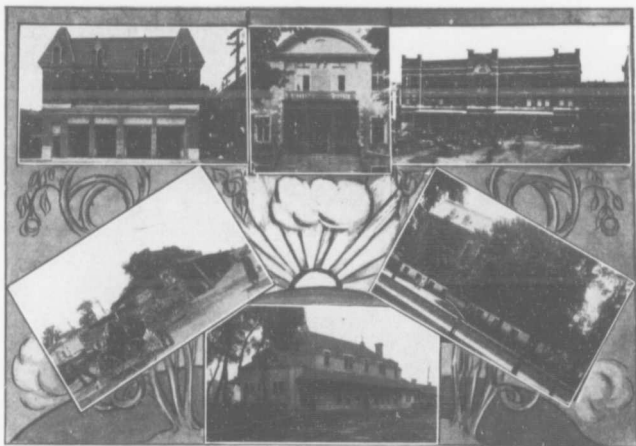




Photos by Pinsonneault.

Fire Brigade Station.
R. & O. Navigation Co.

(From left to right.)
Court House.
Canadian Pacific Depot.

The Market.
City Hall.

000 tons of coal. In regard to ocean traffic in 1909, 100,000 tons were registered as against 86,000 tons in 1908, and 36,090 tons in 1907. Twenty-six steamships carried about 12,000,000 feet of lumber against only 8,000,000 the year before. This does not take into consideration the lumber sent in bateaux to Montreal and loaded into steamers there; nor the lumber and pulpwood shipped to the United States. The customs duties also increased from \$152,827.37 in 1908 to \$180,947.89 in 1909. Last year nearly 1000 United States boats were cleared; a larger number than in the port of Montreal.

Its shipping facilities are further augmented by the C.P.R., G.T.R., I.C.R., St. M.V.R., and D. & H.R., which run 35 trains daily, and are in close proximity to the city. A loop line running along the wharf offers unusual facilities to manufacturers to get in easily and

cheaply their raw material, and to send away the finished product. The R. & O. Navigation Company has a day and night service, while other independent water lines stop at its wharf. An electric railroad line has also been projected which is to connect all important towns in the Three Rivers district. All these combined advantages unite the city both by water and rail to the markets of the world, give to shippers the most favorable freight rates, and make it an exceptionally splendid distributing point.

POWER AND FUEL.

One of the chief reasons why Three Rivers should, in the near future, be a great manufacturing centre is the cheapness of the electric power furnished by the North Shore Power Company, and the Shawinigan Water and Power Company, to run its industries. The business here is conducted through the