four hours of the Prince. Montreal is a progressive city, it has an up-to-date and Do-It-Now sense. Confronted at very short notice with those four hours, it promptly set itself to make the most of them. It packed about four days' programme into them.

It managed this, of course, by using motor cars. The whole of the American continent, I have come to see, has a motor car method of thinking out and accomplishing things. Montreal certainly has. Montreal met the Prince in an automobile mood, whipped him from the train and entertained him on the top gear for every moment of his stay.

He arrived at the handsome Windsor Station of the C.P.R. on the morning of Tuesday, September 2, and was at once taken to a big, grey motor. His guide, the Mayor of the city, then began to show him how time could be annihilated and days compressed into hours.

In those few hours he was shown not a section of the great commercial city, not merely the City Hall, and a street or two, and a place wherein to lunch. He was shown all Montreal. He was shown the city of Montreal and the suburbs of Montreal, and verily I believe he was shown every man, woman, and certainly every child of flag-wagging age in Montreal.

And when he had seen the high, fine business blocks of Montreal, and the pretty residential districts where the well-designed homes seem to stand on terrace over terrace of the smoothest, greenest grass, he was shown the country-side about Montreal, the comely little habitation parishes and holiday places that make outlying Montreal, and the convents and the colleges where Montreal educates itself, the Universities where that education is rounded off, and the long, wide, straight speedways over which Montreal citizens get the best out of their motor car moments—and he was shown how it was done.

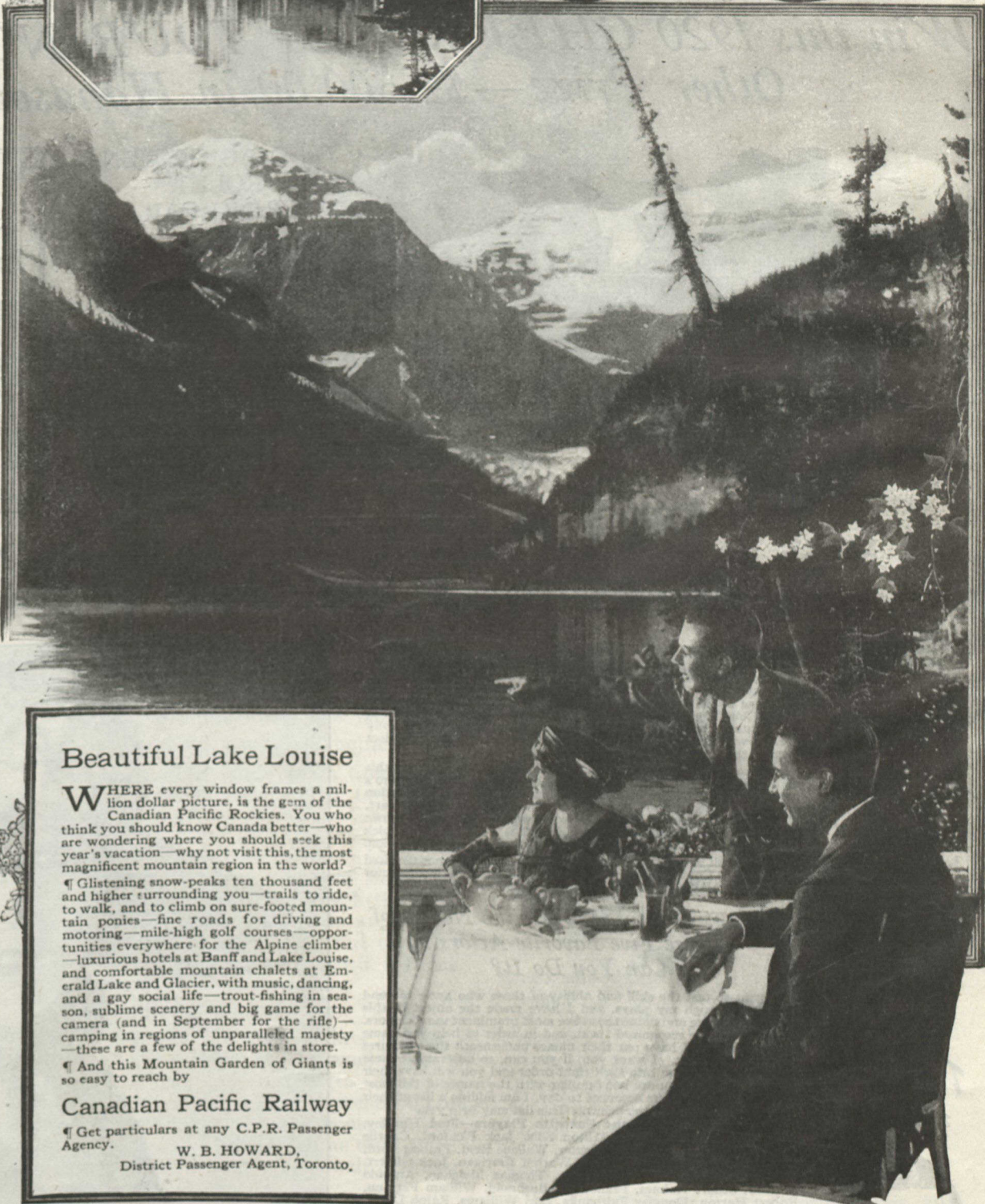
And after showing him the rivers that make the hilly country about Montreal beautiful, and the little pocket villages, he was swung back out of the green of the summer country and shown more business blocks, and just a hint of the great wharves and docks that fringe the St. Lawrence and give the city its great industrial power and fame. Then when they had shown him all the things that man usually sees only after weeks of tedious exploration, they spun him up a corkscrew drive that goes first among charming houses, then among beautiful deep trees and grass and sat him down in a glowing pavilion on the top of this hill, Mount Royal—the Mount Royal that gives the city its name—and gave him lunch.

There he ate as he looked down over one of the great views of the world. Below him was the splendid vista of a splendid city; the mass of tall offices, factories and the high fret of derricks and elevators along the quays that covered the site of the Indian lodges of Hochelaga that Jacques Cartier first found; the mass of spires from a thousand churches, the swelling domes and hipped-roofs of basilica and college that had grown up from the old religious outpost, the nucleus of Christianity in the wilds that was to convert the wilds, the *Ville-Marie de Montreal* that Maissonneuve had founded nearly three centuries ago.

(Continued on page 73)



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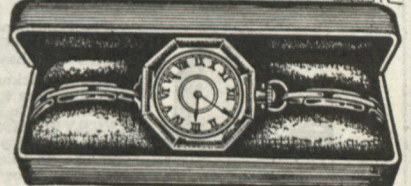
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WINNERS IN NOVEMBER, 1919, AD. CONTEST

Cash prizes have been awarded in the order of their merit for contest appearing in November, 1919, issue of EVERYWOMAN'S WORLD:

No. 1, Prize \$5.00—Mrs. A. G. Coulston, 206 Glendonwynne Road, West Toronto; No. 2, Prize \$3.00—J. P. Hargreaves, 11032 Eighty-second Ave., Edmonton, Alta; No. 3—C. R. Armstrong, 93 Main Street, North Bay, Ont. Checks for these various amounts will go forward.

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