

The increase in population and area, large as it has been, is small when compared with the increase in valuation of taxable property which has taken place. Within five or six years the value of the property has more than doubled, according to the report of the assessors. The value of the property exempt from taxation also has more than doubled. Exemptions for the most part consist of civic property which is owned by educational, charitable or religious organizations. These exemptions in a city which never has sufficient money to carry out works of a character which are representative of good government, have been fruitful of much discussion. An attempt was made a few years ago by which many of the exemptions would be transferred to the taxable list, but little came of it. The following shows the growth in the value of the property under discussion since the beginning of the present century.

	Exempt.	Taxable.	Total.
1900	\$ 37,000,000	\$148,000,000	\$185,000,000
1905	46,000,000	173,000,000	219,000,000
1911	120,000,000	381,000,000	501,000,000

previous year, so that a slight falling off is shown. To explain the falling off, it is only necessary to remember that the permits for some of the largest buildings ever undertaken in the city were taken out in the year 1910.

Some of the principal buildings constructed during the past few years may be shortly referred to as follows:—

The extension to the Windsor Depot. This comprised an enormous amount of work. The addition was on the down-hill side of the original Windsor Depot, extending for about a block, the lower end resting upon St. Antoine Street, and the frontage all the way along being on Windsor Street. The St. Antoine Street end of the building had to be a couple of stories higher than the original building in order to bring the roof in line from end to end. The building is not yet completed and some nice engineering problems were involved.

Two very fine buildings undertaken by Lyall & Sons this year were the Transportation Building and the Dominion Express Building. These are two of the largest office buildings in Canada, the former being considered the largest. In the construction of this building it is likely that



Macdonald Physics Building, McGill University.

View from Southwest.

Mr. A. T. Taylor, Architect.

Included in the exemptions are some 38 parks and public squares having an area of slightly over 800 acres and a value of \$12,000,000.

During the year 1911, the values of the building permits taken out at the City Hall was approximately \$15,000,000. These figures, of course, represent only new construction in the city proper. Not included in the figures, however, are the newly annexed wards of Longue Pointe and Notre Dame de Grace, these wards having been expressly exempted from the building regulations of the city. It was estimated also that the values registered at the City Hall were 40% under the actual value. In addition to this there is to be added for Westmount \$1,335,000; Verdun, \$600,000; Outremont \$1,500,000; and Maisonneuve, \$2,000,000. Altogether, therefore, it is considered that the total building operations for Montreal and vicinity amounted to \$26,000,000. This compares with about \$28,000,000 the

a record was made. The contractors only obtained possession of the site on the 1st of May. It took three weeks to remove the buildings thereon, and by the middle of August the excavation had been performed and the steel structural work, comprising 3,000 tons, completed. Meantime, the bricklayers and masons had begun work on the 24th of June and by the 11th of September the entire building, ten stories in height and covering a block, was roofed in and ready for the interior work. During this period, 30,000 cubic feet of stone and 1,250,000 brick had been put in place. Just across the corner, work was being proceeded with, simultaneously, upon the Dominion Express Building, on the site of the old St. Lawrence Hall. Some difficult engineering problems were here carried out also, the Foundation Company have done some very interesting work on the concrete piers, the same company having also carried out work on the Windsor Station, referred to.