

MONTREAL.

THE COMING CITY OF THE NORTH.

INSIGHT INTO ITS PROSPERITY.

The thousands who will take up the present number of the CANADIAN ILLUSTRATED NEWS, and cast a glance over the two superb supplementary sheets which we have issued with it, will at once make up their minds that Montreal is a pretty good looking city, has public institutions plentiful and handsome and is rather well represented in the way of banking, manufacturing and other commercial buildings. The first favorable impression will deepen on an inquiry into the rise and progress of Montreal.

We shall not go back to Jacques Cartier and the Algonquins. That part of the history of Montreal, for a century and a half downwards, is very interesting, but it teaches us nothing half so instructive, as the sudden growth of the city and its continued prosperity since 1850. Up to that date, Montreal crept slowly along, pushed ahead by the steady wave of advancement which propels all American cities, but it had really achieved nothing and its promises were none of the best.

What was the cause of Montreal's sudden rise? Railways and steamships. It was said truly by the distinguished chairman of the Bridges banquet, at Toronto, the other day, that the

GRAND TRUNK AND THE ALLAN LINE

had made Canada. It is undeniable that they made Montreal. The moment channels of communication were opened for it, it shot upwards. In 1851, the St. Lawrence and Atlantic Railway was opened from Longueuil to Richmond, in the Eastern Townships, a distance of 96 miles. In June, 1853, the Grand Trunk was opened to Portland. In July, the foundation of Pier No. 1, of the Victoria Bridge was laid. Shortly after, the pioneer vessel of our steamship lines, the "Genova" steamed into the port. In 1855, the Grand Trunk was completed to Brockville. The future of Montreal was now safe. The facts are there to prove that it has rapidly pushed onward ever since. In 1851, the population was 57,715; in 1853, it had risen to 80,000. In 1861, it stood at 91,159. In 1871, it numbered about 118,000. This is exclusive of the suburbs, but they should be counted in, for in no city of the continent are the suburbs so closely affiliated to the metropolis—geographically, commercially, and socially—as are St. Jean-Baptiste, Lachine, the Tanneries, and Hochelaga, to Montreal. Taking in these suburbs, our population may be safely set down at from 170,000 to 175,000. Means ought to be taken to register all the new comers of every year. In the past three years, any body who has his eyes open, must notice that many Americans have set up in this city, a large number of French, Belgian, Italian, and German workmen have also found work here. When we hear all these languages freely spoken in the street, it is a sure sign that immigration is making its way. If an account of all these arrivals were made annually, the growth of Montreal would be made more perceptible. As it is, the probabilities are that at the next census, our population will be 200,000.

Other

PROOFS OF PROSPERITY

are not wanting as evinced in the statements published up to 1872, (the statement of 1873 has not yet appeared) by that very able and accurate statistician Mr. Wm. J. Patterson, secretary of the Board of Trade and Corn Exchange. A few examples are worth citing. The aggregate values of Real Estate within the city for the past fourteen years, were:

ASSESSED VALUE.	GROSS REVENUE OF THE CITY.
1859.....	\$26,812,290
1860.....	27,649,550
1861.....	28,978,270
1862.....	29,357,480
1863.....	31,832,930
1864.....	36,573,020
1865.....	37,931,000
1866.....	39,849,700
1867.....	43,796,400
1868.....	45,250,520
1869.....	47,679,000
1870.....	50,600,000
1871.....	53,992,000
1872.....	56,293,000

The following properties, included in the foregoing, are exempted from assessment:—

Government properties.....	\$1,811,800
Municipal properties.....	1,901,750
Benevolent properties.....	170,000
Nunneries.....	1,294,700
Roman Catholic Churches.....	1,112,000
Protestant Churches.....	1,015,000
School-Houses.....	1,125,400
	\$8,334,050

The above table shows that the increase in value of real estate in fourteen years was \$29,390,710, or 109.61 per cent.; while the increase in revenue was \$525,457, or 142.43 per cent. Deducting the above-mentioned properties exempted from taxation, the city revenue in 1872 was equal to \$1.87 per cent. (upon \$47,868,950.)

As a banking centre, Montreal stands preeminent among the cities of the New World. The Bank of Montreal is now recognized as the leading institution in America. The Banking capital of the city in 1872 was over thirty millions and a half of dollars, considerably more than three fourths of the total banking capital of the united provinces of Ontario and Quebec. Taking population in account, this is a very significant test and speaks volumes for the prospective stability and increase of the city.

As a port of entry, the growth of Montreal may be instanced by

THE IMPORTATION OF DRY GOODS.

