

The Montreal District.



MONTREAL HARBOUR.

MONTREAL has become the commercial and financial capital of Canada, and has now a population of upwards of 300,000, two-thirds of whom are French speaking. The business portion of the city is more modern in appearance than Quebec, and lofty stone buildings have been erected in the principal streets. The offices occupied by the leading banks, insurance companies, and wholesale dry goods firms, &c., are as handsome and imposing as can be seen anywhere. The numerous fine churches of the various denominations are a notable feature of the city both from their number and their architectural excellence. Standing on Mount Royal (from which the place derives its name), looking over the city to the St. Lawrence, spanned by the tubular railway bridge of a mile and a quarter in length, a magnificent panoramic view of the city and neighbourhood can be obtained.

Being situated at the head of the navigation of the St. Lawrence, Montreal has become the great trans-shipping port for the produce of Western Canada and the Great North-West Territories of the United States. The deepening of the channels of the river above Quebec has made the port of Montreal what it now is. They have been deepened from 15 ft. to 27½ ft., and a movement is on foot to increase the depth to 30 ft. in order to admit the largest vessels afloat. The canal system of Canada, too, is a very important feature in the trade of the St. Lawrence. Most of the canals have a depth of 9 ft. to 12 ft., but steps are being taken to deepen them to a minimum of 14 ft., thus opening up improved water communication through the great lakes to the west, and as water traffic is by far the cheapest means of transportation, this scheme when carried through will form a great feature of the St. Lawrence route, and probably bring more traffic to Montreal than to Quebec. In 1895, 640 seagoing vessels arrived in the port, with a total tonnage of 1,069,386. The value of the merchandise

imported was 37,466,103 dols. and of that exported 40,348,287 dols. The export consisted largely of grain, cheese, apples, lumber, live stock, cattle, sheep, horses, &c.

About twenty years ago the export of deals from Ottawa *via* Montreal was commenced by Dohell, Beckett, & Co., and it was with some reluctance that Allan Bros. were induced to carry the goods by one of their liners. From that time the trade has grown rapidly, as will be seen from the statement of yearly exports of wood goods of all kinds from the port since the commencement.

MEMO. OF LUMBER OF ALL KINDS SHIPPED FROM MONTREAL TO GREAT BRITAIN AND OTHER COUNTRIES.

Year.	No. of Feet.	No. of Tons.
1877	—	51,439
1878	—	11,634
1879	10,499,951	—
1880	11,348,120	—
1881	13,046,204	—
1882	21,724,637	—
1883	16,959,078	—
1884	31,457,265	—
1885	37,162,100	—
1886	28,912,376	—
1887	32,922,390	—
1888	117,320,721	—
1889	154,280,618	—
1890	162,565,353	—
1891	113,275,051	—
1892	172,701,625	—
1893	132,097,979	—
1894	189,610,029	—
1895	175,372,976	—
1896	201,131,226	to October 22nd.

In fact, Montreal is now the trans-shipping port for all the pine produce of the Ottawa Valley that is sent to Europe, South America, &c. The deals are conveyed during the season in barges, carrying an average of 145 standards each, down the Ottawa River and the Lachine Canal, and they are transferred direct from craft to the steamer.

The export of pine deals to England is mainly in the