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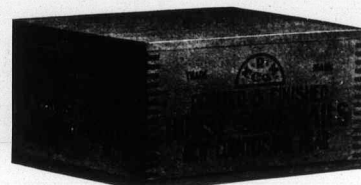
BOLTS & NUTS
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WASHERS
TACKS
BOAT NAILS



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"The Best".



Ask for
"M. R. M." Brand.



The Montreal Street Railway Company.

THE Montreal Street Railway Company is the only Corporation, dealing largely with the public, which has equal consideration for the citizens and the stockholders. Such was the comment of an ex-Mayor of the City of Montreal, and one of the clear-minded men of the generation.

This is the secret of success of the Montreal Street Railway. The railway has for many years dealt squarely and openly with the public, giving the people all that could reasonably be asked.

Now that the days of old things are passed and gone, the people are prone to forget the time when living on the outskirts of the city not to speak of the suburbs—meant the keeping of a horse or the consuming of an hour or more, getting to business every morning. Fifteen years ago a man living, say at the corner of Guy and St. Catherine Street, would have, if he were not fortunate enough to own a horse and sleigh of his own, to walk down to work or wait an hour for one of the old time sleighs which the street railway of the time put on to accommodate their patrons, and ride down in a draughty, shaky vehicle, whereas to-day, a man living a mile further west, or even

on the higher levels in Westmount, can reach the business centre of the city in a few minutes in warm, well ventilated cars.

Such clear sighted and progressive capitalists as those who were at the time directors of the old Montreal City Passenger Railway Company, which ran the horse cars, declared that nothing but disaster could attend the efforts of those who dreamed of giving Montreal an electric railway system. In spite of this feeling on their part, the promoters of the plan, most of whom are still directors of the road, kept on with their work in favor of the enterprise, and communicated their enthusiasm to others.

The men who made this state of affairs possible certainly deserve well of the citizens. To their spirit of enterprise and sterling good sense in the development of their business, is due much of the progress which has marked the growth of the metropolis in the last twelve years. The initiation of an electric railway was not by any means an easy matter. The city had not then attained the proportions it has to-day, so that the prospects for revenue were not so attractive as they are at present. Then the climatic conditions of this part of the country were such that it was

difficult to conceive that tracks could be kept clear of snow during the long arduous winter. The hills were another source of objection to many who would have liked to see a modern street railway system installed, but feared that the result would not come up to the expectations that were built upon the establishment of such a line. Several other cities on this continent had made experiments in the operation of electric railways, and not always with great success. This made some of the leading financiers of Montreal wary of any attempt to introduce such a system here.

The Montreal Street Railway started with what was one of the lowest fare schedules on the continent and in the world. In nearly all the great American cities they were, and are still obtaining, a full five cent fare; while here six, eight and ten tickets are sold for 25 cents. And then again, the Montreal Street Railway has labored under the disadvantage of a comparatively short franchise, while the American cities, to a large extent, have franchises which are perpetual, or running over a very long term of years. Thus the Montreal Street Railway has been hampered in its extensions, for no corporation with a limited life cares about constructing new lines,

which perhaps, will not pay their way for many years to come.

The increased facilities which the Montreal Street Railway has given the public year after year, have not only been favorably commented upon here in Montreal, but have received wide attention from visitors from throughout the United States and Europe.

The Montreal Street Railway can justly claim to having one of the finest roadbeds in existence, while the rolling stock is not to be surpassed on any street railway in the world.

At the Company's own works are being turned out constantly cars of the latest pattern. In fact, one of the newest designs, that of the semi-convertible car, is being widely copied by the foremost manufacturers in the United States and sold to their own roads.

A feature of the Montreal Street Railway's service, which always brings favorable comment from visitors, is the uniform politeness of the conductors. These men are made to understand that politeness is a cardinal virtue in their business, and it is a rare exception when a passenger is treated with anything but the utmost courtesy; a vast difference from the usual experience with the average American street car conductor.