The value of these imports rose from \$2,994,688, in 1850, to \$12,317,861, in 1867. From the 1st July 1867—the birth-day of Confederation—to the 1st July 1872, the aggregate value of dry goods imported into the Dominion was \$125,072,096, of which \$52,939,712, or 42.37 per cent were entered at our port.

While Jacques Cartier was about it, he should have placed his city at Hochelaga. That was its natural position as a shipping port. Twenty years ago, people of the West End would have hooted at the idea, so that the Malouin is not much to blame after all. But now, there is no help for it. The French Canadians of the Quebec suburbs, who have long been the poorest of our people, will now become the richest. All their land will increase in value for the next twenty-five years. Montreal must shift down to Hochelaga. The Foot of the Current is unquestionably a draw back to the growth of the harbour, while the basin of Hochelaga is one of the finest havens that could be desired. Isle Ronde might, indeed, be cut up by the roots and sent floating down to the gulf, but the rocky bed of the current could hardly be blasted. So perforce, the shipping will prefer Hochelaga Bay. Besides, the present harbour is already too much crowded. The following table gives the

TRADE OF THE PORT

as shown by the tonnage of vessels arriving from sea, and of river craft:—

	Tonnage Vessels from Sea.	Tonnage River Craft.	Total Tonnage.	Increase
1857.....	67,740	334,523	402,263	
1858.....	78,509	343,221	422,033	from 1857 to
1859.....	91,660	459,093	553,725	1861
1860.....	121,539	348,652	470,291	96 per cent
1861.....	261,793	530,224	792,017	
1862.....	265,243	523,991	789,234	
1863.....	299,224	534,740	743,964	from 1862 to
1864.....	161,901	439,057	600,958	1866
1865.....	152,943	601,071	754,014	2½ per cent.
1866.....	205,775	613,679	819,454	
1867.....	199,043	744,476	943,519	
1868.....	198,759	748,921	945,680	from 1867 to
1869.....	259,863	721,324	981,187	1871
1870.....	316,056	819,478	1,136,322	23½ per cent.
1871.....	353,621	824,787	1,178,408	
1872.....	398,800	936,782	1,335,583	

The increase in tonnage from 1857 to 1871 was thus 190 per cent.

Montreal is destined to be the great city of the North, but the centre of the shipping trade will be Hochelaga. The North-shore Railroad will have its terminus there. So will the Northern Colonization, which is the last link of the Canada Pacific. The Grand Trunk is already running along the wharves and will pull up at Ruissseau Migeon. The excavation of a vast basin is contemplated and will be executed at Hochelaga. A canal from Bonsecours Market will run as far as Longueuil Ferry and from thence into the interior to strike the ravine lying at some acres from the highway. This ravine will be dug to form a wide basin. From that point, the Canal will fall into the river, a little on this side of Longue-Pointe. With the completion of these works, the advantages of Montreal, as a dockyard, winter station and shipping port will be absolutely unrivalled.

Politicians may theorize as they like, but Confederation was a glorious idea. The seven years from 1867 to 1874 have done more for Canada, than did the seventy years preceding, and on the top wave of this marvelous prosperity rides Montreal. She has drawn to her warehouses an immense share of the grain trade of the West. She is running New York a tight race and has fairly distanced Boston. The single Allan line is now supplemented by six or seven more—the Dominion, Temperley, Barrow, London, and Hughes. There are two or three lines of Steamers to the Gulf Ports. The number of sailing vessels, of all sizes and descriptions, is innumerable.

HER MANUFACTURES

also are rapidly increasing. These are of almost every variety and they are constantly being augmented. Free traders cannot gainsay the fact that moderate protection has done us a world, of good, and Reciprocity or no Reciprocity, we must continue to have that protection.

The two double-page illustrations which we publish to-day, show that Montreal is a beautiful city. Most of its streets are wide and well paved, and a majority of them are lined with trees. St. Paul, McGill, Notre-Dame, St. James, and Craig are the main thoroughfares of wholesale and retail trade. Griffintown and Point St. Charles contain the manufactures. For residences, Beaver Hall, St. Catherine and Dorchester are

unrivalled, while Sherbrooke street, throughout its whole extent, presents as fine a series of palatial mansions and landscape gardens as is to be found in America. In public institutions, the city is particularly rich. There are asylums, homes, reformatories, hospitals and refuges to meet every want of age and sex. The churches are almost innumerable, and still they are building. From Dominion Square, one can count eleven spires almost within stone throw.

