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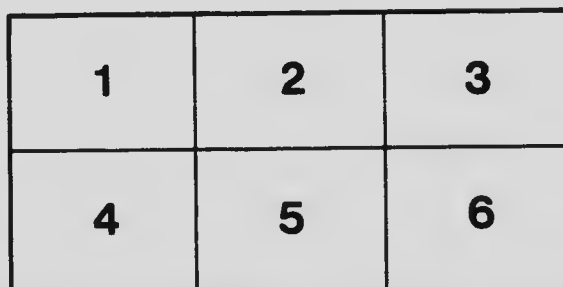
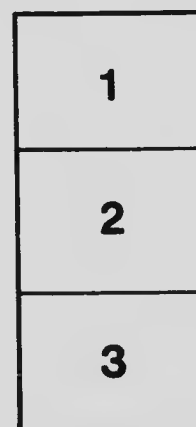
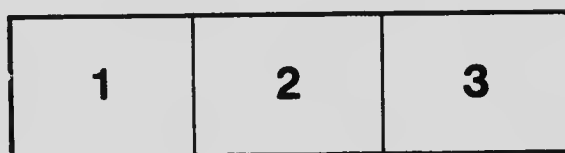
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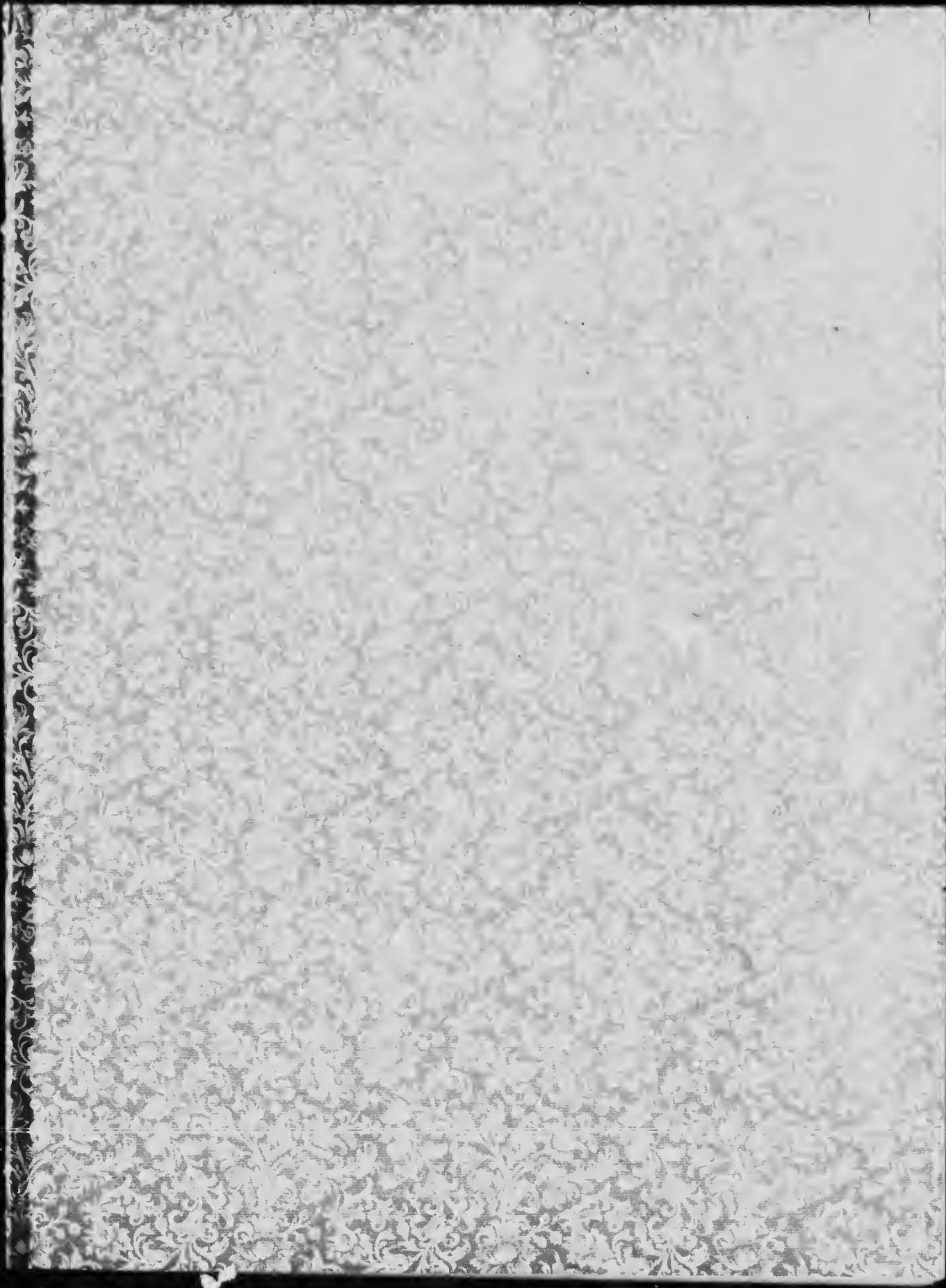
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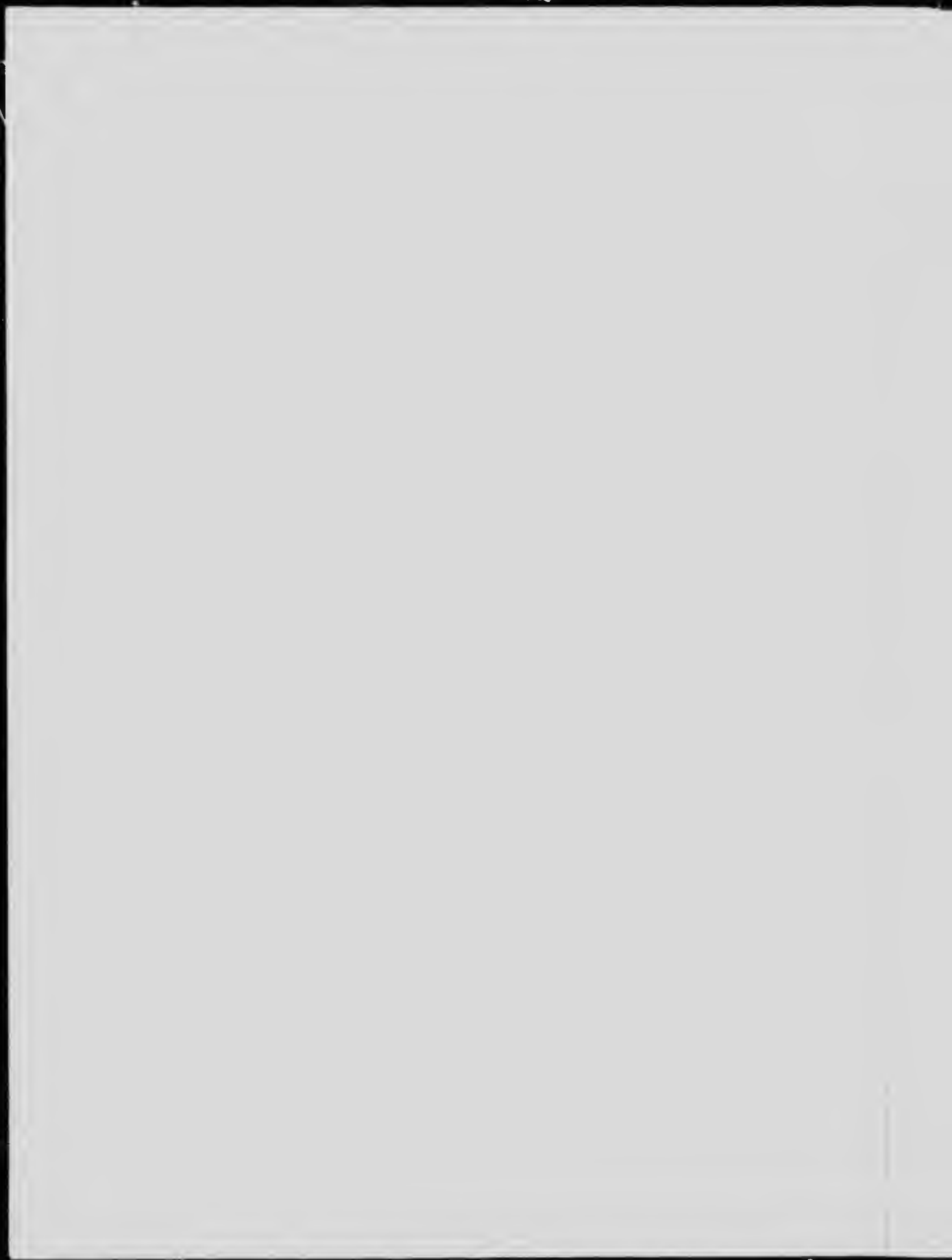
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A SOUVENIR OF

Canada's Commercial Metropolis



Issued in Conjunction with the Fifth Congress of the Chambers of Commerce of the British Empire Held in Montreal, August 18th to 22nd, 1903

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PREFACE



THE holding of the Fifth Congress of the Chambers of Commerce of the Empire in Montreal will mark an epoch in the history of the Commercial Metropolis of Canada. The interesting event partakes of the nature of a tacit acknowledgment of the commercial importance of the great Laurentian city in the greatest commercial empire the world has ever known, and the acknowledgment is as well deserved as it is historically interesting.

There is no doubt that the holding of this important Congress will impart a stimulus to the spirit of enterprise, always alert, and particularly so just at the present juncture, throughout the length and breadth of the Dominion. In Montreal this impulse will be felt more strongly than elsewhere, and the results may be fairly expected to be marked and enduring.

Probably great commercial enterprises—some of them perhaps destined to have most important bearings upon the future of that great confederation of free nations we know as the British Empire—will trace their origin to this great trade congress. New standards of imperial commercialism are likely to be discussed; new ideas of imperial trade evolved and disseminated. The master minds of the Old World's commerce and finance will be in contact with the ruling spirits of British-American commercial activity, the old, wise, cautious east is coming to the young, energetic and confident west to compare notes and to devise means for extending the trade of the Empire and the trade within the Empire.

With such elements at work, the Congress can scarcely fail to produce tangible results, and when, in the future, men wish to speak intelligently of these they will be interested in knowing something of the commercial conditions immediately surrounding the members of the Congress. Hence arises one of the needs for a permanent presentment of the commercial and financial aspect of Montreal in the present Year of Grace.

There is no doubt, moreover, that a story of Montreal's rise to the proudly pre-eminent position she holds in the trade and commerce of the Dominion of Canada will be at once interesting and useful to those brother-Britons from overseas, who come to Canada to attend the Congress. Even the commercial history of Montreal is romantic, while its general story, interlarded with tales of savage wars, of heroic soldiers, of stern churchmen, of devoted martyrs, of noble women, of scoundrelly traitors, of autocratic bureaucrats, of hot-headed rebels, of captures by enemies, of vast business enterprises, of sorrows, of happiness, of hope, but never of despair, is a theme worthy of the very witchcraft of history.

Nor is anything in the shape of a history of a great city like Montreal ever without interest for its own people, for there never was a more truthful remark than that "the heart of a nation as it grows strong craves for knowledge of its ancestry."

It is easy for the Montrealer to derive an ennobling impulse from the past. True, "forward," has been the watchword of Montreal ever since the place has borne the name, and the succeeding pages will show that her sons have only looked back to derive useful lessons from past errors and to profit by dear-bought experience.

E. J. C.



View from Mount Royal during Winter. Towers of Notre Dame Cathedral, and the Victoria Bridge showing in the Distance.



His Excellency the Governor-General,
The Right Hon the Earl of Minto, G.C.M.G.






The Right Hon. Sir Wilfrid Laurier, G.C.M.G.
Premier of Canada.



CANADA

A GLIMPSE OVER HER
HISTORY AND HER . . .
PRESENT POSITION. . .

CHAPTER I



MONTRÉAL'S welcome guests who come to the Canadian Metropolis to attend the Fifth Congress of the Chambers of Commerce of the Empire, will find themselves in the largest and chief commercial city of the Dominion of Canada—a city which is at once the London, the Liverpool, the Manchester, the Birmingham, the Leeds, the Bradford, the Sheffield, the Northampton, the Oxford, the Cambridge of British North America.

Before proceeding to enquire into the history of the city's development along so many lines of commercial and industrial activity, the average visitor might reasonably be expected to welcome some authentic information about the country in which Montreal holds so commanding a commercial position.

The Dominion of Canada comprises more than one-half of the continent of North America, 3,676,247 square miles in all. It includes seven

provinces—Ontario, Quebec, Nova Scotia, New Brunswick, Manitoba, British Columbia and Prince Edward Island, and nine territories—Keewatin, Assiniboia, Saskatchewan, Alberta, Athabaska, Yukon, Mackenzie, Ungava and Franklin.

It is interesting to note that the Dominion of Canada comprises within its limits about one-third of the area of the British Empire.

And a large proportion of this vast territory possesses a productive soil, inexhaustible stores of mineral wealth, and, what is just as important, a salubrious climate.

In no respect has Canada suffered more from misrepresentation than in that of her climate. As Canada extends northerly to the pole, there is no doubt that there are many hundreds of miles of snow and ice within Canadian territory, but the vast habitable portions of the Dominion enjoy an exceptionally fine climate. Throughout the greater part of Canada the temperature for a period of more or less length each year is lower than it is in the homes of the ancestors of the Canadian people—France and Great Britain—but the climate throughout the greater part of the regions where low readings of the thermometer take place during the winters is kindly, if frosty. Owing to the absence of humidity in the atmosphere, temperatures of twenty degrees below zero in northern parts of Ontario, Quebec and Manitoba are more tolerable than temperatures of fifteen or even twenty degrees above zero in the raw, moisture-laden atmosphere of Britain, France, Germany and the Atlantic States.

Canada has a great variety of climates. Those of the Maritime Provinces, except the northern part of New Brunswick, approximate very closely to that of Great Britain. The climate of British Columbia, except on the higher plateaus of the mountains, is milder. Throughout the whole of Alberta, which is Canada's great ranching country, horses, cattle and even colts and calves, remain out on the ranges without the least attempt at artificial shelter, the whole year round. In the Niagara Peninsula of Ontario the temperature resembles that of the south of

England or that of France, and such tender fruits as peaches and apricots attain their greatest perfection. In the Montreal district there are four winter months—December, January, February and March—during which the temperature is liable to fall to twenty degrees below zero, and to remain there for two and even three days, but it is seldom that there are more than three or four spells of zero weather during any one winter. As a matter of fact, the temperature during these winter months in Montreal is more

and Canada has an advantage in respect of its altitude. It has been calculated that Europe has a mean elevation of 671 feet above the sea level, South America of 1,132, Asia 1,151, North America, as a whole, 718, and Canada only 300 feet. The great marine currents are also favorable to Canada's climatic conditions.

Every section of Canada's vast territory is blessed with even climatic conditions, with regular snowfalls in winter, with regular rainfalls and regular periods of sunshine in spring,



Main Building, Dominion Parliament at Ottawa.

often above the freezing point than below zero. The average mean temperature for the year in Montreal is forty-five above zero.

Canada has, in fact, all the climates of Europe, from the Mediterranean to the Arctic Ocean; as might be expected, seeing that it extends from the latitude of Rome in Italy to that of North Cape in Norway, and is of almost equal area.

In considering the climate of Canada, it must be remembered that the altitude of a country has even more to do with its climate than its latitude,

summer and winter. The people of every part of Canada are assured against the possibility of drought and are spared the terrors and devastations of the tornado.

Mr. George Johnson, F.S.S., the Dominion Statistician, in his interesting handbook on Canada, describes the Dominion as comprising a mountainous belt, six hundred miles in width, on the west, next a prairie belt one thousand miles in width from the Rocky Mountains to the longitude of Hudson Bay, and next a woodland belt,

two thousand three hundred miles in width, extending to the Atlantic and including the provinces of Quebec, Ontario, Nova Scotia and New Brunswick.

Although Canada is a young country, she has a certain amount of what may be fairly called legendary history, derived from the Norse Sagas of the tenth and eleventh centuries, and having reference to Norse voyages to and Norse settlements in the present Maritime Provinces. As these Sagas are the records of the age of historic faith as distinguished from that of a real reason, the exact place of their heroes in Canadian history is decidedly uncertain. For all practical purposes the authentic history of Canada may be said to begin with the voyages of John and Sebastian Cabot, under the commission

required to maintain it. Pestilence and famine, the prowling savage and the treacherous courtier combined to endanger the very existence, not merely of the colony, but of the colonists themselves, but the latter were men and women of superior metal, and they, undaunted, worked out the salvation of themselves and of the colony. The story of this heroic period of Canadian history cannot fail to fascinate anyone who has the leisure to peruse its pages.

Though the population of the colony did not extend very rapidly during its earliest years, the geographical bounds of its commercial activity increased tremendously. Although the population of New France as compared with that of the English, Dutch and Spanish colonies along the Atlantic seaboard was insignificant, the pioneers



View of Ottawa, showing the Rapids in the Ottawa River. Hull in the Distance.

of King Henry VII. The Cabots discovered Cape Breton in 1497, a year before Columbus reached the mainland of America, but it was 1534 before Jacques Cartier reached the Canadian mainland at Gaspé. In 1608, only two hundred and ninety-five years ago, Quebec was founded, and in 1642 Montreal.

So that the authentic history of Canada goes back only four hundred years.

But, if the history of Canada has been brief and rugged, it has been, nevertheless, plentifully illuminated with deeds of devotion, courage and rare patriotism. More particularly does a halo of devotion and heroism hover over the early days of Canada's history. Religious zeal and patriotism combined to found the infant colony of New France; courage and self-sacrifice were

of the colony on the banks of the St. Lawrence pursued their explorations completely around and well beyond the spheres of influence of all the rival colonies. New France had the great advantage which Canada has to-day, of the greatest inland waterway in the world, and so it came that the Mississippi and the western prairies were discovered and first explored by parties from this colony.

The first period of Canadian history—the period of French occupation—came to an end with the signing of the terms of the capitulation of the French army at Montreal, September 8th.

This momentous document put an end to the period of the country's history, but one of real material advancement, for the first French colonists proved better explorers, boat-

men, woodsmen and huntsmen than agriculturists and settlers. The colony suffered terribly from the neglect of the home government and the incompetence or glaring rascality of most of the local officials. Much of the energy and brains of the colony was devoted to the most herculean kind of missionary work among the Indians, while dissensions between the civil and ecclesiastical authorities tended to impede material progress. Then there were bitter jealousies between the officials and people of the capital city, Quebec, and the younger, smaller but more pushing

Wolfe's little army won its historically great victory on the Plains of Abraham, above Quebec, September 13th, 1759; De Lévis and Vaudreuil capitulated at Montreal, surrendering the French armies and New France to General Amherst, September 8th, 1760. The Treaty of Paris, signed Feb. 10, 1763, confirmed Britain in the possession of the colony.

It must be remembered that the British flag already flew over a considerable portion of the territory now comprised within the Dominion of Canada, long before the last soldiers of France



Parliament Buildings of the Province of Quebec at Quebec.

community at Montreal. But more perhaps than anything else tending to keep back the progress of the colony were the almost incessant wars, at first with the Indians and later with the English colonists.

In 1663, the year the charter of the Company of the Hundred Associates was annulled, the colony numbered only two thousand souls, which scant population had only increased to 25,600 when a census was taken in 1721. At the time New France was ceded to Britain her population was only estimated at 65,000.

on the banks of the St. Lawrence surrendered to Amherst at Montreal. By the Treaty of Utrecht, signed in 1713, which terminated the war of the Spanish succession, the whole of Acadia (including Nova Scotia, New Brunswick and Prince Edward Island), and Hudson's Bay (including Manitoba and the North-West Territories) had been ceded to England, and they have remained in possession of that power ever since.

The history of Canada's commercial development comes exclusively within the epoch of British dominion, and, consequently, has but a

limited range of one hundred and forty years, a comparatively short period in the history of a nation.

The effect of the transfer of flags and the introduction of a more businesslike and more honest administration appears to have been almost instantaneous. Business at once began to show indications of activity which had been previously entirely lacking. Private adventurers began to flock into the country, and the increased demand for provisions, under the inspiration of more wholesome trade conditions and the abolition of official monopolies, led the "habitants" or farmers to increase the acreage of their farms. Many of the old colonists, particularly those of the official and military classes, returned to France, and it was inevitable that the inhabitants who remained should suffer inconvenience from the radical change in the country's administration. Naturally the first British administration

With commercial activity came the development of political troubles. The interests of the French Canadians or "Klug's new subjects," as they came to be known, clashed with those of the "Klug's old subjects," or the new English-speaking settlers. Blood is thicker than water, and it was hardly to be expected that a thorough understanding between conquerors and conquered would spontaneously develop. Friction arose, and more or less local ill feeling was consolidated into a wave of national discontent when the old French laws were replaced by English ones, early in 1764. Meantime, discontent in Britain's other colonies in America, from Massachusetts to the Carolinas, was gradually drifting on towards open rebellion. Disputes arose between the colonial governors and their people; the governed and governing classes became arrayed against one another. The home authorities certainly made a most absurd



In the Thousand Islands. On the Saint Lawrence River above Montreal

was a purely military one, the army officers calling upon the officers of the old French militia to assist them in the administration and interpretation of the old French civil laws, which, immediately after the occupation, were temporarily continued in force. The first British governors, being soldiers and not statesmen, may have been a bit rough in their methods but they appear to have been actuated by the honorable desire to deal justly by the conquered people and to make the change of allegiance as little distasteful as possible. Hands that are hard to wound are usually soft to heal.

With official monopolies and open official rascality had disappeared the constant dread of invading armies and marauding Indians. And the country showed it. An active lumber and ship building trade sprang up and developed rapidly. The year 1764 saw the first printing press set up in Canada.

attempt at administering by deputy the domestic affairs of some of the distant colonies. This produced irritation which was fanned into a flame of discontent when the British government imposed upon the colonies imposts to cover part of the cost of the expensive wars undertaken against the French power in America at the urgent solicitation of the English colonies. The colonists, naturally somewhat revolutionary in disposition as a result of their origin, were just then in a peculiarly self-reliant and bombastic mood, many of them having formed part of the prolonged military expeditions against New France and possessing the experience and training of the best regular soldiers of that day. Protests sent to England by the colonists received scant courtesy, bitterness developed and strife appeared inevitable to all but those who were blindly trying to govern a people they knew

nothing at all about from the opposite side of the Atlantic. Petty jealousies and even serious disputes between the various colonies which had existed for years were forgotten in the common interest, and bids were made for the co-operation of the people of Canada.

Actuated by a desire to conciliate the Canadians and in the hope of removing all reasonable cause of complaint the British House of Commons in 1774 passed the Quebec Act, which extended the boundaries of the province from Labrador to the Mississippi, and from the Ohio to the watershed of Hudson Bay, abolished Roman Catholic disability, confirmed the tithes to the Roman Catholic clergy, but exempted Protestants from payment, re-established the French

with a mitre and a chaplet of beads, and inscribed with the legend in French: "This is the pope of Canada and the savior of England."

But while the Quebec Act antagonized the English-speaking colonies in Canada and added inflammable material to the revolutionary bonfire smouldering in the other colonies, it pleased the French Canadian seigneurs and especially made firm and fast friends of the Roman Catholic clergy.

April 15, 1775, the revolutionary war opened ominously with the fight at Lexington. June 9, martial law was proclaimed in Canada, and the Battle of Bunker's Hill was fought on June 16. July 4th the United States declared their independence. The eleventh article of the declaration



View of Kingston from Royal Military College.

civil code and the seignorial tenure, confirmed the English criminal code, and vested authority in a governor and an appointed council. This act, Canadian seigneurs and clergy, greatly displeased the mass of the French Canadian people, the English-speaking colonists in Canada and the people of the older English colonies. The grievance was that the act unduly discriminated in favor of the French gentry in Canada and the Roman Catholic Church. A bitter no-popery agitation was waged throughout the length and breadth of the British colonies in America; and, in Montreal, where popular opinion has always been very outspoken and blunt, a marble statue of King George III., presented by that sovereign himself to the city, was painted black, adorned

provided that "Canada acceding to this confederation, and joining in the measures of the United States shall be admitted into and entitled to all the advantages of this Union, but no other colony shall be admitted to the same unless such admission be agreed to by nine states." . . .

Emissaries of the revolted colonies despatched to Canada expressed the opinion that if an army were sent to the province the people would throw off their allegiance. The United States Generals Schuyler and Montgomery invaded Canada by Lake Champlain, August 21. Another army, under Benedict Arnold, was organized to operate directly against Quebec, by way of the Kennebec. On the night of December 31st the united force was defeated in an attack on Quebec, and Montgomery slain. By the middle of the summer not



Old Windmill, Lower Lachine Road.

a continental soldier remained on the soil of Canada, except as a prisoner.

There was much that is unpleasant to read about in connection with this period of Canadian history.

The French Canadian peasants who formed immeasurably the largest part of the population were uncertain of the benefits supposed to accrue to them under the Quebec Act. Bishop Briand, of Quebec, and his clergy used every effort to keep the people loyal, but the grip of the clergy on the French Canadian people appeared to be weaker at this time than it ever had been



Fraser Falls, near Murray Bay. Que.

previously or than it has ever been since. Some of the spirit of the French revolution appeared to have been transplanted from the banks of the Seine to those of the St. Lawrence. The priests had accepted the new government too readily for some of their people, and were too friendly with the officers of the army and the government. The peasants, all over the province, openly espoused the cause of the invaders, rendering the way easy for them for the conquest of the whole colony except Quebec. The Governor, Sir Guy Carleton, appealed to the seigneurs, and the people resented the latter's interference. The people of Terrebonne seigneurie, near Montreal, not only refused to fight for Britain, but armed themselves and drove their seigneur, M. La Corne, into Montreal, when he tried to enroll them. M. Deschauband, in his seigneurie on the Richelieu, drew his sword in anger when his



Ste. Anne de Beupre Church, near Quebec.

people refused to take up arms, and they beat him unmercifully for his demonstration. Three thousand of them armed themselves and marched in threatening array towards Chambly and St. Johns, garrisoned by two regiments, and it required considerable diplomacy to induce them to disband without attacking both places. The people of Berthier not merely drove their seigneur out for trying to enlist them on the government's side, but took a solemn oath that they would not only never take up arms against the Continental invaders but would burn the properties of any who did.

In 1780 the white population of Canada amounted to 127,845.

The years 1783 and 1784 saw the most important accession to Canada's population since

the country had come under British rule. Some 100,000 of the loyalist and official population of the revolted colonies, after having their property confiscated were driven as fugitives from the country, and 10,000 made homes for themselves on free grant land in what is now the province of Ontario. Others settled in what are now the Eastern Townships of the Province of Quebec, while others found homes in Nova Scotia. After the conclusion of the revolutionary war Britain's possessions on the Continent of North America consisted of Nova Scotia, comprising the present provinces of Nova Scotia, New Brunswick and Prince Edward Island, Canada, including the present provinces of Ontario and Quebec, and Rupert's Land. The immigration of the United Empire Loyalists and the coming of settlers from England produced new settlements and made new divisions desirable. In 1784 the Province of New Brunswick was created out of Nova Scotia and Canada, and Canada was divided into two, viz.: Lower Canada, including the principal settlements of New France; and Upper Canada, comprising practically the present Province of Ontario.

To the revolutionary period of warlike excitement and wavering loyalty and the advent of the Loyalists there succeeded some years of political agitation, agitation increasing in fervor and directness as it progressed. In 1784 and 1785 the Maritime Provinces received the benefits of constitutional government, but they were withheld from Canada, the people of which at once began agitating for an elective Legislative Assembly and more constitutional liberty.

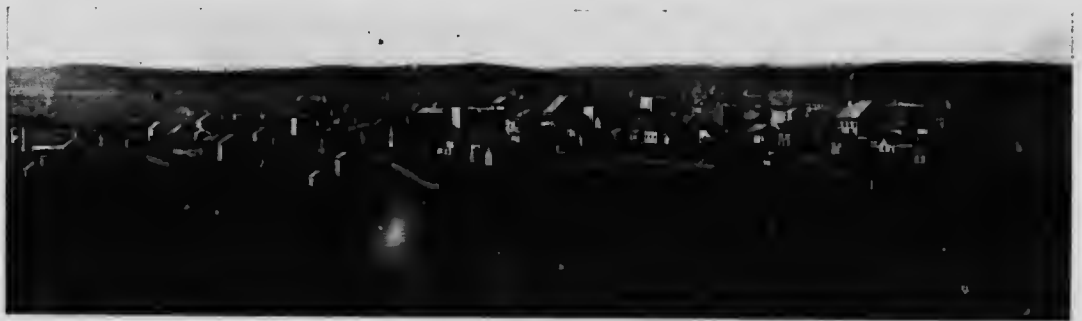


On the Saguenay River

governor appointed by the Crown and responsible to it only. The councils were unaccountable to the representatives of the people.

In 1792 the Council of Lower Canada, by resolution declared its gratitude to Providence for saving Canada from the domination of "a race capable of the French revolution." October 15, the same year, the English laws in their entirety were introduced into Upper Canada.

July 9, 1793, the importation of slaves into Canada was prohibited. A statement prepared this year showed that the income of Lower Canada was barely one-third of the expenditure, which exceeded twenty-five thousand pounds sterling, the deficiency being supplied by the Home Government.



A New Town in the Great Canadian North West.

In 1784 petitions were forwarded to England for an elective assembly and trial by jury in civil cases, and in 1785 Pierre du Calvert, an eminent Montreal merchant, advanced the suggestion that Canada should be represented in the British Parliament with three members.

In 1791 the British Parliament passed the Constitutional Bill dividing Canada into Upper and Lower Canada, giving each province a legislative assembly elected by the people, a legislative council appointed by the Crown and a

In 1795 a Canadian regiment was raised, but shortly afterwards disbanded owing to Britain's unfavorable experience of training colonists to the use of arms and using them in the field along with the Imperial troops.

At the elections in 1796 race feeling ran high, and in the older province the candidates who had expressed a preference for the use of the English language were generally defeated. As a result of political excitement the Habeas Corpus Act was suspended and measures taken to suppress



At Ste. Agathe in the Laurentians.

sedition. An United States citizen named McLane, convicted of high treason was hanged on a gallot on the glacis of the Citadel at Quebec.

The year 1798 saw a considerable influx of Irish immigrants as a result of the troubles in the Emerald Isle.

Race animosities developed rapidly between the French and English Canadians about this time. There were various points of cleavage and no influence tending to bring the two sections of the community together; no common ground of national sentiment. In 1806 the organ of the French-speaking population at Quebec, "Le Canadien," spoke of the British as "Strangers and Intruders," the "Mercenary" of the same city gave expression to the neighborly views of the English-speaking community in the remark:—"This province is far too French for a British colony."

The descendants of French and English people in Canada could scarcely be expected to observe without some emotion the progress of the bloody Napoleonic wars.

Then came Canada's great fight for independence, the War of 1812. Canada with a total population of 300,000, a frontier 1,500 miles in length and less than 6,000 troops to defend it, found herself the object of attack from the United States with a population of 8,000,000. And Canada had to bear the brunt of the war, for though the ostensible object of the Americans was to assert the principle of seamen's rights on the high seas and to resent the orders-in-council issued by Britain in response to Napoleon's celebrated Milan decrees, the real motives were, first to capture the British West Indian merchant fleet, so gallantly saved by Captain Byron of the *Belvidera*, and, secondly, to annex and conquer Canada. And the war party in the United States thought that the latter part of their programme could be easily executed. They, like their descendants to-day, fondly imagined that the whole world suffered from envious admira-

tion of their supposedly unrivalled constitution, and that every nation would be ready, if not controlled by the iron hands of despotic rulers, to come within the folds of the stars and stripes. So well developed was this opinion of delightful self-satisfaction in 1812, that Doctor Eastis, the United States Secretary of War, remarked in Congress:—"We can take the Canadas without soldiers; we have only to send officers into the provinces, and the people, dissatisfied towards their own government, will rally round our standard."

The famous Henry Clay expressed his view of the situation in these words:—"It is absurd to suppose we shall not succeed in our enterprise against the enemy's provinces. We have the Canadas as much under our command as Great Britain has the ocean."

The time certainly appeared propitious for the execution of the piratical designs of the Americans. The star of Napoleon was at its zenith, and nothing but a miracle seemed able to save from subjugation by the conqueror of Egypt, Italy, Germany, Austria and Holland the staunch little island in the North seas which, alone, dared to oppose the despotic emperor's ambitious designs, and which, isolated among all the powers of the old world, stood forth the undaunted champion of national spirit and individual liberty. The power of Britain was mighty even then, but it was greatly divided. Her main armies were just starting upon that victorious career in the Peninsula, which was not to be checked until the regimental drums beat through the streets of conquered Paris, but other British military forces were actively engaged in almost every country in Europe as well as in Africa and in Asia, while British fleets were on

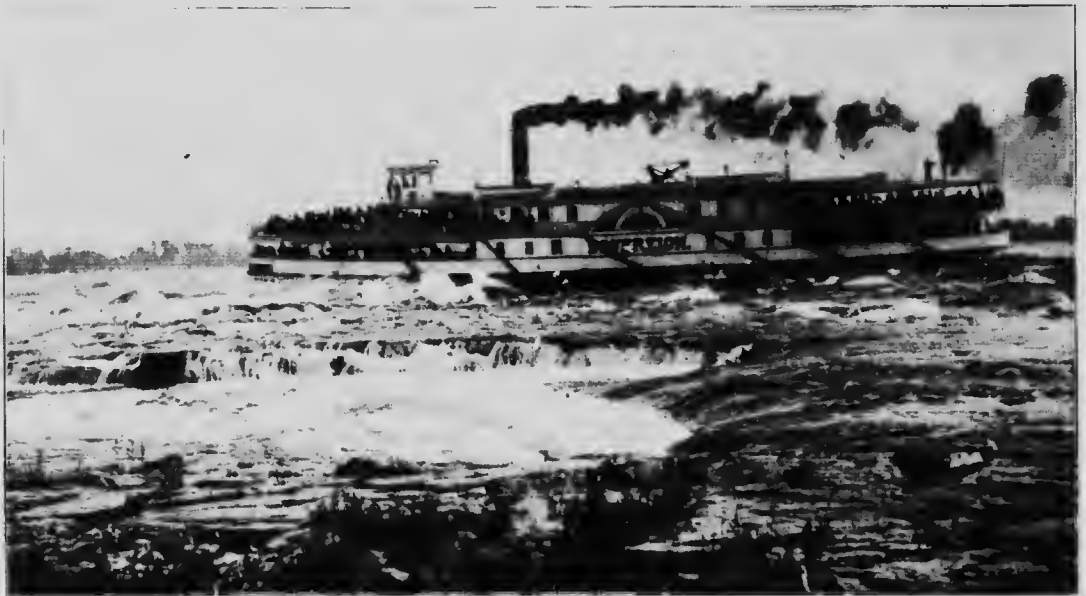


Scene at Murray Bay.

active and exacting service in every sea on the globe.

The war was, in some respects, one of the most remarkable on record, resulting in a succession of defeats and but few successes for the invaders of Canada. Army after army of the Americans was captured outright or worn down and expelled, and when the treaty of peace was signed at Ghent, December 24, 1814, there was not an United States soldier remaining in Canada; the British flag flew over Michigan and part of Maine; Washington, the capital of the Republic, was in ashes, the mercantile marine of the United States had been swept from the ocean, and every part of the country was closely blockaded. There was not a single reference in the treaty to sailors' rights, the right of search or

injustice or incapacity took advantage of the liberties they enjoyed under the British flag to agitate, and they became the nucleus of an active and not always well-advised anti-official party which soon attracted to itself the whole mass of the disaffected and noisy. This party received encouragement from sympathizers in the United States, and in 1837 and 1838, the very natural dissatisfaction at the prevailing state of affairs found expression in open rebellion in both Upper and Lower Canada. The ill-organized and invariably badly-led forces of the rebels were dispersed with comparatively small loss of life by British regulars and Canadian volunteers, and several more or less desperate filibustering expeditions led across the lines by United States sympathizers easily driven back. The leaders of



Shooting the Lachine Rapids just above Montreal, a favorite Evening Diversion

any of the other fine theories which were the ostensible reason for the declaration of war by the United States. Napoleon was a prisoner on the Island of Elba.

Canada's war for independence well over, the Canadians entered again into the fight for responsible government. Friction arose between the two provinces, and in 1822 a union of the two was suggested. The constitution of the government resulted in the development of a bureaucratic and autocratic official class who proved equally obnoxious to the French in Lower Canada and to the English-speaking colonists of Upper Canada. The governors, being closer in touch with the official class than with the mass of the people sided with the former. Those of the people who specially suffered from official

the rebellions in both provinces escaped across the lines, several of their more active lieutenants were executed, and others were transported, later to have their sentences commuted.

The dissatisfaction in Canada had been the subject of official investigation by the Colonial Office before the rebellion; a more determined effort to ascertain the facts and get at the bottom of the trouble was made after the settlement of the uprising. In 1840 the British Parliament passed the Act of Union by which Upper and Lower Canada were again united under a generous system of responsible government, the control of all public revenues being vested in the representatives of the people.

Meantime, the advisability of a confederation of the various British colonies in North America

became apparent, and in 1864 Lord Monck, Governor-General of the two Canadas, communicated with the Lieutenant-Governors of the other colonies, and arranged a convention, which was held at Quebec, and where the basis of confederation was agreed upon.

The Home Parliament passed the British North America Act in 1867, and under it the four provinces of Upper and Lower Canada, New Brunswick and Nova Scotia were united.

Such was the birth of the Dominion of Canada.

The rights of the Hudson's Bay Company to the government and to a monopoly of trade in the vast North-West territories were purchased by the Home Government as one of the conditions of the Act, and in 1870 the most settled portion of the region was formed into a new province under the name of Manitoba.

Unfounded suspicion on the part of some of the half-breed population of Manitoba, that their proprietary rights and personal liberties had not been properly safe-guarded in the transfer of the country from the government of the Hudson's Bay Company to that of the new Dominion, led to the Red River rebellion of 1870, the military operations attending the suppression of which are chiefly noteworthy as having launched upon his career of phenomenal success Colonel Garnet Wolseley, now Lord Wolseley.

In 1871 British Columbia, in return for responsible government and the promise that the Canadian Pacific Railway should be built, joined the Confederation, and in 1873 Prince Edward Island followed suit.



The Largest Flour Mills in the British Empire (Winnipeg).
"A Product of the Great Canadian North-West"

During the years between 1876 and 1895 the vast and almost unknown region called Rupert's Land, surrendered by the Hudson's Bay Company, was subdivided into territories, which have gradually, and of recent years, quite rapidly, developed along the lines of material prosperity and constitutional government.

The stranger visiting Canada will find here two races, each possessing and firmly clinging to its own special characteristics and its own fond ideals, combining to secure the advancement of their common country, but not assimilating to any very great extent. He will find that each race occasionally irritates the morbidly sensitive nerve of some prejudice of the other, but that on the whole they get along very well together, understanding one another and liking one another better as the years roll on. He will find



The Beach at Little Metis, Quebec (Lower St. Lawrence).