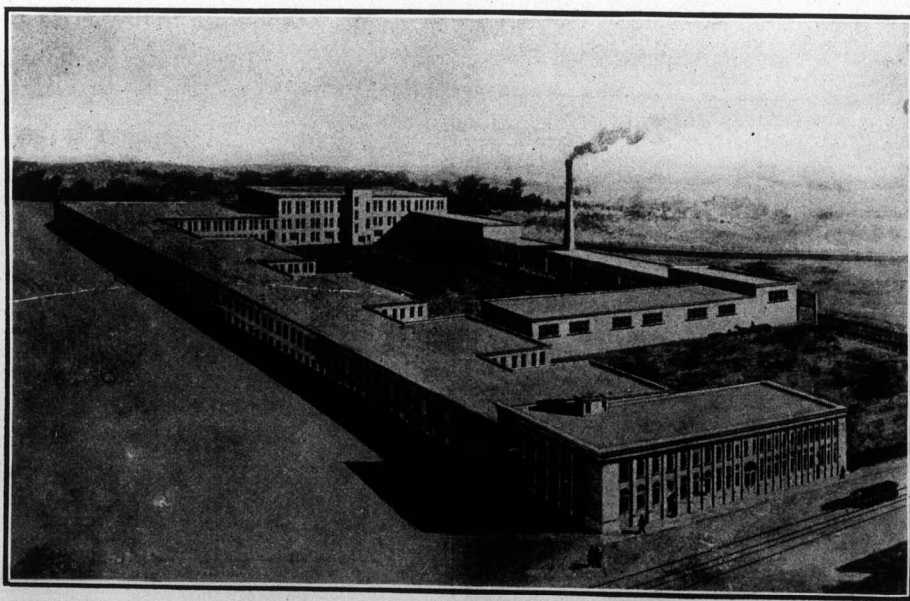
Numerous public questions, in which the street railways are largely interested have, within the past year or so, been widely discussed in Montreal. One of these was the extension of franchise by which the city might, if the terms had been accepted, have had sufficient additional revenue to put all the streets in order, elevate the city's fire department to the highest plane of efficiency, and make a dozen other improvements, all without costing the tax payers an additional dollar. For the time being the City Fathers have declared their intention of not acting upon this suggestion of increased revenues for an increased franchise, though it might be mentioned that the overtures came first from members of the City Council, who appreciated how badly Montreal required additional revenue, and how nearly impossible it was to increase the taxes upon real estate to obtain it.

Another question which has from time to time taken up public attention, is the matter of more than one electric system operating in a city like Montreal. Experts throughout the world have very generally conceded that one railway, well managed, with general transfers whereby a passenger may travel from any one point in the city to any other point for a single fare,

was vastly more convenient and less expensive to the general public than two or more companies operating rival lines, whereby no transfer or other conveniences are granted. The general consensus of opinion is that one railway in the city of Montreal, covering all the territory, would serve the citizens vastly better than two or more.

Another matter which has caused some popular comment is the schedule upon which cars are operated in Montreal. At the present time the Montreal Street Railway cannot, under its charter, run cars faster than eight miles an hour, which, with improved brakes, heavy roadbed and fine, easy running cars is considered altogether too slow. In a city like Pittsburg the running schedule is 12 miles per hour, while in other centres such as Minneapolis, St. Paul, and like centres, the rate is fifteen miles per hour. In the old days when there were fewer cars in operation, when the unavoidable delays in the crowded business district were less than at present, the existing schedule was sufficient, but now it is different, and in consideration of public convenience the City Council should request the Montreal Street Railway to increase its schedule outside of the crowded districts.

The Northern Electric & Manufacturing Company, Limited.



Manufacturers
of
Electrical
Apparatus
and
Supplies.

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THE PRODUCE

A LARGE proportion of the port trade of the cultural produce of the American continent is shipped through the Montreal.

The receipts at and from Montreal of butter during the past five years to the statements furnished to the Montreal Board of Trade show a wonderful increase and a really beat all previous by year. Thanks to the under Government endorsement of the cold storage system, and to the special adaptability to the export produce trade, the export trade of Montreal is growing with such rapidity, that it is actually impossible to fix a future development of the produce trade—a growth of the past few years remembered has placed head of the cheese producing countries in both for quantity and quality, and surely established in the same position with butter and every other dairy product.

Canada has been formerly strongly for the past several years that she has distanced all other countries in the production and export of cheese, and now supplies one-third of the entire requirement of the English market for butter.

With regard to butter, hold the first place as exporters, but there is a reason why Canada should not lose this position in the British market as she now holds. Eggs, poultry, hams and also largely exported to Montreal, and these products of the dairy industry grow in day by day.

Canada has no superiority for raising cattle, sheep and horses, and the live trade of the Dominion is more and more every year the present season (1906) opening of navigation to cattle sent abroad on steaming from the Port of Montreal all records for the period.

Large sections of land, hundreds of square miles in Nova Scotia, Quebec, Ontario, are devoted to the production of fruit. The principal trade of Canada is the export of fruit, although peaches, grapes, apricots, plums, melons and berries of a cultivated to a considerable extent. The demand for Canadian fruit is rapidly increasing. The Fruit Exchange handles the entire fruit export country through its many large proportion also of output of California fruit through this port.

The Montreal fruit import is a very important branch of trade, every kind of fruit grown in the West Indies, America, and fruits from Europe coming here for distribution to the various centres in the Dominion.

THE GROCERY TRADE

As in all other trades, leads the Canadian grocery in manufacturing as well as in transportation and distribution.

The Sugar refineries of Montreal manufacture about three-quarters of the sugar consumed in the Dominion.

The products of the biscuit and sweetmeat manufacturers, and of the coffee and spices, are distributed all over Canada in great demand abroad.

The Montreal breweries for their ales, beers and stout, are known throughout the world, with a branch in Europe, the United States and on all the great trade lines.

The baking powders manufactured in Montreal have won a reputation.

Perfection has been reached in the manufacture of table water, and the output of the numerous mineral waters of Canada are controlled by capital and handled by Montreal merchants.

Montreal is the centre of the manufacturing industry. The largest starch factory is situated at Cardinal, Ontario, controlled by Montreal capital and handled here.

Meats and vegetables are in Montreal on a large scale, and pickles also are manufactured as well as local distribution.

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