

# THE BANK

On behalf of the Underwriters  
offers for Public Subscription

## The Montreal and St. Lambert

1st Mortgage Sinking Fund 6 per cent. Gold  
and Interest, carrying 50 per cent

Bonds in the Denomination of \$100 and \$500, interest P

**NATIONAL TRUST CO., MONTREAL**

### The Montreal and St. Lambert Terminal Development Company

**AUTHORIZED CAPITAL - - - - \$350,000**

**AUTHORIZED BOND ISSUE - - - - \$300,000**

### DIRECTORS.

<b>E. B. GREENSHIELDS, Montreal</b> .....	{ Pres. Greenshields, Ltd., Montreal. Director of the Bank of Montreal. Director Grand Trunk Pacific Ry.
<b>WILLIAM WAINWRIGHT, Montreal</b> .....	{ 4th Vice-President Grand Trunk Ry. Vice-President Richelieu & Ontario Navigation Company.
<b>M. M. REYNOLDS, Montreal</b> .....	5th Vice-President Grand Trunk Ry.
<b>FRANK SCOTT, Montreal</b> .....	Treasurer Grand Trunk Ry.
<b>D. LORNE MCGIBBON, Montreal</b> .....	Pres. Canadian Consolidated Rubber Co., Ltd.
<b>A. G. BROOKE CLAXTON, K.C., Montreal</b>	Messrs. Claxton & Ker, Barristers, Montreal.
<b>GODFREY BIRD, Montreal</b> .....	Mgr. Bank of Toronto, St. Lambert.

*Secretary-Treasurer, E. A. MUMFORD, Montreal.*

The Montreal and St. Lambert Terminal Development Co. owns some Eight Million (8,000,000) square feet of land, to be improved for residential lots in St. Lambert, which is a growing town situate on the St. Lawrence River, directly opposite to and connected with the City of Montreal by the *Victoria Jubilee Bridge of the Grand Trunk Ry.*

The terminal yards of the Grand Trunk Railway, plans of which have been fully approved by the Board of Railway Commissioners, will occupy about 100 acres of land which is practically surrounded by the property of this Company. This makes the property a most desirable locality for home sites for the shop and terminal workmen employed by the four railways, viz:—THE GRAND TRUNK RY., THE INTERCOLONIAL RY., THE CENTRAL VERMONT and DELAWARE & HUDSON RY.

The Delaware & Hudson Ry. is also contemplating constructing at St. Lambert a large terminal yard for its Quebec extensions.

All of this means a large influx of railway employees of the better class, such as skilled mechanics and clerks, holding permanent positions and requiring dwellings in St. Lambert.