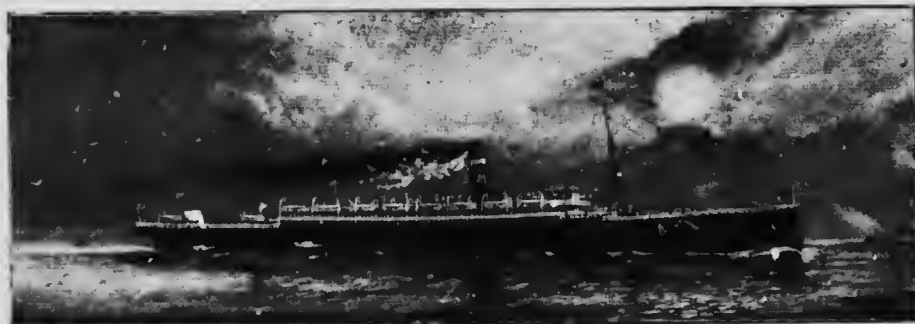
that, while both races derive an ennobling impulse from their respective pasts, they are disposed to look back less and less except to derive therefrom a lesson of encouragement. The Canadian is a man of the present and the future rather than of the past. He has always been, and still is, occupied with practical questions. His grand business has been not to see what lies dimly at a distance, but to do what lies clearly at hand.

The average Canadian has little inclination and less time for speculative politics, and soon wearies of any discussion of the question of the country's ultimate destiny—a question his United States cousins are very fond of raising for their own amusement and encouragement. His dearest ambition is to see Canada maintain her place as the brightest gem in the crown of Britain. The sentiments of loyalty to the Mother

Country and devotion to the British constitutional system of government are supreme. Canada became a part of the British Empire by conquest; she remains so by the choice of her people, a choice, on one hand, based upon the affection and pride of blood relationship, on the other, upon gratitude for fair treatment, and on both, upon a lively appreciation of self-interest.

According to the last census, that of 1901, the population of Canada was 5,371,315. In 1812 the population of the territory now forming the Dominion of Canada was under 400,000 so that there was practically a gain of population in the century of 5,000,000.

It is interesting to note that Canada began the 20th century with about the same number of inhabitants as the United States began the nineteenth.





is the highway to the Old World with its teeming millions. And as if to leave absolutely no question as to the destiny of the northern metropolis, nature here threw great natural barriers—reeching rapids—

across both rivers, defining for all time the limits of ocean navigation.

It is not surprising to learn that even in pre-historic days the site of the present great city was the home of a flourishing community with widespread trade influences.

When the intrepid French navigator, Jacques Cartier, reached Stadacona, the present site of the City of Quebec, in 1535, he heard so much from the natives there about the wealth, comfort and importance of the population living in the great Indian town of Hochelaga that he determined, in spite of all obstacles, to pay the place a visit before returning to France. And he succeeded, thus having the honor to be the first white man to visit the site of the present city, and also its sponsor, for from the name Mount Royal, given by Cartier to the beautiful eminence in the centre of the island, the City of Montreal derives its name.

Hochelaga was, in its own way, a worthy forerunner of the great Dominion's chief city. Possessing a population of 1,500 it was, in many respects, the most remarkable and most important town found by the discoverers of the continent.

The untutored mind of the rednack had grasped some idea of the exceptional advantages of the site of the present city, and the Indians had given to their town an air of substantiality and permanency peculiarly its own. It was surrounded by a triple-walled circular palisade; was laid out on a well regulated and uniform plan, and had well-built houses and even granaries.

If the town was remarkable, so was its population, for it consisted of two races, differing widely in character, tastes and mode of living.

CHAPTER II



NATURE ordained that the plateaus of Mount Royal should be the site of a great city. Man's part in the making of Canada's metropolis has been but secondary.

When the surface of the terrestrial globe, cracking and stemming at every joint, took on its present shape, nature provided that half a continent should be commercially tributary to the city which

would be founded about the base of the rocky monument of prehistoric volcanic activity which is the backbone of the beautiful island at the confluence of the Ottawa and the St. Lawrence. The waters drained from the most productive part of the North American Continent, the overflow from the world's greatest inland seas, concentrated into one mighty stream, unite here on their way to the ocean, that ocean which

Pierce Senecas of the Iroquois race lived here in peace and amity, side by side, within the very same palisades with their traditional foes the wily, vultivore Wyandottes or Hurons. So on



City Hall, Court House and Nelson's Monument, Montreal.

the same spot to-day dwells happily a population made up of two distinct races, French and English. For Montreal is the geographical point of happy contact between the brilliancy, the gaiety

and the eager susceptibilities of the French and the solidity and sober business capacity of the Anglo-Saxon.

Fratricidal war, racial animosities and foreign invasion were the undoing of ancient Hochelaga, certainly an incident with an obnoxious moral. Seventy years after the visit of Jacques Cartier, Samuel de Champlain, the founder of the City of Quebec, visited the site of Hochelaga, but every trace of the prosperous Indian town had disappeared. Even cities have their graves, and from the grave of the redman's town of Hochelaga has sprung the white man's busy city of Montreal. The very tombs of the Hochelagians have vanished like their dead, and there only remains the name and a few bones and stone relics turned up by the ploughman and the builders' navy to recall them.

The present city traces its origin back to the religious zeal of the age "when men were men, and not ashamed of heaven." Eyes in France were directed towards the new France across the seas, and with devout Christians, still inspired with the fervent spirit of the crusades, and filled with religious longing for an opportunity to convert the heathen nations of the earth to the true faith, the time of turning to advantage the site of the old Indian city as a centre of missionary zeal was not to be long put off—and where religious zeal led commercial enterprise did not lag behind. The trader and his merchandise has always followed close upon the heels of the missionary and the Gospel.

The incidents leading to the founding of Montreal are interwoven with weird stories of mysterious visions, of divine revelations and other providential interpositions. Suffice it here to say that Montreal was founded May 18th, 1642, by Paul de Chomedey, Sieur de Maisonneuve, a soldier of noble character and deep religious thought, as befitted one, who had been commissioned to establish a real kingdom of God in the wilds of the western hemisphere. Maisonneuve was accompanied by a party of seventeen, and their landing was made the occasion of a simple but solemn religious ceremony.

The small band of pioneers was soon joined by sixty other colonists, and the population and influence of the little community from that time steadily extended.

...In the chaos of events succeeding the establishment of the colony, which was at first called Ville-Marie (the City of Mary), there stand out certain events which especially attract attention. There were desperate affrays with the lurking savages, diplomatic contests requiring both skill and courage with self-seeking and jealous colonial officials of the senior colony lower down the river at Quebec, bitter disputes between the lay and ecclesiastical authorities, in which the shrewd churchmen usually had the best of it; massacres by the Indians, daring trips of explora-

tion to the very heart of the unknown depths of the vast continent, beside which the achievements of Stanley in Africa pale into insignificance.

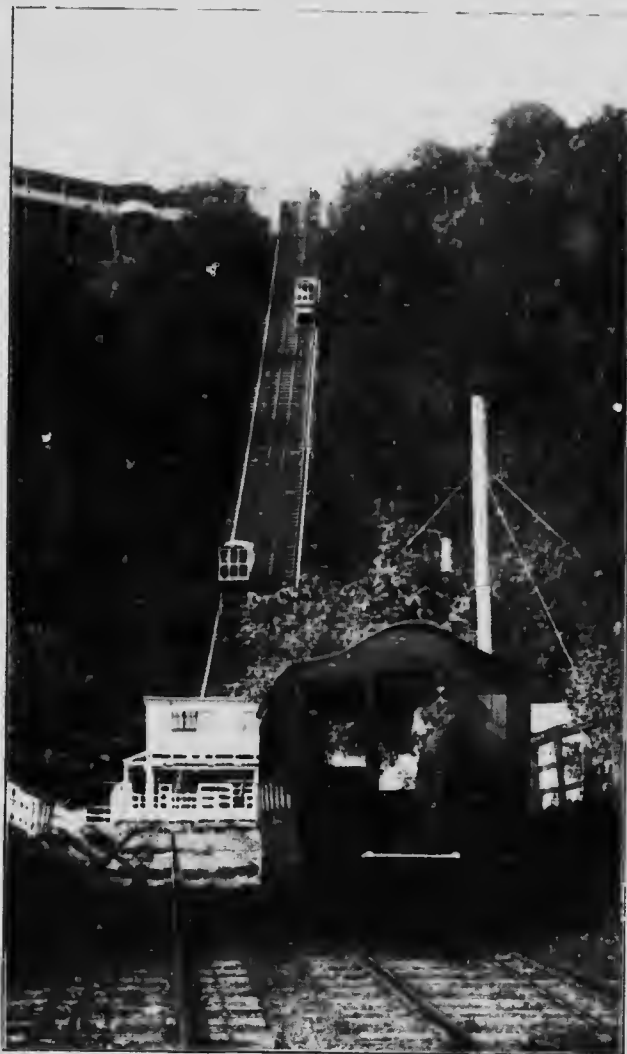
The whole of the island of Montreal, which in 1644 had become the property of the Sulpicians, had been thoroughly explored within five years of that time, and by 1660, the year of the Lachine massacre, some of the settlements within a ten miles radius of the original stockade had assumed the aspect of thriving villages.

In 1667 Montreal had a population of 766 and was beginning to assert itself as an independent centre of trade. It had a market day and a public warehouse erected by the people themselves. And brave trade pioneers and even braver priests, the latter with the zeal of the apostles and the spirit of the martyrs in their composition, were with marvellous rapidity bringing a constantly widening area, if not into subjection, at least within the trade influence of the bustling little town. Fort Frontenac, now Kingston, nearly two hundred miles to the westward, at the outlet of Lake Ontario, became a western outpost of the enterprising merchants of the town at the foot of Mount Royal.

It was Montreal's commercial enterprise and religious zeal that planned those audaciously adventurous trips of exploration of Joliet, Hennepin, La Salle and Dulhut, and Montreal men who carried them out to their successful conclusion. They discovered the Great Lakes, the Mississippi and the productive country at present forming the western states, before the explorers of England's old colonies along the Atlantic seaboard had got further westward than the Allegheny Mountains.

One superbly heroic incident stands out in the early, most romantic period of the city's history. It is the story of how not only Montreal, but the whole of New France, were saved by the devoted bravery and self-sacrifice of Adam Danlae (or Dollard), Sieur des Ormeaux, and his sixteen chosen comrades from the little garrison of the infant city. This was in the year 1660. The destruction of the colony had been planned by the ferocious Iroquois. Their parties, converging for the attack, were of such great strength that a union must have resulted fatally for the ill-prepared settlement. Danlae, a young and dashing officer of Montreal's little garrison, conceived the idea of anticipating the combined Indian attack by a desperate onslaught on one of the converging war parties. It was realized that the whole party would have to pay with their lives the penalty for their daring, but it was felt that their action would engender such a wholesome appreciation of French prowess as to discourage the Iroquois from proceeding with the execution of their designs upon the settlements. The young heroes—the oldest of them was not over thirty-one—having calmly made their wills and conse-

crated themselves to their inevitable martyrdom by attending mass, started out on their glorious undertaking, met a great war party of the Iroquois on the Ottawa River, kept their enemies at bay until their ammunition was exhausted, sold their lives as dearly as brave men possibly could; and, exactly as Danlae had calculated, saved New



The Incline Railway leading to the top of Mount Royal, Montreal

France. The heroes of this Canadian Thermopole deserve a place in the temple of fame with the very bravest in history.

Another sanguinary, but much less satisfactory, incident stands out among the events of the many years of stirring Indian warfare of which Montreal was the focus. On the night of August

5, 1689 the Iroquois exacted a terrible vengeance upon the Island of Montreal, making a descent upon Lachine, at the upper end of the island, and killing or capturing some four hundred of the unsuspecting inhabitants.

In these early years of the city's existence its commercial advancement was retarded by many

for government assistance for their various undertakings on the most flimsy pretexts, and usually got just what they asked for, although the demands were often grotesquely unbusiness-like and even puerile. The evil grew naturally by what it fed on. The people appeared to be losing their self reliance, and the home authorities and the local government officials treated them more and more as irresponsible dependents, and, in fact, helpless children. Laws of a kindergarten order were enacted and calmly submitted to. Merchants were forbidden to meet together to discuss business, ordinary social festivities were forbidden, and when the Governor of the day in 1710, got it into his head that the men of Montreal were giving too much attention to the raising of horses he issued an edict forbidding more than two horses and a foal per household to be kept. The multiplication of trifling laws, grinding monopolies, and greedy officials became so irksome that many of the most energetic and enterprising colonists were attracted into the depths of the free wilderness, where they allied themselves with the Indians and lived, under the designation of "couriers-des-bois," the existence of hunters, trappers and fur traders. Their very existence and their means of livelihood brought them into conflict with the chartered companies and the licensed agents and traders thereof, and the "courier-des-bois" came to be regarded as a sort of combination poacher-smuggler and outlaw. He certainly was a very disturbing element in the business and the social life of the settlements. In spite of stringent laws against the "couriers-des-bois," providing even the penalty of commitment to the galleys, the evil attained such proportions that when the male population of the colony was only ten thousand, one thousand of the men were living in a state of outlawry as "couriers-des-bois."

In spite of all these impediments Montreal made progress.

In 1672 the town was formally laid out and the streets named, many of the names remaining unchanged to this day.

In 1722 Montreal was fortified with a bastioned wall and ditch after plans by the great French military engineer DeLéry. Not a trace of the fortifications exists to-day. The requirements of commerce demanded their demolition as long ago as 1808. Even the hill on which stood the citadel was demolished shortly afterwards and carted away. Many yards below the level of the deepest easement of the once-prominent Citadel Hill there is to-day a wide level area gridironed with the tracks of one of the Montreal termini of the Canadian Pacific Railway.

The year 1701 saw the great Indian conference in Montreal, the vast gathering at which peace was concluded with the Redskins, and which possesses a special historical and dramatic



Montreal Hospitals.

The Western

The Montreal General.

The Notre Dame

The Royal Victoria.

The Grey Nunnery

exceptional obstacles. Pernicious monopolies and even enervating official bonuses interfered with legitimate enterprise. The colonists appealed



MALINCHE

MACDONALD

NELSON

A Group of Montreal Monuments.

interest by reason of the tragic death of "Le Rat," one of the most eloquent and brave Indians who ever lived, while delivering a forcible appeal for peace to his dusky kinsmen.

In 1721 a big fire visited the city and wrought considerable damage. The following year a regular mail was established between Montreal and Quebec. By 1725 the advantages of Montreal as a commercial centre had become generally recognized, and we find the city's first English people attracted thither. A couple of years later the fact of their presence having been drawn to the notice of the home authorities, orders were sent out from France that the English residents

dock in the valley of the Montongaheln River. Montreal was alternately the base of operations of the armies of the veteran Baron Dieskau and of General Montcalm, which wrote in characters of blood so many stirring pages of history on the shores of Lake Champlain and Lake George. During the intervals in the final bloody struggle for the possession of the northern half of the continent Montreal was the centre of great military activity. It was the key of the French strategical position so long as the French armies assumed the aggressive, and while the valley of the St. Lawrence and the basins of Lakes Champlain and George were the scenes of the active operations. With



A Glimpse of the Drive up Mount Royal, Montreal.

of Montreal must leave the country without they were actually settled on land. At any rate, they were forbidden to engage in trade.

More English were soon to come to Montreal, and to stay, but the town was to see some stirring days before their arrival.

Montreal was the base from which went forth the force which established Fort Du Quesne (now Pittsburgh), and effected the capture of George Washington and the British-American garrison under his command at Fort Mifflin. From Montreal was despatched the French force which was the undoing of the gallant but rash Brad-

street as well as the regular population dependent upon the stores of Montreal for sustenance, supplies several times gave out and the population of Montreal was reduced to the necessity of eating horseflesh, so that the weakness of the people for man's best friend, which officialism had tried to stamp out, served them in extremity in good stead. After the capture of Fort William Henry, thousands of the Indian allies of the French came to Montreal with their prisoners — some of whom they killed and devoured in the very streets of the town, the French not daring to protest for fear of antagon-

izing their savage allies. The Governor, De Vaudreuil, eventually succeeded in buying from the Indians all of their surviving captives. Montreal was pretty well depleted of its teeming military population in the spring of 1759, when French regulars, Montreal militiamen and western Indians, accompanied by Montcalm, the commander-in-chief, and De Vaudreuil, the Governor, proceeded to Quebec, then menaced by the army of General Wolfe.

Great consternation prevailed in Montreal when news arrived of Wolfe's brilliant victory on

standing the loss of Quebec the French did not consider Canada lost. The main body of the French army was intact, and the nominal strength of the Montreal militia and the western Indian allies was considerable. It was decided to make a last stand at Montreal, the French forces were concentrated, the fortifications extended and floating batteries constructed. But the British Government was very much in earnest and was well backing up its generals in the field. A well-equipped fleet prevented French reinforcements from even reaching the St. Law



View of Dominion Square, Montreal, showing the Macdonald Monument and Windsor Hotel, Mount Royal in the Distance.

the Plains of Abraham, followed by fugitives from Montcalm's army and most of the corps of Montreal militia, which comprised no unimportant part of the force assembled for the defence of Quebec.

With the St. Lawrence closed and Quebec in the hands of the British, the French armies in Canada were completely dependent upon Montreal for supplies during the winter of 1759-60, and again the people of the city had to submit to reduced rations and other hardships. Notwith-

standing the loss of Quebec the French did not consider Canada lost. The main body of the French army was intact, and the nominal strength of the Montreal militia and the western Indian allies was considerable. It was decided to make a last stand at Montreal, the French forces were concentrated, the fortifications extended and floating batteries constructed. But the British Government was very much in earnest and was well backing up its generals in the field. A well-equipped fleet prevented French reinforcements from even reaching the St. Law

bombard the town. The guns were not called into requisition, for negotiations for a surrender were opened, and on September 7th, 1760, there was signed in the headquarters of General Amherst,

armies of Amherst and Haviland returned to their homes, and the British regular troops appear to have lost no time in ingratiating themselves with the population. On September 25th



The R. & O. Steamer "Toronto" on the Saint Lawrence.

on the slopes of Mount Royal, articles of capitulation by which Montreal surrendered, the French troops laid down their arms, and Canada passed into the possession of Great Britain. The next day, with drums beating and flags flying, a brigade of Amherst's army, headed by a detachment of the Royal Artillery, under Colonel Haldimand, and the Grenadier and Light Infantry companies of the regiments of the line, under Colonels Massy and Amherst, marched proudly down from the headquarters' camp, near the site of the present Montreal College on Sherbrooke street, through the western suburbs, through the nearest gate in the walls, the Récollet Gate, situated at the corner of the present Notre Dame and McGill streets, to the citadel, which was situated near the present Viger Square dépôt of the Canadian Pacific Railway. At the Place D'Armes the French regiments of the garrison were drawn up, and surrendered their arms. The flag of France on the citadel flagstaff was lowered and the red cross ensign of Britain raised in its stead. Guards were mounted and sentries posted, and that night for the first time English drums beat the sunset tattoo in the streets of Montreal.

The French regulars were without any unnecessary delay shipped home to France, the English colonial troops who came with the

we find General Amherst, in a most graceful letter, courteously acknowledging the receipt from the Sister Superior of the Hôtel-Dieu of a present "of beautiful fruit and syrup" and reciprocating with a present from his own private stores, including "two dozen of Madeira wine." The gallant general in his epistle further takes



Victoria Square, Montreal.

occasion to express his lively appreciation of the kindness of the nuns to the sick of the army and to assure the Sisters of the Hôtel-Dieu of Montreal that "so respectable a society could rely upon receiving from the British nation the same protection as they had enjoyed under French rule."

Montreal for its size presents quite a prosperous appearance at the time of the conquest, possessing quite a number of substantial churches, warehouses and private residences.

soldiers belonging to the army of the conquerors being summoned for trial before courts composed of men who had fought in the service of the conquered.

Montreal had made considerable progress under the impetus of British rule before the next stirring event in her history—its brief occupation by the continental armies. French merchants were still operating in the fur trade, but English adventurers were disputing it with them and were more or less systematically exploring the



Christ Church Cathedral (Anglican), Corner St. Catherine and University Streets, Montreal.

The first British administration of Montreal was naturally military in character, and was placed in charge of General Gage, who at once gained the gratitude and confidence of the people by enlisting the assistance of the leading men among them in the interpretation and administration of the old local laws, which were temporarily continued in force. Under the French régime the militia officers acted as municipal officers and justices of the peace. On taking oaths of allegiance the old French officers were reinstalled in office, and the spectacle was presented within a few weeks of the capitulation of

country to the westward. A considerable proportion of the English-speaking population of Montreal had come from the older English colonies, and in many cases were in sympathy with the revolutionary movements in Massachusetts, New York, Pennsylvania and Virginia.

When on August 21st, 1775, the expedition of Montgomery started out against Canada from New York State, Montreal was its main objective. The Continentals knew that many of the English-speaking residents were sympathetic and the bulk of the surrounding French-Canadian population indifferent. They also knew that the

defenses of the place, with the characteristic indifference of British peoples to military preparation in peace time, had been allowed to fall into decay, and moreover, that the Governor, Sir Guy Carleton, had but a very meagre military force of a few details for its defence. The Governor was painfully aware of the weakness of his position, and decided to make his chief line of defence as far from the town as possible, along the line of the Richelieu River, which was the invaders' natural line of communication. St. Johns, naturally a weak position, was put into as strong a posture of defence as possible, and made an exceptionally plucky and prolonged defence of ten weeks against great odds, nearly discouraging the invaders with their venture.

The French Canadians in the vicinity of St. Johns openly sympathized with the invaders,

much impunity as though they had been operating in their own country. In September, Ethan Allan, the Vermont man who had won eternal fame in his own country by capturing Ticonderoga, May 10, 1775, before its little garrison knew that the country was in a state of rebellion, reached Longueuil, on the south side of the St. Lawrence, opposite Montreal, with a force of fifty of his Green Mountain Boys and a body of eighty Canadians, "mostly French." The special mission of the force appears to have been to forage and to open up communication with the sympathizers in Montreal. A Major Brown was in command of a similar party operating further up the river in the direction of Laprairie. Allan was one of those brave, impetuous spirits who come to the front in every war where irregular troops are employed, who possess a blissful disregard



St. James (Roman Catholic) Cathedral, Montreal

while towards the end of the siege of St. Johns the attitude of the whole population of the Richelieu valley became so openly hostile to the British, that Chambly, lower down the river, held by a small force, was evacuated and abandoned to the enemy with large stores of arms, ammunition and military clothing on October 18. St. Johns capitulated November 3rd, and the last hope of saving Montreal from capture by the invaders practically disappeared.

Montreal had not been, by any means, free from local excitement during the time of the fighting along the banks of the Richelieu. Thanks to the indifference or sympathy of the inhabitants of the country south of the St. Lawrence, small parties of Continental scouts and light troops ranged the district between the St. Lawrence and the Richelieu at their own sweet will and with as

for orders, who despise the fundamental rules of the art of war, who cannot understand the importance of combinations, who consider it their sole duty to seize every opportunity that offers itself for active excitement, who often surround their names with halos of popular glamor, who generally terminate their military career by some particularly disastrous rash act, and who never make any material contribution towards the final success of their side.

Allan ascertained that things were in a very bad way in Montreal. It was a small place of 7,000 or 8,000 population and defended by a feeble and decidedly dilapidated wall. At one place a pile of rubbish was lying against the outside of the wall and reached almost to the top of it. In another place some of the citizens, in a delightful spirit of independence, had broken



St. James Methodist Church, Montreal. one of the finest Church Edifices on the Continent.

down a section of the wall to make a convenient entrance for the teams drawing wood into the city, thus saving a considerable detour to the nearest gate. The commercial spirit dominated Montreal in those days as now. Military defences could not be allowed to stand in the way of business convenience. There were guns mounted in the citadel, but their carriages were rotting away, and there were but few gunners to man them. The Governor had barely enough regular soldiers for a guard, and only a portion of the militia could be depended upon. The English-speaking merchants were generally dissatisfied, especially some of the leading ones who had come from the older English colonies. The French gentry and the clergy were pathetically loyal to the British, but the people of the suburbs were

gathered in the streets to see a column of three hundred men, chiefly militiamen, under the command of Major Carden, sally forth to meet the invaders. In a few hours Carden returned to the citadel with Ethan Allan and practically his whole force, and before long the famous Green Mountain Boy was on his way across the Atlantic to an English prison.

The result of this escapade of Allan's caused great discouragement to the Continental troops besieging St. Johns, correspondingly encouraged the loyalists in the province, and decided many a waverer to cast in his lot with the British.

November 12, Montgomery's army crossed the St. Lawrence to the Island of Montreal, the energetic Governor, Carleton, making his escape by night in a boat from the lower part of the



Young Men's Christian Association Building, Dominion Square, Montreal.

generally friendly to the Continentals. This had been shown by the refusal of the suburbanites to deliver up their ladders to the garrison, the Governor having deemed it a wise precaution, in view of the possibility of an attempt by escalade, to have all ladders placed in the citadel.

Ethan Allan, after learning these details, lost no time in determining to try to capture the town by a "coup-de-main," and after inviting Major Brown to co-operate, had his men ferried across the St. Lawrence to Longue Pointe, some eight or nine miles below the town.

September 25th, when news of the landing of Ethan Allan's little force reached the garrison, was a day of great excitement in Montreal. The whole population, some devoutly anxious for their success, others hoping for their defeat,

town. Montgomery simply had to march his men into the city to take possession. The Continental general explained to the inhabitants that being defenceless they could not stipulate terms, but he promised to respect their personal rights on condition that the keys of the public stores were turned over to him. The possession of the public stores was no insignificant matter, for Montgomery found himself badly supplied with clothing, food and ammunition. As he advanced further from his base the wants of his army naturally became more acute. The campaigning about Lake Champlain and the Richelieu had been very rough and trying on equipment, and the Continental soldiers had been very glad to appropriate and don the reserve uniforms of British troops they had found in the military



Place d'Armes Square and Notre Dame Parish Church, Montreal, one of the City's Greatest Attractions.

stores of St. Johns and Chambly. And so it happened that when Montgomery and his army entered Montreal by the Recollet Gate on November 13th, quite a number of the Continentals wore scarlet coats. Montgomery established his headquarters at the Chateau de Ramezay, the abode of local officialdom since the French colonial days, and during the brief period that Montreal remained under Continental domination, it was the centre of an active propaganda undertaken with a view of inducing all classes of Canadians to throw in their lot with the revolted colonies.

After a rest in Montreal to refit his army and await a few re-inforcements, Montgomery proceeded to Quebec to form a junction with Arnold's force, which had penetrated into the country via the Chaudiere.

The defeat of the combined Continental force at Quebec, December 31st, 1775, had an exhilarating effect in Montreal.

A garrison was left in the town by the Continentals, and on April 29th, 1776, Benjamin Franklin, Samuel Chase and the Rev. Charles Carroll, a Jesuit priest, arrived to take charge of the revolutionary propaganda, to oppose the growing influence of the French Canadian gentry and clergy, and to try and induce the Canadians



The Old Historical Chateau de Ramezay, Montreal.

to send delegates to Congress. Franklin had taken the precaution to bring a printer and a printing outfit with him, and no stone was left unturned to pervert the loyalty of the population. The new arrivals, as the troops of their country who had preceded them, appear to have made anything but a favorable impression upon the Montrealers.

About the middle of May part of Arnold's army, which had retreated from before Quebec on the 6th, arrived in Montreal. Reinforcements were coming to the Continentals via the Richelieu, but so were British reinforcements, via the Atlantic. In June Arnold and the remnant of his and Montgomery's armies reached Montreal, Arnold establishing his headquarters at the Chateau de Ramezay. He found that but few Canadian sympathizers remained, for the failures of the Continentals and the energy of the British had a depressing effect upon the disloyal, and encouraged the French Canadian clergy and gentry to make redoubled efforts to wean the mass of the people from their temporary lapse of indifference. The merchants of Montreal, and the Canadian "habitants" as well, soon ceased to be indifferent. They found the ill-provided, half-starved, and generally mutinous Continentals very different from the well-found and thoroughly disciplined troops of the British. The Continentals for want of money seized goods on promises to pay, and the promises were never redeemed. The British paid for all the goods the merchants could spare and all the produce the farmers could supply in good yellow gold. The



Another View of the Chateau.

Continental soldiers performed all kinds of arbitrary and illegal acts, and their officers would not or dare not bring them to book; while British soldiers charged with offences against even the local French colonial ordinances, were promptly arrested, and even handed over to courts of which French Canadian militia officers officiated as judges, for trial.

French Canadians had, in several districts,

the Montreal garrison when it became known that this party had been attacked and captured by a party of French Canadians.

Arnold was shrewd enough to determine that it was hopeless to persevere in the attempt to hold Canada for the Congress. The population was now thoroughly hostile, and British fleets and armies were ascending the St. Lawrence. A retirement was ordered without delay and by

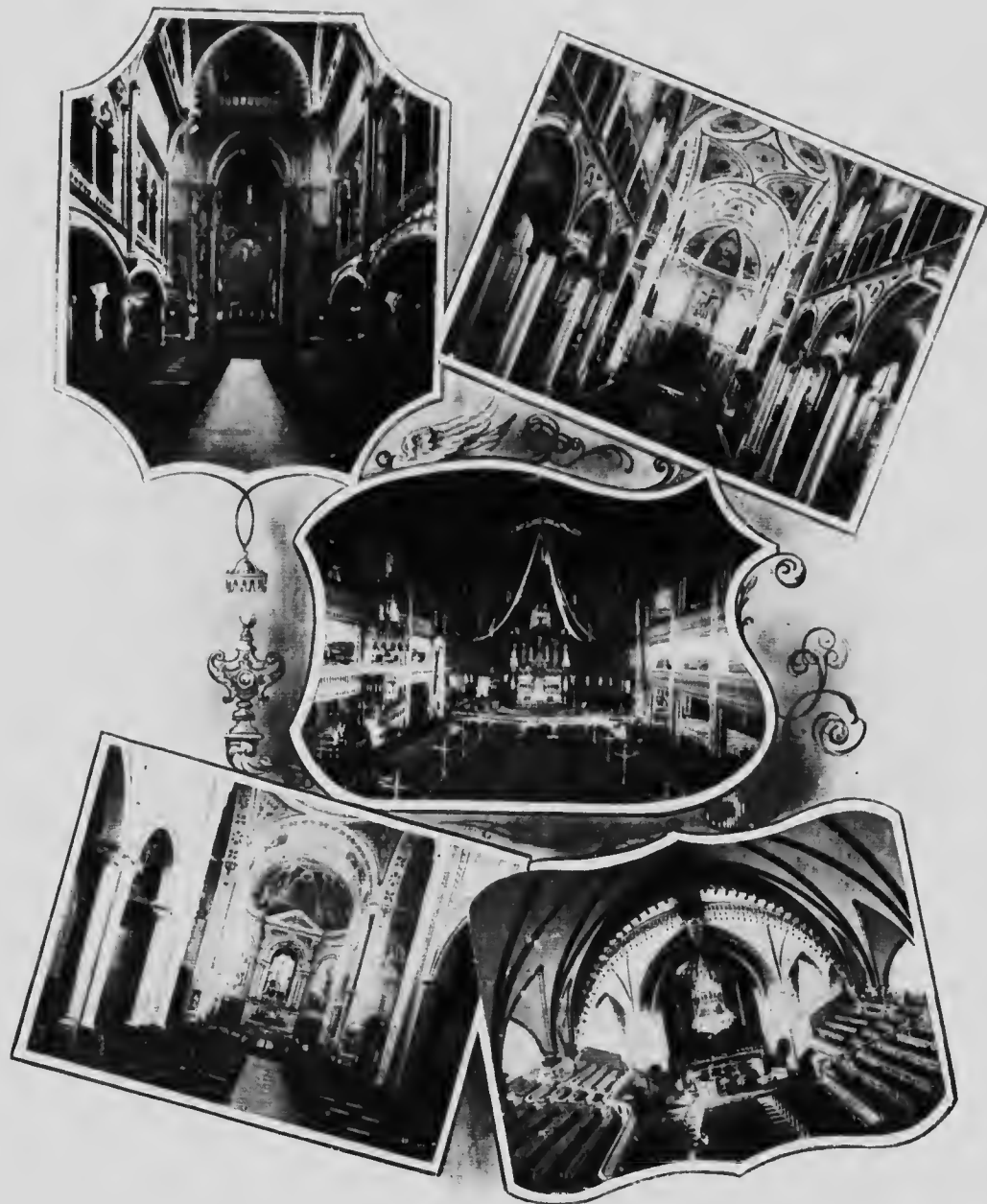


Bonsecours Church from the River one of the striking architectural designs of the City.

taken the field against the Continentals. Ogdensburg was still a British post and fairly strongly held, and Arnold feared that the commander of the place might try a sudden dash upon Montreal via the St. Lawrence. To guard against such a contingency he posted a considerable force at the Cedar Rapids where any force descending the St. Lawrence would have to make a portage. Considerable consternation and alarm was caused in

June 16th the last Continental soldier had crossed the river, the advance guard of the British force marched into the little citadel, the Union Jack was once more raised over Montreal, and there it has remained ever since.

There succeeded another period of military activity for Montreal, the city being the headquarters of General Burgoyne and the base for the military operations, at first singularly suc-



Montreal has some of the most beautiful Churches and Cathedrals in the world, as this group of interiors will show.

Chapel of the Sacred Heart.
 Church of Notre Dame de Lourdes.

Church of Notre Dame.

Church of the Jesu (Jesuit).
 St. James' Methodist Church.



St. James' (R.C.) Cathedral.

Some More Montreal Church Interiors

St. Peter's (R.C.) Church.
Christ Church Cathedral (Anglican).

Church of the Jesu.



Fireplace, Chateau de Ramezay, Montreal.

cessful, which terminated in the British disaster near Saratoga, when Burgoyne, his hitherto victorious army encumbered with sick and wounded, his ammunition exhausted, his officers and men starving, and his long line of communication through a hostile country hopelessly severed, was rendered with a force of 5,782 of all ranks.

June 3rd, 1778, saw the issue of the first newspaper printed in Montreal, the "Gazette," its publisher being Joseph Fleury de Mesples, the printer brought to Montreal by Benjamin Franklin to assist in the circulation of revolutionary literature.

Business enterprise received quite an impetus during the decade succeeding the revolutionary war. Considerable money was made in business but difficulty was found in securing funds for necessary public works. In 1783, for instance, we find the people of Montreal organizing a lottery to defray the cost of a new jail.

The same year the North-West Company was organized in Montreal to engage in the fur trade, the partners being the following local firms:— Todd & McGill, McGill & Paterson, Holmes & Grant, McBerth & Co., Oates & Co., Benjamin & Joseph Froebisher, McTavish & Co., Madden & Co., Ross & Co.

Montreal's fur trade had attained great dimensions during the French régime in spite of the keen competition of the Dutch and English merchants at Albany. In 1754 Montreal maintained eighteen trading posts in the west, which sent more than a hundred canoe loads of valuable furs to headquarters for export each year.

The Hudson's Bay Company, at the head of which was Prince Rupert, had been chartered by King Charles II. in 1669 and had prosecuted the fur trade in the far north-west with great advantage. The new Montreal Company was practically organized in opposition to this powerful corporation, and maintained a bitter and exciting conflict with it for nearly forty-years, the two

companies eventually amalgamating in 1821. While the antagonism of the two companies was at its height they waged open warfare upon each others' posts and trading parties in the far west, and these distant private military operations produced great excitement and extreme bitterness in Montreal.

In 1785 another big fur trading concern, the N. Y. Z. Company, entered the field, and fifteen years later still a fourth company, under the management of John Jacob Astor, the head of the present wealthy London and New York family, made its headquarters in Montreal.

A census taken in 1799 gave the population of Montreal as 9,000. That year the suspension of specie payment in England caused a depreciation of the currency, producing a stridency lasting until 1821. The community was beginning to reach out for modern improvements and Joseph Froebisher and others applied for incorporation to supply Montreal with water. In 1801 the first water works were inaugurated but proved a failure. The system consisted of a reservoir to collect the water from the springs about the base of Mount Royal and wooden distribution pipes. The plant was abandoned as a failure in 1816, and the town water supply taken up by Mr. Thomas Porteous who established a steam pumping plant near the St. Mary's Current, with a reservoir on the then-existing Citadel Hill, and a distribution system of iron pipes.

By this time the shipping trade of the port had become so important as to indicate the importance of regulating the use of the river front.

In the Court of Quarter Sessions, July 19, 1799, the following regulation was adopted:—

"Whereas obstructions are making by sundry persons, by buildings or quays erecting between the walls of the town and the River St. Lawrence,



Sailors' Institute, Montreal.



A Scene in Real Winter, Guy Street, Montreal

whereof the road on the beach is in part obstructed, etc., it is ordered that no buildings or quays whatever be, for the future, erected between the walls of the town and the river, under a penalty of five pounds."

In 1801, the old French walls being found to impede business, an act was passed through the legislature on the petition of the citizens providing for their removal. The provisions of the act were soon taken advantage of, and not a vestige of the old French military engineers' work except a few sections of interior traverses doing duty as diversion walls in hidden back premises.

At the time the demolition of the walls was sanctioned the city was rapidly extending beyond the lines of the old defences—in fact of the 1,200 houses which formed the city, no less than 700 were outside the crumbling fortifications. Most of the buildings within the walls were of stone. The result of the restriction of the original town within the limits of the walls was the contraction of the streets to extreme narrowness, a feature which is still preserved in some of the oldest business districts of the city, where are still standing in excellent state of preservation and in profitable use not a few of the monastic looking warehouses which were in use at the opening of the nineteenth century. Noticeable features of these ancient and decidedly plain temples of trade are the solidly lining street iron shutters on all of the windows which were closed every night for protection against the ever present and much-dreaded danger of those days—fire.

The year 1809 stands out conspicuously in the history of Montreal, as witnessing the inauguration of steam navigation on the St. Lawrence by the "Accommodation," built in Montreal by Mr. John Molson, and which on November 3, 1809,

started on her maiden voyage to Quebec. The "Accommodation" was the second steamboat built in America, the first having been built on the Hudson by Robert Fulton, equipped with English engines and operated between New York and Albany in 1807. The "Accommodation," which was a small craft of eighty-five feet over all, sixty-six feet beam and a six-horse power engine, was a complete success although she took thirty-six hours in the run to Quebec, which takes the modern steamers from blue to ten hours.

Montreal was rapidly approaching another exciting period of its history—the war of 1812. During the French revolution and the Napoleonic wars the hostility of the extreme democratic party in the United States towards England, which stood forward as the consistent and unconquerable opponent of revolutionary aggression in Europe, steadily developed. And this hostile feeling of the United States anglophobes was largely directed towards Canada.

Long before war was declared the capture of Montreal was discussed in all of its phases in the organs of the United States war party. It became apparent that if war was declared Montreal would be the primary objective point of the United States armies. The war was none of Canada's making, but in Montreal there was but one feeling—that of determination to maintain the British connection whatever the consequence. Whatever doubts there may have been as to the loyalty of a large section of the community in the old revolutionary days of 1775 and 1776 there was no doubt as to the strong British sentiment of the community in 1812. The fact of a clergyman being an American made him an impossibility as a Montreal pastor. The Rev. Nathan Bangs, a citizen of the United States, had been appointed to take charge of the pioneer Methodist Church in the city. He was on his way here when the war broke out, and he was compelled to return, his place being taken by Rev. Thomas Burch, who though then residing in the United States, was nevertheless a British



Old French Chapels on top of Mount Calvaire, Oka, near Montreal. Erected in 1740.



