

## THE CITY OF MONTREAL—*Continuee.*

The civic net debt was in

|                |              |                |              |
|----------------|--------------|----------------|--------------|
| 1868 . . . . . | \$ 4,787,461 | 1906 . . . . . | \$31,200,437 |
| 1888 . . . . . | 11,279,191   | 1908 . . . . . | 34,412,227   |
| 1898 . . . . . | 25,856,653   | 1910 . . . . . | 45,810,000   |
|                |              | 1911 . . . . . | *48,575,396  |

\* These figures are arrived at after deducting amount due by proprietors and cash in banks.

This debt represents 12.75 p.c. of taxable property in 1911, and 14.35 p.c. in 1910. Assets, consisting of waterworks, markets, parks, real estate, etc., amount to \$27,556,385.

The amount added to the debt of Montreal by the recently annexed municipalities was approximately \$6,000,000, which is included in the \$48,575,396 net debt above mentioned.

The total interest paid by the City in the year 1911 was \$1,861,847.50 which includes \$275,000 interest owing to the assumption of the debts of these newly annexed municipalities.

It is well to say in passing that the debt of these municipalities is practically the same percentage as that of the City of Montreal itself, namely, about 15 p.c.

The assessed taxable valuation of the annexed municipalities is \$41,100,000, while the exemptions are \$22,680,000.

### REVENUE.

The net annual revenue was in

|                |            |                |             |
|----------------|------------|----------------|-------------|
| 1868 . . . . . | \$ 778,288 | 1906 . . . . . | \$4,541,056 |
| 1888 . . . . . | 2,095,411  | 1908 . . . . . | 5,258,244   |
| 1898 . . . . . | 3,078,839  | 1910 . . . . . | 6,615,701   |
|                |            | 1911 . . . . . | 7,500,000   |

### SCHOOLS.

The amounts paid for school rates in 1901 were as follows:—

|                      |              |
|----------------------|--------------|
| Protestant . . . . . | \$142,170.94 |
| Catholic . . . . .   | 145,803.67   |
| Neutral . . . . .    | 46,612.39    |
|                      | <hr/>        |
|                      | \$334,587.00 |

In 1911 the amounts were:—

|                      |                |
|----------------------|----------------|
| Protestant . . . . . | \$516,867.39   |
| Catholic . . . . .   | 361,093.60     |
| Neutral . . . . .    | 425,260.46     |
|                      | <hr/>          |
|                      | \$1,303,221.45 |

### DEVELOPMENT OF THE PORT.

The development of the business of the Port of Montreal has been as remarkable as that of the City. It was only two years ago that we modestly celebrated the centennial of steam navigation between Montreal and Quebec. A hundred years ago, from the third of November, 1910, the SS. Accommodation, with a 75 foot keel and drawing 6 feet of water made her first trip from Montreal to Quebec, accomplishing the voyage in 36 hours. The SS. Laurentic (15,000 tons), of the White Star Dominion Line, drawing 29 feet six inches, made the trip in less than ten hours. The ship captains say that the St. Lawrence is to-day the best lighted and best buoyed channel in the world. Improvements of one kind and another in the last few years have added sixty days to the season of navigation. The depth of the channel varies from 38 feet 10½ inches in May, to 30 feet 2½ inches in November. During the first half of the season of 1910 there was always over 36 feet of water, which would have allowed the "Mauretania" to come to Montreal.

Last year 12,432 vessels with a tonnage of 6,613,271 came to Montreal, of which 401 with a tonnage of 1,605,613 were transatlantic ships, 361 with a tonnage of 642,639 came from the Maritime Provinces, and 11,670 with a tonnage of 4,275,019 were inland vessels.

That Montreal always was, and always will be the national port, there can be no doubt. Montreal has grown up, so to say, with the country, and as the Dominion develops, so will this city, but whether its growth will be equal to its opportunities, will depend on the wisdom, energy and ability, with which these opportunities are utilized and realized.

### CIVIC ADMINISTRATION.

The development of the City as a great business and railway centre and of the port, as the head of ocean navigation and the junction with inland navigation, must necessarily go hand in hand. This involves the speedy annexation of the suburban municipalities, and I have been one of those who have persistently advocated the annexation as rapidly as possible of all the municipalities on the Island of Montreal.

Some years ago, in 1896, I also urged the entrusting of the administration of civic affairs to a small body of paid commissioners; leaving the City Council to transact the purely legislative work of the City. This has been done recently and although not exactly upon the lines I suggested and would have preferred, with advantage to the City and with sufficient success to justify the general principle of civic government by commission.

But we must always remember that a city is largely what its citizens make it. It is not entirely a matter of area, population, wealth or methods of administration. The strength of a city lies largely in the character of its citizens, and I might add to a very considerable degree in their sense of responsibility for the honor, the well-being and progress of their city.

There has been a very remarkable movement in the United Kingdom in recent years, for the improvement and uplifting of municipal institutions. Amongst the most prominent men in the Parliament of the nation, you will find men of good family, education, and wealth, who have served their apprenticeship to public life in the service of one or other of the great cities. After all it is the municipal institutions which most nearly and appreciably affect the health, wealth and comfort of the individual. As Horace Greely used to say, "The near facts are the great ones." National highways and waterways, tariffs and great public works, all affect us all, from time to time, more or less seriously. But questions of good roads and sidewalks, of drainage and street car service, of lighting and police, are with us all the time. There is great scope in this connection for the energies of the rising generation. Every one of us can do something to make Montreal a little better place to live in. Some of us can do a great deal, and in so doing, may develop our abilities and our personal influence for service in the greater field of Canadian National life. Let me commend the idea to you.