There are some drawbacks, of course, and unaccountable ones. Montreal has good comfortable hotels, but none that correspond to her wealth or to the numbers of visitors who crowd in every summer. Neither has she a theatre or Opera House worthy of her standing. But the ugliest feature of all is that she has no public library. Indeed, her intellectual activity is not on a level with her commercial spirit of enterprise and in this respect, Chicago, St. Louis, Cincinnati and other young western cities are far ahead of us.

We subjoin

AN INDEX

to the Commercial Houses represented in the Supplement:

- 1.—H. Shorey & Co., wholesale clothing manufacturers, 724, 726, 728 St. Helen street.
- 2.—H. J. Shaw, auctioneer and commission merchant, 656 Craig street.
- 3.—Barron Block: offices of the Royal Canadian Insurance, 160 St. James street; New York Life Insurance, 162 St. James street.
- 4.—Decker Park, St. Jean-Baptiste Village.
- 5.—Ottawa Hotel, Brown & Perley, proprietors, 246 to 248, St. James street.
- 6.—E. G. Mellor, jewellery store, 235 Notre-Dame street.
- 7.—H. R. Ives & Co., foundry, 113-125, Queen street.
- 8.—L. J. Campbell & Co., leather belting, &c., 594-593, St. Joseph street.
- 9.—Gault Bros & Co., fancy and staple dry goods, Canadian woollens, corner St. Helen and Recollet streets.
- 10.—Savage, Lyman & Co., jewels and fancy articles, 226-228 St. James street.
- 11.—John Murphy & Co., dry goods, 403-405 Notre-Dame street, and 155-157 St. Peter street.
- 12.—E. Fisher & Son, woollen mills, St. Gabriel Locks.
- 13.—St. Lawrence Hall, F. Geriken, proprietor, 139 St. James street.
- 14.—J. C. McLaren, leather and belting, 12 Bonaventure st.
- 15.—Jas. Baylis, carpets, 459-461 Notre-Dame street.
- 16.—Macdougall & Davidson, brokers, Agents of North British and Mercantile Insurance, 72 St. François-Xavier street.
- 17.—Muir, Ewan & Co., clothing manufacturers, English and Canadian woollens, 36-38 St. Joseph street.
- 18.—Mechanics Hall, office of the South Eastern Railway, 204 St. James street.
- 19.—Nuns' Building, St. Paul street: Kerry, Watson & Co., wholesale druggists, 351; Hodgson, Murphy & Sumner, dry goods, 347; Alexander, Murphy & Cuddihy, importers of dry goods No. 343; John L. Cassidy & Co., glassware, chinaware, 339; Adolphe Roy & Co., dry goods, 337; Canadian Rubber Co., 335.
- 20.—J. & R. O'Neill, dry goods, 138 McGill street.
- 21.—Thos. A. Haines, New York and Boston Piano Company, 432 Notre-Dame street.
- 22.—Wight & Deschamps, dry goods, 906 St. Catherine street.
- 23.—Albion Hotel, Decker, Stearns and Murray, 141 McGill street.
- 24.—Brown & Claggett, dry goods and fancy, 436-438 Notre-Dame street.
- 25.—Montreal House, Decker & Co., proprietors, 6 & 8 Custom House Square.
- 26.—Merchants Bank, Jackson Rao, cashier, corner St. James and St. Peter streets.
- 27.—Cooper & Linton, boot and shoe manufacturers, Victoria Square.
- 28.—Canada Hotel, Aimé Beliveau, proprietor, 17 St. Gabriel street.
- 29.—J. H. Semple, wholesale grocer.
- 30.—Life Association of Scotland, corner Place d'Armes Hill and St. James street; Richard Bull, secretary.
- 31.—City and District Savings Bank, E. J. Barbeau, cashier, 176 St. James street.
- 32.—Ireland, Gay & Co., wholesale hardware merchants, 39 and 41 St. Peter street.
- 33.—J. L. Hardman & Co., leather belting, hose, &c., 107-109 Queen street.
- 34.—Michel Lefebvre, vinegar manufacturer, 40 Bonsecours street.
- 35.—Canadian Rubber Company, Francis Scholes, manager, 272 St. Mary street.
- 36.—J. Smith & Co., wholesale grocer, 24, Chaboillez Square.
- 37.—C. E. Pariseau, cabinet-maker, 449 Notre-Dame street.
- 38.—T. W. Higgins & Bros, wholesale wines and liquors, 24-28 St. Maurice street.
- 39.—E. Muir, chemist and druggist, 307 Notre-Dame street, corner Place d'Armes.
- 40.—H. J. Shaw, auctioneer.
- 41.—The Victor Hudon Company, & Cotton Mills, Hochelaga.