St. James Club Building, Montreal.

subject. At the close of the war, so much embittered had public feeling been by the war that the infant Canadian Methodist Church separated itself from its republican parent and allied itself with the British Wesleyan Conference.

While Montreal during the war was preserved from capture and even actual siege by the valor of the British troops and the enrolled militia, the city was during the most important period of the war, the chief objective of the United States strategists. Eustis, the Secretary of War, described Montreal as the very apple of his eye. He urged upon his generals and his colleagues in the government that it was useless to waste men and money upon distant frontiers. "Strike at the vitals," he remarked, "and you will paralyze the extremities. Capture Montreal, and you starve de Rottemburg and Proctor. In Montreal your troops will find winter quarters and English Christmas."

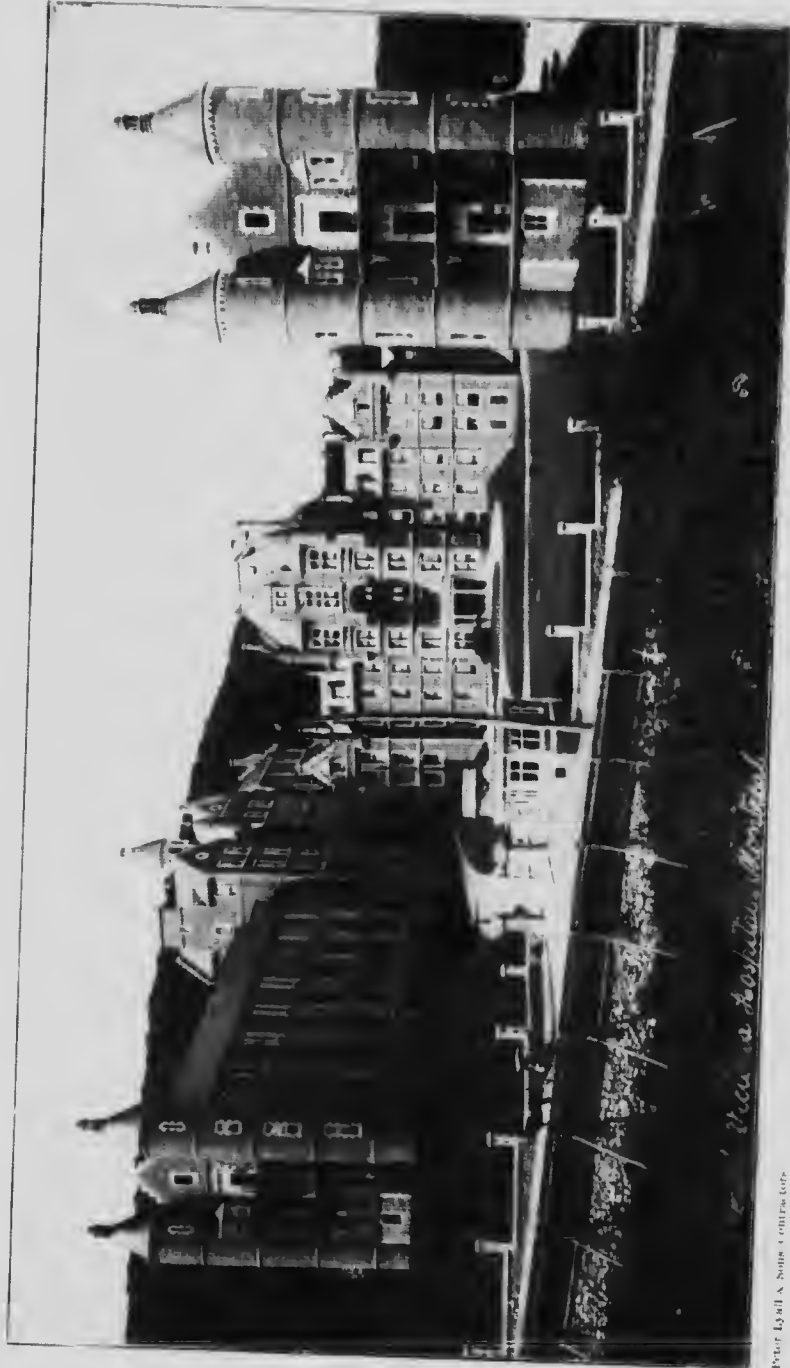
This was after the disastrous failure of the attempts to capture Upper Canada in 1812, which resulted in Brock's wonderful achievement at Detroit, August 16th, and the complete defeat of the United States at the battle of Queenstown Heights, October 13.

In accordance with the United States' government's policy, that the capture of Montreal, the military headquarters and chief depot of supplies of the British forces in Canada, be made the main objective of the republican armies, an army of 12,000 men was assembled on Lake Champlain during the summer and autumn of 1812 to operate against Montreal. Owing to the tremendous demands upon Britain by the Napoleonic wars,

the number of regular troops available for the defence of the city and province was very small, but the regulars were of superior quality and the people were loyal and patriotic. Several battalions of militia, enrolled on the declaration of war and thoroughly organized and equipped by the British government (which also paid the officers and men), were in as efficient a state by this time as most regular regiments of the day, and detachments of them, with the regulars, were disposed along the frontier as a corps of observation, with a strong supporting force some distance in the rear. In Montreal and its immediate vicinity the citizens, irrespective of rank or race, manifested a keen desire to assist in the resistance to be offered to the threatened invasion. The whole adult male population voluntarily formed themselves into militia or volunteer corps of the three arms, and drilled incessantly.

November, 1812, was one of the most exciting months that the city and district of Montreal has ever passed through. The United States army, destined for the capture of the city, under the command of General Dearborn, was concentrated in the northern part of New York State, its advanced outposts less than fifty miles away. November 17, Colonel De Salaberry, a French Canadian officer, who had served for many years with great distinction in the British regular army in India and elsewhere, and who was in command of the advanced outposts along the Huntingdon frontier, received intelligence that Dearborn, with 10,000 men, was advancing rapidly upon Odelltown, a small village just within Canadian territory. De Salaberry at once strengthened his picquets in the vicinity as far as possible, and hurriedly raised some of the local militia to assist the enrolled force. November 20, Dearborn's advance guard attacked one of De Salaberry's picquets at Lacolle, and was driven back with considerable loss and in great confusion. The whole militia of Lower Canada was then ordered out, and instructed to hold themselves in readiness. The flank companies of the city militia corps and the rural militia battalions of the Island crossed the St. Lawrence ready to support the force at the front. The men of the city not already enrolled formed themselves into a fifth battalion, and indeed the whole district of Montreal armed to the teeth, and simultaneously moved in the direction from which danger was impending. After the drudging his advance guard had received at Lacolle, this display of force and determination was enough to decide Dearborn to withdraw. He consequently retreated from Plattsburg and Burlington, and went into winter quarters.

The operations of the United States troops along the Lower Canada frontier in the spring of 1813 proved most disastrous to them. In no case were any of their columns success-



Royal Victoria Hospital, Montreal

Peter Bayliss, Sons & Co. Ltd. Montreal

ful, while counter attacks in their own territory resulted in the destruction of their supply depots and barracks. In the autumn of the same year a combined attack upon Montreal, somewhat after the plan adopted by General Amherst in 1760, was planned. General Hampton, with between 6,000 and 7,000 men, was to advance from Lake Champlain to the south shore of the St. Lawrence at Chateaugay or Laprairie, while General Wilkinson, with a force of 10,000 or 12,000 men, was to follow the route of General Amherst, and descend the St. Lawrence from Lake Ontario. Hampton's advance was checked, and his army forced back in retreat by a few battalions of French Canadian militia, under Colonel de Salaberry, at Chateau-

men than were required to man their war vessels on the lakes. The natural result was that the United States obtained the control of the lakes. Early in March, a United States army advanced upon the frontier via Lake Champlain, but the advance column was hauled so severely in an attack upon a mill at Lacolle, already famous, garrisoned by Major Hancock of the 13th Regiment and 180 men, that they made a hasty retirement into their own territory.

After the capture of Paris by the Allied armies and the abdication of Napoleon, Great Britain was able to pay more attention to the war with the United States. Strong reinforcements of regular troops were sent to Canada, and fleets and armies also despatched to ravage the shores



The Grey Nunnery, Montreal.

guay, an achievement regarded as one of the proudest and most glorious events in the history of the French Canadian race. The elite of Wilkinson's army, under General Boyd, a little later met with a crushing defeat at the hands of a numerically greatly inferior force of British regular troops at Chrysler's Farm, on the Upper St. Lawrence, and Wilkinson, staggering under the blow, hesitated in his advance, and eventually went into winter quarters—a movement which resulted in the complete loss of his magazines.

The campaign of 1814 opened disadvantageously. The United States navy had been swept from the seas by the British, and its ships had been sunk or captured, or were blockaded in their ports. United States merchant ships dare not put to sea, so that the United States had more

of the United States by way of retaliation for the losses inflicted upon the Canadians. In retaliation for the wanton destruction of the public buildings at York (Toronto), Washington was captured, and the national capitol and other public buildings committed to the flames. A strong British army was concentrated on the line of the Richelieu, with Montreal as its base of supplies. This force was defeated in an attack on Plattsburg through the miscarriage of the commander's combinations; and, thanks to the incapacity and irresolution of the general, Sir George Prevost, beat an altogether unnecessary retreat.

The peace treaty was signed at Ghent, December 24th, 1814. As far as Canada was concerned, the principal result of the war was the strengthen-



McGill University, Montreal

The Physics Building.
 Peter Redpath Museum.
 Medical Faculty Building.

Royal Victoria College.
 Queen's Statue, Royal Victoria College.
 The Redpath Library.

ing of the tie binding the colony to the Mother Country, and the fostering of a spirit of strong antipathy towards the United States. The lesson impressed upon the minds of the thoughtful by the war was that if Canada could not escape invasion, she could defy subjugation.

Montreal, safely through with her own military anxieties of the war of 1812-14, was fairly carried away with excitement when news was received of the Battle of Waterloo. The city was illuminated at night, and gave itself over to a frenzy of loyal enthusiasm, while citizens subscribed upwards of \$9,000 to a fund for the aid of the widows and orphans of officers and men who fell on that fateful field.

Montreal was already beginning to benefit from the continental peace. Her inland trade

being inaugurated. The year 1822 saw the establishment of one of the most prominent, most useful and most admirable of Montreal's many noble public charities—the Montreal General Hospital.

In 1825 Montreal was visited by a serious fire. Twenty-five years later, in 1850, two even more disastrous conflagrations occurred—June 15, 207 houses were destroyed in St. Ann's Ward, and August 23, the same year, a fire in the St. Lawrence suburbs swept 150 houses out of existence. After a lapse of two years the city was visited by two more disastrous fires. June 7, 1852, the St. Paul Street district, from St. Sulpice to St. Peter Street, was swept by the flames. The most disastrous of all the fires which have visited Montreal occurred in July the same year. The



A Market Morning in Jacques Cartier Market, Montreal.

expanded rapidly during the months immediately succeeding the proclamation of peace, and the town itself extended markedly under the impetus of the new conditions. The year of Waterloo saw Montreal take a decided step forward in its progress from its original position as a colonial trading post to that of a metropolitan city. A system of street lighting by means of oil lamps was instituted. The following year a stage line from Montreal to Kingston was inaugurated, and in 1817 the line was extended as far westward as Toronto. In the latter year the pioneer Canadian bank, the Bank of Montreal, was founded and opened for business. In 1818 a further step forward in the direction of local equipment was taken, a night watch of 24 men

fire drove eastward through the St. Lawrence suburbs from St. Lawrence to St. Denis Street, then ate its way southward from Lagauchetière Street to the river, and worked eastward from Dalhousie Square to Papineau Road. By this conflagration no less than 1,100 buildings were destroyed. These fires drew attention to the absolute necessity of regulating the class of buildings allowed in the city. The result was the drafting of a very stringent by-law, which has contributed largely to the substantial appearance of the city from an architectural point of view, as compared with most cities of this continent. It is as much due to the restrictions placed upon the use of wood in the construction of buildings within the city limits by the by-law

framed as a result of these big fires, as to the close proximity of quarries of excellent building stone and of beds of excellent brick clay, that Montreal owes her present character of a solidly-built city.

The year 1829 marks an era in the history of higher education in Montreal, McGill University dating its active existence from the 29th of June that year. The university was founded on the liberal bequest of the Hon. James McGill, a leading Montreal merchant who had been prominent in the fur trade, who died in 1813, and who left by

the imposing structures surrounding it. Some of the more recent buildings at McGill are splendid specimens of substantial architecture, and the whole property of the university is well worth a visit.

The year 1832 marks an important event in the municipal history of the city—its incorporation. In 1792, by proclamation of Major-General Sir Alured Clarke, Lieutenant Governor, the Province of Lower Canada was divided into counties, towns and cities, the latter being Quebec and Montreal. But up to 1832 the provincial autho-



Peter Lyall & Sons, Contractors.

Royal Victoria College, McGill University, Montreal.

his will an estate valued at 30,000 pounds sterling to found a college, under the charter of the then recently established "Royal Institution for the Advancement of Learning." Litigation resulted in the postponement of the incorporation of the university until 1821, and eight years more ensued before the active work of the college began in Burnside Hall, the former residence of Mr. McGill, which still stands and is still actively used in the university work, although it cuts but a sorry figure architecturally in comparison with some of

rities levied and distributed the taxes in the cities as well as in the rural districts, leaving the minor details of administration in the hands of the local justices. In 1832 Acts were passed to temporarily incorporate the cities of Quebec and Montreal. These charters expired naturally in 1836, and were not renewed until 1840, when, considerably amended, they were proclaimed as permanent charters. The offices of mayor and aldermen were not made elective until 1842, being filled previous to that date by the Governor General.

It is interesting to notice that the year Montreal obtained her first charter there was an agitation in Toronto in favor of the annexation of the island and city of Montreal to Upper Canada, on the ground that the upper province should have a seaport. A similar policy has been several times advocated.

As Montreal enterprise and skill built and operated the vessels which inaugurated steam navigation in British North America, so citizens of Montreal were the pioneers of railroading in Canada, and they applied for the charter of the first Canadian railway the same year that the city obtained its first charter. It was 1830 before the railway proved itself an engineering success in England, and in 1831 citizens of Montreal asked

engines and boilers. August 17, 1833, she started on her maiden voyage across the Atlantic, marking the passage from Picton (N.S.) to Gravesend in 17 days, and being the first vessel to cross the Atlantic wholly under steam. The following year she was sold to the Spanish government, and under the name of the *Ysabel Segunda*, became Spain's first steam warship.

This was altogether a strenuous period in the history of Montreal. Public spirit was developing in a somewhat crude and violent form, and one of the events of 1832 was an election riot, which the troops were called out to quell, and which resulted in the killing of three rioters and the wounding of two.

The same year Montreal was ravaged by the



A Group from the Iroquois Indian Village of Caughnawaga, ten miles above Montreal on the Saint Lawrence River, in rarely worn gala attire.

for a charter to construct and operate a line of railway between Laprairie and St. Johns. There was then, as now, considerable traffic between Montreal and New York. The trade route was across the river by steamer to Laprairie, thence overland to St. Johns, thence via the Richelieu, Lake Champlain, the Whitehall Canal and the Hudson River to New York. The Montreal merchants obtained their charter, and opened their pioneer railway, which was 16 miles long, in 1836. At first horse power was used, but in 1837 locomotives were successfully introduced.

Montreal about this time became directly and honorably identified with the inauguration of steam navigation on the Atlantic. The Royal William (363 tons), launched at Quebec, April 27, 1831, was towed to Montreal and fitted here with

Asiatic cholera, 4,500 people being attacked with the disease between the tenth of June and the end of September, and 2,000 of these cases terminating fatally. There was a second, and the last, visitation of the same dreaded disease in 1834.

Meantime the discontent of the population over the paternal—despotic—irresponsible system of government was rapidly drifting towards open rebellion. The people took sides, and bitter and injudicious remarks were substituted for arguments. Extremists came to the front on both sides. The extreme wing of the radical or anti-official party adopted the idea of setting up a Canadian republic on the basis of that of the United States. They formed politico-military clubs under the style of "Sons of Liberty," and

drilling took place openly. L. J. Papineau, the great tribune of the French Canadian people, and his chief lieutenants in the campaign against the officialdom of the day, made Montreal, by their residence in the city, the head centre of the agitation in the Lower Province, just as Toronto was the chief centre of disaffection in Upper Canada. The rebellions in the two provinces were distinct, although the causes were practically the same, and consequently a bond of sympathy existed between the leaders. In the Lower Province an ugly racial element was introduced, which did not exist in Upper Canada. The radical party was composed almost exclusively of French

all the Roman Catholic churches in commemoration of the occasion. As the first notes of the great anthem were sung, some of the worshippers rose from their pews and left the churches.

When the Good Queen died 64 years later, in no part of her broad domains was she more sincerely mourned than in the Province of Quebec, in no city of her vast empire were expressions of loyal sorrow more general or more sincere than in the good City of Montreal.

The agitation developed rapidly during the summer of 1837, and it culminated October 20th in a great mass meeting of the Patriots at St. Charles, on the Richelieu River, in which district



An Ice Arch erected last Winter in honor of the visit of the Scotch Curling Team.

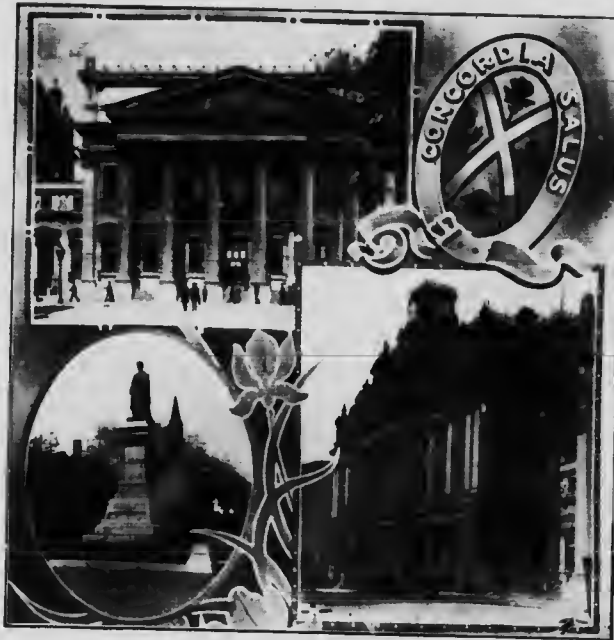
Canadians, the few English-speaking men who were identified with the movement being comparatively recent arrivals from the United States or Ireland. The English speaking population of Montreal were ardent loyalists, and long before actual trouble occurred they asked to be allowed to organize themselves into volunteer corps, but were laughed at by the officials for their interest. The French Canadian Roman Catholic clergy, true to their traditions, took sides against the radicals or "Patriots," and in some cases but antagonized their flocks.

June 20, 1837, upon the occasion of the Accession of Queen Victoria, a Te Deum was sung in

the revolutionary feeling was very strong. The same day a meeting of the "Constitutionalists" was called in Montreal "for the protection of life and property and the British connection, put in jeopardy by the machinations of a revolutionary faction."

History was making rapidly in those days. November 6th the Sons of Liberty and the Constitutionalists came into collision in the streets of the city, and the second battalion of the First Royals, then in garrison, were called out to quell the rioting.

Warrants were issued for some of the "Patriot" leaders, and they took refuge in the



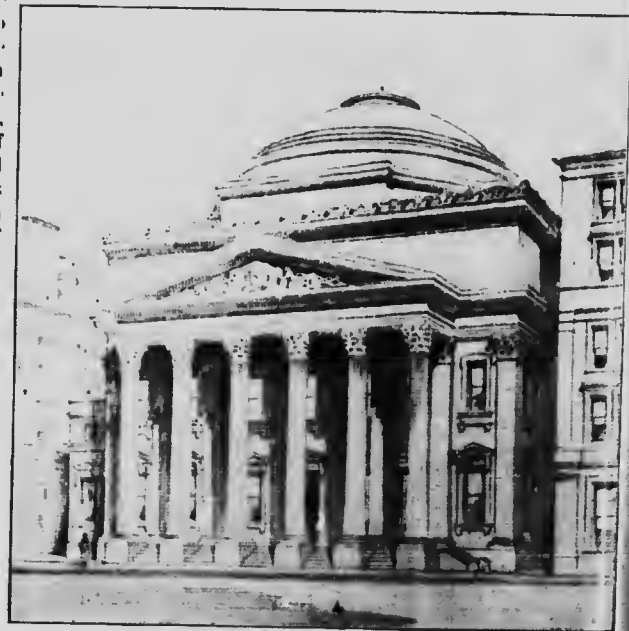
The Bank of Montreal. Arms of the City of Montreal.
Queen Victoria's Statue, Victoria Square. Montreal Post Office.

Richelien district, which rose in open revolt, November 22, amid considerable excitement, Colonel Gore of the 66th Regiment, with a force consisting of four companies of regulars, a few volunteers, and one gun, left Montreal on the steamer *St. George* for Sorel, to proceed thence up the east bank of the Richelien to assert the authority of the Crown. The next day, after a most fatiguing march through the mud, the little column was assailed by a strong force of rebels, sheltered within a distillery in the village of St. Denis. After some stubborn fighting, Colonel Gore was compelled to retire with the loss of his field-piece, which was hopelessly mired, six men killed and ten wounded. Lieutenant Weir of the 32nd Regiment, while proceeding up the Richelien with despatches to Colonel Gore, was foully murdered. His body was brought to Montreal, accorded a soldier's funeral in the old military cemetery on Papineau Avenue, and a substantial monument, still standing, erected to mark his last resting place.

These untoward events caused a most painful sensation in Montreal, where the whole male English speaking population enrolled themselves in volunteer corps. The excitement was considerably allayed when news arrived of the crushing defeat of the rebels at their headquarters at St. Charles, higher up the river than St. Denis, November 25th, by a force under command of Colonel Wetherall of the Royals. Of the troops there were only 21 killed and wounded, while the "Patriots" sustained a loss of no less than 150

killed and 300 wounded. This battle gave the coup-de-grace to the uprising in the valley of the Richelien, but in the district north of the Island of Montreal the embers of rebellion continued to smoulder. December 12, Sir John Colborne, one of Wellington's favorite generals, with a strong force of regular troops and volunteers, marched out of Montreal to attack a strong rebel force gathered in the village of St. Eustache, on the north bank of the branch of the Ottawa river, which flows behind the island of Montreal. Practically the whole military garrison of the city took part in this expedition, which resulted, on December 13th, in the utter rout of the "Patriots," of whom 200 were killed and 100 wounded. The night preceding this action was one of unusual excitement in Montreal. Word reached the authorities that the rebels had made a circuit round the flank of the troops and were advancing in force via Lachine to attack the city. The extemporized volunteer force, with much clanging of bells and general bustle, was called to arms, and, amid a feeling of popular alarm seldom seen outside of a closely besieged city, marched out as far as the Tanneries, now St. Henri. The alarm proved unfounded, but the night was such an anxious one that the memory of it was never effaced from the memory of the citizens.

The chief local excitement in Montreal in connection with the rebellion of 1838 was in connection with the bringing to Montreal, under escort of the Lachine militia, of the sixty-four "Patriots"



Front of the Bank of Montreal Building as it will appear when completed during the coming year.

taken prisoners by the Caughnawaga Indians while engaged, Sunday, November 4, in an attempt to seize the arms of the tribe while the braves were in church. Montreal was the scene, however, during the last month of the year of one of the saddest acts of the uprising—the execution of J. W. Cardinal and Joseph Duquette, in the prison yard of the jail, for high treason. Leniency having failed in the case of those implicated in the uprising of 1837, courts martial were assembled to try the prisoners taken in 1838. Ten other "Patriot" leaders, captured in 1838, were hanged for high treason during 1839, viz.,

consisting of 102 privates, four mounted patrols, six sergeants, six corporals, four officers and one superintendent. This force was equipped and maintained at the expense of the Civil Home Government, and its authority extended not only over the city, but over the adjacent counties as well.

A period of keen political agitation, which developed very ugly racial strife in the district of Montreal, succeeded the suppression of the rebellion; but gradually the spirit of commercialism asserted itself, and business began once more to expand. In 1841 the bill was passed incorporat-



Peter Lyall & Sons, Contractors.

Proctor's Theatre, Guy Street, Montreal.

P. J. Decoigne, J. J. Robert, Ambroise Sanguinet, Charles Sanguinet and F. X. Hamelin on January 18, and Chevalier De Lorimier, Charles Hindelang, P. R. Narbonne, A. Damaïs and Frs. Nicolas on February 15. As at the time of the first two executions the report had been circulated that the authorities had on the scaffold substituted two dummies for the prisoners, the last two parties of convicted "Patriots" were executed on a gibbet constructed over the gateway of the jail in full view of the public.

The turmoil and unrest incident to the rebellious uprisings resulted in the establishment of a sort of police or protective force in Montreal,

ing the Montreal Board of Trade, which was organized in 1840, and in 1842 its charter was proclaimed. The Board of Trade was the natural successor of the Committee of Trade, organized in 1822.

In 1843 an important public work, which has had a considerable influence on the commercial advancement of the city—the enlargement of the Lachine Canal—was begun by a joint stock company composed of leading business men. The same year the city was made the political capital of united Canada, the seat of government being removed from Kingston. Another important step in the development of the communications of

Montreal was taken in 1847, when the Montreal Telegraph Company was organized.

Now there intervenes another period of extreme political excitement over the passage by the Canadian Legislature of the Rebellion Losses Bill, which provided compensation for losses incurred during the rebellions of 1837-38, not by the loyalists alone, but also by those who had actually participated in the movement as rebels.

April 25, 1849, Lord Elgin, the Governor General, proceeded to the Parliament House on McGill Street, which was situated on the west end of the present Place D'Youville, to give the customary vice-regal sanction to the Rebellion Losses Bill and other Acts. At eight o'clock the same evening a mass meeting of the malcontents (in this case the ultra-loyalists) was held on the Champ de Mars. After some speeches of a more or less exciting character had been delivered, a mob of those attending the Champ de



View on Sherbrooke Street, Montreal.

Mars meeting proceeded to the Parliament Buildings, forced an entrance, and set the place on fire. The mob prevented the firemen from extinguishing the flames, and the building was completely destroyed, including the valuable library, containing the archives and records of the colony for over a century. The Governor General was rotten-egged and stoned in the streets, and the lives of his Ministers threatened.

Temporary accommodation for the Parliament and public officials was found in the Bonsecours Market building, the upper storey of which, then, and for many years subsequently, was occupied as City Hall and Corporation offices. April 27, 1849, the government armed its partizans, and the other party, including practically the whole British population, set about providing themselves with arms. During the night a large body of the discontented section of the population paraded the streets, and was only prevented from

coming into collision with a military force, consisting of a wing of the 71st Regiment and two guns of the Royal Artillery, by the courage and exertions of a leading, public-spirited citizen and militia officer, Colonel Gage. Had bloodshed occurred, there is no telling what would have resulted.

As it was, the nett result was the loss to Montreal of the seat of the national government—perhaps not so much of a loss as appeared at the time, after all, as the presence of a legislative body in the midst of a commercial community is seldom mutually satisfactory.

Montreal had scarcely been rid of the immediate cause of extreme political strife when the first of a series of very regrettable disturbances, due to religious intolerance, occurred. During the early years of the British occupation, Montreal had been singularly free from anything of the kind. The British officials and residents showed every respect to the clergy and the faith of the French Canadian people, and they reciprocated by showing marked courtesy to the Anglican chaplains of the British regiments and to the first Protestant congregations established in Montreal. From 1764 to 1789 the congregation of Christ Church (now the English Cathedral), the first Protestant congregation in the city, worshipped in the old Recollet Church, which stood on St. Helen Street, near Notre Dame, the sacred edifice being gratuitously set apart every Sunday afternoon for the Anglican services. In 1789 the congregation moved into the first edifice of their own. Upon the establishment of the first Presbyterian congregation in 1791, the Recollet church was placed at the disposal of their minister, and again gratuitously. When the Scotchmen moved into their own little kirk on St. Gabriel Street, they rendered the Recollets compensation for the accommodation they had enjoyed, and, on the priests declining to accept money, the kirk session made them a present of candles for the altar, and wine, which they insisted upon the good priests accepting. It looked for some years as though the splendid spirit of toleration which produced such honorable acts would continue for all time as an example to less favored communities. Disturbing elements gradually developed, and June 9, 1853, culminated in the shedding of blood in the streets of the city. A former Roman Catholic priest, an Italian named Gavazzi, in 1853, conducted a series of evangelistic meetings, at which he made bitter attacks upon the Roman Catholics. June 9 he spoke in Zion Congregational Church, at the north-west corner of Beaver Hall Hill and Latour Street, and disturbances having taken place, troops from the regular garrison were called out to preserve peace. The regiment detailed for the service was one but recently arrived in Montreal, and the officers were unacquainted with the population and the magistrates detailed to accompany

them. There was some movement and some disturbance among sections of the crowd gathered in the vicinity of the church. Orders to fire, by whose authority has never been clearly settled, were given, and a number of citizens were killed and wounded. This regrettable incident inaugurated an era of bitter feeling between extreme Roman Catholics on one side and extreme Protestants on the other, which produced much unpleasantness. In the early seventies, the then Roman Catholic bishop of Montreal, Mgr. Bourget, placed the Institut Canadien, a French Canadian social and literary organization, under the ban on account of the officers persisting in keeping certain indexed books in their library. Joseph Guibord, a printer, one of the leading members of the Institute, died,

Montreal before. Some years of bad blood between Roman Catholics and Protestants followed. July 12th, 1877, a young Orangeman named Hackett, while on his way to his office from an Orangemen's religious service, was attacked on Victoria Square by a crowd of roughs who had assembled there, and was shot dead. Orangemen from all parts of Ontario and Quebec poured into Montreal, and made the funeral of their murdered brother the occasion of one of the most extensive Orange demonstrations ever seen in America. There was serious apprehension of bloodshed, and the militia were called under arms. The sad event passed off without any untoward incident, and Hackett's body was quietly interred in a lot in Mount Royal Cemetery, on which the Orangemen of Canada have



Mount Royal Crematorium.

The only crematorium in the Dominion of Canada is in Mount Royal Cemetery, Montreal, and has been opened a little more than a year.

and the church authorities refused to allow the body to be interred in a lot purchased by deceased, and in which the body of his wife had been already buried, in the Roman Catholic cemetery. The courts were appealed to, and eventually a judgment of the judicial committee of the Imperial Privy Council obtained, ordering the interment to take place as desired. September 2, 1875, an attempt was made to carry out the order; but a mob closed the Roman Catholic cemetery gates and assailed the hearse, its driver and the mourners, with stones. November 16, under escort of the entire militia brigade of the city, the body was finally interred, and a guard placed over the grave. These events thoroughly aroused the passions of the extreme sections of the community, and precipitated an outburst of acute sectarianism and denominational zeal such as had not been experienced in

erected an imposing monument. The following year grave apprehensions were aroused by the announcement by the local Orange lodges of their determination to celebrate the 12th of July by parading the streets of Montreal with their banners and insignia. To such a high tension was public feeling wrought at the time that it was deemed advisable to take exceptional precautions for the preservation of the peace. The whole city militia force, of 1,800 or 2,000 men, was not deemed numerous enough for the emergency, and some 2,000 of the rural militia and Canadian regular troops from Quebec and Kingston were ordered into Montreal. Many citizens sent their families out of the city, and the banks barricaded their doors and windows.

The dreaded demonstration did not take place. The municipal authorities arrested some of the chief Orangemen as they were

leaving their hall, and the members of the lodges quietly dispersed. The danger was averted. For some years after this, periodical outbursts of bigotry occurred in the city upon the occasion of local meetings held in connection with the energetic campaign in the cause of evangelization conducted by the Reverend Doctor Chiniquy, a former prominent member of the Roman Catholic clergy of the province. The days of bitter sectarian animosities appear to have passed from Montreal again, and once more the same satisfactory relationship exists between Roman Catholics and Protestants in the city and district, as when Anglicans held their services in a Roman Catholic church and good, orthodox Presbyterian elders subscribed to purchase a supply of candles for the altar of the Recollets.



A Frosty Morning.

During the long and bloody strife in the Southern States between Federals and Confederates Montreal was the scene of much exceptional activity. Many sympathisers with the South, who found it uncomfortable in northern cities, came here to live, and were joined here by a number of escaped Confederate prisoners.

The most stirring events of this period, so far as Montreal was concerned, were what is known as the "Trent Affair" and the "St. Alban's Raid." While the keen international tension, due to the forcible seizure by a United States man-of-war of two Confederate Commissioners from the British mail steamer "Trent," was at its height nearly the whole male population of Montreal enrolled themselves into volunteer corps, and exercised themselves in military drill night and day. Most of the existing military organizations of the city trace their formation

back to this date. The United States Government released the prisoners and made restitution, and the threatened war was averted.

Montreal was the focus of the excitement produced by the St. Alban's Raid, but the evidence given at the trial of the raiders did not bear out the general impression that the raid had been planned and directed from here. The evidence was to the effect that at the time the leader of the raid, Bennet H. Young, was commissioned a lieutenant in the Confederate army for the special purpose of raising a body of Confederate soldiers escaped from United States prisons to make the raid, he was in Chicago on some political mission. Some of his party proceeded direct from Montreal to St. Albans; other proceeded through the United States. The raiders took possession of the three banks in St. Albans, which is eighteen miles from the Canadian frontier, in broad daylight, seized the money in the hands of the bank officials, and some being tendered on deposit by private citizens, set fire to the town in three places, provided themselves with horses taken from the people, and in a body made their escape into Canada, dispersing after crossing the lines. Thirteen of the raiders were arrested in Canada at the request of the United States Government, and brought to trial in Montreal charged with robbery. After a most sensational hearing and a lengthy argument, the prisoners were acquitted.

This incident resulted in another violent spasm of Anglophobia in the United States and once more the recognized exponents of their opinion in the republic advocated war, and, as a matter of course, the immediate invasion of Canada. Another period of anxiety ensued, but was short-lived, as the British and Canadian governments lost no time in demonstrating their good faith, and dispatched troops to various points along the frontier where it was considered likely similar raids might be attempted.

A red-letter year for Montreal was 1860, when the city had the honor of entertaining His Majesty King Edward VII., then Prince of Wales, who came to Canada to inaugurate the Victoria Bridge, the first stone of which was laid July 20, 1854. This bridge, which was designed by the great Robert Stephenson, and built by the firm of Peto, Brassey & Betts, was 9,184 feet long, and was considered one of the wonders of the world. A few years ago the superstructure of the bridge was completely rebuilt, the original timbers, with their single-track roadbed, being replaced by modern, steel, open-truss spans, with roadbed for a double line of rails, and with a drive way on either side. The reconstructed bridge, renamed the Victoria Jubilee Bridge, in honor of Queen Victoria's Diamond Jubilee, the work of reconstruction having been begun in the jubilee year, was formally inaugurated by the present Prince of Wales upon the occasion of his last visit to Canada.



A Group of Montreal Residences

The year 1861 saw an important local innovation—the street car. Montreal was the first city in Canada to have horse cars in operation, the first rails being laid in September, and the line opening for operation, November 26th.

The following year (1862) saw the project of the acquisition of Mount Royal Park by the city take tangible shape. The Mount Royal property, which has since been transformed into one of the most beautiful natural parks in the world, was at the date mentioned owned by some eighteen different proprietors. The lower plateaus were used for pasturing cattle and horses, while the trees on the upper levels were being felled to make lumber and firewood. Lieutenant-Colonel A. A. Stevenson, a patriotic militia officer, who is still living, was in 1862 a member of the City

acquired, and in 1875 the new park was inaugurated. From the summit of the Mountain, which is upwards of 700 feet above river level, a panoramic view of city, river and level country is obtained, which is unexcelled by any view in the world. On a fine summer's day a glorious view of the glittering expanse of Lake St. Louis, with its wooded banks, thickly set with the summer homes of Montreal people, is obtained. To the south, the eye travels over a level well-tilled agricultural expanse—embellished with many a handsome residence—stretching to the very base of the Green Mountains, which comprise the most beautiful geological formation in the world—so situated as to be. To the Eastward, the eye is attracted by the bustle and activity of the northern and western sections of the city, which, during



McGill College Campus, Montreal.

Council, and made a motion providing for the acquisition of the Mountain by the city, and for the transformation of the property into a park. The project had already been advocated in the "Witness," but when Colonel Stevenson presented his resolution in the Council, he was laughed at on the ground that it was absurd to try to transform the Mountain into a park, as it was inaccessible. With true British doggedness, the gallant Colonel took steps to prove the practicability of making the summit of the Mountain accessible, and on the Prince of Wales birthday, the same November, the citizens of Montreal were surprised to hear a royal salute fired from the top of the Mountain. The gallant Colonel had marched his battery of field guns to the point declared to be inaccessible to light vehicles. From that time the Mount Royal Park question became a live issue in municipal politics. The property (464 acres) was in course of time

the last few years have extended greatly, and which at present are building up at a rate which would surprise the boastful cities of many older countries. The view to the south of Mount Royal is bounded by the hazy outlines of distant mountains—the Green Mountains of Vermont to the left, the Adirondack range, in New York State, to the right. Nestling around the base of the tree-clad elevation lies the city, with its palatial private residences, its imposing educational institutions and public buildings, the graceful spires and domes of its many temples of worship, its vast hives of industry, with their lofty smoke shafts, and its harbor crowded with shipping. Past the city flows the mighty St. Lawrence—the real source of the city's wealth and influence—and beyond the broad stretch of blue water lies as fair a bit of country as man would wish to gaze upon—a vast park-like agricultural country, reaching from the St. Lawrence

to the international frontier, forty five miles distant. The views from the summit of the Mountain are in fact as much a delight to the tourist as is the Mountain itself a source of pride to the people of Montreal.

The Fenian Raids of 1866 and 1870 produced many days of keen excitement, which will never be forgotten in Montreal. Naturally the Fenianist covetous eyes upon Canada's wealthiest city, and, as was the case during the old French wars and the war of 1812, the main columns were destined for the capture of Montreal. The excitement culminated in 1866 in the despatch of the Montreal militia regiments to the front on June the first. May 24, 1870, Montreal's citizen soldiers were once more despatched to the

Parliament, who had in his early days been an active member of the Young Ireland party, but who had, since coming to Canada, advocated constitutional methods as the only safe means of redressing wrongs, and had condemned in unmeasured terms the Fenian attempts on Canada. The sad event produced an outburst of sorrow and indignation in Montreal, and the funeral of the murdered statesman and litterateur, which was of a public character, was one of the most imposing functions of the kind which has ever taken place in the Dominion.

While the spectre of Fenianism still hovered over the country, His Royal Highness Prince Arthur, now Duke of Connaught, arrived in Montreal with his regiment, Lord Alexander



The Place Viger Hotel and East End Station of the C.P.R., Montreal.

frontier, and this time had the privilege of participating in the repulse of forces of the raiders.

July 1st, 1867, the first Dominion Day, Montreal joined with the people of Canada from one end to the other in celebrating the consummation of the confederation, which transformed Canada from a disconnected chain of jealous colonies into a united country, reaching from ocean to ocean. The Montreal celebration was on a very extensive scale, and included a review of troops in the morning, illuminations at night, etc.

