

THE CITY OF MONTREAL—Continued.

ENGLISH PERIOD.

In 1763, after Wolfe had seized Quebec, an English force reached Montreal from the West, and planted the Union Jack on the fortifications which then ran around the City. In 1764 the laws of England were established. In a few years the civic boundaries were formally established, running up McGill, along Fortification Lane to Dalhousie Square, and so on to the river. There was no dwelling house in 1792 north of Craig Street. A regular Government was established, military it is true, but effective in protecting the inhabitants.

CANADIAN PATRIOTISM.

In 1798 the House of Assembly, established in 1792, on the breaking out of war between England and France, proposed to raise \$80,000 as a gift to King George towards the war.

In 1806 a stone church was commenced in Montreal for English services. It was not finished for ten years for lack of money. The Rector of Montreal, says one historian, had a stipend in 1806 of £280 a year.

In 1802 the total exports via the St. Lawrence were £1,200,000.

In 1809 the first steamer on the St. Lawrence, built by Mr. John Molson, left Montreal for Quebec, with ten passengers and took 36 hours for the trip. The fare for the return voyage was \$17. (One writer gives the date as 1810). About this time a police and nightwatch force was organized.

In 1811 the McGill University was founded.

The American War of 1812, though it put Montreal in peril of being taken by Americans, helped the City by the large expenditures for Army purposes.

In 1813 a second steamer was launched here.

In 1815 the Parliament of Lower Canada granted £25,000 towards building a canal to Lachine. It is interesting, in view of what is being projected, to recall that the present canal system was vigorously opposed by a writer who advocated a water route from the Upper Lakes that would have side-tracked Montreal. From this period the expansion of the City was rapid, though some very primitive conditions still existed.

In 1817 the Bank of Montreal was founded, the office being in what was then a fashionable residential quarter, around the Church of Notre Dame. St. Francois Xavier Street was to Montreal then what Sherbrooke Street is to-day.

In 1819 the City was still supplied with water by barrels hauled around in carts.

In 1822 the General Hospital, and a Committee or Board of Trade were established.

In 1825 a vessel passed through the Lachine Canal—a very important event.

In 1830 the Harbour Board was established.

In 1832 the City was incorporated, and work was begun on the docks and waterworks.

In 1837 gas works were commenced on a small scale. In the same year grave troubles arose from a rebellion, five rebels being hanged in the city.

RAILWAYS.

In 1836 the line from Laprairie to St. Johns was opened. There were wooden rails with iron on top.

In 1855 the Grand Trunk Railway operated from Montreal to Brockville; in 1856 from Montreal to Toronto.

In 1860 the Victoria Bridge was opened by the Prince of Wales.

In 1861 a Street Railway was started.

NAVIGATION.

Up to 100 years ago Montreal was far behind Quebec in its shipping, and early statistics are not to be had as to the vessels which visited this port, the entries being made at Quebec and Customs duties all collected there.

POPULATION STATISTICS.

In 1535 Jacques Cartier found fifty huts at Hochelaga and 1,200 inhabitants, all Indians.

In 1659 there were forty houses and 160 white men, 50 of whom had families.

In 1667 the population was 766.

In 1722 the population was 3,000.

In 1760 the population was 5,000. At that time, there were only 19 Protestants in 110 rural settlements in Canada.

The population in

1800 was	9,000	1852 was	57,700
1816 "	16,000	1858 "	80,170
1825 "	22,000	1861 "	91,200
1831 "	27,300	1900 "	262,260
1844 "	44,100	1905 "	291,092

In 1906 after the annexation of St. Henri, St. Cuneigonde and Villeray it was 337,496, and in 1908, 352,500. The present population of Montreal and its suburbs is probably about half a million (500,000).

AREA.

The area of the City in 1883 was 4,624 acres.

The area of the City in 1900 was 5,972½ acres (about 9½ miles).

The area of the City in 1910 was about 25,747 acres (about 40 miles).

Miles of Streets in 1883—116

do 1900—180

do 1910—500

Length of Streets paved in 1883 was ⅓ of a mile.

Length of Streets paved in 1900 was 28 miles.

Length of Streets paved in 1910 was about 76 miles.

Length of sewers in 1883 was 86 miles.

Length of sewers in 1900 was 174 miles.

Length of sewers in 1910 was about 246 miles.

The value of the taxable real estate was in

1868	\$39,174,120	1906	\$200,964,594
1888	89,634,093	1908	234,822,751
1898	142,223,500	1910	319,341,616

The value of the property exempt from taxation increased from \$6,017,800 in 1868, to \$100,192,499 in 1910.

The civic net debt was in

1868	\$4,787,461	1906	\$31,200,437
1888	11,279,101	1908	\$34,412,227
1898	25,856,653	1910	\$45,810,000

* 14.7 p. c. of taxable property.

† 14.3 p. c. of taxable property.

Assets, consisting of waterworks, markets, parks, real estate, etc., amount to \$27,556,385.