

MONTREAL

MONTREAL, where the Sun Life of Canada has its home, is the commercial metropolis of the Dominion. Situated where ocean and inland navigation meet, its growth has been identified with the growth of Canada. The wonderful progress of the Dominion in the past forty years has been reflected in the expansion of the city. To-day Montreal has over half-a-million inhabitants and the rapid rate of development of the country and the city gives promise of a city of a million in the comparatively near future.

In the year 1535, Jacques Cartier came up the St. Lawrence to where the city now stands, and found a large, well-fortified Indian town called Hochelaga. In 1611 Champlain established a trading-post and called it Place Royale. In 1742, Paul de Chomedey, Sieur de Maisonneuve, landed on the island and laid the lasting foundation of the city. Canada remained a French colony till the Treaty of Paris, in 1763, when Montreal became a British city.

Its growth in population has been consistent. At the time of the cession to Great Britain the city had only a population of some 3,000; at the beginning of the last century this had increased to 12,000 and at the present time she boasts of some 550,000 inhabitants.

Situated on the island of Montreal, the largest of a group of islands formed by the confluence of the Ottawa with the St. Lawrence river, one thousand miles from the open sea, its position is picturesque to a degree. Behind is the beautifully wooded Mount Royal, in front the majestic St. Lawrence, and in the distance the mountains of northern New York.

Besides the population within the actual city limits, Montreal embraces a number of other large municipalities; the whole forming a great area, densely populated, and throbbing with industrial and financial activity. Such are the city of Westmount and the towns of Outremont, Maisonneuve and Verdun, while the space between Montreal and Lachine, a city of some 14,000 people is largely built up. Across the river, which is spanned by the huge Victoria Bridge, nearly two miles long, there are several rising communities which are rapidly increasing in population and wealth.

Most of Montreal's wonderful growth is due to the city's splendid location. It is situated at the

head of ocean navigation and at the outlet of the greatest system of inland navigation in the world. Large ocean liners plough their way for a thousand miles up the St. Lawrence gulf and river before they encounter unnavigable waters and have to dock in Montreal, with its miles upon miles of wharves. The freight they bring is transferred at Montreal into railway cars for transportation all over the continent, or into smaller vessels, upon which it can be carried for thirteen hundred miles and more by river, lake and canal up to Chicago, Duluth, Fort William, Port Arthur and other cities on the great North American lakes and waterways. And down over the same water system comes the golden flood from the Canadian wheat-fields. Millions upon millions of bushels of grain come down the St. Lawrence system, across half a continent. A large proportion converges at Montreal, where it is handled in the most up-to-date and extensive grain-conveying system in existence, poured by gigantic spouts in the holds of ocean steamers and carried off down the Gulf and across the Atlantic to Liverpool.

Montreal is thus something like the neck of the bottle as far as shipping is concerned. Everything that enters or leaves a bottle must pass through the neck, and the grand proportion of Canada's water-borne traffic must pass through Montreal.

The annual ocean tonnage of the port is about two million tons, the annual inland tonnage five millions. The exports from Montreal in 1912 were valued at sixty-six millions of dollars, the imports at one hundred and thirty-five millions.

Under present conditions Montreal is an ice-bound port for nearly half of each year, although it is likely that an ice-breaking service may serve to increase the open season considerably. Ocean traffic now goes through Halifax and St. John during winter, but as the inland waterways are also choked at the same time, and a good deal of the traffic waits for its reopening in preference to using rail transportation, Montreal does not suffer so greatly in tonnage as she otherwise might.

Montreal is thus at once the base of the greatest of all inland navigation systems, and a great ocean port a thousand miles from the open sea.

The city is also splendidly equipped with railway facilities. Running in and out of it are the main lines of the Canadian Pacific, Grand Trunk and Intercolonial railways. The Canadian North-