A regrettable incident, directly traceable to the Fenian movement, was the assassination at Ottawa, April 7, 1868, of the Hon. Thomas D'Arcy McGee, one of Montreal's representatives in Par-

Russell's Battalion of the Rifle Brigade ("Prince Consort's Own"), and was quartered at Montreal for nearly two years, occupying "Rosemount," a private residence, but performing his regular military duties the same as the other officers of the garrison. At the time of the second Fenian Raid across the Eastern Township frontier in 1870, His Royal Highness accompanied his regiment to the front, that being his first tour of active service in the field, as he took occasion to remark in the course of a reply to a municipal address presented to him when he arrived in Montreal in 1889 on his way home to England on completion of his district command in India.

The Fenian Raids, although productive of much popular excitement, did not materially im-

pede the progress of the country; but soon after the second raid a serious danger to the commercial pre-eminence of Montreal developed. The citizens had manifested great energy and perseverance in securing the construction of railway connections, but it looked as though the city was destined not to realize the full benefit of the citizens' enterprise, for all of the lines centring in the city had been gradually merged into one system. Montreal, particularly in the winter season, thus found herself at the mercy of a monopoly, which in its freight rates discriminated against Montreal in favor of cities which had competing lines. Steamship freight was delivered in Toronto, 300 miles further from the seaboard, at just half the rate charged to Montreal. It looked as though the trade of Montreal was to be strangled by the very agencies which her people had done so much to introduce, but the Montrealers were not disposed to sit idly down and see



The Transformation of Montreal Harbor.

The Commencement of the Flood Protection Wall, Now Complete.

their business filched away. The new Dominion Parliament was appealed to to introduce legislation preventing unjust discriminations in rates, and the citizens voted a subsidy of \$1,000,000 to establish an alternate railway line to Ottawa, where it would find connections with other lines then in contemplation. In 1875 the Intercolonial Railway was opened, giving an alternate route in the winter from the board as far as Levis, opposite Quebec.

Towards the end of 1874 the business depression which had prevailed throughout the United States, in common with European countries during 1873 and 1874, extended to Canada, and for several years succeeding there was an unusual record of bank suspensions and commercial failures in Montreal. Many industrial establishments were forced to close down, poverty prevailed, and free soup kitchens were opened. The turn of the tide occurred in 1880, when Canada's

commercial metropolis entered upon a career of substantial progress, which has since continued without experiencing any serious check.

An event of momentous importance for Montreal and Canada during the eighties was the completion of the Canadian Pacific Railway, the construction of sections of which had been going on spasmodically under government supervision for years. October 20, 1880, the Dominion government entered into a contract with a syndicate organized by a number of Montreal's wealthiest citizens, who agreed to complete the road from Montreal to the Pacific by May 1st, 1891, and who not merely executed their contract, but pushed the work to such an early completion that the first through train for Vancouver was despatched from Montreal, amid the booming of cannon, on June 28, 1886.

A memorable year of that decade for Montreal was 1885, the year of the North-West Rebellion, with the despatch of two of Montreal's militia regiments to the front, and their enthusiastic reception on their return. There was also, in November, an ugly outburst of racial feeling, due to the execution for high treason of Louis Riel, the leader of the French Half-Breeds during the rebellion; and about the same time a terrible epidemic of small-pox, traceable to a single case imported from Chicago, raged over the city and district. The scourge was not mastered until the most drastic measures, including compulsory vaccination and compulsory isolation, had been adopted; and before the city was free of the disease again 3,164 persons fell victims to it.

The year succeeding this epidemic and again in the spring and autumn of 1887, the city was visited by serious inundations at the time of the breaking-up and forming of the ice in the river. Not only was that part of the city adjacent to the river-front flooded, but the river water backed up the sewers, and caused inundations of low-lying districts of considerable area in the centre of the city. Similar inundations had taken place in 1861, in 1865 and in several other years, but the floods of 1886 and 1887 were of such dimensions that the people were thoroughly aroused over the necessity of taking steps to prevent the recurrence of floods in the future. The result was the incorporation of a thoroughly satisfactory scheme of flood protection in the harbor improvement project, now approaching completion, and the city is now secure against floods.

During the past twenty years the history of Montreal has been a record of steady commercial progress, and the historian finds little to record outside of the establishment of new commercial and industrial enterprises and the extension of the others already established; the foundation and endowment of educational and benevolent institutions, the improvement of municipal and social conditions, and generally the progress of

the community along the lines of material and social advancement.

The moment the stranger from the old world catches his first glimpse of Montreal as his vessel ascends the broad St. Lawrence he realizes that he is approaching a city of metropolitan character. The smoke emitted from thousands of busy chimneys, hovering like a vast crowd in mid-air, bespeaks the great manufacturing centre. As the ship rounds Longue Pointe, with its quaint little Norman-like church on the extreme point, and its vast up-to-date benevolent institutions further inland, the eye catches its first glimpse of the city's busy harbor nine miles distant, with its fussy tugs, its trim ferry steamers, and its miles and miles of wharves, crowded with shipping and laden with merchandise.

shuttles in the loom of industry—tly back and forth among market gardens and private suburban residences. Here there is a noticeable break in the prevailing verdure, where shade trees have been felled, turf torn up, excavations made, and where scores of workmen are busily engaged on the foundation for a great locomotive factory which is to employ thousands of men. There near by, axemen are busy felling the trees of a beautiful orchard, preparatory to the commencement of work upon the construction of terraces of mechanics' residences. Here is a new factory ready for the machinery; there, and there, and there, other new hives of industry just beginning operations. A great sugar refinery, rivalling in dimensions the most extensive in Germany, is passed; other manufactories less extensive, but



One of the Upper Rapids of the Saint Lawrence River.

To the left hand as the ship ploughs her way up the mighty flood is the pretty village of Longueuil, clustering about the graceful dome of the handsome parish church, and with the summer homes of many Montreal people scattered along the river shore both above and below the village. Immediately ahead, as if standing sentinel over the busy harbor, the green, well-wooded mass of St. Helen's Island, with its antiquated defenses and valuable arsenals, stands out of the water. Beyond, in the dim distance, rises the Victoria Jubilee Bridge, like a great centipede spanning the river, its massive proportions, at this distance, looking light and fairy-like. You take this in at a glance; but a busy panorama is unrolling itself on your right hand and arrests your attention. Along the shore, and inland, electric cars—

just as busy; and then an immense cotton mill—one of the biggest industrial establishments under one roof on the continent of America. The ship is now well up in the harbor, and has passed a series of new basins and an immense new pier being constructed of great blocks of concrete, which will furnish, when completed, as much wharfage accommodation as the harbor of many a famous seaport can boast of. Miles of inland and ocean shipping are passed before the great ship at last surrenders herself to a couple of puffing tugboats, and is swung into her berth.

As the passengers await the mooring of the splendid vessel which has carried them not only across the Atlantic, but well into the heart of the American continent, they cannot fail to be deeply impressed with the substantial business-like as-

pect of the city as viewed from the harbor. There is not such an imposing looking seaport in America, its new piers and shore wharves, just approaching completion, being vast in dimensions and substantial in appearance. Shoreward, the limits of the harbor are defined by a solid, cut stone wall, erected as a means of flood protection, but imparting an air of trimness and substantiality to the whole harbor front. And across the broad thoroughfare beyond this wall rises a long row of massive stone public buildings and warehouses just as substantial looking as the harbor itself. Right behind this long terrace of business houses lies the heart of commercial Montreal—the banking and wholesale section of the city. As this is the part of Montreal that was in days of yore enclosed within the old military defenses, the streets are generally very narrow and cramped. By the time their cramped condition was realized the property was too valuable



View on the Lachine Canal at Montreal.

to permit of the adoption of a general widening policy. So it comes that the beauties of many splendid business buildings in this section are lost because of the narrow streets on which they are erected. But the narrow streets in this district are not altogether a disadvantage, for it imparts a compactness to the business part of the city which has decided practical advantages.

There is an intimate connection between the romantic and the prosaic in Montreal. The most practical phases of commercial activity evolve themselves amid the historic scenery, the stage effects and other reminders of a more romantic period and a less practical system. As the years roll by, and as the octopus of commercialism asserts itself, what little remains of the old and romantic diminishes, but some of the more historical landmarks in the very heart of the business district have been preserved. So, squeezed in among the outbuildings of busy factories and

great modern warehouses, are to be found some of the modest but massively built residences of the French regime, with their generous, open fireplaces and elaborately ornamented mantels, built as long ago as 1680. In Vaudreuil Laue still stands the modest old warehouse where John Jacob Astor, in the palmy days of the Montreal fur trade, laid the foundation of the Astor millions. Quaint old Roman Catholic chapels and convents exist in the very centre of blocks, which at a cursory glance are given up to twentieth century commercial activity; as quaint and sweet a monastery garden as existed in fourteen century Europe flourishes within easy stone throw of the Montreal Stock Exchange. But the street fronts in this wholesale district are occupied by great modern warehouses, which, from the architects' point of view, would be worthy of places in the City of London. The show streets of this downtown business section are Notre Dame and St. James. The latter street has during the past quarter of a century undergone a marked transformation from the chief retail business street to a banking and general business office street. No less than half a dozen handsome new bank buildings are to be erected on St. James Street during the next year.

In prolongation of the central business district, on the lower level, both up and down stream, are great, grimy manufacturing districts extending for miles either way, the residential and newer retail districts being located on the lower slopes and plateaus of Mount Royal.

This beautiful eminence, which in general outline bears a striking resemblance to a lion couchant, towers well over the city. Its summit is crowned with the variegated verdure of the city's principal park, but nestling among the shade trees round its base lie the palatial residences of Montreal's merchant princes.

Conspicuous features of any view of Montreal, no matter from where obtained, are the domes, spires and minarets of the city's places of worship. Montreal is a city of churches, having one for every 2,500 of the population, about 100 in all. Conspicuous in the view from the harbor stand out the lofty twin towers of Notre Dame Church, often mis-called the Cathedral. Notre Dame is the largest church in America, next to the Cathedral of the City of Mexico, and is built after the model of Notre Dame, Paris. It has seating accommodation for 10,000 people, but has accommodated 15,000. The two main towers are 227 feet in height, and in one of them is swung the largest bell in America, the "Gros Bourdon," which weighs 24,780 pounds.

Another imposing feature of the view over the city is the graceful dome of St. James' Roman Catholic Cathedral on Dorchester Street, designed after the model of St. Peters at Rome, of which famous building it is about half the size.

The top of the cross surmounting the dome of St. James is 258 feet above the level of the ground.

Of the Protestant churches of Montreal, the most noteworthy are Christ Church Cathedral and St. George's, Church of England; St. Paul's and Erskine, Presbyterian; and the St. James, Methodist. Christ Church Cathedral is admitted to be the purest specimen of gothic architecture on the continent of America.

The most ancient place of worship in Montreal is the chapel of Notre Dame des Victoires, erected in 1718 in commemoration of the disastrous termination of the ill-fated British colonial expedition, under Sir Hovenden Walker, against New France in 1711, the tempestuous weather which the transports encountered in the Gulf of St. Lawrence, which wrecked many of the vessels

torias, Notre Dame, the Western and the Grey Nunnery.

As an indication of the material advancement of the city during the past twenty years, it is but necessary to state here that the assessed value of city real estate is at present \$156,428,346, as against \$84,270,000 twenty years ago. Compared with cities of relatively the same size in the United States, Montreal's real estate assessment is about the same as Washington, the national capital of the United States, and is greater than that of New Orleans, Milwaukee, Minneapolis, Providence, St. Paul, etc.

While Montreal is extending her foreign trade by bounds, and developing her domestic industries rapidly, she is not neglecting to beautify herself and to provide for the pleasure and health of her people. The improvement of her thorough-



Hotel Tadousac, Tadousac, Que., a favorite Canadian Summer Resort.

and proved the undoing of the expedition, being ascribed to Divine interposition.

Once in the city, the visitor is impressed with its substantial and finished aspect, characteristics missing in most American cities. The public buildings are massive and elegant in proportion rather than in detailed ornamentation. And so generally with business structures and private residences, solidity rather than gingerbread decoration is the main characteristic.

The visitor cannot fail to be impressed with the number and extent of the city's educational and benevolent institutions. More splendid and well-adapted college buildings than those of McGill and Laval universities do not exist anywhere, while any city would have good reason to be proud of such an array of hospitals as the Hotel Dieu, the Montreal General, the Royal Vic-

fares has been systematically taken up; new public squares are being added to the many breathing spots left as green oases in the busy parts of the city, and existing ones are being embellished with monuments, fountains, etc.

Some of the monuments erected in the city squares are worth more than a passing notice. The Nelson Monument on Jacques Cartier Square was erected in 1809 by the citizens of Montreal, irrespective of race, but the movement which led to its being built was inaugurated by French Canadian citizens in December, 1805, when news of the British victory at Trafalgar was received. The monument in St. Patrick's Square, on the canal bank, consists of a huge boulder raised from the bottom of the St. Lawrence in the preparation of the bed for one of the piers of the Victoria Bridge, and set up as a memorial to the

victims of the ship fever epidemic, which raged among the Irish immigrants in 1847, and carried off a number of philanthropic Montrealers who attended to their wants, including the then Mayor, Mr. John E. Mills. This unique monument was originally erected by the contractors and workmen engaged in building the bridge, near the Montreal shore abutment, and was removed to its present site some three years ago, as its old site was needed by the railway company for an extension of its shunting yard. So the prevailing commercial spirit has proved superior to the historical and sentimental all over the city. Dominion and Dufferin Squares were twenty-five years ago public cemeteries, the human remains and monuments having since then been removed to the big cemeteries behind Mount Royal.

The statue of Queen Victoria, by Marshall Wood, the English sculptor, on Victoria Square, was erected by public subscription, and inaugurated by Lord Dufferin, then Governor-General, in 1872. The monument to Sir John Macdonald, for so many years Premier of Canada, on Dominion Square, and that to Maisonneuve, the founder of Montreal, on Place D'Armes Square, were also raised by popular subscription. The Maisonneuve monument, the work of Hebert, the great Montreal sculptor, who also produced the splendid monument to Bishop Bourget, which adorns the space in front of St. James Roman Catholic Cathedral, is considered, from an artistic point of view, to be one of the most noble monuments on the Continent of America. The artistic statue of Queen Victoria, in front of the Royal Victoria College for Women, on Sherbrooke

Street, itself a monument, having been erected and endowed by Lord Strathcona and Mount Royal (then Sir Donald A. Smith) in commemoration of the late Queen's Diamond Jubilee, was executed by Her Majesty's own daughter, the Duchess of Argyle. The monument on Viger Square commemorates the life and death of Dr. Chenier, one of the militant leaders in the rebellion of 1837, who, at St. Enstache, gave his life to the cause.

Montreal's great parks, the pride of every citizen, are being steadily, if somewhat slowly, improved. The ruling principle in laying out the Mountain Park was that it was only by following in the lines which generous nature had already laid down, and by bringing its half hidden but characteristic beauties fully to light by the resources of art, that the most could be made of the possibilities of the magnificent property. Many thousands of dollars have been carefully expended in building a superb winding roadway to the Mountain's lofty summit.

St. Helen's Island is maintained as a popular river park, and the city is now transforming into a handsome park, with gravelled walks and artificial lakes, a piece of land, many acres in extent, known as La Fontaine Park. And when this work is done, the city will look for other opportunities to beautify herself, just as her enterprising merchant princes will look for new opportunities to turn their enterprise, their energy and their accumulated capital to the advantage of themselves and the busy community in which they live.



THE MONTREAL BOARD OF TRADE

CHAPTER III



THERE is a peculiar appropriateness in the coincidence of the meeting of the Fifth Congress of the Chambers of Commerce of the Empire, in Montreal, with the inauguration of the Montreal Board of Trade's new building.

The history of the Board of Trade is the history of the era of the city's greatest commercial, financial and industrial development.

The Montreal Board of Trade represents, in its best form, co-operation for the common good among the component parts of the mercantile population of the city. From the early days of Ville Marie, public spirit and a disposition to unite for the public welfare prevailed in the business community dwelling within the shade of Mount Royal, and the same characteristics have always existed here, greatly to the advantage of the city itself, and contributing mightily to the advancement of the country as a whole along the lines of financial, commercial and industrial activity.

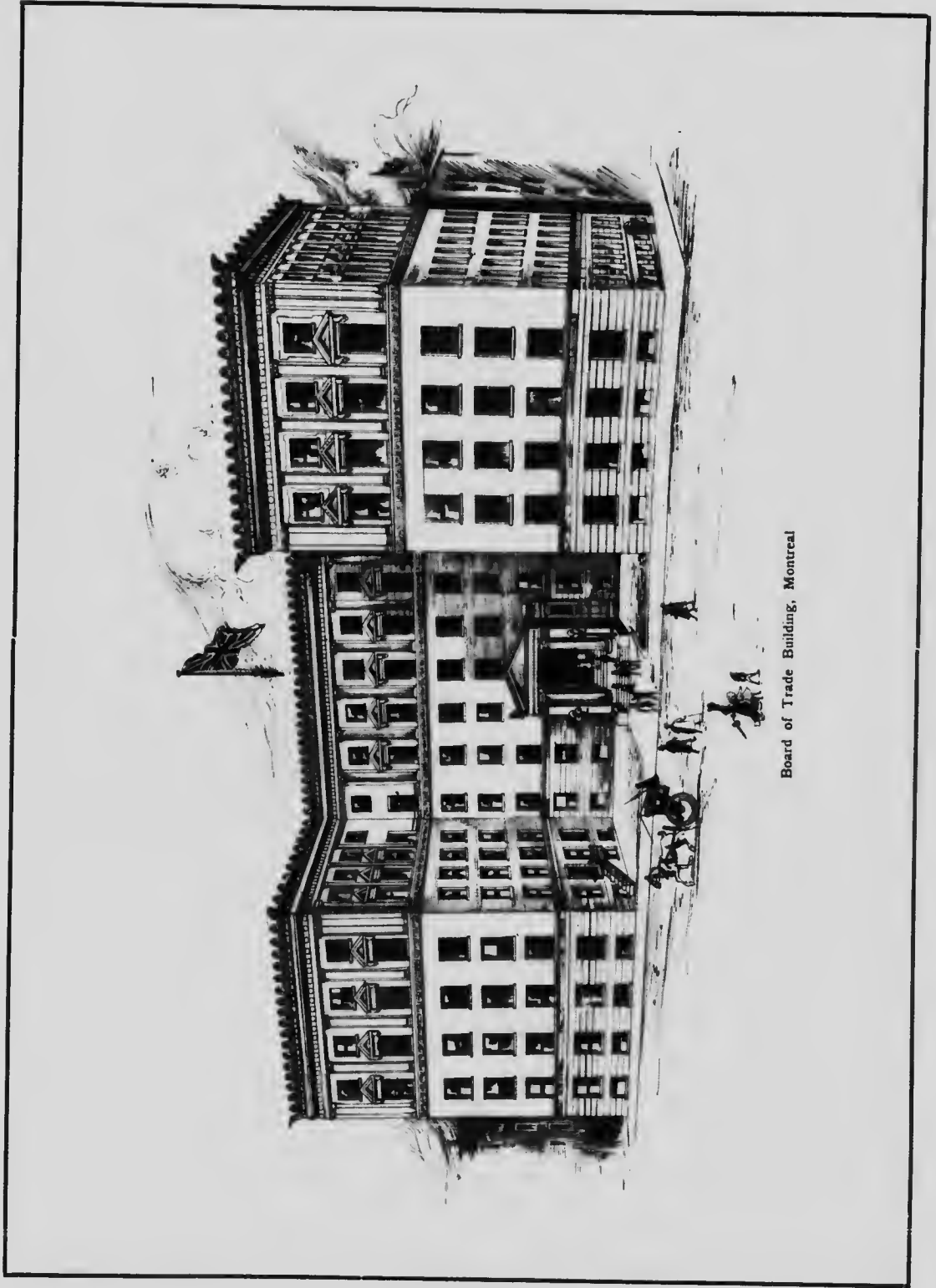
In 1667, while the population of Ville Marie was only 776, the inhabitants, at their own expense, erected a large stone warehouse, "Le Hangard," at the north-western corner of St. Paul Street and the Custom House Square, to serve as a public trading place with the Indians. This was the first institution in the shape of a commercial exchange in Montreal. It must be remembered that at this time the whole business of the country centred around the fur trade.

In 1675 a set of resolutions was passed by the merchants regulating the annual fur fair, which had followed the erection of "Le Hangard." According to these resolutions, all foreign merchants were prohibited from trading in Montreal. To prevent unfair private competition, it was provided that no Montreal merchant should negotiate with an Indian, even though able to speak the Indian dialects, except through an interpreter. In the same spirit was a regulation that no Montreal merchant should go above the city to intercept the Indians while on their way to the big fair with their stocks of peltries.

In 1717 the King of France made what was at the time considered to be a very considerable concession to the merchants of Montreal and Quebec, and sanctioned the establishment of a bourse or exchange at each town. The attitude of the French administration was patriarchal or patronizing in theory but decidedly restrictive and piratical in actual practice, so that the substantial progress which the natural conditions of the colony warranted could scarcely be expected.

The capitulation of Montreal to General Amherst (1760), the year after the momentous conflict between the armies of Wolfe and Montcalm on the Plains of Abraham, put a period to the French regime in the colony.

The former subjects of the King of France, men who had bravely shed their blood and risked their all to keep the silken folds of the fleur-de-lis flying on the banks of the St. Lawrence, were not slow to recognize the commercial advantages bestowed upon them as a result of the transference of the government of the country to the British flag. Thus we find Louis Joseph Papineau, the great tribune of the French Cana-



Board of Trade Building, Montreal

dian people, expressing himself at a meeting held in Montreal after the receipt of the news of the death of George III. in 1820 as follows:—

"Suffice it then at a glance to compare our present happy situation with that of our forefathers on the eve of the day when George the Third became their legitimate monarch. Suffice it to recollect that under the French government (internally and externally, arbitrary and oppressive) the interests of this country had been more constantly neglected and maladministered than any other part of its dependencies. Canada seems not to have been considered as a country which, from fertility of soil, salubrity of climate, and extent of territory, might have been the peaceful abode of a numerous and happy population, but as a military post, whose feeble garrison was condemned to live in a state of perpetual warfare and insecurity, frequently suffering from famine, without trade, or possessing merely a trade monopolized by privileged companies, public and private property often pillaged, and personal liberty daily violated."

The war with the United States in 1812 and 1814 proved a serious drawback and obstacle to the impetus given to trade by the transfer of the country to the British flag. The resumption of specie payments in England in 1819 necessitated readjustments in all departments of commerce. This caused a feeling of unrest and a financial stringency, which lasted for several years. The position was aggravated by the unsatisfactory political situation which preceded the Act of Union.

It was at this trying period that the Committee of Trade, the direct fore-runner of the Montreal Board of Trade, was organized.

The Committee of Trade was organized at a public meeting specially called for the purpose, April 11, 1822. The Honorable John Richardson, who was the leading spirit in the construction of the Lachine Canal, which work was begun July 17, 1821, presided, and the object of the organizers was well set out in the following resolutions adopted at the meeting:—

"Resolved, that the ruinous consequences now apprehended from the growing embarrassments of Canadian commerce can no longer be averted or even delayed by the solitary exertions of individuals or by the occasional hasty and inadequate deliberations of public meetings, and that the present alarming crisis demands the establishment of a Standing Committee of Merchants, to be authorized by their constituents to watch over the general interests of the trade of the country.

"Resolved, that to conciliate public favor and confidence, and to obtain such a combination of experience, energy and perseverance as existing circumstances require, the said Committee shall be established on liberal principles, and be annually elected by ballot by such resident mer-

chants of this city as shall contribute annually to the funds of the proposed institution the sum of three guineas, the first payment to be made at the time of subscription."

There was much political agitation in Canada at this time, and there was certainly ample reason for it. The customs duties were the principal source of revenue, but while the collection was in the hands of imperial customs officers, the duties themselves were subject to regulation in some cases by the imperial, in others by the provincial legislation. The measures instituted by the imperial government to facilitate the raising and



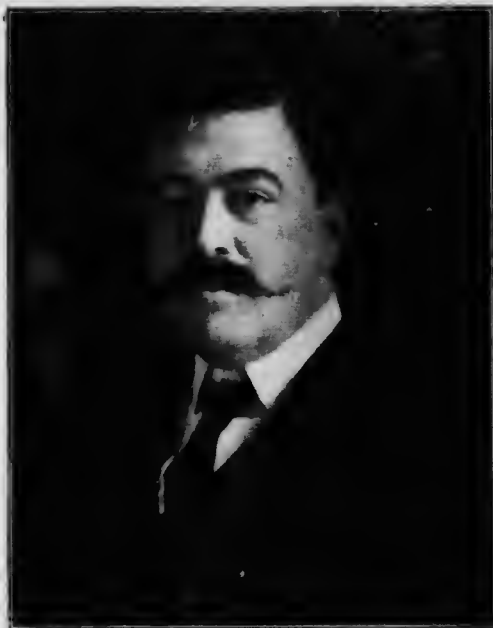
Arthur St. Laurent

President of the Montreal Board of Trade

collection of the provincial revenues, while well intended, were often most unsatisfactory—as attempts of home governments to interfere with the administration of distant colonies generally are. As Upper Canada had no seaport, a portion of the customs duties collected at the ports of Lower Canada was apportioned to the province of Upper Canada. The latter province was burdened with debt, and demanded an increase of the duties, while Lower Canada had a revenue ample for immediate requirements, and was if anything in favor of lower duties. To settle the interprovincial financial troubles, the mercantile community favored a union of the pro-

vines, but with the population and influence of the upper province rapidly extending, this was bitterly opposed by the French Canadians of Lower Canada. In the legislature feeling ran very high, and, a deadlock occurring, an unsettled state of affairs ensued, which was very unsatisfactory for business.

The organization of the first Committee of Trade was entrusted to a committee, of which Mr. George Moffat was elected chairman, and the rules for the establishment and guidance of the new body were adopted at a public meeting held April 20, 1822. The Committee of Trade,



Geo. D. A. Drummond

Vice-President Board of Trade

as thus established, consisted of thirteen members. The first Committee of Trade consisted of the following:—Horatio Gates, Peter McGill, George Auldjo, F. A. Larocque, George Moffat, John Fleming, Henry McKenzie, Samuel Gerrard, Campbell Sweeney, Thomas Blackwood, John Forsyth, Charles L. Ogden and James Leslie.

The first meeting was held on April 23, St. George's Day, and at the second, provision was made for a room for the accommodation of the committee, for the sum of thirty pounds a year, including fuel and attendance.

One of the first subjects taken up by the Committee of Trade was the question of the ship channel. In due course the river was surveyed and estimates prepared, and in 1826 Mr. James Leslie, M.L.A., a member of the Committee, from his place in the legislature, presented a petition asking for aid in deepening the channel to sixteen feet. About the same time the Committee took up the question of the preservation and improvement of the river front—the creation of adequate harbor accommodation, in fact. In 1830, largely through the efforts of the Committee of Trade, the Act establishing the Montreal Board of Harbor Commissioners was passed, and the Hon. George Moffat, a member of the Committee, was made the Board's first chairman. In 1831, the year the Royal William was towed up from Quebec to receive her engines and complete her fittings, the city was incorporated and Montreal made a port of entry.

The Committee of Trade held its last meeting June 24, 1839, then passing out of existence, the more energetic members, however, interesting themselves in the establishment of another commercial body, the result of their efforts being the organization of the present Board of Trade.

A meeting to discuss the organization of a Board of Trade was held April 6, 1840, under the chairmanship of the Hon. Peter McGill. At this meeting the following were named a Committee to take steps to secure an Act of incorporation:—J. T. Brondgeest, J. E. Mills, Harrison Stephens, Thomas Cringan, J. G. McKenzie, Wm. Ritchie, H. L. Ronth, Wm. Edmonstone, Adam Ferrie, O. Bostwick, David Torrance, Austin Cuvillier and J. Leaycraft.

The Act of incorporation was procured in 1841 and proclaimed March 19, 1842, and the organization has been well maintained ever since.

The list of gentlemen who have had the honor of being President of the Board of Trade since 1842 to the present is as follows:—J. T. Brondgeest, Hon. George Moffat, Thomas Cringan, Hon. Peter McGill, Thos. Ryan, Hugh Allan, Hon. John Young, Hon. I. H. Holton, Thos. Kay, Edwin Atwater, Thomas Cramp, Peter Redpath, J. H. Winn, John McLennan, Thomas Rimmer, Hugh McLennan, Wm. Darling, Andrew Robertson, Henry Lyman, F. W. Henshaw, John Kerr, Hon. Geo. A. Drummond, J. P. Cleghorn, Robert Archer, E. B. Greenshields, W. W. Ogilvie, Jas. A. Cantlie, Robt. Bickerdike, John McKergok, James Crathern, Chas. F. Smith, Hon. Robert Mackay, Henry Miles, Alex. McFee, Arthur J. Hodgson.

The first Secretary was Mr. Frederick A. Wilson, who held office until 1849, he being succeeded the following year by Mr. Charles Lindsay. Mr. Alex. Clerk was secretary from 1850 to October, 1854; John Dunning from October, 1854, to April, 1863; Wm. J. Patterson from April, 1863, to June,

1886; George Hadrill from June, 1886, to the present.

From 1855 to 1873 the President of the Board of Trade was ex-officio a member of the Harbor Board. In the last-named year the constitution of the Board was changed, the Board of Trade electing two commissioners, the Corn Exchange Association one. Under the Act of 1874, which amended the constitution of the Board, the Board of Trade, the Corn Exchange and the shipping interest elected one Commissioner each; the Mayor represented the city corporation, and the Government appointed five. The last change in the composition of the Harbor Board was made in 1894, when the Chambre de Commerce was granted the privilege of naming a Commissioner, and the Government named an additional one.

The first meeting-place of the Board of Trade was the old News Room and Exchange on St. Sulpice Street, built in 1809 as a Methodist chapel. It was 1847 before the members began to meet regularly on 'Change. So important were these daily gatherings considered to be by the Government that the merchants were granted the free use of the hall of the Customs House for their daily gatherings "On 'Change."

The Montreal Corn Exchange Association, an influential association of grain and produce merchants, was organized in 1862 and incorporated in 1863. From the first it was regarded as an ally of the Board of Trade, and it was arranged that a joint secretary should act for both bodies. In the late Wm. J. Patterson a happy selection was made. He was an enthusiastic statistician and compiler, and a lucid writer. The series of reports on trade inaugurated by him, continued by Mr. George Hadrill, the present secretary, are recognized as authorities, and are very valuable.

When, December 24, 1865, the Merchants' Exchange building, in which were the offices and library of the Board of Trade, was destroyed by fire, the Board began to hold its meetings in the hall of the Corn Exchange at the corner of St. John and St. Sacrament Streets. In 1881 negotiations were opened with the heirs of the estate Cuvillier for the purchase of the site on which stands the present Board of Trade Buildings. In 1886 the project for the erection of a permanent home for the Board of Trade received a marked impetus by the drawing closer of the bonds binding the Corn Exchange Association and the Board of Trade, the affiliation hitherto existing being converted into a federation. In 1890 it was decided to purchase the present site on St. Sacrament Street, and the corner stone of the first Board of Trade building was laid, with becoming ceremonial, by Sir Donald A. Smith, May 19, 1892. The building was formally opened by the Earl of Aberdeen, then Governor-General, September 27, 1893. This building was of dark red sandstone, and presented a very imposing

appearance. The style of architecture was a modification of the renaissance, and besides the accommodation for the Board of Trade and allied organizations, it contained 220 offices. In January, 1901, this fine building fell a prey to a fire, which destroyed several large business buildings in the most congested part of the centre of the city.

During the summer 1902, Messrs. Peter Lyall & Sons, a leading local firm of building contractors, undertook the erecting of a new building for the Board on the foundations of the



Geo. Hadrill

Secretary Board of Trade.

burned structure, and the present fine building was completed and ready for occupation, as agreed upon, on April 1st, the present year. The new building is one of the finest temples of commerce on this or any other continent.

The Board of Trade has from its earliest days thoroughly justified its existence by its activity in advocating the commercial and financial interests of not only the city of Montreal, but of the country, of which it is the commercial capital.

In 1843 the Council of the Board succeeded in inducing the Government to reduce the tolls on the Ottawa and Rideau Canals, which were the

chief means of communication in those days between Montreal and Lake Ontario. The same year the council urged the construction of a canal to connect Lake St. Louis with Lake St. Francis, the Beauharnois Canal being the result.

In 1844, the council agitated for the reform of abuses in the postal service, which at that time was managed from London, and especially asked for the establishment of an uniform rate by weight. Attention was also drawn to many anomalies in the customs service, which was also operated as a branch of the Imperial customs service.

In 1847, the council petitioned for the repeal of differential duties in the colonies in favor of British goods, and for the repeal of the navigation laws, which prevented foreign ships from coming to Montreal for grain. The following year the agitation for the removal of abuses already taken up was continued, and other requirements of the country discussed. The construction of canals and the deepening of the St. Lawrence channels were urged, and new complaints formulated regarding excessive insurance rates, and the unsatisfactory operation of the Imperial Copyright Act, the mismanaged customs system, etc.

In 1851 the work of the council bore fruit again. The Imperial meddling with the local customs and post office services disappeared, and both branches of the public service were placed under local control. The council this year urged upon the Government the advisability of granting a subsidy to establish an ocean steamship line.

In 1865, delegates from the Board of Trade went to the great commercial convention held at

Detroit, to consider the question of another reciprocity treaty between Canada and the United States.

The council has always been on the alert to discover causes operating against the commercial advancement of the city and the country, and to suggest remedies to the constituted authorities. The requirements of the country in the way of postal, customs, inland revenue, quarantine and pilotage services have been from time to time intelligently discussed, and the minds of successive Governments upheld, in intelligent policies, to extend railway systems and to improve the country's harbors and inland waterways. Much attention has, with great advantage to the city, been devoted to municipal matters and to the improvement of the harbor.

In the subdivision of its work, the Board of Trade maintains the following standing Committees:—"Executive," "Municipal Affairs," "Dominion Legislation," "Provincial Legislation," "Insolvency Legislation," "Harbor and Navigation," "Railways."

Besides the Corn Exchange Association, there are at present affiliated with the Board of Trade the following important trade bodies:—The Montreal Wholesale Dry Goods Association, the Montreal Produce Merchants' Association, Montreal Wholesale Grocers' Association, the Montreal Metal and Hardware Manufacturers' and Merchants' Association, "The Bankers' Section, Montreal Board of Trade."

The Montreal Produce Merchants' Association was originally organized under the name of the Butter and Cheese Association, the designation being changed in 1902.





CHAPTER IV



CONDITIONS have changed so rapidly in Montreal that it would be surprising had there been no mistakes in its municipal administration, and mistakes there unquestionably have been, but much that is really creditable to the municipal administrators has been accomplished, too. In all countries the municipal authorities are convenient, ever-present butts for the ridicule and the grumbling

of the people at large, who after all maintain them and create the standards of morality by which they rule and are ruled. Montrealers have ever been very ready with their criticism of their municipal administrators, and decidedly niggardly in recognizing what the men sent to the City Council to represent them have accomplished. And they have accomplished much, for it must be remembered that the corporation of a

city like Montreal has had exceptional difficulties to deal with. To make Montreal the modern, up-to-date city it is, the older town, in the construction and equipment of which public debts had been incurred, had to be demolished. Great business thoroughfares cannot be widened, new arteries of local trade opened and old municipal buildings replaced by new and larger ones without the expenditure of money, and much of it.

Everything being considered, there is much to be proud of in the financial position of the city of Montreal.

The assessed value of its taxable real estate is over \$154,000,000.

In addition to which there is exempt property assessed at \$39,000,000.

Of which the city itself owns, including the waterworks and parks, as per assessors' valuation, over \$18,000,000.

Of which the revenue from the water works alone in 1902 was over \$800,000.

The total revenue in 1902 was \$3,379,219.

The total disbursements, ex-revenue, were \$3,305,867.

The rate of taxation is 1 per cent. on value for Municipal purposes, and 1 per cent. for schools.

The population of the city, as per last Government census in 1901, was 267,730, and is now estimated by the municipal authorities to be 285,000.

The municipal development of Montreal has been rather along British than French lines. The towns of New France were but small affairs at the time of the conquest, and representative government and free institutions had no place in France up to that time. The government of the forts and towns of New France was administered by the governors and military authorities, and was purely of a paternal, and generally of a somewhat arbitrary character. The mere citizen had practically no power. In 1687, when the population of Montreal was but 766 souls, the organiza-

tion of a police force was authorized, the men being placed in the charge of five of the principal inhabitants. The same year the people erected a rough building as a market place, at their own expense. These events, together, may be considered as the germ of the municipal idea in Montreal. In 1792, by proclamation of Major-General Sir Alured Clarke, the Lieutenant-Governor, the Province of Lower Canada was divided into counties, cities and towns. The cities were Quebec and Montreal; the towns, Three Rivers and William Henry (Sorel). This was the formal establishment of municipal institutions. The provincial authorities levied the taxes, distributed them, and left the minor details of administration only, in the hands of the local justices. In 1831 Acts were passed to temporarily incorporate the cities of Quebec and Mont-

of \$13,000,000 in the city's debt was incurred in connection with the construction of public works or in extensions to existing ones. Some four million dollars was expended in widening some of the more important of the old thoroughfares.

At present the civic debt amounts to \$27,000,000, and that amount cannot by law be exceeded until the debt shall represent not more than fifteen percent on the taxable value of the real estate within the limits of the city. This limit of fifteen percent can never be exceeded.

One-half of the debt is represented by bond-fide assets, of which the water works alone yield a net revenue of nearly five-eighths of the whole annual interest on the debt. In 1896 and 1897 the city expended \$297,300 on permanent works and improvements, but the debt was only increased by the sum of \$103,030.



City Hall, Montreal

real, but the Acts were not proclaimed until 1832. They expired naturally in 1836, and were not renewed until 1840, when, considerably amended, they were proclaimed as permanent charters. Until 1842, the Governor-General nominated the mayor and aldermen, these offices being made elective in the year named. In 1843 the city was authorized to contract its first debt, an Act being passed to allow the corporation to borrow £150,000 sterling to purchase the water works, then being operated by a private company.

In 1884 the public debt of the city was, in round figures, \$12,000,000, and between that date and 1896 it reached \$25,000,000. During the period within those years the obligations of the city were thus increased by \$13,000,000.

The expenditure represented by the increase

The territory of Montreal in 1884 was 3,786 square acres; at present it is 6,547 acres; increase, 2,761 square acres.

The history of the city's debt shows a steady improvement in the value of the municipal securities.

In 1868 seven per-cent stock was issued here at par, and in two years advanced to 116. In 1870 six per-cent stock was issued at par, and in one year advanced to 105. In 1880 five per-cent stock was issued at 103, and in six months advanced to 105. In 1885 four per-cent stock was issued at 101½, and in six months advanced to 102½.

In 1873-74, £1,250,000 sterling 5%*s* were placed on the English market, selling from 85 to 95 on the city's account, averaging 88.

In 1888-90, £1,410,000 Permanent 3% Stock was placed on the English market, yielding an average of 80½, equal to 94½ for 3½%.

In 1892, £1,000,000 Forty year 4% Stock was sold to the Bank of Montreal at 97½, equal to 85½ for 3½%.

In 1893, \$200,000 Forty year 4% Bonds netted here 99, equal to 86½ for 3½%.

In 1893, \$1,000,000 Forty year 3½% Stock netted (partly here and partly in England) 88.

In 1894, \$2,000,000 Thirty eight year 4% Stock were offered and allotted to the Bank of Montreal at 101-15, equal to 88½ for 3½%.

In 1896, \$2,000,000 more of the same (at thirty six years date) were offered and secured by the Bank of Montreal at 105-120, equal to 92 for 3½%.

In 1899, \$3,000,000 Forty year 3½% Bonds were offered and purchased by the Bank of Montreal for \$3,000,725 and accrued interest, being par for 3½% and the same year \$222,000 3½% forty year special bonds issued under clause 311 of the charter) were offered in small lots to the public also at par.

The following figures give an idea of the development of the municipal resources, being the assessed value of real estate within the city of Montreal during the years mentioned:—1882, \$82,205,078; 1892, \$136,258,365; 1897, \$176,881,700; 1898, \$178,384,345; 1899, \$185,467,111; 1900, \$185,228,477; 1901, \$188,738,993; 1902, \$190,000,000.

The revenue of the city has developed proportionately, as the following figures indicate:—1851, \$160,226; 1872, \$891,231.82; 1882, \$1,637,413.73; 1892, \$2,470,138.49; 1901, \$3,133,237.88 (including an abnormally large collection of arrears); 1902, \$3,379,219.90.

The revenue of the city for last year was made up as follows:—

Assessment on real estate.—

One per-cent for municipal purposes and one-quarter per cent. school tax	\$1,857,591 95
Water Rates	751,938 72
Business and Personal Taxes	290,513 13
Police Licenses	140,955 75
Recorder's Court fines, etc.	26,032 01
Market Revenues	84,790 51
Grocers' and Innkeepers' Permits	6,808 00
Permits Road Department, Fire Department, Building Inspector, Boiler Inspector	10,337 28
Street Railway Percentages	94,895 74
Interest collected during year	92,085 47
Miscellaneous	23,271 34

\$3,379,219 90

The expenditures on account of ordinary municipal administration were as follows:

School Tax, paid out to School Commissioners	\$ 347,000 00
Finance Committee	404,082 13
Road Committee	469,303 43
Police Committee	290,624 11
Recorder's Court	21,222 03
Fire Committee	233,180 18
Water Committee	136,624 73
Market Committee	23,177 25
Light Committee	132,261 26
City Hall Committee	21,574 62
Parks and Ferries Committee	37,671 59
Incineration Committee	76,183 96
Hygiene and Statistics	81,524 62

\$1,863,732 01



Jas. Cochrane, Esq., Mayor of Montreal.

The city proper has 185 miles of streets—15 miles of which are paved in asphalt on granite blocks, the remainder laid in macadam. In 1852 the city had 133 miles of streets, and less than half a mile of permanently paved ones. From 1888 to 1889 the city spent \$7,079,163 for street improvements, and during last year spent about \$400,000 upon streets and sidewalks.

The splendid site of the city affords the opportunity for a perfect system of drainage by gravitation, and the advantage has been made the most of, a very fine system of solid brick sewers having been built. For the drainage of a rapidly developing new ward, on the northern outskirts of the city—for Montreal, in that direction, has already extended beyond the height of land of the St. Lawrence watershed—an independent sewerage system, including a scientifically laid out sewerage farm, has been installed. The city has at present 180 miles of brick sewers, as against 130 in 1892.

Montreal's water service is in all essential respects a complete one, providing an exceptionally high pressure at all times for fire purposes. The fact that the mileage of water mains increased from 80.96 miles in 1887 to 160.40 in 1897, gives a good idea of the growth of the city during that period. The largest mains are thirty inch, the smallest six inch. During the period above quoted the capacity of the water works pumps was increased from 33,000,000 to 43,000,000 gallons per twenty-four hours.



Customs House, Montreal.

The mileage of water mains has increased steadily during the past thirty years. In 1872 there were 103.46 miles; in 1882, 134.44; 1892, 205.70; 1897, 224.50; 1902, 228.24.

The water rates have shown a proportionate increase as follows:—1872, \$305,623.10; 1882, \$443,365.25; 1892, \$661,369.19; 1897, \$793,743.99; 1901, \$813,635.92.

Although the insurance companies complain of parts of the city of Montreal having inadequate fire protection, the strength of the fire brigade has been more than trebled during the past two decades, and the expenditure nearly quadrupled. No less than three fine new fire stations are about to be erected, the money having been appropriated.

The population of Montreal, composed as it is of people of two races, two-thirds being French and one third English, each race retaining its individuality and character, but uniting in every patriotic and commercial enterprise, is the most

peaceable, law-abiding and happy community in America. It has fewer policemen per thousand of its population than any city or town on the continent. Fifteen years passed without there being a public execution within the walls of the jail of the city and district of Montreal.

The police force numbers 420 officers and men, an increase of only 144 in twenty years, and notwithstanding the fact that during the period in question a government harbor force of forty men, maintained for the preservation of peace and order along the river front, was disbanded. In 1882, Montreal had 262 policemen; in 1892, 320; in 1897, 327. The arrests for these past five years would tend to show that in crime Montreal has not progressed as she has in the more satisfactory respects. In 1882 there were 6,977 arrests; in 1892, 5,909; 1897, 5,739; 1901, 5,636; 1902, 5,650.

A feature of the progress of Montreal has been its steadiness; due to the city's freedom from booms and their resultant depressions. This fact is emphasized by a scrutiny of the record of building operations in Montreal during the three decades and a half since Confederation. The following little table is compiled from statistics supplied by Mr. Alcide Chausse, the City Building Inspector:—

Year.	New buildings erected.	Value.
1867.....	281	Not given.
1877.....	349	Not given.
1887.....	1,076	\$4,793,178
1892.....	640	2,598,825
1897.....	498	1,414,300
1898.....	35	1,729,150
1899.....	357	2,370,080
1900.....	331	3,089,403
1901.....	443	2,568,378
1902.....	467	2,664,147

From January 1st to June 30, 1903, 250 permits for new buildings, to cost \$3,212,164, were taken out.

The year 1877 was a year of abnormal building activity, largely due to the building of three expensive structures, the two big railway stations and the St. James Methodist Church.

The following table shows the steady increase in population of the city proper:—

Year.	Population.
1642.....	18
1667.....	766
1689.....	2,000
1790.....	9,000
1812.....	50,000
1851.....	57,715
1861.....	90,323
1881.....	155,237
1891.....	216,650
1898.....	250,000
1901.....	267,730
1903.....	285,000

Many influential citizens of Montreal, including several members of the present City Council, are anxious for the adoption of a policy of suburban annexation, having in view the creation of the whole island of Montreal into one greater Montreal.

The actual community embraced within the term "the population of Montreal," really includes the people who dwell in the thriving independent suburban municipalities, which hedge in the city of Montreal on every side. The city boundaries, in some cases, bisect whole rows of houses, so closely do the suburban municipalities elbow their mother city. The city streets continue in prolongation of their original lines through the municipalities of Verdun, Cote St. Paul, Ste. Ceneconde, St. Henri, Westmount, Outremont, Mile End, De Lorimier, Maisonneuve and other municipalities, and even bear the same names as within the city limits. The numbering of the houses is continued through the suburban streets, and so are the street car, gas, electric light and telephone services. Only experience can tell a person when he leaves the city of Montreal and enters one of the many suburban towns or cities, for, be it remarked, some of these suburban offspring of the Metropolis have themselves attained the dignity of incorporation as cities. St. Henri (21,192) is the eleventh municipality in Canada, so far as population is concerned; St. Louis du Mile End (10,933), the twenty-second; Ste. Ceneconde (10,912), the twenty-fourth. Nearly all are incorporated as towns, and all maintain their local road, street lighting, sewer and water departments, police forces, fire brigades, public parks, etc. One of them, the densely populated city of Ste. Ceneconde, has every inch of its public thoroughfares paved in asphalt.

The population of these adjacent suburbs, added to that of the city proper (and it must be remembered that these suburbs are but the bedrooms or workshops of city people), would bring the population of Montreal to about 500,000.

The city, beyond collecting the school taxes and handing them over to the two Boards of School Commissioners, has nothing to do as a corporation with public education.

The advantage of a good elementary education is within easy reach of every child and adult in Montreal. There are two distinct elementary school systems established by law, as in every other municipality in the province of Quebec: Roman Catholic and Protestant.

Taxes levied upon the property owned by Roman Catholic citizens support one, taxes levied upon Protestant real estate owners, the other. Montreal is as steadily developing its system of elementary education as it is progressing in every other respect. During the present scholastic year the Roman Catholic Board of School Commissioners maintained or subsidized forty-two

schools, the total number of pupils enrolled being about twenty thousand.

The Roman Catholic Board spends \$8,000 on the maintenance of evening schools. Besides the schools of the Board, there are a number of very large convents and other Roman Catholic educational institutions in Montreal, under the administration of various religious orders. Some of these, as, for instance, the St. Mary's College



Post Office and Government Building, Montreal.

of the Christian Brothers, and the Mount St. of the Jesuit Fathers, the Mount St. Louis College Mary, Hachelaga, and Sacred Heart convents, are immense institutions with world-wide reputations, drawing their pupils not only from all parts of Canada, but from the United States and even Europe and South America.

The St. Mary's and Mount St. Louis Colleges are practically advanced grammar schools, the former imparting a classical education; the latter, a commercial one. A very large proportion of the clergy and leading public men of French Canada claim St. Mary's College as their Alma Mater.

The system of schools maintained by the Pro-

testant Board of School Commissioners is generally acknowledged to be one of the most perfect in the world. The system and the exhibits of work done by the scholars won the highest commendation at the Colonial Exhibition and at the big fairs at Philadelphia and Chicago.

The Board schools include twelve elementary schools, a cooking school, a senior school, where an advanced education is imparted, and a high school, with two distinct departments, one for



Laval University, Montreal.

boys, the other for girls. The High School course prepares the pupils for matriculation at the University. The Montreal High School can probably count as its former pupils more prominent English-speaking Canadian public men, and, certainly, more successful professional and business men, than any other school in Canada.

The Protestant Board has always been of opinion that education, for which a small or moderate fee is charged, is more appreciated by

the community than that which is entirely free. In order to enforce this principle, but, at the same time, to place education within the reach of all, fees in the public schools are fixed at fifty cents per month per pupil, but all children from the same family after the second are admitted free. Inability to pay this moderate sum, never exceeding one dollar a month, does not exclude children from school privileges. Applications for free admission on plea of indigence, when recommended by reliable persons, are never refused. Over one thousand pupils in the Board schools pay no fees.

Among the other great Roman Catholic seats of learning, not previously mentioned, are the Jacques Cartier Normal School, the convents of the Sisters of the Congregation, and the Sisters of the Holy Name of Jesus. The Sisters of the Congregation are a Montreal order, the sisterhood being founded by Marguerite Bourgeois, the heroine of early Ville Marie. The principal convent, which has amongst its pupils the daughters of many eminent Roman Catholic families of Canada and the United States, is Ville Marie, which accommodates 1,000 nuns at the time of the retreats of the order. This order has nearly a hundred establishments in the various provinces of the Dominion and in Connecticut, Massachusetts, Maine, Vermont and Illinois. The Sisters of the Holy Name of Jesus compose another Montreal order, the mother-house being the Hochelaga Convent, famous throughout the continent as a fashionable boarding school for young ladies. This order has forty branch houses in different parts of the Dominion and the United States.

The city contributes directly to the care and education of city waifs, but that is the only contribution to education from the funds raised for municipal purposes.



MONTREAL AS A TRANSPORTATION CENTRE



CHAPTER V



WE must consult the map to appreciate the great advantage possessed by Montreal as a transportation centre. Remark first that she is situated at the head of ocean navigation on the St. Lawrence, and that consequently she is several hundred miles nearer to the heart of this great grain, cattle, wood and ore producing continent than any rival seaport.

Next note her position at the outlet of the most extensive chain of natural inland water communication in the world. The first canal lock of the artificial systems of waterways, constructed to overcome the natural obstacles to inland navigation, discharges into the harbor. Thus far can the largest steamship proceed towards the heart of the continent, and no further.

Then notice Montreal's enviable position in the railway system of the continent. The headquarters of the two principal railways of Canada, and two of the largest systems in the world, she is a veritable hub of railway connection, lines radiating therefrom in all directions, and there

are many others projected or in course of construction.

The original line of communication commanded by Montreal was the inland water highway. Nature endowed the northern half of North America with the most extensive chain of natural water communication in the world — a maze of mighty rivers and vast lakes, with tributaries stretching out in all directions, and reaching to the watersheds of other great inland water systems. The St. Lawrence is the main artery of this truly imperial water system, and it was by this chosen highway of nature that there went into the heart of the continent the first white men to explore the great lakes, to see the vast prairies of the west, to discover and explore the Mississippi, and to cross the Rocky Mountains to the shores of the Pacific.

Exploration, like trade, follows the line of least resistance.

In providing this natural means of communication, nature did much to assure the future greatness of Montreal, but man has had to do his part. Canadians have had to remove certain natural obstacles to make the route available throughout for the requirements of modern commerce. There were shoals in some of the lakes and rivers, and also numerous rapids and waterfalls in the latter. In the old days the explorers and fur traders carried or portaged their light canoes or batteaux round these obstacles. At present navigation evades them by means of canals and artificial channels.

The following table gives details respecting the St. Lawrence Canal system:—

	Length, Miles.	Locks.	Rise, Feet.
Lachine Canal	8½	5	45
Soulanges	14	5	81
Cornwall	11	6	48
Farran's Point	1	1	3½
Rapide Plat	3¾	2	11½
Galops	7¾	3	15½
Welland	26¾	26	326¾
Welland branches	¾	2	10
Grand River Feeder	21	2	8
Port Maitland Branch	1¾	1	7½
Sault Ste. Marie	12	1	18

On the construction and enlargement of canals, and on the dredging and lighting of channels through shoaly stretches of the St. Lawrence and some of its smaller expansions or lakes, large sums of money have been spent. Up to June 30, 1904, the amount expended by the Dominion of Canada, under the administration of the Department of Railways and Canals, on these works was as follows:

locks 270 by 45 feet, and they have fourteen feet of water on the sills.

These great engineering works enable Canada to avail herself of an all water route from Port Arthur, at the head of Lake Superior, to Liverpool, of 4,394 miles.

The following table of distances between Port Arthur, at the head of Lake Superior, and Liverpool, via Montreal, is interesting:



General Offices and Windsor Street Station of the C. P. R. The finest Depot in the Dominion.

Canals.	Total.	Miles.
Lachine.....	841,009,408	94
St. Lawrence River and Canals..	2,527,670	33
Lake St. Louis.....	271,750	49
Lake St. Francis.....	56,961	46
Cornwall.....	6,791,929	98
Williamsburg - Farran's Point, Galops, Rapide Plat, Williams- burg.....	8,645,997	65
Welland.....	21,041,340	04
Sault Ste. Marie.....	4,093,025	60
Soulanges.....	6,254,692	43
Port Arthur to Sault Ste. Marie.....		273
Sault Ste. Marie to Sarnia.....		348
Sarnia to Amherstburg.....		76
Amherstburg to Port Colborne.....		232
Port Colborne to Port Dalhousie.....		27
Port Dalhousie to Kingston.....		170
Kingston to Montreal.....		178
Montreal to Three Rivers.....		86
Three Rivers to Quebec.....		74
Quebec to Tadoussac.....		126
Tadoussac to Father Point.....		57
Father Point to Anticosti.....		202
Anticosti to Belle Isle.....		141
Belle Isle to Malin Head (Ireland).....		2,043
Malin Head to Liverpool.....		221
Total.....		4,394

The canals are all fine specimens of engineering. The Sault Ste. Marie canal has a lock nine hundred feet long, being the largest in the world. It is operated wholly by electric power.

The St. Lawrence canals are provided with

Important links in the inland system of water communication are the great lakes, which are really immense fresh water seas. The following figures, giving an idea of their area, are interesting:—

vide a canal to evade the obstacle for the benefit of the batteaux and canoes used in the trade above the city. The familiar long strip of marshy land north of the present Lachine Canal, between St. Henri and Rockfield, was then the bottom of



General Offices of the Grand Trunk Railway System, Montreal

Lake.	Length Miles.	Breadth Miles.	Area Squa.	Height above Sea
Superior	390	160	31,420	602
Huron and Georgian Bay.	100	160	24,000	576
St. Clair	25	25	360	570
Erie	250	60	10,000	566
Ontario.	190	52	7,330	210
Michigan.	345	58	25,590	578

The first obstacle to navigation above Montreal is the Lachine Rapids, and, about 1700, the seigneurs made the first modest attempt to pro-

vide a shallow pond or lake, the water of which emptied into the St. Lawrence, via the River St. Pierre, near the site of the present Custom House. The River St. Pierre was deepened, and an attempt made to cut a canal from the upper end of the little lake to Lake St. Louis, at Lachine. At first, the latter part of the work failed, but about 1725 it was accomplished, and it was possible to take laden canoes direct from Montreal to Lake St. Louis. The little canal also proved useful in another way, providing water power for milling purposes. In 1779 this primitive canal was deepened somewhat, and some

attempt made to construct similar canals—they were little better than ditches—around the Cedars, the Cascades, Split Rock and Coteau Rapids, which obstruct navigation in the St. Lawrence between Lake St. Louis and Lake St. Francis. They were completed in 1781, but in 1792 the merchants of Montreal made an effort to secure the construction of a more satisfactory canal round the Lachine Rapids. After many delays the work was begun in 1821, and completed in 1825, at a cost of \$440,000. The work of enlargement was begun in 1843. Meanwhile, in 1825, work was begun on the construction of the old Welland Canal, to evade the Niagara Falls, and the work was completed in 1829.

by rail or water, Montreal is a most important centre of tourist travel. During the summer months the people of the United States flock to Canada by thousands and tens of thousands to escape the extreme heat and humid atmospheres of their own country, and to enjoy the ideal summer weather of Canada and the unexcelled beauty of the scenery along the Canadian tourist routes. The St. Lawrence water route, with its vast lakes and magnificent rapids, its historical places and its "Thousand Islands," is in itself a mighty attraction for summer tourists; and the fine fleet of the Richelieu and Ontario Navigation Company, which caters to this traffic, and is owned in and managed from Montreal, is one of the



Victoria Bridge over the St. Lawrence River at Montreal, the longest in the world, showing part of the old Tube and the new Structure which has replaced it.

In a previous chapter reference has been made to the leading part taken by Montreal in the inauguration of the Canadian railway system. The development of that system has contributed mightily to the extension of Montreal's trade influence.

Upwards of twenty thousand miles of Canadian railways, with their United States connections, bring business to Montreal. It is the great railway terminal city of Canada; all trains start from and run to Montreal. Passengers proceeding north, south, east or west must change cars at Montreal. The passenger traffic furnishes no insignificant part of the business of the Canadian railways.

Owing to its commanding position on all the Dominion's main lines of communication, whether

largest fleets of passenger steamers plying on inland waters anywhere in the world.

But the water route does not by any means monopolize the scenic and historic points of attraction. Some of the most bewitching panoramas of natural scenery—of rugged mountains, of fertile valleys, of flower-becked pastures, of sombre forests, of fields of waving corn, of raging cataract, of placid lake are unfolded before the eyes of the tourist travelling by Canadian railways. When Canada's attractions as a game and fishing preserve are taken into consideration along with her attractiveness from the scenic and climatic points of view, it is scarcely to be wondered at that the Dominion should be the favored mecca of the summer pleasure seeker.

And when bright summer, crowned with

flowers, has passed away, when the houghs of the forest trees have been denuded of their leaves, when the fields have been shorn of their full, ripe corn, when the surfaces of lake and river have been frozen over, when the frost has wrought silence, and the whole country has put on her winter robe of purest white, Canada has her charms for the pleasure seeker. The sportsman

the opening up of a great tract of country, previously a "terra incognita," north of the St. Lawrence. Several lines of railway have been built within the past few years right into the heart of the picturesque Laurentian mountains, opening up great tracts of land, suitable for settlement, lumber areas, possible mining regions and a country fairly teeming with game and fish.

Along the wooded shores of many mountain-bounded lakes, unknown ten years ago, Montrealers now have handsome summer houses, and in some suitable localities, well up in the clear mountain air, sanatoria have been established among the pine forests. The railway has demonstrated that there are great possibilities in the way of developing this great northern preserve, and the results of the past few years in this direction have been fairly marvellous. In fact, the indications begin to point to a great broadening of Canada by settlement in the vast, wild north within the next century quite as marvellous as the



St. John, New Brunswick

then hies to Canada for the big game of the northern forests; the Canadian cities, and more particularly Montreal, attract to them thousands of Americans, intent upon indulgence in sleighing, skating, snowshoeing, tobogganing, and other Canadian winter sports, and anxious to escape from the chilliness and general discomfort of their own moist and changeable winter climate. Canadians are passionately fond of all kinds of outdoor sports, but the winter ones are those more generally indulged in. For several years winter carnivals or weeks of winter sports were held in Montreal and Quebec in midwinter. Ice palaces of more or less pretension were erected as central points for the revels, and the cities abandoned themselves to seasonable holiday making. Of late years there have been no winter carnivals and no ice palaces, and for two main reasons. It was found that they were creating an erroneous impression throughout the world as to the severity of the Canadian winter climate, and the erection of ice palaces was found to be a very precarious business, thaws being likely to intervene to prevent the completion of the work, or to demolish it as soon as completed.

The tourist traffic has altogether played no insignificant part in the development and maintenance of the various lines of communication which make Montreal a great transportation centre.

One marked and important result of the local railway enterprise of the past ten years has been



C. P. R. Station, Vancouver, British Columbia.

St. John and Vancouver, 3,400 miles apart, are the extreme Eastern and Western ends of the C.P.R.

extension of civilization westward within the past hundred years. In Northern Ontario, and particularly in the Muskoka district, the G.T.R. has opened up a perfect paradise of forest, stream, and lake.

Montreal is the greatest railway centre in Canada, being the headquarters of both of the principal railway systems, the Canadian Pacific

Railway and the Grand Trunk, which have their general offices and their principal workshops in the city. The present Montreal employees of each company number 3,000, but the number of local Canadian Pacific employees will shortly be greatly increased, as the company has at present under construction a number of immense new workshops, which, when completed, will make the company's works in Montreal the most extensive railway construction workshops in the world, and will give employment to 5,000 additional workmen. The present annual output of the C.P.R.'s Montreal shops is as follows:—Delormier avenue shop, build 25 new locomotives, repair and rebuild 300, also make snow ploughs, castings, etc. Hochelaga shops, build 80 new pas-

Montreal is the present western terminus of the Intercolonial Railway, which has fifty employees here, and no less than four lines—the Delaware and Hudson, the Central Vermont, the Rutland and the New York Central connect near the city with the G.T.R. and C.P.R., giving Montreal connection by four routes with New York and other United States points.

Five railway bridges connect the Island of Montreal with the railway systems of the continent, and a sixth is now being constructed to connect the lower end of the Island with the north shore of the St. Lawrence. The construction of a seventh bridge, to be called the Royal Albert, is now in contemplation, connecting the east end of the city with the rapidly developing south bank



Royal Muskoka Hotel Highlands of Ontario, another favorite Summer Resort

senger cars, repair 700, build 500 box cars, repair 7,000.

The annual output of the new shops being erected at the head of Moreau Street will be as follows: Build 100 passenger cars, make repairs to 9,000; build 25 to 30 freight cars per day, repair 100 per day; build 75 locomotives a year, repair 400; wheel foundry will turn out 250 wheels per day.

The Canadian Pacific Railway has two depots in Montreal—one on Windsor Street, from which about fifty trains a day run; and the other on Viger Square, from which 25 trains run daily. The Grand Trunk depot (Bonaventure) is situated on St. James Street, and is a peculiarly handsome and well equipped passenger station. Seventy trains run into this station, and as many out every day.

of the St. Lawrence, at the prosperous little town of Longueuil.

Canada appears to be entering upon an era of active railway construction. No less than three distinct projects for the construction of new Canadian transcontinental lines to connect the Atlantic with the Pacific have been placed before the public during the past few months. The Canadian Northern, of which Messrs. Mann and Mackenzie are the ruling spirits, and which has already some 1,500 miles of line in operation, extending from Fort William, on Lake Superior, westerly, proposes to extend its system both ways to the seaboard.

The Hon. A. G. Blair, then Minister of Railways, after a tour through the great west last autumn, suggested the absorption of the Canada Atlantic into the Intercolonial, thus, by the con-

struction of a short link, giving a government line from Halifax to Georgian Bay, to be extended north-westerly to the Pacific coast.

A few weeks later, Mr. C. M. Hays, the general manager of the Grand Trunk Railway, officially announced that, with its eastern connections, the Grand Trunk would, in the course of the next five years, offer to the public a second great transcontinental line, which would cost something like one hundred million dollars.

Persistent rumor had, for some time before this announcement was made, credited the Grand Trunk with the design of building a second great transcontinental line which would duplicate that of the C.P.R., and tap a lushness in the North-West, which was growing so enormously as to render the existing facilities quite unable to deal with it. Mr. Hays announced that the Grand Trunk would, the moment it received the necessary authorization from the government, proceed to construct a transcontinental line over a route extending from North Bay or Greyhurst, on their present line through that portion of northern Ontario familiarly known as New Ontario, through Manitoba and Saskatchewan, Assiniboia, Alberta, by way of Peace River or Pine River Passes, and through British Columbia to either Bute Inlet or Port Simpson on the Pacific coast, as might be determined later on. Like the Grand Trunk's present western connection extending from Port Huron, on the Detroit River, to Chicago, this new line, Mr. Hays explained, would be constructed under a separate corporate name, to be "The Grand Trunk Pacific Railway Company," and would be of the most



Bonaventure Station Grand Trunk Railway System, Montreal.

modern and up-to-date character, having in view, especially, low grades, long tangents, steel bridges, heavy rails, etc., as well as ample station facilities and equipment for the handling of both freight and passenger business; in fact, the road would be of the highest standard in every respect.

The proposition was in due course brought before parliament at this year's session and discussed, with the result familiar to all.

In the whole history of railroading there has probably never been a time when so many miles of new railway have been under serious contemplation in any one country as it is now proposed to construct in Canada within the next five or six years.

No chapter on Montreal as a transportation centre would be complete without some details of the great railway systems which have done so much to give the city its commercial importance.

GRAND TRUNK RAILWAY SYSTEM.

The Grand Trunk railway system is pre-eminently the pioneer line of the Dominion of Canada, and one of the earliest pioneers of railway enterprise in the whole American continent and the world generally, for the oldest systems in the world were but in their early infancy when the charter of the Grand Trunk Railway was granted in 1832. It is a strong testimony to that indomitable perseverance and unflinching energy which has characterized the progress of the road, that within two years, or in 1853, the line from Montreal, Que., to Portland, Me., a distance of 297 miles, was opened, the line from Richmond to Lewis (Quebec), 96½ miles, being added the following year. The main line from Montreal to Toronto was opened in 1856, and the Sarnia Division in 1858. The prodigious advance of Chicago (and, in a less degree, other western cities), as important centres of inland traffic in the decade 1870-1880, did not fail to impress upon the directors the importance of acquiring direct



Sunset. Bala Falls. Lake Muskoka.



Cargo of Deer, Muskoka Wharf, Highlands of Ontario.

connection with the western roads centring in those cities, and in consequence, in 1879, the Chicago and Lake Huron line was absorbed into the system, thereby making a direct highway from Chicago and the western states to the Atlantic coast—an investment which has, by the enormous traffic developed, amply endorsed the clear foresight and unerring judgment which prompted and perfected the undertaking. From this time forward various tributary and contiguous lines were gradually acquired till the amalgamation of the Great Western Railway in 1883, and the Northern Railway of Canada and Hamilton and North-Western Railway in 1888, formed the "old reliable" line—the universally known "Grand Trunk Railway of Canada"—embracing a total mileage of 3,506 miles, exclusive of the Chicago and Grand Trunk Railway, Detroit Grand Haven and Milwaukee Railway, Toledo, Saginaw and Muskegon Railway, and the Cincinnati, Saginaw and Mackinaw Railway, which, by their consolidation under one management, now forms the Grand Trunk Railway system, with a total mileage of 4,186 miles. The acquisitiveness which actuated, and the indefatigable enterprise which materialized, this solidification of rival lines in one harmonious system has thrown a network of steel over every city and town of importance in Ontario and Michigan in the West, and Quebec, Vermont, New Hampshire and the State of Maine on the East, and has united the Great Lakes with the Atlantic. Running along the St. Lawrence and the shores of Lake Ontario, it taps the enormous trade of Lake Erie at Buffalo and Detroit; of Lake Huron and Georgian Bay at Sarnia, Port Huron, Goderich, Kincardine, Southampton, Warton, Owen Sound, Collingwood, Penetang, Meaford and Midland; and of Lake Michigan at Milwaukee, Chicago, Grand Haven and Muskegon.

The Grand Trunk Railway system embraces in its many ramifications the greatest diversity of natural attractions on the continent of America, and the travellers in its superbly equipped trains, over its unrivalled roadbed, are treated to a magnificent panorama of ocean, lake and river scenery in all their charms of roaring surf and stupendous cliffs—wooded islands and sheltered bays—deep gorges, circling rapids and thundering falls—peaceful woodlands and snow-capped mountains, smiling vineyards and prosperous towns—dense forests and glassy glades in all their primeval beauty—culminating in nature's grandest creation—Niagara Falls.

Bonaventure depot, the terminal station of the Grand Trunk Railway system in Montreal, was erected in 1887-1888, and opened for business in the latter year. It is most favorably situated in the very heart of the city, and is a handsome structure, built of red pressed brick, somewhat in the Italian renaissance style. The building has a frontage of 240 feet by a depth of 100 feet, and the ground floor contains commodious waiting rooms, public and private dining rooms, customs offices, baggage rooms, and the general conveniences pertaining to a first-class modern station.

The Grand Trunk Railway system may justly claim that its connections between the east and the west sides of the St. Clair, Niagara and St. Lawrence rivers are made by four great monuments of engineering triumph, viz.—the St. Clair Tunnel, the International Bridge, the Niagara New Single Steel Arch Bridge and the Victoria Jubilee Bridge over the St. Lawrence River at Montreal.

The great St. Clair Tunnel under the St. Clair River, connecting Port Huron, Mich., with Sarnia, Ont., dispensed with the tiresome and inconvenient system of ferry transfer between these points, and its construction marks an era in the history of the Grand Trunk Railway, and was no small factor in the consolidation of the Canadian and Western Divisions of the system. When it



Steamer on Muskoka Lakes.

is considered that the St. Clair River is about 40 feet deep and half a mile wide, that it is the sole channel through which Lakes Superior, Huron and Michigan discharge their surplus waters into Lake Erie. It must be admitted that the magnitude of the scheme and its successful completion confer a well-earned celebrity on its chief engineer, Mr. Joseph Hobson, now chief engineer of the entire system. The tunnel proper is 6,025 feet in length, and, including the approaches, 11,553 feet, marking it as the longest submarine tunnel in the world. The time of construction was a little over two years, and the cost was about \$2,700,000. The tunnel was opened for freight traffic on October 27th, and for passenger traffic on December 7th, 1891. Its opening was inaugurated by a banquet, presided over by the President of the company, Sir Henry Tyler, to 270 guests—a gathering of the representatives of railway and commercial enterprises from both Canada and the United States.

At the time of the completion of the Victoria Tubular Bridge in 1860, it was considered the eighth wonder of the world, and was the admiration of not only the promoters and the railway company, but of all Canadians and others who looked upon it. Through increase in traffic, and with the onward march of time and improvement, the old bridge had become inefficient to meet the demands of the Grand Trunk Railway system, and the management concluded that it must be replaced by a structure that would meet all needs. Accordingly a new open-work steel bridge, with double tracks, carriage ways, and foot-walks for pedestrians, now rests on the piers which held the Old Victoria Bridge for so many years.

With the Victoria Jubilee Bridge at Montreal may properly be classed the magnificent suspension bridge at Niagara Falls. This fine structure long held the admiration of the world at large, and in the beauties of its design and proportions well illustrated the bridge builder's art. However, yielding to the demands of large and ever-increasing international traffic, the Suspension Bridge, which so amply fulfilled the requirements of the past, has yielded place to a beautiful single arch steel bridge, which now gracefully spans the stupendous gorge of Niagara's surging river.

The utmost revenue yielding resources of the Grand Trunk in all departments are now being fully developed, and the commercial importance and financial prospects of the system have been raised to the pinnacle of success; while the superior equipment of its magnificent trains, perfect dining car service, fast through trains and palace sleeping and parlor cars between all the important centres, its capacious stations and courteous employees, leave nothing to be desired in the way of railroad comfort by even the most fastidious invalid, tourist or traveller.

CANADIAN PACIFIC RAILWAY.

After three Government attempts—all of which resulted in failure—the stupendous work of constructing a railway from the Atlantic to the Pacific coast was at last put into the hands of a private company, which ultimately achieved the task hitherto thought impossible by many. Railways had already advanced far up the Ottawa Valley, and it was from this point of connection that the Canadian Pacific Railway had to be carried through to the Pacific coast, a distance of two thousand five hundred and fifty miles. The Government had already under consideration six hundred and thirty-eight miles of railway, and the company undertook the carrying through of the remaining nineteen hundred and twenty miles, for which it was to receive certain subsidies in cash and lands. The contract time of completion was ten years. Carried over vast mountain ranges, over interminable plains and through dense forests, the railway was completed within the remarkable short time of four years—a monument of indomitable industry and the engineer's skill.

Remarkable as the celerity of its construction was, equally remarkable is the history—impossible to relate here—of its development. It is one continuous story of uninterrupted progress from the day of its incipency up to the present time.

To-day the Canadian Pacific Railway stands unrivalled as the greatest transportation company in the world. Owner of ten thousand miles of railway track and sixty inland and ocean-going steamers, appointed to meet the most fastidious tastes, it can and does carry goods and passengers from the crowded cities of Europe to the utmost limits of the Far East without transshipment to another flag. This in itself is ample evidence of its inward expansion and prosperity, and of the high place it holds in public estimation.

Out of the many railways which thread their innumerable ways through the vast continent of America, it is impossible to pick one which can excel the Canadian Pacific Railway in any convenience. The standard C.P.R. train is made up as follows:—Next to the locomotive there is a baggage car, followed by a mail car, in which letters are sorted and mail sacks stowed away. Colonist coaches, which are exceedingly comfortable, with seats which may be changed into sleeping bunks, and everything necessary to the comfort of the passengers, follow in due order; and then come the first-class day coaches for passengers travelling but a short distance along the line, and the dining and sleeping cars. These, in their elegance, almost baffle description. The interior is elegantly appointed, the paucity being superb. The traveller experiences every sensation of delight and ease as he is borne at



racing speed past some of the most wonderful scenery it is possible for the human imagination to conceive of.

But if the trains are elegantly appointed, what can be said of the company's hotels along the line of route. Buried in magnificent scenery, amongst the mighty ranges of the Rockies or lower-lying lands, the hotels stand almost un-

despite their distance, have every comfort that marks the advance of western civilization.

Railways have worked a great revolution in Canada, as elsewhere, but they have not effected any change in the position of the St. Lawrence as the main artery of Canadian commerce. Rather have they acted as auxiliaries to the lake and river route, attracting to it the trade of dis-



Some of the Hotels of the Canadian Pacific Railway along its line.

rivalled, even by those which stand prominent in the first cities of Europe. Fitted up with luxuries and conveniences which would satisfy the tastes of the most captious critic, they invite the traveller by their moderate rates and the transcendent scenery in which they stand situated. It has been the special care of the Canadian Pacific Railway that the hotels should,

taut areas. As the water courses from distant springs seek the mighty valley of the St. Lawrence in their search for the ocean, so is commerce from a distance gravitating towards it in ever-increasing volume. Year by year the channels cut by this commerce grow deeper and deeper, and lengthen, as they draw to them the trade of lands still farther away.



CHAPTER VI



THE apt epigrammatic description of Canada as "The Empire's Granary" has been followed by the equally happy designation of Montreal as "The Spout of the Granary."

When nature provided that all the waters of the west should flow past Montreal, and the first complete obstruction to ocean navigation — the Lachine Rapids — was located just above the

site of the future city, it was inevitable that Montreal should be the seaport of the great western region, but natural advantages have had to be combined with human enterprise and ingenuity to assure Montreal of her destiny.

It requires a glance at the map to appreciate the secret of Montreal's commercial pre-eminence and to form an estimation of just how much her supremacy is due to her natural position, and how much to the enterprise of her own citizens.

The River St. Lawrence is 1,500 miles in length, and drains an area of 350,000 square miles.

From Quebec to Montreal, a distance of 160 miles, the depth, excepting for some stretches aggregating thirty miles, mostly in Lake St. Peter, was never less than thirty feet. The work of deepening the channel on the flats of that lake was commenced in 1851 by the Harbor Commissioners of Montreal, and has been steadily continued, so that now a depth of twenty-seven and a half feet at lowest water has been attained. Owing to these great efforts, the largest ocean vessels are able to reach our port. In carrying on these works 9,500,000 cubic yards had to be removed. The ship channel so deepened is 300 feet wide at its narrowest point.

Montreal enjoys the singular distinction of being an ocean port, and a great ocean port, although situated nearly a thousand miles inland. It is exactly 986 miles from Montreal to the Straits of Belle-Isle. The city is 250 miles above salt water, and it is 315 miles nearer to Liverpool than is the city of New York. A third of the whole distance to Europe by way of the St. Lawrence is in comparatively smooth water.

Westwardly, the distance from Montreal to Chicago by the St. Lawrence system of rivers, canals and lakes, is 1,261 miles, or 158 miles less than the distance from New York to the same city, while the canals of the St. Lawrence system aggregate only 70 miles, against 350 miles of artificial navigation by the Erie Canal to Buffalo.

Not only is Montreal the great importing and exporting point of the Dominion, but she may also be described as the seaport of much of the western part of the United States.

During the seven-month seasons of navigation vessels sail regularly in ever increasing numbers from Montreal outward to the great ports of England and Scotland; to the West Indies, the Mediterranean; to European Continental ports; to South Africa; to our own Lower Provinces.



Harbor Commissioners' Office, Montreal

From Montreal inwards great freight steamers ply the Upper Lakes to far-off Chicago and Duluth, and Port Arthur.

In 1820 a large ocean trade centred in Montreal, which port controlled the import trade not only of Canada, but of Northern New York and Michigan, via the Richelieu, Lake Champlain, the Upper St. Lawrence and Lake Ontario. The size of the ships had increased, and the shallows in Lake St. Peter and the river were found serious obstructions to trade.

In 1830 an act was passed giving power to the governor to appoint three commissioners for the purpose of carrying into effect an Act providing for the improvement of the harbor of Montreal. This board consisted of the Hon. George Moffat, chairman; Mr. Jules Quesnel and Captain Robert S. Piper, of the Royal Engineers. This was the origin of the present Harbor Board. This first appointment of commissioners seems to have been made merely for the purpose of carrying out the improvements defined in the Act of 1830, which improvements consisted in building the stone-reverment wall, demolished a year or so ago, and joining the island, late the Island Wharf, to the new wharf system. But as the scope of the work widened, the commission was continued by Acts of Parliament passed from time to time.

Up to this time the river front—there was no harbor worthy the name—presented a peculiarly rough and uncared-for appearance. There was a beach at the water level, muddy in places, covered with pebbles and boulders at others, and from this beach there was a steep weed-grown bank to a little less than the present level of Com-

missioners Street. Some vessels discharged their inward cargoes below the St. Mary's Current, and others were towed up with the assistance of horses and oxen. The preferred landing place was in a small sheltered basin between the main shore and the little island, which up to a couple of years ago, when it was completely dredged away, stood out in the river opposite the Customs House. In this basin, which then had a depth of fourteen feet, the ships anchored as close in shore as possible. Long gangways were run out to them, and the cargoes thus brought ashore.

Captain Piper completed the original work of improvement in 1832.

In 1841 the legislature made an appropriation for deepening the channel in Lake St. Peter; but the work was suspended in 1846, and abandoned the following year. The shallowest part of the ship channel showed a depth of water of only eleven feet, and the trade of Montreal was restricted to vessels of four hundred tons or less. This sort of thing could not last. The Hon. John Young, one of the city's most noteworthy makers, who represented Montreal in the Legislature, championed the cause of the harbor, and was well backed up by the Board of Trade. Mr. Young represented Montreal in the Legislature, and in 1850 he was instrumental in passing an Act assigning to the Harbor Commissioners the task of improving the ship channel, and authorizing that body to borrow money to carry on the work. Up to that date the commissioners had confined their work to the harbor proper, but from then



Hon. Raymond Prefontaine,
Minister of Marine and Fisheries.

until 1888 the Board had charge of the works on the river between Montreal and Quebec as well. In 1841 the governor was given power to appoint additional harbor commissioners, but this power was apparently never exercised, for there were but three commissioners until 1855. An Act

passed in that year provided for five commissioners, three to be appointed by the Crown, the other two being the Mayor of Montreal and the President of the Board of Trade. The Board remained thus constituted till 1873, when its membership was increased to nine, four appointed by the government. The others were appointed as follows:—Board of Trade, two; the City Council, the Cern Exchange and the shipping interest one each. The tenure of office was five years. Next year the Board of Trade was allowed but one member, and five of the nine were appointed by the government, the term being made four years.

was taken over by the government from the Harbor Commissioners, to twenty-seven and a half feet. Since then the work of widening the channel at certain points and of dredging it to a uniform depth throughout of thirty feet at lowest water has been in progress under the Department of Public Works of the Dominion of Canada.

The work done on the channel by the Commissioners cost about \$3,000,000, including the price of a valuable dredging plant handed over to the government when it assumed the channel debt and works.

Since 1888 the Harbor Commissioners have had control only over the harbor of Montreal,



An Ocean going Vessel at one of the old low-level Montreal Wharves.

In 1850 foreign vessels were allowed to come up to Montreal to take cargo, but they still had to clear from Quebec.

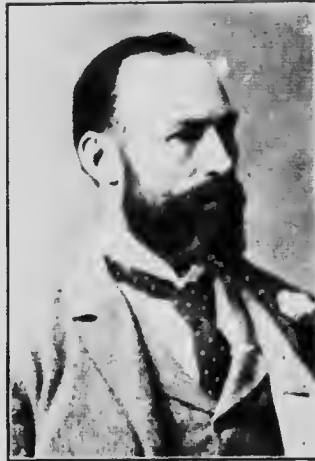
In 1853, exactly fifty years ago, the first ocean steamship from sea, the "Genova," arrived in port. She was followed during the same season by the "Sarah Sands" and the "Lady Eglington," the last-named steamship making two trips in the season. In 1853 the ship channel had been deepened to 16 feet; in 1859, to 18 feet; in 1865, to 20 feet; in 1878, to 22½ feet.

In 1882 the channel was deepened to twenty-five feet throughout, and in 1888, when the work

which extends from the River St. Pierre to Longue Pointe. The last change in the constitution of the commission was in 1894, when two members, one representing the Chambre de Commerce, a recently organized corporation of local French Canadian merchants, the other appointed by the government, were added, making the total as at present eleven members.

The entire harbor and the basin up to ordinary high water mark are public property, and are under the control of the Dominion Government.

The Commissioners have the management of the affairs of the port generally, including the



Hon. Senator Robert Mackay,
President Harbor Commission.

making and enforcing of by-laws, the fixing of harbor dues, the apportionment of wharf space, the construction and maintenance of the wharves and other works, the collection of dues and disbursement of expenses, the appointment of officers, etc. The by-laws and changes in rates harbor dues are, however, subject to the approval of the Governor-General in Council before coming into effect. Any new wharves or any interference with the river bed is also subject to the approval of the Governor-General in Council, as is the case at all places in the navigable waters of the Dominion.

Monies for capital expenditure beyond what can be provided for out of ordinary revenue are raised by the issue of bonds by the Commissioners, under special Acts of Parliament, and the interest for such bonds is paid out of the harbor dues.

Besides having jurisdiction over the Montreal harbor proper, the Commissioners are also charged with the licensing and supervision of pilots between Montreal and Quebec, and with certain other matters pertaining to the navigation of that part of the River St. Lawrence.

There are no wharves under private ownership. Berths and wharf spaces are, however, allotted to companies or persons from time to time, but not for longer than a year, except in rare cases and under special agreements. In practice, however, the same berths and spaces are re-allotted to the same parties year after year, as long as requested and the public interest permits, but the Commissioners reserve and exercise the right to send any vessel to any unoccupied berth, even although it one allotted to the agents of other vessels.

No charge is made for wharf space for goods beyond the wharfage rates on such goods, but for

space specially allotted for use as a place of storage or business, a charge is made.

Vessels are at no charge for berths, and the only charge which they pay is hospital dues, which are insignificant.

All goods handled in the harbor pay wharfage charges according to the Commissioners' tariff, and this is the same whether the goods enter the harbor by vessels or by cars, or whether they pass over the wharves or are transhipped direct without doing so.

The railway tracks on the wharves are part of the public property, and are used by all railways under leases from the Commissioners, and under conditions prescribed by them.

During the past few years the harbor proper has undergone a complete transformation, and the river front to-day would be quite unrecognizable by any one who had been absent from the city since, say, 1895.

A hurried glance over the work of harbor improvement from the very beginning is interesting. Previous to 1825 there were only two wharves, and these shallow water ones, with a frontage of 1,120 feet and a depth of two feet at low water. In 1825 a new wharf, with a length of 1,260 feet and with a water depth of five feet, was constructed. In 1842 there was a wharf frontage of 1,950 feet, or nearly a mile. In 1845 to 1847 the wharfage accommodation was increased to 7,070 feet, or 1.55 miles. In 1850, 1,370 feet of new wharfage in six feet of water had been added. In 1856 the work of dredging the harbor proper to allow vessels of heavy draught to approach and tie up to the wharves, disposing of the use of lighters, was begun. In 1866, when vessels drawing twenty feet of water could come to Montreal, there was the following wharfage accommodation in the harbor of Montreal:—For vessels drawing twenty feet of water, 1.30 miles; for vessels drawing less than twenty



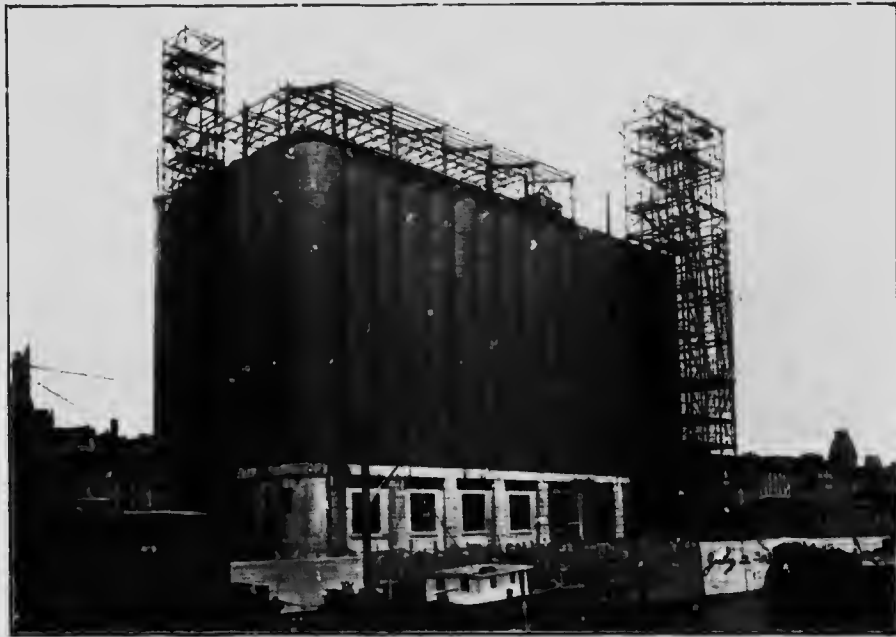
The Transformation of Montreal Harbor.
The Piling for the Harbor Commissioners' Elevator, June, 1902.

feet, 1.78 miles. In 1876 there were 1.2 miles of wharves; in 1878, 1.46 miles. By 1882 (there were then 4.7 miles of wharves) there had been expended on the harbor between the Victoria Bridge and Longue Pointe no less a sum than \$3,000,000, and not a cent of it had come out of the public treasury, Federal or Provincial. The money had been provided for, and the interest and considerable of the capital paid out of the harbor revenue alone.

When work was begun in 1895 on the project of harbor improvements now approaching completion, the wharfage capacity was as follows: Wharfage of 27½ feet depth at low water, 12,128 feet; wharfage of 25 feet to 29 feet depth at low

then coming to this port, but provide for the continual increase in size and capacity of those they would be obliged to accommodate in the future, while providing at the same time for the requirements of inland vessels bringing to this port for transshipment across the Atlantic the product of the west, for whose inland transport such large sums have already been expended by the Dominion.

While the Dominion Government did not con-
 cern to all the propositions submitted to them by the Commission, they so far met the views of the Board as to place before Parliament an Act by which power was given to proceed with many of the proposed improvements to the harbor. This



One Million Bushel Elevator for handling Export Grain

Being Erected by the Steel Storage and Elevator Company, 209 Commissioners Street, for the Harbor Commissioners of Montreal.

water, 2,650 feet; wharfage under 20 feet depth at low water, 6,184 feet—total, 26,962 feet.

The year 1898 was an eventful one in the history of the Harbor Commission, as marking the conclusion of an agreement between the Commission, the City Corporation and the Dominion Government, by which the extensive improvements to the harbor facilities and the additions to the wharfage accommodation, so long desired and so earnestly urged by the Board, has been to a great extent carried into effect.

The Commission continued to press upon the government the special claims of Montreal as the national port of the Dominion, and the fact that its situation at the head of ocean navigation obliged the port authorities to receive and accommodate not only the large ocean steamers

Act, passed by the Dominion Parliament on June 13, 1898, empowered the government to lend to the Harbor Commissioners \$2,000,000, of which \$1,250,000 was to supplement that formerly authorized for the carrying out of the long-required harbor improvements opposite the central part of the city, and the remaining \$750,000 was to be applied toward the building nearly one-third. The second largest port in the Dominion, Toronto, is prospering greatly, having or improvement of wharves, structures and other accommodations, including the building of a dry dock below St. Mary's Current, the plans in each case to be subject to the approval of the Minister of Public Works before construction began.

Since the date in question the work of harbor improvement has made rapid progress. A com-

plete transformation has taken place. The old wharves, which were on a comparatively low level, have been either dredged away altogether, or buried deep under the filling of the new high level piers and shore wharves. Work is well advanced on two of the first permanent wharf structures—large grain elevators, each of one million bushels' capacity one being constructed for the Harbor Commissioners, the other for the Grand Trunk Railway. When these structures and the projected permanent steamship sheds are completed, they are expected to have an important stimulating influence upon trade.

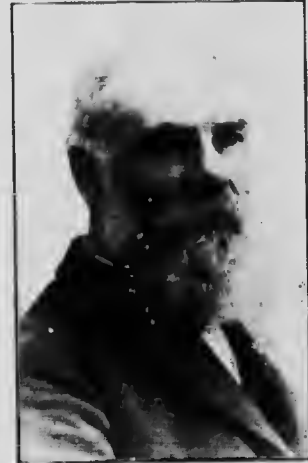
Montreal's principal exports are grain, lumber, cattle, sheep, apples, cheese, butter, wood, wood-pulp, etc., and the volume of these is not only enormous, but constantly increasing. The trade returns of Canada for 1902 (the fiscal year ending June 30, 1902) show that during the year Montreal imported \$10,776,650, and exported \$61,255,161; or, roughly speaking, thirty-three and a third per cent of the total exports, and nineteen and a fifth per cent of the total imports of the Dominion passed through its port. This foreign trade was carried in 396 vessels, aggregating 975,741 tons, or an average of 2,486 tons to a vessel. In 1880 the average was only 884 tons, so that in less than a score of years the size of the vessels trading to Montreal has nearly trebled.

The complete customs house returns for the fiscal year ending June 30, 1903, are not available, but figures given out by Mr. R. S. White, Collector of Customs at the Port of Montreal, indicate that the increase in customs receipts in all departments has been larger in ratio than in any previous fiscal year since 1897. During the fiscal year just ended, in fact, the business of the Montreal Customs House broke all records. In 1894-5, only eight years ago, the amount of duties collected at this port was somewhat less than \$6,000,000. In the year just closed the collections reached the large sum of \$11,801,300, though in the interval the rate of taxation has been reduced. In eight years the business of the port has doubled. The gain in revenue over the preceding year was \$1,761,300, or 17 per cent, the biggest jump ever made in a similar period. For every working day of the twelve months the receipts average \$38,700.

The revenue from duties for the whole Dominion last fiscal year was, in round numbers, \$36,600,000, and to this total Montreal contributed collected \$7,050,000 last year, but, after all, the revenue from customs at Montreal is 70 per cent greater than at Toronto, and six times as much as that of the third largest port, Winnipeg. The pre-eminence of Montreal in this respect, moreover, is being well maintained, the port having held its percentage of the total customs business for the past five years undiminished.

The number of entries in the Montreal Customs

House during the fiscal year just ended was 236,122, or a daily average of 774, and of these 206,567 were duty-paid entries, the balance being warehouse, transit and export entries. As



Hon. William Paterson,
Controller of Customs.

recently as 1890 the number of duty-paid entries passed in a year was under 96,000. The increase in this branch of work in the year just ended was 21,000 entries, or 10 per cent. This augmentation of business runs through every department. The examining warehouse last year received no fewer than 188,392 packages, of which 110,142 were carried by freight and 78,250 by express, by far the largest number ever handled.

This season (1903) has seen a remarkable growth in the quantity of grain exported through the national port of Canada, and this growth is all the more remarkable when it is considered that New York, Boston, and other great grain export ports have not developed their trade in a corresponding ratio. Why does this difference exist, and what can the port of Montreal do to develop the trade still further?

The records kept by the Board of Trade show the total grain exports via Montreal from the opening of navigation until the end of June to be as follows:—

	Bushels.
Wheat	5,259,360
Corn	1,647,574
Oats	239,403
Barley	140,419
Rye	250,121
Total	7,536,877

Last year the grain shipments up to June 15th were 5,180,000 bushels, and the increase of this year's shipments amounts to 1,117,521 bushels. Wheat is the principal cereal to be

exported, and it shows more than five and one-quarter millions of bushels, as compared to New York's export for the same time of about two millions of bushels. A better comparison may



Right Hon. Sir Richard J. Cartwright, G.C.M.G., P.C.,
Minister of Trade and Commerce.

be made with the figures of New York up to June 15. For this period the figures for Montreal stand at 3,247,585 bushels, and New York at 1,659,411 bushels.—(Montreal Gazette, July 11th).

The great bulk of the wheat going forward is Manitoba grown, and, as far as can be estimated, there are still about fifteen millions of bushels of old crop in the wheat country awaiting transportation to the East.

Of all Canada's vast natural resources, none approach in importance to her untold wealth in the productive soil. It would seem almost impossible to realize the limits of the Dominion's agricultural development. There are hundreds of thousands of acres of the most productive soil awaiting merely the coming of the husbandman, and it will produce standard food products of the very highest grade procurable in the markets of the world. For not only is the soil exceptionally rich, but the climate is extraordinarily propitious, for Canada's winters, with their weeks of snow and frost, are really kindly aids to the husbandman, the frost holding within the soil all the soluble nitrates, which, elsewhere, the winter rains wash rapidly out. The snow blanket protects everything beneath it. It is a fact not generally understood that there is more wheat-growing land north of St. Paul, Minn., than south of it, and a country, too, free from the devastating cyclone. South of our great Arctic region our farming land stretches right across the continent in a great belt as wide as France, and 3,500 miles long, broken only by a few mountains and a few hundred miles of unavailable prairie. And so

it comes that Canada is the producer of the best grain and roots in the world.

Farming operations are carried on in Manitoba and the North-West Territories on a most extensive and elaborate scale, the most modern appliances, including steam threshers, being almost universally used. In the ploughing and harvesting seasons gangs of a dozen or twenty ploughs and reapers are frequently seen at work together on the same great field. The output of wheat in the prairie provinces has developed wonderfully, and the railways and grain shipping companies have had difficulty in keeping their facilities—grain elevators, etc.—up to the requirements of the trade.

Over forty-five per cent of the population of Canada are engaged in agricultural occupations, and much attention is given by the government to the various branches. Here and there over the country are established agricultural colleges and government experimental farms, and the Minister of Agriculture is himself an expert farmer.

In wheat for bread making, Canada leads the world. The yield ranges from upwards of seven-teen bushels an acre for spring wheat to twenty bushels for fall wheat. Then, the weather usually permitting of its all being harvested in perfect condition, and our excellent machinery ensuring its being thoroughly cleaned before grinding, its high uniform quality is assured. Analyses procured by Prof. Robertson of the best Hungarian and Canadian flours showed that in the Canadian flour the albuminoids (flesh-forming principles) were greater by one-tenth. Another test was made, at Professor Robertson's request, by a reliable firm of bakers, which showed that from three different 100 lb. samples of strong Canadian flour they got, 146 lbs., 151 lbs., and 152 lbs., respectively of excellent bread, which is more than could be got from any other flour. The milling industry is a large one, not less than 2,500 mills being at work, employing over 6,000 men.

Of oats large crops are grown, and Canadian oatmeal is equal to the best in Scotland. Large



Where our Exports are Raised.
A Herd of Cattle on an Alberta Ranch.

quantities of rolled oats and oat flakes are also made.

Peas are remarkably free from insect pests, and split-peas for soup, green peas for vegetables and sweet peas for canning are obtained in perfection. The export of peas during three years is as follows:—In 1889, \$1,955,598; in 1900, \$2,115,171; in 1901, \$2,490,521.

Barley and rye are grown, but not largely for food purposes.

The development of Canada's export grain trade, especially during recent years, has abundantly testified to the productiveness of the country and the enterprise of her people.

Wheat and other grains were sown soon after the first settlements were established, but many years were to elapse before the country exported its first agricultural produce. In the colony's earliest infancy, its grain supplies had to be imported, but, in 1670, the Canadian grain crop had attained to such dimensions that an attempt was made to corner it, and an "ordnance" was



Home of the Wheat
Ploughing on a Manitoba Farm.

passed to limit the purchase of wheat. By 1770 agriculture had made rapid strides, and Canadian agriculturists produced enough grain for local needs, besides wine and cattle. In 1736 Canada exported 80,000 minots of wheat to the West Indies. The grain export trade did not make any appreciable development under French rule, and in 1711 there was no grain for export. In 1841 over two million bushels of wheat were exported.

Montreal, in 1902, stood third in quantity of grain shipped from Atlantic ports. The export of wheat has increased largely from this port since Manitoba became a large producer of this grain. For many years the wheat exports fluctuated between 2,000,000 and 9,000,000 bushels, and it may surprise many to learn that in 1862 Montreal shipped 6,500,796 bushels of wheat, and as late as 1895 we shipped only 3,651,311. The last two or three years the wheat exports have increased from 9,000,000 to 13,000,000, and last year's exports of wheat were the largest in the port's history. In fact, the ship-

ments of wheat from this port during last summer were greater than from any other Atlantic port this summer; as for several weeks Montreal shipped more wheat than all the Atlantic ports put together.

The chief reason for this was owing to the steamship companies having made an agreement to make the minimum rate of grain 1½d. from all Atlantic ports, and as the rates declined to this figure, we were on a parity with all other ports, and this, combined with cheaper rates from the west to Montreal, naturally brought the grain this way, especially for ports where the minimum rate existed. The lesson to be learned from this is, if the steamers would quote as low rates from Montreal as from New York and other Atlantic ports, the grain would naturally seek the cheapest route, and our proportion of the grain trade would largely increase. A few years ago more than one-half of the Manitoba crop of wheat was exported via Buffalo and American ports, but the statistics of the crop of 1901 show that over sixty-six per cent of the wheat shipped from Fort William came to Canadian lake ports, as against thirty-three per cent to Buffalo.

The St. Lawrence route is a favorite one for the shipment of American corn, owing to its being a much cooler route than that from any American port, and as this grain is very liable to get out of condition during warm weather, buyers prefer their corn from the St. Lawrence, as it is much more likely to arrive in perfect condition. The corn shipments from this port during last season were very small, owing to the great deficiency on the last crop, but other ports were similarly situated.

Canada being a large producer of oats, we naturally should get considerable shipped from this port. We are not able to hold our share of our own Canadian grown oats, for the reason that steamers from Montreal can get deals, which are also a light cargo, and which pay usually fair rates, while steamers from American ports, which have not the lumber to fall back on, are compelled to carry oats at a very low freight, and for this reason they take a large portion of our Ontario crop.

In the opinion of many expert judges, it is only a question of ten or twelve years before the port of Montreal will be at the head of the grain exporting ports of the world. This consummation will be reached, it is thought, so far as the supply and flow of the grain to be exported is concerned, in the period named, owing to the rapid settling through the continuous rash of immigration to the North-West Territories and Manitoba from the British Isles, the various European countries and the United States, the consequent enormous agricultural development, and the naturally immense increase in the volume of grain raised in the Dominion. But further than this—the increased facilities for transporta-

tion by means of the natural outlet, the River St. Lawrence, the tremendous improvements already made in its navigation by the Canadian Government and the contemplated additional improvements, alterations and developments, which only need time for completion; the work of transforming the old harbor into a modern, up-to-date seaport, with which rapid progress has already been made; the extension of wharfage accommodation; the erection of huge grain elevators at Montreal and other points, giving us all the modern facilities enjoyed by the great grain shippers of the United States—will, it is confidently contended, place the port of Montreal in a position not only to ship more grain, but at considerably less cost than any other port in the world. Given these advantages, it is an undoubted fact that Montreal, already closely pressing New York City and the other United States ports on the Atlantic seaboard as an export grain centre, will easily outstrip all competing ports, and become the leading grain supplying city of the world.

Dealing with these reasons in greater detail, and looking at the rapidly increasing production of grain of every description in the North-West Territories and Manitoba, and the great possibilities of these sections of the country, it has been conservatively estimated that in about ten years' time they will produce as much grain as the whole of the American North-West put together, this calculation being based on the fact that to reach that level of production the Canadian provinces will only have to make their output five or six times as large as it is at present. That this desirable result can and probably will be reached before the end of the next decade is well within reasonable anticipation. The great richness of

the virgin soil of our North-West, and its immense reproductive qualities, even in its primitive development and culture, yields a percentage of grain to the acre nearly double that of the land over on the United States side of the border. The great tide of immigration which has set in from the mother country during the past and present year, the character of the immigration embracing as it does the youth, blood, bone and sinew of the agricultural classes of the old world, will speedily place Canada on a grain producing footing equal to the United States.

Carefully prepared crop bulletins collected by the Manitoba Government and the railway officials show the crop acreage of cereals under crop this year to be 3,687,997, which is an increase in the cultivated area over last year of 517,852 acres. The yield last year averaged 32 bushels an acre, and from all appearances this year's average will equal that of last, so that the anticipated increase this harvest for Manitoba will be 15,964,000 bushels. The North-West Territories had about 885,250 acres under cultivation last year, and the average yield was the same as Manitoba. This year the Territories will probably have over one million acres cultivated, with 32,000,000 bushels as the total yield. This gives a total acreage under cultivation for Manitoba and the North-West of 4,670,770, an increase over last year of 641,518 acres, with a probable total grain yield of 150,000,000 bushels, being an increase of at least 21,000,000 bushels over 1902.

The prediction has been made that within five years the grain crop in Canada's prairie provinces will total 200,000,000 bushels. The increase over the present crop will represent practically so much extra grain for the sport of the granary to deliver to the Atlantic shipping.






Some Winter Sports in Montreal

The Winter Months are Filled with Pleasures of Every Class Incident to a Good Bracing Climate which although frosty is kindly.



MONTREAL'S
VAST
PRODUCE TRADE

CHAPTER VII



THE conditions which have made Montreal such an important factor in the world's grain trade have combined to bring to this port a large proportion of the export trade of the general agricultural produce of the northern half of the American continent.

The manufacture and exportation of dairy products during the last season of navigation showed wonderful increases, there being no less than 2,102,654 boxes of cheese and 541,723 packages of butter exported through the port of Montreal during the year, which is in excess of all previous records.

The following table shows the receipts at and shipments from Montreal of butter and cheese during the past five years, according to the statements furnished to the Montreal Board of Trade. The figures for butter are considered to be approximately correct, but, for some reason, the figures supplied the Board for cheese show about 250,000 boxes less than the actual receipts:—

Butter: Receipts. In 1902, 770,708 packages; in 1901, 585,917 packages; in 1900, 111,372 packages; in 1899, 572,111 packages; in 1898, 117,217 packages. Shipments. In 1902, 597,751 packages; in 1901, 424,177 packages; in 1900, 201,768 packages; in 1899, 131,953 packages; in 1898, 331,171 packages. Cheese: Receipts. In 1902, 2,223,891 boxes; in 1901, 2,085,015 boxes; in 1900, 2,171,763 boxes; in 1899, 1,912,580 boxes; in 1898, 2,118,877 boxes. Shipments. In 1902, 2,143,468 boxes; in 1901, 2,101,211 boxes; in 1900, 2,335,601 boxes; in 1899, 2,206,702 boxes; in 1898, 2,208,412 boxes.

This year there promises to be a very large increase in the amount of cheese shipped from Montreal. Up to June 30, the exports of this article of farm produce were many thousand boxes ahead of last year, which, considering the high prices ruling, is very satisfactory indeed. The exports last year (1902), from the opening of navigation to the last day of June, amounted to 330,000 boxes; this year the amount for corresponding dates is 390,000 boxes.

The decrease in butter shipments, however, is very noticeable. For the period between the opening of navigation and July first this year the amount shipped to Great Britain and foreign countries amounted to 30,000 packages, while for the same period of time last year the shipments amounted to 82,000.

The application of the modern science of thermodynamics has done more than any other one thing towards stimulating dairying interests in Canada. The ice man and the ice house are quite familiar to most people of the passing generation, but the art or science of preserving food products and other perishable goods in their natural condition by means of cold storage, the refrigeration being produced by artificial means, is a comparatively new one. By this means, butter, cheese, poultry, eggs, meats, fruits, vegetables—immense classes of articles, in fact—may be preserved in perfectly sound condition for a long period and transported on land or water, in the warmest climates we know of, from the place of production to the home of the consumer.

It has been said by some one who has made inquiry that there is, in the history of the customs of men, no parallel for the present system of refrigeration which is rapidly coming into such general use. What was considered a few years ago to be a luxury, is to-day one of the necessities of life, commercial life, at any rate. Our grandfathers salted and smoked and jerked the meats they wished to preserve for future use, and our grandmothers, and mothers, too, pickled and preserved; but these methods of providing dainties or necessities for the day when they would be out of season are liable to become lost arts as artificial refrigeration becomes more general. Wealthy people now put their furs and other garments in cold storage in the summer months to keep them from the moths and other destructive agents. Merchants have, in certain instances, placed metals that had become wet, and were liable to rust or corrode, in cold storage until they were able to dry and polish the goods, when they were found to be as good as the day they were made.

Twenty years ago, and less, ice from the lakes and streams of our northern country provided the refrigeration mostly employed in the preservation of food, but naturally the operations under these circumstances were limited, and the period for storing perishable goods was restricted. The temperatures obtained were not below 36 degrees Fahrenheit. By the use of ice with salt, freezing temperatures could be had, but the method was very expensive. Most of the objections to the system of natural refrigeration are done away with in the artificial system.

The successful application of the principles of thermodynamics to the business of preserving perishable merchandise in its natural condition rivals in importance any of the achievements of modern science in the wide realm of the world's comforts and economies. The benefits of this system will be noted with interest in connection with the export provision trade. What with refrigerator cars, refrigerator sections in ocean steamships, and cold storage warehouses in this and foreign countries, the possibilities that lie before us in the matter of commerce in perishable goods are beyond conception.

Thanks to the perfection, under Government encouragement, of the cold storage systems ashore and afloat, and to the country's special adaptability to dairy farming, the export produce trade is growing with such inconceivable rapidity that it appears practically impossible to fix a limit to the future development of the export produce trade.

The steady improvement in the quality of Canadian agricultural produce is largely accountable for the growth of the export produce trade—a growth which during the last few years, it must be remembered, has placed her at the head of the cheese producing and exporting countries in the

world, both for quantity and quality, and is quickly and surely establishing her in the same position with regard to butter and every other kind of produce.

Canada leads the world in the production and export of cheese, and has been forging ahead so strongly for the past fifteen years that she has distanced all competitors, and now supplies nearly



Hon. Sydney Arthur Fisher.
Minister of Agriculture.

two-thirds of the entire requirements of the English market for this commodity. Our principal cheese export is Canadian cheddar, its nutritious qualities and food value being two and a quarter times as great as beefsteak. A table showing the total cheese productions of Canada for the past seven seasons has been especially compiled by an expert for the "Book of Montreal," and is as follows:—

1896.	2,362,446 boxes.
1897.	2,839,710 "
1898.	2,703,726 "
1899.	2,595,534 "
1900.	2,990,869 "
1901.	2,731,259 "
1902.	2,716,259 "

The year of 1902, from a financial point of view, was one of the most successful years in the history of the cheese trade in Canada, resulting from three powerful factors, namely, the marked improvement in the quality of our cheese compared with previous years, an increase of upwards of 15 per cent in the aggregate volume of the exports, and the fact, doubtless owing to the improvement in quality, that the increased output did not lower prices, as farmers realized on the average \$1.50 per box more than in the previous year. The cheese season of 1902 was a record one, but the current season of 1903 bids fair to

eclipse it in every way. The result of the prosperity of last year's cheese season has been the spending of large sums of money on buildings for cheese factories, and improving the sanitary conditions and appliances surrounding and attached to them, tending, of course, to the producing of a better and more uniformly high class of cheese. During the year of 1902 the Dominion Government, by arranging with the railway companies to supply a certain number of iced cars for the carriage of cheese, greatly increased its transportation to Montreal from all parts of the country in finer condition than heretofore possible.

An even more important movement was made by the Government in 1902 for the encouragement

landed on the other side in hot weather is now most needful, and will doubtless be provided in due course at the instance of the British importers, who are the most interested parties, from the moment of landing. It is also a matter of congratulation to all interested in the cheese trade that the work of Governmental dairy instruction was considerably extended during the year 1902, and is being greatly increased this current season.

Although the Danes hold the highest place in the list of countries exporting butter, principally to Great Britain, where the yearly consumption exceeds three hundred and eighty-six million pounds, and Canada, in face of the active Russian competition of the past three years, is a long way



Montreal's Military Centres.

Victoria Rifles' Armory.

Government Drill Hall.

of cheese manufacture—the establishment of cool cheese curing rooms, which promise to develop a revolution in the methods of curing cheese. They are four in number, and are situated respectively at Brockville and Woodstock in Ontario, and at Cowansville and St. Hyacinthe in Quebec. These institutions for the cool handling of cheese have benefited the manufacturers greatly, and also stimulated many of the factory owners to remodel their own curing rooms, so that the temperature may be controlled to 60 degrees at the highest in the hottest weather. Thus the improved cooling rooms, cold railway transportation, cold storage in the Montreal warehouses, and the refrigerating chambers on ships ensure delivery in Great Britain of Canadian cheese in the prime condition. Proper cold storage for the cheese when

from the top of the list, yet, considering certain disadvantages under which we labor at present, the export butter industry is rapidly increasing. In 1885 the people of the United States led Canada both in butter and cheese, in quantity as well as quality—in fact, at that time it was impossible for Canadian exporters to obtain as good a price for these commodities as the people of the United States did for theirs, as the quality was not considered as good. This situation is now entirely changed; Canada leads the United States in butter as well as cheese, as an exporter to the British markets, and she has no difficulty in obtaining a higher price for her butter than her United States competitors. This is entirely due to the fact that the quality of Canadian butter has improved vastly, and her shipping facilities

have advanced at a similar ratio. The improvement in quality can be attributed mainly to the careful nursing and oversight of the manufacture of dairy products by the Governments of Canada, by their opening of dairy schools, the thorough system of inspection gradually being elaborated and perfected, and the sending of competent teachers and inspectors to travel throughout the country to improve the methods of manufacture. All these efforts, combined with the natural intelligence of the Canadian farmers, who appreciate the great future there is for first-rate products, and study and work accordingly, taking advantage of the Government encouragement, have had a wonderful effect in raising the standard of our butter. Its splendid quality explains the liberal orders received for it during last summer, houses that formerly dealt exclusively running chiefly on Canadian creamery, demonstrating that our produce equals or exceeds the highest grades of other imported goods in England. Besides, the province of Quebec, where we obtain the bulk of our export surplus, is a magnificent section of the country for the raising of butter. Last season this province produced as fine a butter as any made in the world, and it is admitted by English expert authorities that it is obtaining a more prominent position in their markets every year. There is no reason why Canada should not hold a similar position in the British markets in butter as she now holds in cheese, and, with a little more care on the part of manufacturers, to become as prosperous in this country as the Danes are in theirs. Although the increasing tide of Russian competition, which set in in 1899, has temporarily carried that country past us on the list in quantity, the quality of Siberian butters is admittedly not of so high a class as Canadian, and quality will tell in the end. Great improvements have been made this season in the packing of butter, and the quality of the paper used therefor, also the temperature at which the butter is being carried on ocean steamers from Montreal to the United Kingdom. That the butter export trade is rapidly expanding, is demonstrated by the fact that in 1902 our exports of butter increased over thirty per cent in volume, or twice as much as cheese did, and the increased value of butter exports reached nearly \$2,000,000.

Canada has now herself a very good name in the British market for the excellence of the eggs she exports thither. The supply, however, fluctuates very much, production varying considerably, according to the weather conditions in the summer months. The most modern systems of pickling and packing are in vogue in this country, and the steamship and railway lines handle this delicate product with the greatest care and success. So much so, that in 1902, with a total shipment from the port of Montreal of 160,344 boxes of eggs, there is no record of a single complaint from the receivers.

In the opinion of one of the leading produce merchants in Montreal, a great industry for the farmers of the central, eastern and southern provinces of the Dominion is the export poultry trade. "Canadian chickens are in great demand in the English market," he said, "and if the farmers will only try and raise the right kind of poultry, and learn to dress same in good shape



Hon. Clifford Sifton
Minister of the Interior.

for the market, as the Americans do, there is practically no limit to the business which can be transacted with the old country in dressed poultry alone. My firm, which are the largest poultry shippers in Canada, are prepared to handle any quantity of chickens and turkeys, both alive and dressed, but they must of course be fed and dressed to suit the requirements of the market. There is a good opportunity for developing the export poultry trade with South Africa, and we have shipped several consignments there already this year, with eminently satisfactory results. There are already some expert teachers of the poultry-raising business travelling the country, but the Government should try and send out many more. One reason for the assured future success and increase of the export poultry trade is the immensely augmented demand for poultry among the working classes in England, who find it at times much cheaper than butchers' meat. One firm in Manchester alone was, some time ago, desirous of handling 3,000 cases a week from Montreal, and there are many other far larger importers than he. In a few years, as the supply of and the facilities for raising chickens in Canada is unlimited, I see no reason why we should not be at the head of the poultry export trade of the world."

A great trade is undoubtedly opening also to the farmers of Canada in the raising of ham and bacon hogs. Canadian hams and bacon are well known and appreciated all over Great Britain,

and there is undoubtedly a great future ahead of this branch of our export trade. Great Britain imports yearly 645,000,000 pounds of bacon, valued at \$67,950,000, Canada contributing 100,000,000 pounds, valued at \$11,200,000, but this could easily be doubled or trebled if the farmers care to push this department of farming. Ontario at present takes the lead of the ham and

of 20,610; 10,699 packages of hams and bacon, an increase of 7,594; and 109,852 packages of meats, a decrease of 6,316 packages, a fact due to the stopping of the special demand arising from the South African war.

From the opening of navigation to June 30th this year (1903), 33,706 packages of boxed meats were exported through Montreal, as against



D. A. CAMPBELL,
Board of Trade Building.



ROBT. BICKERDIKE,
Canada Life Building.



W. H. PRICE,
43 St. Sacramento Street.



HUGH GILCHRIST,
43 St. Sacramento Street.



DONALD MENRO,
43 St. Sacramento Street.

Prominent Live Stock Dealers and Shippers of Montreal.

bacon producing provinces, but Quebec is awakening to the enormous possibilities it possesses for the development of the ham and bacon trade, and the curing and packing business in the city of Montreal has developed wonderfully during the past three or four years.

During the season of navigation of 1902, Montreal exported 137,850 barrels of lard, an increase

28,090 packages during the same period of 1902, an increase of 5,616 packages.

The live stock export trade is quite distinct from the general farm produce trade, although it naturally comes under the same heading in a work of this character.

As a country for raising cattle, swine, sheep and horses, Canada has no superior. From the

prairies of the North-West Territories, and from Ontario, thousands of fat hullocks are shipped annually. The Government controls the cattle spaces on the ships, and Government veterinary inspection prevents the export of any but perfect animals.

The export cattle trade for the year 1902 was a most satisfactory one, both as regards volume and profit. Although prices in Canada ruled even higher than the year 1901, the advance in the British markets made increased exports possible. The total exports showed an increase of 3,402 head, as compared with those of 1901.

The exports of sheep fell off considerably in 1902, as compared to those of 1901. The low prices in Britain caused by large imports of frozen mutton, and the heavy demand in Canada for

The total shipments during the preceding four years were as follows:—Total shipments in 1898, 99,049 cattle, 34,391 sheep; total shipments in 1897, 119,188 cattle, 61,254 sheep; total shipments in 1896, 100,360 cattle, 80,671 sheep; total shipments in 1895, 96,582 cattle, 217,399 sheep.

During the present season (1903), from the opening of navigation to June 30, the cattle sent abroad on steamships sailing from the port of Montreal amounted to 36,303 head, as compared with 16,959 for the same period last year. The shipment of American cattle through the port of Montreal has been a feature during the present season, and exporters state that one half of the cattle shipped are from United States centres.

Hundreds of square miles of Canadian soil in Ontario, Nova Scotia, Quebec and Prince Edward



A Canadian Farm

home consumption, owing to the general scarcity of meat, made the export business an unprofitable one.

The following table shows the shipments of live stock from Montreal during the past four years:—

Port.	1902.		1901.		1900.		1899.	
	Cattle.	Sheep.	Cattle.	Sheep.	Cattle.	Sheep.	Cattle.	Sheep.
Liverpool...	23,517	7,666	16,079	2,176	24,420	12,480	30,271	12,960
London....	22,263	28,189	16,716	26,589	22,672	10,290	12,347	23,650
Glasgow....	15,681	6,198	20,723	14,987	21,070	4,815	18,057	14,003
Bristol....	7,005	2,961	6,925	1,302	7,705	758	10,099	3,083
Newcastle	629	.....	1,881	.....	3,752	431	2,587	.....
Manchester	8,068	514	8,603	8,009	9,693	3,433	6,112	3,640
Cardiff....	.....	.....	2,864	777	2,868	298	2,331	1,341
Havre....	.....	.....	.....	700	.....	.....	.....	.....
Totals....	77,193	45,831	73,791	54,538	92,180	32,514	81,804	58,277

Island, but particularly in Ontario, are devoted to the growth of fruits. At the Paris exposition, Canadian apples were shown during the summer, which had been grown the summer previous, and all in perfect condition. In evaporated and canned fruits an increasing trade is being developed with Europe.

The fruit industry of Canada is principally confined to the export apple trade, although pears, peaches, grapes, apricots, plums, cherries, melons and berries of all kinds are cultivated to a considerable extent. Canadian apples and pears are noted for their excellent keeping qualities, flavor and crisp, juicy flesh. The demand for Canadian apples in the English and Scotch markets is rapidly increasing. The packing and marking of packages, the facing and

grading, regulated as it is by the Fruit Marks Act, prevents any large quantity of inferior fruit going forward. The Montreal Fruit Exchange handles practically the entire fruit export trade of the country through its members. Not only, however, are Canadian fruits handled, but, by means of the Canadian Pacific Railway, a large proportion of the entire output of California fruit passes through this port. Nearly all consignments of fruit are sold every morning by auction, and the scene in the Exchange Salesrooms about nine o'clock is one of exceeding bustling activity. Carloads of apples and oranges arriving from

A rapidly increasing import trade in Mediterranean fruit is also being established. On account of the comparative coolness of the St. Lawrence route, more and more shiploads of fruits from the South of Europe are being attracted to Montreal every year, and at the great auctions of European fruit in Montreal buyers attend from all parts of the northern and western states, as well as from Canada.

Canadian-grown fruit, on account of its extra fine flavor, is much sought after in the United States, and the Montreal district is famous among United States epicures for its famous apples and



General View over a Canadian Farm, settled only a few years. Evidences of Fertility and of Comfort, as Well as Expensiveness, are Shown on Every Hand in Our Domain.

California reach Montreal about three o'clock in the morning. They are auctioned off before middle day, as it is imperative that the shippers should know by wire the results of the sales of their consignments before three o'clock in the afternoon of each day. This enables the growers to consign their next shipments to the markets, showing the best pecuniary results. The local fruit importing trade of Montreal is also a very important branch of the trade, every kind of foreign and tropical fruit grown in the West Indies and South America coming here direct for distribution to the various market centres in the Dominion.

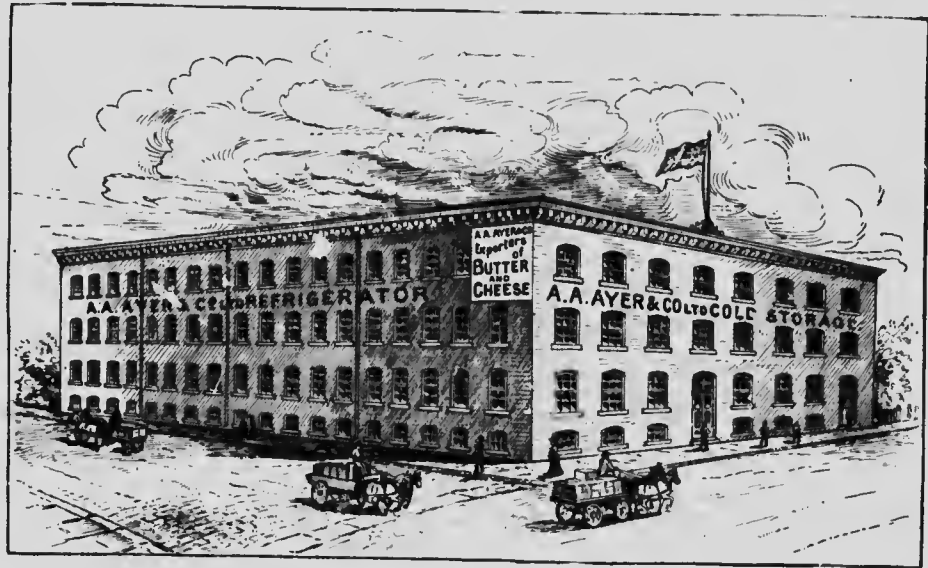
its "Montreal Musk Melons." During the season thousands of this last-named and high-priced luscious fruit are shipped weekly to New York, Philadelphia, Boston and the more fashionable summer resorts of the United States.

With improved agricultural methods, proved handling facilities and increased areas under cultivation, it appears almost impossible to exaggerate the possibilities in the way of the future extension of Montreal's already vast trade in the products of farm, ranch, market garden, and orchard. Our trade with Great Britain will keep pace with this development, greatly to the advantage of both countries.

A. A. Ayer & Co., Limited. The butter and cheese trade is amongst the most important industries of the city of Montreal, and A. A. Ayer & Company, Limited, are in the foremost ranks of this section of the mercantile community, the company being the largest exporters of butter and cheese, having shipped 297,774 boxes of cheese, and 101,618 packages of butter from this port in the year 1902, besides their winter shipments and large local sales. The President of the company is A. A. Ayer, and the Vice-President John McKergow, who has occupied the important offices of President of the Montreal Board of Trade and President of the Montreal Produce Exchange. The extensive warehouse, cold storage and offices of the company are situated on the corner of St. Henry and St. Paul Streets,

of that country being mining, and the population therefore larger consumers than producers. He is of opinion that, now that Canada supplies nearly two-thirds of the requirements of the English market in cheese, there is no reason why she should not hold a similar position in the butter market of that country.

While the Danes are still far and away at the head of the butter export trade, Siberia is the coming competitor of Canada in this branch, the Russians during the last three years having advanced to second on the list, owing to the help given by their government. Canada is specially well situated as to climate and grasses to take a foremost place in the quantity and quality of the world's make of butter, and the Canadian trade, with equivalent help, should soon forge ahead of



and are among the most commodious in the country, being fitted with all the latest modern refrigerating apparatus, ensuring the keeping in splendid condition of the vast quantities of butter and cheese which pass through its hands. The company have buyers employed in every section of Canada, who purchase direct from the farmers, storekeepers, creameries and cheese factories, and ship to Montreal, where all the butter and cheese is selected and branded according to the qualities. The chief market is Great Britain, but A. A. Ayer & Company have opened up a considerable trade with South Africa, competing with the merchants of the Argentine Republic, Australia and New Zealand. Mr. McKergow sees a bright future before the Canadian export produce trade to South Africa, the chief industry

all other countries, providing a little more care is exercised on the part of the farmers and manufacturers.

The firm of A. A. Ayer & Co. have confined themselves strictly to the wholesale trade. The business was established by Mr. Ayer in 1867, being joined by Mr. McKergow soon after, and the firm was the first to sell Canadian butter and cheese in the English market on what is known in commercial circles as the "c. i. f." terms. Too much credit cannot be given this firm for its progressiveness in opening up new markets, and much of the enviable name enjoyed by Canadian cheese and butter can in reality be traced to this firm's efforts in keeping it up to the highest standard and their continued labors with the manufacturers and farmers.

Wm. Clark. Looking at the enormous business annually done by packers and preservers of meats, and the fact that these find a splendid market in the old world, it is a matter of great satisfaction to find our Canadian industries in this line rapidly progressing. One of the old established houses engaged in this industry in Montreal is that of Mr. W. Clark, whose brands



Manufacturing Cans

At Wm. Clark's Montreal Establishment.



Filling Pork and Beans

At Wm. Clark's Montreal Establishment.

line, and every can is guaranteed. Among the leading lines are ready lunch beef, lunch ham, corned beef, English brawn, boneless pigs' feet, roast beef, mutton, boiled mutton, corned mutton, stewed ox kidneys, ox tongue, pork and beans, soups of all kinds, picnic pates, canned game and poultry of all kinds, mince meat in hermetically

of canned meats have an enormous sale in Canada, and are exported in great bulk to the old country. The business has been established twenty-five years. These works are equipped with a fine cold storage plant, and all the most modern approved machinery known in the trade. Great care is exercised in the selection and handling of the meats, poultry, etc., and the quality of the productions of this house always have a high standard of excellence, is kept uniform in every



Processing Room

At Wm. Clark's Montreal Establishment.

sealed cans, plum pudding, etc., etc. The careful housewives of Canada have long shown popular appreciation of the comestibles prepared by Mr. Clark, which are to be found on the counters of every progressive, up-to-date retail grocer and butcher in our Dominion, and always at the most reasonable prices, while every wholesale house in the country handles them, and they can be readily obtained. The sales of these goods, both in Canada and the old world, are continually increasing, making this a most valuable and important industry to our city.

Hodgson Brothers. The firm of Hodgson Brothers, the Montreal produce and commission merchants, are successors to the Canadian business of Hodgson Brothers, of Liverpool, England, which was established there in 1856. The members of the Canadian firm are Arthur J. Hodgson,



the President of the Montreal Board of Trade, and his brother, Henry A. Hodgson. Both were partners in the Liverpool firm, and the latter came to Montreal in 1875 to take charge of the Canadian house. Mr. Arthur Hodgson remained in active association with the conduct of the business of the English house until 1885, when he joined his brother in Montreal, owing to the prospects of increasing prosperity in the Canadian outlook. In 1891 it was decided, owing to the difficulty of the Canadian branch competing for the custom of other Liverpool merchants outside a separate and distinct business. Accordingly, the brothers, Henry and Arthur Hodgson, retired from their partnership in the English firm, and succeeded to the entire ownership and control of the present Canadian house. The wisdom of the policy of this arrangement has been amply proven by the steady growth taking place each year since the change in the Canadian business, the turnover for the year 1891 being about one and a half million dollars, while for the year 1902 it had increased to nearly five millions. The firm of Hodgson Brothers deal exclusively in butter and cheese, buying their merchandise entirely from the producers direct, their buyers covering the ground from Winnipeg to Prince Edward Island. The firm has a special agent in Winnipeg, and have well-established branches in Canada at Stratford, London (Ont.), Napanee, Belleville, Brockville, St. Hyacinthe, and Charlottetown, P.E.I. In 1901 the firm employed about six buyers and clerks, while in the present year this has been increased to thirty-two. A point worthy of notice is the fact that Hodgson Brothers are the only firm in the produce business in Canada which does not employ brokers in

England for the sale of their consignments; they deal directly with the firms whose custom they enjoy. For the year ending April 1, 1903, Hodgson Brothers shipped from the port of Montreal no less than 440,000 boxes of cheese, having a value of \$3,500,000, and 119,000 packages of butter, having a value of \$1,300,000. The firms of Hodgson Brothers and A. A. Ayer & Co. are by far the largest exporters of butter and cheese in Canada. When Mr. Arthur Hodgson arrived in Canada in 1885, the Americans led the export trade with England in butter and cheese, both in quantity as well as quality—in fact, at that time it was impossible for Canadian exporters to obtain as good a price for these products as the Americans did for theirs, as the quality was not considered so good. This position has entirely changed, Canada now leading the United States in the English markets, both for the quantity and quality of its butter and cheese, and this country has no difficulty in getting higher prices than American competitors. This improvement can mainly be attributed to the careful oversight of the various Canadian Governments, which have always been keenly alive to the necessity for bringing the dairy products to the front, sparing no money nor pains to achieve this end. Mr. Hodgson is of opinion that the present Government has done more to improve the produce industry in Canada than even its predecessors, and that it deserves the thanks of all immediately concerned in the trade and the Dominion at large for encouraging and developing an industry which brings over thirty millions of dollars annually into the country.

The commodious warehouses of the firm of Hodgson Brothers in Montreal are at 63, 65, 67, and 69 William Street, where their extensive refrigerators are of the most improved type and with all modern plans for the cooling and storing of cheese, and can be adapted to any temperature requisite for butter. The original firm of Hodgson Brothers were one of the pioneers of the Canadian trade, and the present firm are worthily carrying out the solid business principles of their predecessors.



Home of the Wheat.
A Canadian Field Standing in the Shock

P. W. McLagan. No merchant engaged in the produce industry in the city of Montreal enjoys greater confidence and respect among his fellow merchants and customers than P. W. McLagan, of 604 St. Paul Street. He has been President of the Produce Merchants' Association, and for twenty years past has devoted his time and energies not only to his own extensive business, but toward the general improvement and development of the produce trade of this city, as well as materially helping to further the industry of the entire Dominion. He encourages the local market as much as any man engaged thereon, as



Mr P. W. McLagan.

his large purchases of produce are nearly all made from people on the Montreal market, which he exports chiefly to Great Britain, filling large orders in all the principal cities of that country, which he frequently visits to attend to his rapidly expanding business interests. His reputation for reliability in the high quality of all produce he ships is well established with British merchants, who place implicit reliance in his judgment, promptness and purchasing powers, so that the circle of his customers in the mother country is constantly and rapidly increasing, inasmuch as it is Mr. McLagan's constant aim and pride never to lose an old customer, and treat all new customers on his one level and all-round basis. He is one of the chief experts on the Montreal produce market.

The R. D. Martin Co., Limited. The R. D. Martin Company ranks well up among the leading firms of grain merchants and exporters in the city of Montreal. A. P. Stuart is the President, R. D. Martin, Vice-President, and E. S. Jaques, Secretary. The company's offices are at Board of Trade.

Gunn, Langlois & Co., Limited. The wholesale and export produce industry of the city of Montreal is one of the most important in the Dominion, and among the leading concerns engaged therein Gunn, Langlois & Company, Limited, stands in the front rank.

Established originally in 1881 and incorporated in 1901 on a very strong financial basis, for upwards of twenty years the business of the company has grown and developed with the progress and prosperity of the country. The company is one of the largest Canadian exporters of eggs, butter, cheese and poultry to Great Britain, where its well-known brands, "Gunn's" and "Long Tom," are in universal demand in the provision trade, and these celebrated brands are a guarantee of excellence in quality and packing wherever placed on the market.

Realizing that a very important essential to the successful handling of produce is that it should be cared for under proper conditions from producer to consumer, the management of the company are specially active in this direction, and have every facility known to the trade, including three cold storage warehouses in Montreal, Nos. 15, 17, 19 St. Amable Street, 428 LaGauchetiere Street, and 161 Sanguinet Street, the former equipped with the Linde British System, and being one of the finest cold storage warehouses in Canada. The commodious offices and general warehouses of the firm are situated at 241 St. Paul Street. The company has a large staff of employees, who are experts in their various departments.

The business of the company in Montreal is under the personal supervision of Mr. Charles Langlois and Mr. John A. Gunn, who enjoy the entire confidence of the trade and of their large clientele of customers, and who have a very enviable reputation for sound business judgment and close attention to every detail of their business, which is kept thoroughly up-to-date in every respect. By regular visits to the old country, they are kept in close touch with the requirements of that market.

Associated with and working in conjunction with Gunn, Langlois & Company, Limited, is the equally well-known Toronto firm of Gunns, Limited, successors to D. Gunn, Brothers & Co., pork packers and export provision merchants. The offices and premises of Gunns, Limited, including a modern cold storage plant, are at 74, 76, 78 and 80 Front Street, East, Toronto. The firm is one of the leaders in the produce trade of that city and of Western Ontario, where they have several branches established.

The connection between the Toronto and Montreal firms places both companies in possession of mutual and exceptional advantages for transacting their large and ever-increasing trade. The trade marks of Gunns, Limited, are the well-known "Gunns" and "Maple Leaf" brands.

William Meldrum & Company. A quarter of a century has nearly elapsed since Mr. William Meldrum commenced business as a wholesale produce and commission merchant in Montreal. His commodious warehouse is situated at the corner of Brennan and Nazareth streets, possessing unexcelled shipping facilities as the Grand Trunk railway siding runs past the premises. William Meldrum & Company have buyers throughout the whole Dominion, in every province, purchasing the best of produce, eggs, poultry and butter direct from the farmers, storekeepers and butter factories. In 1898 the largest shipment of poultry and turkeys ever made from Canada to England was made by this firm, and they are the largest exporters of eggs in Canada, Mr. Meldrum being the head of that well known firm of egg packers and exporters,



Wm. Meldrum & Co

Montreal House, Corner Nazareth and Brennan Streets.

Meldrum & Ducloux, of St. Hyacinthe, Que., where they have unrivalled and up-to-date methods of packing and preserving, and unsurpassed shipping facilities, ensuring quick shipment, landing and delivery of eggs in the freshest and best of condition. The Canadian chicken trade with Great Britain is still in its infancy, and Mr. Meldrum holds a strong opinion that there is great room for its development. At present the United States does the largest export poultry trade from this continent. "If," says Mr. Meldrum, "Canadian farmers can be properly educated to prepare poultry for the English market, then a successful competition with the United States can be established. The Government already have educators for this purpose travelling through the country, but we need a great many more."

Co-Operative Wholesale Society, Limited. The Canadian branch of the Co-Operative Wholesale Society, Limited, produce, provision, wheat and leather exporters, at 36 St. Peter Street, Montreal, is under the experienced management of Mr. A. C. Wieland, who was several years associated with the company's business on the New York Produce Exchange. The Co-Operative Wholesale Society, Limited, is the



Mr. A. C. Wieland.

largest concern of its kind in the world, being a federation of about 1,200 retail co-operative societies, its turnover in 1902 being ninety millions of dollars. Established in 1864, the head offices of the Society are at 1 Barlow Street, Manchester, with branches and buying depots at Newcastle-on-Tyne, London, Bristol, Northampton, Cardiff and Liverpool in England; Armagh, Cork and Limerick in Ireland; New York City in the United States; Hamburg, Germany; Copenhagen, Odense and Aarhus, Denmark; Gothenburg, Sweden; Sydney, Australia; and Denia, Spain.

The Society purchases large quantities of Canadian produce, through its Montreal branch, and also acts as Canadian buyer for the Scottish Co-Operative Society, an extensive enterprise of a similar character to that of its agents.

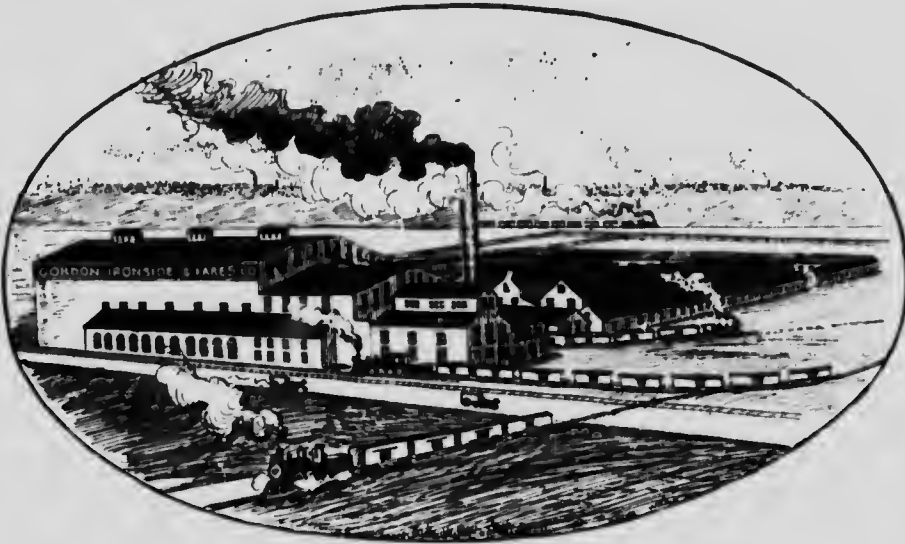
James Carruthers & Co., Limited.

The export grain business of James Carruthers & Company, Limited, of Montreal, Toronto, and Winnipeg, was founded upwards of twenty-five years ago. The President of the company is Mr. James Carruthers, who is President of the Montreal Corn Exchange, and is also Vice-President of the Sovereign Bank of Canada. The Montreal offices of James Carruthers & Company, Limited, are in the Board of Trade Building.

The Gordon, Ironside and Fares Company, Limited.

The largest packers of meat and the largest exporters of live stock in Canada are the Gordon, Ironside & Fares Company, Limited, whose head offices and plant are situated at Winnipeg, Manitoba. The business of the company has been established upwards of ten years, and was finally incorporated in 1902. The President is Mr. J. T. Gordon, and Mr. Ironside and Mr. W. H. Fares constitute the managing directorate, Mr. Ironside having the control of the management of the Montreal business, from which is directed the vast shipping transactions of the concern. Probably the finest

purchase an extensive ranch in Mexico, upon which were grazing at the time of sale upwards of 15,000 head of cattle. But besides breeding enormous quantities of cattle for the market and export trade, the company purchase many thousands of cattle and sheep from the farmers and raisers of the country. In 1902 the company shipped to England, principally to the ports of Liverpool, London, Glasgow and Bristol, 30,000 head of cattle and 36,000 sheep, and this year it is anticipated the figures will also be heavy. Ranch cattle in the North-West are increasing very fast in number, and their quality is improving, as ranchers find it pays to breed only the



The Meat Packing Establishment of Gordon, Ironside & Fares Co., Limited, at Winnipeg, Manitoba.
The Largest Packing Plant in the Dominion; Capacity 1,000 Hogs and 500 Cattle per Day.

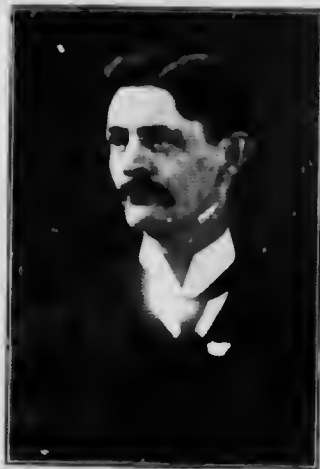
packing plant in Canada is that of the Gordon, Ironside & Fares Company in Winnipeg. Here the company does all its own slaughtering, the abattoirs being among the most extensive and complete of their kind owned by one enterprise. Attached is a large and magnificent cold storage plant and packing and canning establishment (the average slaughter per day being 1,000 hogs and 500 head of cattle), which enables the company to ship its meat in specially cooled cars to all parts of Canada and Europe. The company own large ranches, upon which it breeds thousands of cattle, near Medicine Hat and High River, and in addition, has recently acquired by

best. There is a prospect of a great increase in the demand for Canadian cattle and sheep in the foreign markets, with considerably enhanced prices. The Gordon, Ironside & Fares Company also ship largely from American ports, although it prefers to give its main support to the port of Montreal during the season when it is open.

The Gordon, Ironside & Fares Company, Limited, are the undoubted leaders of the export live stock trade of the Dominion, and their shipments there are a great factor in the prosperity of this port and city.

The H. D. Metcalfe Co., Limited.

The Montreal offices of the H. D. Metcalfe Company are in the Board of Trade Building, and the company have a branch at Winnipeg. The company export grain to Great Britain, the chief



Mr. H. D. Metcalfe.

continental ports and South Africa from Montreal, and the principal ports of the United States. Mr. H. D. Metcalfe was formerly President of the Montreal Corn Exchange, and is an acknowledged authority in the grain industry of the country.

Hart & Tuckwell. The fruit trade of Montreal possesses no more prominent or older established firm than that of Hart & Tuckwell. This well known business was founded in 1855 by Mr. Hart, who was succeeded by his son, the late Alderman Frank J. Hart, the father of Charles M. Hart and Frank L. Hart, the present partners in the firm. Hart & Tuckwell deal in every variety of fresh fruit and vegetables of the finest quality, in which they do a strictly wholesale trade, and they also handle dried fruits and nuts. They are the sole selling agents in Canada for the California Fruit Distributors Company, which controls ninety-five percent of the whole fruit output of California. The firm also act as sole Canadian selling agents for the Earl Fruit Company, of Los Angeles, California. They are the agents for the Canada and Jamaica Steamship Company, and lead the market for the products of Jamaica, such as bananas, oranges, coconuts, grape fruit and pineapples. The firm represents the Niagara District Growers' Association, which makes a specialty of Canadian small fruits, and sell for several other important fruit growing enterprises. The exporting of

apples to England is the principal feature of Hart & Tuckwell's business, and in one year they have shipped as many as 125,000 barrels, principally to London, Glasgow and Liverpool. Mr. Charles M. Hart is a director of the Montreal Fruit Auction Company, through which the greater part of the fruit handled in the Montreal market is sold.

Wilfred Lajeunesse. Associated with the produce trade of Montreal, Wilfred Lajeunesse has established his commodions offices and warehouses at Nos. 131 and 133 Place Youville, and is looked upon as one of the most progressive young merchants engaged in the produce industry in this city. The produce lines he deals in comprise butter, eggs, cheese, potatoes, peas, beans, poultry, etc., which he purchases direct from the producer, confining his operations principally to dealing with the Montreal exporters and the local trade. Mr. Lajeunesse, himself a man of strong individuality, believes in a merchant distinctively identifying his merchandise, and for his own goods has adopted his telephone number "406," and this number, which is that of both his telephones, appears on his vans and cases of goods. He is the first merchant who offered butter to the local trade without sample. Formerly no retailer would buy butter in the city without first inspecting and tasting the same. Now, the reputation Mr. Lajeunesse enjoys for the supply of the purest high class butter is such, that he has established



Mr. Wilfred Lajeunesse.

thorough confidence in his large circle of customers, who, relying entirely on his fair dealing, order chiefly directly by telephone, without troubling to sample or inspect. It follows that the business of Mr. Lajeunesse is rapidly increasing.

William Nivin & Son. A pioneer in the produce trade of Montreal is Mr. William Nivin, the head of the firm of William Nivin & Son, at No 17 William Street. The business was established upwards of thirty years ago. Engaged exclusively in the dairy produce industry the firm really act as the intermediaries between the producer and the consumer. A large export trade is transacted by this firm, and heavy shipments of butter and cheese are made during every season, through the port of Montreal, to Manchester, Liverpool, London, etc. Mr. William Nivin has now associated in his business his son, Mr. H. G. Nivin, who has practically been raised

Willer & Riley, Limited. The well-known Company, Willer & Riley (limited), was incorporated in 1868, after having been established in Macclesster (England) upwards of ten years. The Canadian branch was opened in 1890, the commodious premises in Montreal being situate at 117 King street. Mr. Isaac Hibbert is the manager. The Company exports from Canada to their English houses, large quantities of butter, cheese and eggs, and also deal in England largely in Canadian bacon. In Canada the Company buy in the Montreal market as well as direct from the producer, and the business in this city is, for very satisfactory



A View of Montreal Harbor before the Erection of the New Docks, Elevators etc.

and brought up in the produce trade of Montreal. The premises of the firm are fitted with cold storage accommodation for five thousand packages of butter. The firm is one of the leading houses in the produce trade in the country, and in the thirty years of its existence has made a name for itself in the produce industry of Canada and England for reliability and promptness in the execution of contracts second to no house engaged in the trade.

Wm. Niven & Son are prepared to compete for all legitimate business in the produce trade, and are firm in the belief of Canada's strong position to compete with the world along this line, especially to the mother country, which, as she comes each year to understand better the favorable conditions that prevail in this Canada of ours, will multiply her demands upon our farmers, merchants and dealers in the products of the soil.

with prospects of considerable increase. Willer & Riley, (limited), was one of the first English houses in the produce trade to open a direct buying branch in Canada, selecting its headquarters in Montreal. Mr. Hibbert advocates the distinct branding of all cases and packages of Canadian produce, in as legible a style as that adopted by Australian and American exporters. The present style of lettering the boxes and packages is small, thin and indistinct, so that they are not largely used as advertising mediums in the English stores—they are cast on one side—thus Canadian goods, Mr. Hibbert maintains, lose a valuable amount of publicity. Willer & Riley (limited), have also branches in Liverpool, Hamburg, Cardiff, Birmingham, Bradford, Sheffield, Newcastle-on-Tyne, Limerick and London, trade between the Montreal and London houses being greatly on the increase.

Montreal Grain Elevating Co. The above company has had a momentous influence in the development of the grain trade of the port of Montreal, and by its operations has greatly added to its commercial importance. Grain is brought to this port from the great West in steam propellers and barges, and, to facilitate shipment and handle it with economy and dispatch, the company was formed and incorporated in 1857, and re-organized, with increased capital,



Montreal Grain Elevating Company's Elevators at work in the Montreal Harbor.

in 1872, and again re-organized, with increased capital, in 1898.

The immense amount of grain, amounting to many millions of bushels, passing through the port annually is handled by the elevators of this company, as the bulk is for transportation. An ocean liner destined to carry grain, having discharged her inward cargo, and being ready to reload, the elevator comes alongside, the barge of grain being attached to it, and in a comparatively short time the grain is transferred. The Elevating Company have eighteen floating elevators, having a capacity of 5,000 to 12,000 bushels per hour each, making a total capacity of transference of over one hundred thousand bushels per hour.

The directors are Messrs. Alexander T. Paterson (President), Alexander MacDougall (Managing Director), Robert Reford, T. A. Crane and Bartlett McLennan. They are all influential members of the Board of Trade. The offices of the company are at 7 Place Royale, Montreal.

J. R. Clogg & Co. The firm of J. R. Clogg & Co. are leading importers and wholesale dealers in foreign and Canadian fruits. The firm has been established in Montreal since 1873, and their offices are in the Victoria Chambers, 232 McGill Street.

Lovell & Christmas, Limited.

Standing third on the list of exporters of Canadian cheese and butter, Lovell & Christmas (Limited), has its head offices at No. 12 West Smithfield, London, England, a branch at Fennel street, Manchester, and its Canadian premises at No. 112 King Street, Montreal. The managing director of the Canadian branch is Mr. R. M. Ballantyne, who is the president of the Montreal Produce Merchants' Association, which is affiliated with the Montreal Board of Trade.

A. McCullough & Co.

There is no better known brand of the purest high class Canadian butter than the "Clover Leaf," which is the specialty of the well known firm of A. McCullough & Co., wholesale produce and commission merchants of No. 25 William Street, Montreal. This special brand of butter has taken more first prizes than any other kind produced in Canada, including the first prize at the Chicago World's Fair Exposition, 1893. The firm export this butter packed in any style of package desirable, and it is a feature on the English market, to which larger quantities are shipped. The superior style of packing exploited by A. McCullough & Company creates an especial demand for the butters shipped by the firm under various brands, and in conjunction with their superior and excellent quality, their butters are becoming known as the highest grade placed on the market. The methods originated and adopted by the firm of A. McCullough & Company are furthering the interests of the Canadian export produce trade in no insignificant degree. The



Mr. A. McCullough.

firm also export cheese and eggs. Mr. McCullough believes that by exporting goods of the very best quality the sales on the British market are materially increased, and Canada given a better chance of rivalling her European competitors.

The City Ice Company, Limited.

Every year the annual consumption of ice in the city of Montreal and vicinity increases phenomenally. Upwards of 200,000 tons of ice are used every year for refrigerating and chemical purposes alone, while the purest of ice is preserved for human consumption and medicinal purposes. The City Ice Company, Limited, is the leading purveyor of ice in this city, the business having been originally established upwards of fifty-five years, the last thirty years under the present management. The company's storage capacity is 46,000 tons, which ensures the filling of all orders with promptness and rapidity, while the reputation it bears for dealing only in the very finest quality of ice is unsurpassed. A large number of men are employed by the City Ice Company, which possesses the necessary horses and rolling stock for the rapid distribution of ice over the large area covered by the business, the company's distributive facilities being unrivalled by any other firm engaged in the ice trade in Montreal.

The principal offices are at 26 Victoria Square, Montreal, but the City Ice Company has numerous branches and storage depots in various parts of the city, and at Verdun and Ste. Camille. The manager is Mr. R. A. Becket.



Grain Elevators along line of the C. P. R.

Whyte Packing Company, Limited.

Established in Mitchell, Ont., in 1863, the Whyte Packing Company, Limited, is one of the largest concerns of pork packers and general provision merchants in Canada. The Montreal offices of the company are at 592 St. Paul Street, the business in this city being under the control and management of Mr. R. Gray. In 1899 the company erected an extensive packing plant and warehouse at Stratford, Ont., where the headquarters of the business are now established, the Montreal branch being opened a year ago.

In addition to the meat packing business, the company are egg packers, and transact a large egg business in Mitchell in conjunction with the packing house. The bulk of the products of the

Whyte Packing Company are exported to London, England, a large English trade being done in the old country, where the company is represented by Mr. G. W. Burrows. The excellence of the methods of both meat and egg packing employed by the Whyte Packing Company have established for the concern an enviable reputation. The business of the company in consequence is rapidly expanding and developing in a highly satisfactory manner. The highest class goods, packed and shipped in the most up-to-date and perfect manner, is attracting unusual attention among British merchants, and creating an increasing demand for the products of the Whyte Packing Company, Limited.



Mr. T. S. Williamson

T. S. Williamson. Upwards of 15 years have elapsed since T. S. Williamson, whose offices and warehouses are at 145 Place Youville and 538 St. Paul Street, Montreal, established himself as an export produce merchant in this city. He deals principally in cheese and butter, and by buying these products direct from the producer, he is enabled to ship to his numerous customers in Great Britain, Canadian produce in the very finest condition. His business therefore is constantly increasing, and he coincides thoroughly with his brother merchants in the belief that a very great future is before the produce export merchants of this city.

Bell, Simpson & Co. It is thirty-five years ago since the firm of Bell, Simpson & Company started business as produce commission merchants in Montreal. This firm handles all kinds of produce on commission.

The Steel Storage and Elevator Construction Company.

The most important concern on this continent engaged in constructing grain elevators and steel storage in Canada and the United States is the Steel Storage and Elevator Construction Company. The President of the company, Mr. F. J. Weber, had for some years been engaged in this industry as a private enterprise, and eventually the present company was formed, with head offices at Buffalo, New York, in 1895, the Montreal branch offices being situate at 209 Commissioners Street. The chief engineer of the company is Mr. H. R. Wait, and the Vice-President and Secretary, Mr. W. E. Will.

Since the company has been incorporated, it has built several hundred grain elevators and steel storage plants in various parts of the United States and Canada, ranging in storage capacity from 10,000 to 2,500,000 bushels. The company has built two large elevators for the Canadian Pacific Railway—one in 1897 and another in 1903. Only fire-proof grain elevators and storage, either steel or concrete, are built by this company. It is now constructing the largest, most modern, and best equipped elevator ever erected, on the bank of the River St. Lawrence, on Commissioner Street, Montreal (a photograph of the nearly completed structure is shown on page 87), and adding a notable landmark to the Canadian metropolis.

The Steel Storage and Elevator Construction Company submitted plans for this huge structure, which were accepted by the Harbor Commissioners of Montreal, and submitted to the Minister of Public Works for the Dominion. At the latter's direction, a board of experts examined into the plans very thoroughly, and were unanimous in their approval of the same.

The elevator foundations, lower story, and all upper floors are built of concrete. The bins are cylindrical in shape, built of steel plates, with all spaces between cylindrical bins formed into smaller bins, so that the whole area is utilized for storage. The total number of bins is 78, and the total storage capacity 1,000,000 bushels.

The marine tower is built of steel, and is 23 feet wide, 33 feet long, and 150 feet high. It will be mounted on 20 pairs of car wheels, running on four steel rails along the dock. This dock is also part of the company's contract, and consists of a middle section of hollow concrete dock, 33 feet wide, and a retaining wall at either end with filling behind, which will form the dock beyond the elevator. The total length of concrete dock is 600 feet, running across the inshore end of the basin between the two adjacent steamship piers.

The total height of the concrete work under the elevator from pile heads to bin bottoms is 50 feet. About 25 feet of this will be below grade when the filling is completed. Two car tracks run through the elevator.

This lower concrete story is thoroughly braced by heavy concrete arches running entirely across the building, with buttresses extending out on either side to take the wind pressure. The space between the columns is filled by a concrete curtain wall, with a double window, three sashes high in each panel, which make a very light lower working floor. The entire outer surface of the concrete is blocked off to resemble massive masonry and bush hammered all over. The top of the bins, as shown in the engraving, is 110 feet above ground level, and the cupola will run 85 feet above this, making a total height from the ground of 195 feet.

The illustration on page 87 shows the structural work of the cupola, just started, which will be of structural steel throughout, with concrete floors and roof. In the cupola over the tanks will be located the elevator heads, scales, garners, and distributing spouts and belt conveyors for weighing and distributing the grain into storage bins. The elevator will be equipped to receive grain, either from boats or cars, and ship grain, either by cars or by means of conveyors, to ocean boats lying at their berths at either King Edward, Alexandria, or Jacques Cartier piers, and at the basins between these piers. The total number of berths served by this elevator will be fifteen. The total length of conveyors to be installed in connection with this elevator for loading ocean boats will be over 9,000 lineal feet.

The handling capacity will be—Receiving grain from boats, 18,000 bushels per hour; receiving from cars, 20 cars per hour; shipping to vessels by means of conveyors, 80,000 bushels per hour; shipping to cars, 48 cars per hour. The elevator is designed so that a second movable tower can be built at any time, with the effect of doubling the receiving capacity from boats, or, in other words, raising it to 36,000 bushels per hour. It is intended to build this extra tower as soon as the business of the port requires it.

The whole building will be thoroughly lighted by incandescent electric lights. All machinery in the elevator and conveyors will be driven by electric motors, and the total horse power represented by these motors, when the conveyor system is complete, will be about 2,500 h.p. The contract called for the completion of the structure by August, 1903, but, on account of extra authorized work and unavoidable delays, it cannot be completed for some months yet. Still, the elevator, in its present stage of construction, will undoubtedly call for the wonder and admiration of all the visiting members of the British Chambers of Commerce.

Owen McDonnell. The leading hay and straw dealing firm in Montreal combining the wholesale and retail grain trade in the business is undoubtedly Owen McDonnell, whose offices and warehouse are situate at 128 Wellington Street. Established in 1880, Mr. James McDonnell is now the sole proprietor. During the recent war in South Africa Mr. McDonnell not only exported a great proportion of the hay, straw, fodder and grain to the seat of the conflict, but also shipped the greater part of the war horses which left the port of Montreal for Cape Colony.

With regard to the trade he carries on in the city of Montreal, it is only necessary to mention a few of the principal institutions, companies and firms which this well-known business has for years contracted and still continues to supply, viz.—The City Fire Department, the City Scavenging Department, Meldrum Brothers, Cunningham & Wells, the Montreal Stock Yards, George Clunne, W. H. Taylor & Co., George Maybury, the Montreal Light, Heat and Power Company, and nearly all the principal horse owners of the city. The circle of his important customers is gradually expanding in satisfactory fashion.

The firm's bankers are the Board of Trade Building Branch of the Bank of Toronto.

The Major Manufacturing Company, Limited. The Major Manufacturing Company, Limited, 600 Craig Street, has a business record of some thirty years in Montreal. This company manufactures paper boxes, folding boxes, wire cloth and wire goods, and patent egg case fillers. These egg fillers are a specialty, and command a wide sale among the wholesale produce merchants all over the Dominion, and among the advantages they possess is that they are absolutely locked at the intersections, and therefore cannot come to pieces. They are made of pure spruce fibre, which is practically odorless, and is especially adapted for use in cold storage, being superior to any other yet placed upon the market, as is demonstrated by the universally large sale they have met with. The fillers possess a positive lock, and this company own the patent and the exclusive right of manufacture for the Dominion.

Large numbers of British egg importers consider them to be the best for the landing of eggs in a fresh and untainted condition.

D. Hatton & Co. One of the leading firms engaged in the wholesale and retail fish trade of Montreal is D. Hatton, established in 1871. This firm supplies the retail trade with all kinds of wet, dried and pickled fish, shell fish and oysters.

Alex. W. Grant. The largest individual exporter of butter and cheese from this side to Great Britain is Alex. W. Grant, of 33-37 William Street, Montreal. Born in London, England, in 1859, upon leaving college in that city he completed his education in Holland, and then entered one of the largest wholesale houses in London, where he gained a useful knowledge of the produce and provision trade. In order to become fully acquainted with the trade methods and manufacture of butter and cheese in this country, he came to Canada in 1875, and remained in Ingersoll until 1878, thereby acquiring invaluable experience. Returning to London, he embarked in the provision trade, forming an extensive personal connection throughout that country. With the advantage of this connection, and his unique experience, Mr. Grant established himself in New



York in 1880, where he still carries on business. In 1888 he extended his business to Canada, and opened premises in Montreal, where he speedily laid the foundation of his present extensive enterprise, which has rapidly developed and is continuously increasing. Last year alone, during the period when navigation is open, he shipped upwards of 200,000 boxes of cheese and over 25,000 packages of butter to Great Britain. He does an average annual business of about 300,000 packages of butter and cheese.

Mr. Grant was the originator of the Butter and Cheese Association of Montreal, which has now become the Montreal Produce Merchants' Association, of which he has acted as President. He is one of the governors of the Montreal General Hospital, and President of the St. George's Society, of which for years he has been a prominent member and supporter.



Fruit Exhibit.

The Provinces of Ontario and Quebec and some of the Maritime Districts are noted for their fruit products. Here is an Exhibit from Manitoba, where some claim fruit will not grow successfully.

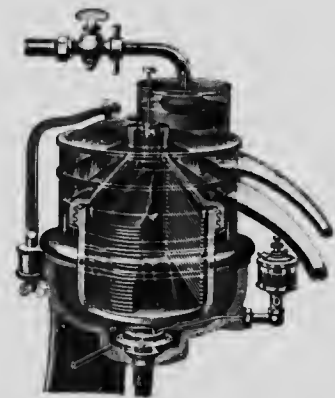
Canadian Dairy Supply Company.

In 1894 the Canadian Dairy Supply Company was organized by the late Mr. Frank Wilson and Mr. Joseph Ward for the purposes of supplying machinery, implements and every requisite for use in the great and growing dairy produce industry of this country, and the business has grown to such an extent that it now controls fully 60 per cent of the trade of the eastern provinces in its especial line. The present members of the firm are Messrs. Joseph Ward and John S. Clmie, the latter acting as general manager. The offices and warerooms of the company are situate at 121 Place d'Youville, and here a large and varied stock of all kinds of machinery and utensils used in butter and cheese factories is always kept.

The company are the sole agents in Canada for the celebrated De Laval Cream Separator, which is acknowledged to be the best machine yet invented for the separation of cream from milk, which is the most important process in butter making. This machine is especially made for the Canadian Dairy Supply Company at the factory, No. 173 William Street, where some 40 hands are constantly employed. The De Laval Cream Separator produces the most beneficial results for both farmers and factorymen, and they are in universal use in the dairy schools throughout the Dominion. Upwards of 500,000 machines of this make are in use to-day, and it is estimated that they save 10 to 25 per cent in skimming, 5 to 10 per cent in churning, and increase the butter value 5 to 50 per cent, besides saving time and labor, ice and water, insuring purity of product, removing tuberculosis and disease germs, giving a much superior cream of any desired density and

warm, fresh, sweet skim-milk, obviating "scours" in calves, giving the best aeration, doing away with taints and odors, enhancing keeping qualities, saving one half time in churning, the storing and handling of ice, milk and ice houses, a multitude of utensils, and the washing and care thereof. These machines save \$5 per cow every year over any gravity system, and a better percentage over any other cream separator. They have received the very highest award at every important exposition held since 1879, including the Grand Prize in Paris in 1900, and the only gold medal for cream separators awarded at the Buffalo Exposition, 1901.

The Canadian Dairy Supply Company also control the output of the Creamery Package Manufacturing Company's works at Cowansville, Quebec, where a large number of hands are engaged in the manufacture of churns and every conceivable variety of special dairy implements. The business of the company is increasing pro ratio with the rapid growth of Canada's dairy produce industry, and the warerooms of the com-



Canadian Dairy Supply Co.'s De Laval Cream Separator.

pany at 121 Place d'Youville, Montreal, will be found well worthy of a visit by the delegates of the British Chambers of Commerce, and indeed everyone taking an interest in the leading industry of the country.

J. S. Norris & Co. Grain and Freight Brokers, 19 and 22 Corn Exchange, and 39 St. Sacramento Street, Montreal, have in recent years been amongst the largest handlers of export grain to Great Britain and the Continent. They represent in Montreal, Richardson & Co. (Incorporated), of Chicago, which is one of the largest grain exporting firms on this continent.

Mr. J. S. Norris, the sole partner of this firm, has been identified with the grain trade of Montreal for upwards of a quarter of a century.

W. L. Hogg. For upwards of ten years Mr. W. L. Hogg has been established in Montreal as a miller, grain, hay and feed merchant, and trades solely on his own account. His business is principally confined to the local trade of the city and the surrounding parts of the province of Quebec, but he also does a considerable business with Newfoundland. He buys his merchandise chiefly through Montreal brokers, and supplies many of the largest cartage concerns with their feed. He is the only man in the business in this city who operates his own oat clipper for clipping and cleaning oats, which process has the distinct advantage to horse owners of leaving the oats entirely free from dust and light grain and dirt, as these latter are all removed in the cleaning. Mr. Hogg also is the manufacturer and patentee of the celebrated "Faramel" food, which is greatly in demand by the heavy cartage trade. This food is a combination of oats, corn, barley and molasses, and is used and fed by carters as a straight feed in preference to oats.

The mills and warehouses and offices of Mr. Hogg are very extensive, and occupy Nos. 395 to 401 Notre Dame Street, and are conveniently located near the C.P.R. station at Hochelaga, in the east end of the city. His business is rapidly increasing, and he is one of the leaders of that part of the grain and feed industry dealing with the local trade of Montreal and vicinity.

Hugh Allan. A native of Montreal, Mr. Hugh Allan, well known in produce and provision circles in England and Canada, after completing his education, went to England, where for nearly six years he was associated with the firm of Kearley & Tonge, gaining a thorough knowledge of the trade. He was the first English traveller to traverse Siberia in the interests of his firm, and became conversant with the methods of butter production in that then comparatively unknown country, a country which now runs very closely all competitors in the European produce market. Returning to Montreal in 1902, Mr. Allan eventually embarked in the wholesale produce trade on his own account. His extensive British connection has stood him in good stead, and he is now transacting a considerable business, which is continuously increasing, and which bids fair to place him in the front rank of the produce industry of the country. He confines his operations to shipping butter and cheese to a large circle of customers in Great Britain. His offices and warehouses are situated at 120 King Street, corner of ... Street, Montreal. Mr. Allan is one of Montreal's most progressive and energetic merchants.

James Scott & Company. For upwards of twenty years the firm of James Scott & Company, whose offices, salesrooms and warehouses are situated at 132 Saint Antoine Street, Montreal, has been one of the largest exporters of hay in the Dominion. The most famous province for the production of hay is that of Quebec, and for many years back the firm of James Scott & Company have been among the largest buyers from the farmers of that section. The firm buy their hay after being gathered and pressed, and ship in bales in the finest condition to London, Liverpool, Bristol, Glasgow, and other leading ports of the British Isles. During the Boer war, this firm did a very extensive business in shipping hay from Canada to South Africa, and to that country over 20,000 tons were shipped in 1902.

The reputation of James Scott & Company is now so well established that the importers from Europe place especial orders for them, which they ship, always dealing in the very best quality of hay and fodder. In addition, a considerable business in grain and produce is transacted in Montreal and local markets by James Scott & Co.



The firm have been located for many years in the building, illustrated with this article, at the corner of St. Antoine and Windsor Streets, which has come to be a landmark. It is soon to be replaced by a more modern and commodious structure.

John McLeod. No member of the Board of Trade is better or more widely known than John McLeod, of 604 St. Paul Street, Montreal. His offices are in the Canada Cold Storage Building, and for years he has been the Public and Official Weigher of the Butter and Cheese Association. The confidence bestowed on him by the leaders of the produce trade is demonstrated by the fact that he is employed to weigh every consignment of butter and cheese shipped into this city by the most prominent concerns in the trade.

The Linde British Refrigeration Company of Canada. The Linde Refrigerating System is now, without a doubt, the leading practical and most efficacious method in the world adapted for the cooling of storage, abattoirs, packing houses, freezing works, ships, and railroad transportation cars. The Linde system is now in almost universal use throughout Canada, as showing the best results from both a practical, preservative and economical point of view.

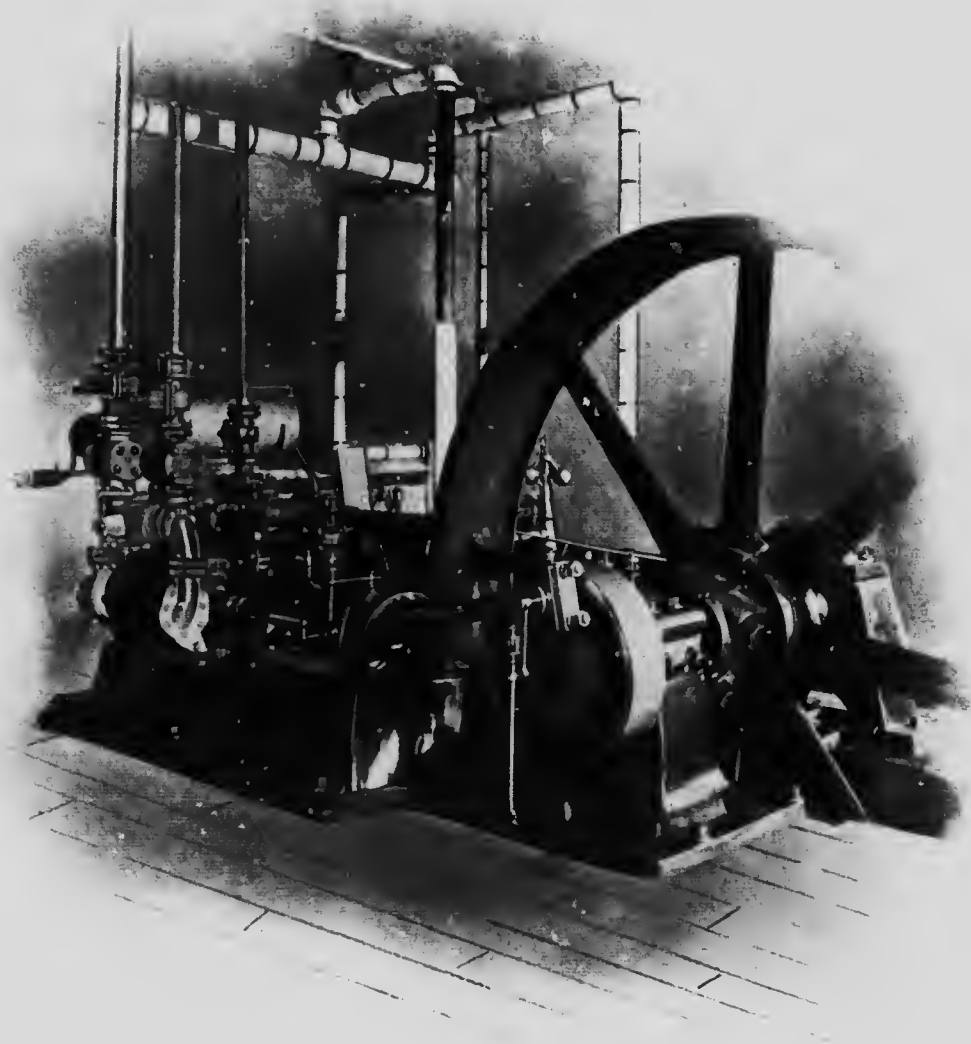
The Linde British Refrigeration Company of Canada was established in Montreal in 1895, and duly incorporated under the laws of the Dominion. C. W. Vollmann is the President, and James Cooper the Vice-President. The promoters of the company realized that, to crown with success the efforts of the Canadian Government to advance agriculture throughout the Dominion, and thoroughly establish a successful export trade in dairy produce, it would be essential to procure the best refrigerating machinery possible for their preservation in transit, storage and shipment. Prior to 1895, all Canadian dairy products had been preserved in storage by means of ice, which was never found to give entirely satisfactory results, because of the fluctuation in temperature and the dampness in the air, which, in case of cheese and butter, was a perpetual cause of mould and decay. The company purchased the Canadian rights of the Linde System, and produced it here, with the success now so widely known. The Linde system consists principally of passing cooled and purified air through the rooms where the produce is stored. One of the great troubles met with in cold storage under the old systems was that the air in the rooms was cooled by pipes therein, the same air consequently remaining in the rooms continuously. All stored goods give off a certain amount of foul vapors and gases; naturally, therefore, after a time, the air in the rooms under the old system got very impure, and in that condition adversely affected the goods stored. By the Linde system the air is cooled in separate chambers, where it is passed along cold pipes, and at the same time passed through a spray of brine. Salt being one of the best known destroyers of germs and impurities, all impurities in the air are destroyed when passing through the brine, and thus the air is delivered back to the rooms in a purified and cold condition. This is really the basis of the Linde refrigerating system, and is almost universally recognized as the best, having the support of the Canadian Government and all the principal ex-

port produce firms, shippers, merchants and consumers of the Dominion. The Linde British Refrigeration Company, Limited, of Canada, is always on the qui vive for any new improvements, and President Vollmann has acquired, and is desirous of acquiring, any new ideas or patents which will keep the company's system in the leading position it now unquestionably holds.

It has been abundantly proven that the Linde machinery has been not only built on perfect scientific lines, but also on perfectly mechanical constructive methods. To-day there are about 5,000 Linde plants at work in all parts of the world, and the yearly sale of the real Linde is more than the sale of all other makers of refrigerating machinery taken together, which is perhaps the best proof of the superiority of the Linde. In addition to the Canadian Government, other Governments which have adopted the Linde refrigerating system are the British, German, French, Austrian, Italian, Victoria, New South Wales, Queensland, Holland and New Zealand, while the progress made by the company's branch in New York and agencies in the United States is, in spite of many obstacles and much prejudice, more than satisfactory. The brewing trades have heartily supported and adopted the Linde system.

There used to be great trouble in preserving dairy products aboard ships, because when they were battened down, it was absolutely impossible to renew the air during the voyage, consequently, and especially with cheese, the air got so foul that the goods arrived in very bad condition. The Linde British Refrigeration Company, Limited, of Canada, has taken out new patents to overcome this difficulty, and have now fitted up steamers of the Thompson Line, Allan Line, Elder-Dempster Line, Canadian Pacific Railway, and other lines with the new system. The goods are arriving in Europe now in such good condition that the receivers there are instructing their representatives in Montreal and other places to ship only by these steamers, a result gratifying to the Government and to the company. The two new ships now being built in New London, Connecticut, U.S.A., for James J. Hill, the President of the Great Northern Railway Company, are also being fitted up by the Linde system, which is unquestionably one of the most important factors in the success of the produce-exporting trade of this country, and Montreal her principal port.

The Montreal offices of the Linde British Refrigeration Company, Limited, are at 301 St. James Street.



Refrigerating Plant Installed by the Linde British Refrigeration Company of Canada, Limited.

Michaud Brothers & Co. The firm of Michaud Brothers & Company, wholesale grain, feed and flour merchants, has been established since 1892, the partners being Alexander Michaud



Mr. Alex. Michaud, of Michaud Bros. & Co.

and Charles Michaud. A feature of the firm's business is the supplying of the home requirements east of Montreal as far as Halifax. In addition, an extensive export grain trade is done with Great Britain and the continent of Europe, the firm shipping wheat in large quantities to London, Liverpool, Bristol, Manchester, Glasgow, Leith and other principal ports.

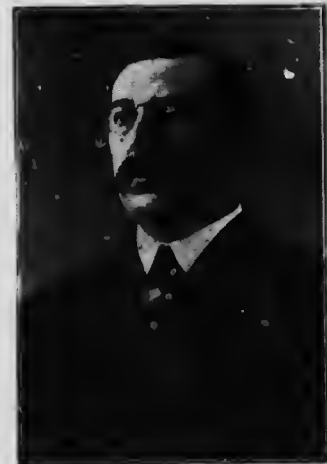
Michaud Brothers purchase from western producers, grain merchants and the leading grain shippers of Winnipeg, Calgary, Edmonton and throughout the North-West Territories, Ontario, and Quebec. Mr. Alexander Michaud is enthusiastic about the successful prospects opening up in the grain trade of the country, owing to the rapid development of the North-West. The virgin soil of that district produces an average of twenty to twenty-five bushels an acre, while in the United States the average farmer only calculates on growing eleven or twelve bushels to the acre.

The firm of Michaud Brothers deal principally in wheat, barley, oats, rye, buckwheat, corn, flour and mill feed of all kinds. The business is steadily expanding. The offices of the firm are at No. 91 St. Francois Xavier Street, Montreal.

The firm of Michaud Brothers & Company have embarked on a new and important enterprise for Montreal, having purchased an extensive piece of property on the south side of Notre Dame street at Hochelaga, extending to the Harbor Commissioners wharf. A limited com-


pany is to be formed with a capital stock of \$200,000, to carry on a large grain, seed, flour and mill feed business. A milling plant will be erected with all the most modern and up-to-date machinery and appliances; also, a large grain kiln dryer, combined with a grain elevator. It will be the most uniquely complete plant of its kind in the Dominion.

Frederick Fowler. For many years Mr. Frederick Fowler has been associated with the produce industry in Montreal, and has been identified with the trade so long that he is looked upon as one of the most expert judges of cheese in the country. He has devoted himself almost entirely to the cheese branch of the produce trade, and seven years ago he established himself in business. His offices and salesrooms are at 111 and 113 King Street. He has personally witnessed the wonderful development of the cheese exporting trade of Canada, and been a personal factor in the increase of the volume of trade transacted through this port, which has placed Canada a long way in the lead on the list of the cheese exporting countries of the world. Mr. Fowler buys directly from the producer throughout the Dominion, and ships to the ports of Liverpool, London, Glasgow, Bristol and Manchester to special order. His business has developed into one of the most extensive single-handed concerns in this city which deals exclusively in cheese, and Mr. Fowler's judgment in buying, and his knowledge of the dairy markets, is a guarantee to his customers that they receive the finest qualities of Canadian cheese, at the lowest price compatible with the value of the con-




Mr. Frederick Fowler.

signment. Mr. Fowler is the President of the Sons of England Society, Westmount, a member of the St. George's Snow Shoe Club and Governor of the Western Hos. 'al.



A
GROCERY TRADE
WHICH CATERS
TO
HALF A CONTINENT

CHAPTER VIII



IN manufacturing as well as in importation and distribution Montreal occupies a most important place in the grocery trade of Canada. Montreal manufacturers and importers together may almost be said to supply the breakfast and tea tables of the Canadian people.

About three-quarters of the sugar consumed in the Dominion of Canada is manufactured in Montreal, the local refineries providing employment, direct and indirect, for 5,000 people.

The establishment of the Canadian Sugar Refinery on the banks of the Lachine Canal by Mr. John Redpath in 1854 practically marked the beginning of Montreal's career as a great general manufacturing centre, although three or four years before that Mr. Ira Gould started his flour mill on the canal, being the first to exploit the vast water power of the canal, which has contributed in such a marked degree to the importance of Montreal as an industrial centre.

To give an idea of the extent of Montreal's great sugar refineries, it might be mentioned that one of them has a capacity of 2,000 barrels a day,

the annual output representing a value of \$4,500,000.

Products of the various Montreal coffee and spice mills find their way from one end of Canada to the other, and are even in demand abroad.

The same may be said of the products of Montreal biscuit and sweetmeat manufactories, which have quite quadrupled their capacity within the past three or four years. The standard baking powders produced by Montreal manufacturers have not merely a national but a continental reputation and market. The product of Montreal breweries is considered to be unrivalled in Canada, and thousands of gallons of Montreal ale and porter annually find a ready sale in the United States, and on the more fashionable Trans-Atlantic passenger steamships. A local industry of very considerable dimensions, and constantly improving reputation, is the manufacture of table waters, such as ginger ale, soda water, lemonade, etc., and the bottling of many excellent domestic mineral waters. The output of the best mineral springs in Canada—springs whose products are successfully disputing with the historical table waters of Europe the claim to the palm for popularity with recognized connoisseurs—is controlled by Montreal capital and handled by Montreal merchants. The city is the centre of a most important starch industry, and although the largest starch factory in Canada is situated at Cardinal, Ontario, it is controlled by Montreal capitalists; its head office is here and its output handled here. Soap, vinegar and polishes are, among other household requisites, manufactured on a considerable scale in Montreal. A considerable canning industry, comprising both meats and vegetables, is carried on in and about the city, and a new industry for the production of pickles on a considerable scale has been recently established, with every prospect of success.

Montreal importers control a large proportion of the tea and coffee trade of Canada. Montreal's extensive tea business was inaugurated in 1863, the trade being carried on by direct shipments from China and the far east until the opening of the Canadian Pacific Railway. About the same time a considerable increase in the importations of raw sugars from Java and Brazil took place. Montreal houses control the output of whole plantations of tea and coffee in Ceylon, Assam,

China, Java and Brazil. Some brands of tea and coffee, which have become famous, and find extensive sales in Jamaica, Barbadoes, other West Indian Islands and the United States, originated in and are put up in Montreal.

This city is one of the most important centres of the Mediterranean fruit trade in America. Many ship loads of oranges, lemons, raisins and currants from Italy, Greece, France and Spain are brought to Montreal every year, and the Montreal sales of Mediterranean fruit are attended by buyers from all parts of Canada and the United States. Montreal's direct trade with the Mediterranean also includes large quantities of wines.

Several of Montreal's great wholesale grocery houses act as Canadian agents for the European

large importers from all parts of the world, and have the sole agencies for many important lines of English, French and Italian houses. Established in 1812, the house has seen an uninterrupted career of prosperity, and to-day is known from the Atlantic to the Pacific. The ground floor is devoted to the counting house and sample rooms, and is elaborately fitted to meet the requirements of the immense business transacted, while each succeeding floor is utilized as packing rooms and for warehousing their large stock, consisting of everything in the staple and fancy grocery trade. A specialty is made in teas, a fine range of high grades being constantly kept on hand. Their stock of wines, liquors and brandies is imported direct from the most celebrated French, British, German, Spanish and



Mount St. Louis College Montreal.

manufacturers of standard liquors, wines, and brands of chocolates, cocoas, pickles, etc., while foreign houses who have preferred to have in Canada agents under their own control have almost universally located them in Montreal. Details of some of the leading houses of Montreal's vast grocery trade are interesting.

L. Chaput, Fils & Cie. Among the wholesale grocers in this city, Messrs. L. Chaput, Fils & Cie, whose warehouse and counting house is situated at Nos. 2, 4, 6 and 8 De Bresolles Street, 17 St. Vazier Street, and 123 to 135 Le Royer Street, constitutes one of the largest establishments of this kind in Montreal, and even in Canada. The premises utilized is a six story and basement building, 160 x 100 feet in area, giving about 70,000 feet of floor space. The firm are

Italian houses. Messrs. L. Chaput, Fils & Cie are noted for the general excellence and variety of goods handled. Their prices are the lowest. Buying goods in large quantities and in the best markets of the world, they are at all times able to offer the most substantial inducements to the trade. The founder of the house, Mr. L. Chaput, who retired some twenty-five years ago, died in August, 1901, at the age of eighty-four. The present co-partners of the firm are well known and esteemed in the commercial world. Mr. Charles Chaput, son of the founder of the house, is the senior member of the firm, and is ably assisted by Mr. L. E. Geoffrion, head of the purchasing department; Mr. F. Prud'homme, chief of the counting house; and Mr. R. A. Chaput, son of the senior member, head of the sales department. Their staff numbers over one hundred hands. They have 18 travellers on the road.

Laporte, Martin & Company. One of the most representative firms in the wholesale grocery trade of the city of Montreal is Laporte, Martin & Company, whose handsome and commodious premises, situated at and occupying the whole corner of St. Peter and Lemoyne Streets, are composed of four large warehouses, replete with every modern convenience for the storage and handling of the vast and varied stock always carried by this firm. The entrance to the elegant counting house and spacious offices of Laporte,

the business expanded, Mr. Laporte saw the great advantage of the introduction of new blood into the business, and from time to time the personnel of the firm was changed by taking into partnership gentlemen long associated in the management of the house. The firm of Laporte, Martin & Company is now comprised of the following members: Mr. H. Laporte, Mr. J. B. A. Martin, Mr. L. A. Delorme, Mr. Jos. Ethier, Mr. J. A. Martin and Mr. J. O. Boucher, all of whom are experts in their various branch departments of



Martin & Company is at No. 70 St. Peter Street. The business of the firm, which is now one of the most extensive in the city and country, was established, in a comparatively small retail way, by the present senior partner, Mr. H. Laporte, in the year 1870. The principles of fair trading upon which he based his business methods, and his determination to carry only the highest classes of merchandise and give his customers the utmost value for their money, speedily won success. The business developed and increased with gratifying rapidity, and finally resolved itself into the famous wholesale business of which we write. As

the wholesale grocery business, thus forming an invaluable co-operative combination. The firm covers the entire field of the grocery trade, foreign and domestic, and are among the largest wholesale dealers in foreign and domestic wines and liquors.

Laporte, Martin & Company are direct importers of their goods from Europe, India, Japan, China and the West Indies, which gives the firm an immense advantage in selecting a superior stock of coffees, teas, spices, sauces, condiments and table luxuries. The purchasing department of the firm is under the personal superintendence

of Mr. Laporte; the financial side is attended to by Mr. J. B. A. Martin; the important credit and other department is managed by Mr. Delorme; Mr. Boucher controls the delivery and store department. Mr. Ethier attends to the sales, and Mr. J. A. Martin to receiving goods and bonded stores.

Fifteen travellers represent the firm in Ontario, Quebec and the Maritime Provinces. They are the Canadian agents for Sir Thomas Lipton's teas, Richards' brandies, Mitchell's Scotch and Irish whiskies, Blundy Brothers' Malbecs, and Anlot & Cardinal champagnes. The trade of the house is expanding, and taking deeper root year by year.

Mr. Laporte is a prominent and public-spirited citizen, being chairman of the Finance Committee of the city of Montreal, and a man who has its best interests at heart.

S. H. & A. S. Ewing. The old established mercantile house of S. H. & A. S. Ewing was originally founded in 1815 in Montreal, by the late Mr. Samuel Ewing, who was one of the pioneers of the coffee and spice importers in the country. He established mills for the roasting, grinding and distributing of these imports throughout the Dominion. The firm of S. H. & A. S. Ewing is known throughout Canada, from Sydney to Vancouver, to the wholesale and retail grocery trade, as not only being the leading house in Montreal, distributing coffee and spices, in consumable form, but



S. H. & A. S. Ewing.

as a name which is the hall mark of all that is of super excellence in their special merchandise.

This firm imports its coffee direct from the various places of growth. Mocha from Aden, Java through Amsterdam, Maracibo, Mexican, Santos, etc., from those countries. Its spices are principally bought in London (England), the central spice market of the world, from the same source from which it has purchased for the past fifty years.

The firm's mills are known as the Montreal Coffee and Spice Steam Mills, are situated at the corner of Côté and Laguchetière streets, and contain the most modern and complete plant of machinery and conveniences for roasting, grinding and packing of the coffee and spices distributed and dealt in by the firm. Conservative, yet progressive, the house of S. H. & A. S. Ewing is a landmark in the industrial community of the city of Montreal.



Mr. Walter Paul.

Walter Paul. The name of Walter Paul is a household word not only in Montreal, but wherever his business extends, which is practically all over the Dominion from the Atlantic to the Pacific. For nearly thirty years he has been established in this city as a wholesale and retail family grocer, fruit and provision merchant, his commodious establishment at 2355 St. Catherine Street being his business headquarters. Besides supplying the best families in this city, he ships the very best brands of imported and domestic goods to all parts of the country, and such is his deservedly universal reputation for the excellent quality of all the commodities he deals in that his business, which is now by far the largest retail grocery concern in Canada, is increasing and developing in a satisfactory rapid manner.

Dealing only in standard brands, Mr. Paul ships extensively to the seaside townships and various camps which are patronized as holiday resorts throughout Canada in the summer, and to all the country seats of the wealthier classes.

In private life Mr. Paul is much beloved in social and religious circles. He is one of the most active and prominent members of the Presbyterian denomination, being the chief elder of

the Knox Church, Montreal, having for many years been one of the pillars of this famous community. He is a Justice of the Peace, and his numerous charities and benefactions to the city of Montreal have endeared him to those of his less fortunate citizens, who have benefited directly or indirectly from his generosity.

J. A. Mathewson & Co. The old established wholesale grocery house of J. A. Mathewson & Company was founded in Montreal in 1834 by Samuel Mathewson, who had originally carried on a similar business in Strabane, Ireland, since 1810. He built the present premises of the firm in McGill Street in 1840, and finally took his son, James A. Mathewson, the present head of the firm, into partnership, who eventually succeeded to the business entirely on his own account. James A. Mathewson then carried on business for some time with his cousin, H. Mathewson, under the style of J. A. and H. Mathewson. The firm was dissolved in 1867. James A. Mathewson carried on the business in his own name until 1884, in which year he took three of his sons—William Black Mathewson, Samuel James Mathewson and James Adams Mathewson, junior—into partnership, and they, with their father, constitute the present firm.

The firm has recently purchased the adjoining premises, long needed for their extensive yet steadily increasing business. The firm's premises now extend from 200 to 206 McGill Street. The business of the firm carries every branch of the wholesale grocery business, with the exception of intoxicating liquors and tobacco.

Snowdon, Forbes & Co. The members of the well-known Montreal firm of Snowdon, Forbes & Company, Manufacturers' Agents and Brokers, are A. G. Snowdon and W. E. Forbes, and they represent some of the leading manufacturers of groceries, confectionery and grocers' sundries in Canada and the United Kingdom. The firm are the sole selling agents for the Bee Starch Company of Montreal, and make a distinct specialty of exploiting the produce of this concern, as well as dealing in the "Bee" brands of soda, borax and coffee. The Canadian area of this firm's business extends from Halifax to Vancouver, and is confined strictly to the wholesale and jobbing trade.

Snowdon, Forbes & Company represent T. A. Lytle & Co., of Toronto, pickles, sauces, jams, etc.; Rowat & Co., of Glasgow, Scotland, pickles, sauces, etc.; Joseph Tetley & Co., London, England, teas; Nicholson & Bruck, of Toronto, bird seed, mince-meat, etc.; the Klemm Extract Co., Chicago; C. Ceroni, of Patras, Greece, dried fruit; Aitken Spence & Co., of Colombo, Ceylon, teas; the Postum Cereal Co., Ltd., of Battle Creek, Mich., cereal foods, and numerous other prominent manufacturers. The offices and sales-



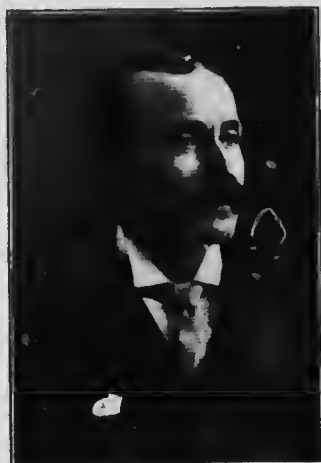
Snowdon, Forbes & Co

rooms of Snowdon, Forbes & Company are at 449 St. Paul Street, Montreal, and the firm are about to open a branch office at Winnipeg, under the supervision of Mr. Snowdon. The firm employs its own representatives, placing its goods, and are thus in a better position to get its goods with the retailer and to handle agencies than other firms not using this method.

The Canadian Vinegar Company.

Although only established a few years, the products of the Canadian Vinegar Company, whose offices, factory and warehouse are at Nos. 35 to 37 St. Antoine street, Montreal, are favorably known in all parts of the Dominion, the principal business being done with the wholesale and retail grocery trade of Quebec, Ontario and the Lower Provinces. The partners in the firm are L. Tanguay and F. O. Lavigne, both men of long and practical experience in the vinegar manufacturing and cooperage trade. Mr. Tanguay was, for seventeen years, with the celebrated firm of M. Lefebvre & Co., while Mr. Lavigne was, for eleven years, a partner in the equally well-known firm of Brossard & Co., so both are first class experts in their line. The Company's registered trade mark is the "Tiger Brand." Their vinegars are in such universal and constantly increasing demand and of such superior quality as to ensure the steady increase of the volume of trade transacted by the Canadian Vinegar Company.

Lalonde & Desroches. The wholesale grocery firm of Lalonde & Desroches, whose commodious warehouse and offices occupy No. 210 St. Paul Street and No. 61 Commissioners street, transact a large and ever-increasing business throughout the provinces of



Mr. J. T. Lalonde.

Quebec and Ontario. Established upwards of five years the partners, J. T. Lalonde and A. Desroches, have established a high reputation as handlers of the highest class merchandise. They are sole agents for the Cognacs, Fine Champagne



Mr. A. Desroches

and Jamaica Rum, brand "Sanitas," of Levarlet & Brillet, France, and rank very high as importers of rare wines and liquors. Lalonde & Desroches sell direct to the retail trade, and their excellent reputation ensures a constant and permanent expansion of their extensive business.

Lacaille, Gendreau & Cie. The old established wholesale grocery house of Lacaille, Gendreau & Cie, of 329 St. Paul Street, was originally founded in 1854, and has developed from the comparatively small business started in that year by Villeneuve & Lacaille. This firm continued in existence until 1878, from which year the late Mr. Lacaille carried it on alone until his death in 1901, when the present owner, Mr. Napoléon Gendreau, who had been associated with Mr. Lacaille for twenty-three years, succeeded to the business.

Wm. H. Dunn. Situated in the heart of the business centre of the city are the office and salesrooms of Mr. Wm. H. Dunn, grocery commission merchant and manufacturers' agent. Mr. Dunn has been established in business upwards of twelve years, and is represented from the Atlantic to the Pacific. He is as familiar with the French language as with the English—a great advantage to anyone doing business in Eastern Canada. For five years he was city traveller for a leading grocery house, and in 1890 he established himself in the business, which he at present carries on at 394-396 St. Paul Street, Montreal. Among the firms he represents are B. T. Babbitt, of New York, for whom he is distributing agent for Canada; J. L. Prescott & Co, manufacturers of "Emanoline"; the Borden Condensed Milk Company; the St. Charles Condensing Company, makers of "Silver Cow" milk and St. Charles cream, St. Charles, Ill.; C. B. Knox, manufacturer of gelatines, Johnstown, N.Y.; Andrew Melrose & Co., the proprietors of the famous "Melrose" package teas, Edinburgh; Courtenay's Sauce Company, of Worcester, Eng.; and Cooney's Manufacturing Company, of Dublin, Ireland. Among the Canadian firms he has represented for the last ten years are—The Pure Gold Manufacturing Company, spices, Toronto; the Ingersoll Packing Company, of Ingersoll, Ont.; and the Bart Cotton Company, of London, Ont. Besides the head establishment in Montreal, Mr. Dunn has storage warehouses in Quebec and Hamilton, Ont. The business of Wm. H. Dunn has increased from a small beginning until it has become one of the most important of its kind in Canada.

The Ocean Mills. The starch manufacturing industry of Canada, which has developed greatly in the past decade, has had no greater supporter than the Ocean Mills of Montreal. The mills were established some five years ago by Mr. D. Lefevre, who, making a specialty of the manufacture of Chinese starch, has actually revolutionized the market, and created a demand in many parts of the world for its special brand.

The reputation of the products of the Ocean Mills has increased in such rapid fashion that Mr.

Lefevre now exports largely to England, France, South Africa and the United States. The specialties exported are Chinese starch, Ocean baking powder, Ocean corn starch, Ocean horax,



Mr. O. Lefevre, Proprietor.

Ocean cough syrup, and Ocean liquid blue. All these commodities of Canadian manufacture are not only distributed all over the Dominion, but are finding great favor in the United States, and entering into successful competition with similar products in that country.

The establishment is situated at Mount Royal Avenue, near Lasalle Street. Agents and agencies are established all over the Dominion.

D. S. Perrin & Company, Limited.

About forty years ago the business of D. S. Perrin & Company, Limited, the well-known biscuit and confectionery manufacturers, was founded, and now the company's products are household words from the Atlantic to the Pacific. The chief offices and factory are at London, Ont., where

their new building, when completed, will occupy over 150,000 square feet. The Montreal branch is at 492 St. Paul Street, and there are other branches in Ottawa, Hamilton and Winnipeg.

The new factory will be equipped with the latest and most modern appliances for the manufacture of their high-class biscuits and confectionery, and will be undoubtedly the most complete as well as the largest manufactory of its kind in Canada. They are the sole makers of the well-known Newport chocolates, and produce numerous other dainty delicacies, which have gained the company its unrivalled reputation. Their confectionery and biscuits are noted for purity, and are not excelled by either foreign or domestic manufacture.

The whole Dominion is covered by a highly efficient staff of some twenty travellers, and the already enormous trade of D. S. Perrin & Company, Limited, is constantly expanding and increasing. The Montreal branch is under the able and experienced control and management of Mr. C. Currie. The President of the company is Mr. D. S. Perrin; the Vice-President and Managing Director is Mr. H. P. Allen.

G. R. Small. The sole proprietor of the Canada Maple Exchange, 118 King Street, Montreal, is Mr. G. R. Small, who is a native Canadian of Scotch descent, and immediately after completing his education at the Montreal Business College entered the sugar industry, in which he is now so prominent. He has invented many sugar implements. In 1897 he founded his present business, and has won all medals, both gold and silver, offered in Canada for maple sugar confections, also obtaining for them the highest award at Paris in 1900. His business, already large, is constantly and rapidly increasing. He has been a great traveller in America and Europe, and takes considerable interest in the politics of this city and the country in general.



D. S. Perrin & Co.'s New Manufactory.

The Grocers' Manufacturing and Trading Co., Limited.

The Grocers' Manufacturing and Trading Company, Limited, was incorporated in 1902. The President and general manager of the company is Mr. James Groves; Vice-President, T. Waterhouse; Secretary-Treasurer, L. Forbes; Directors, T. Watson, T. McGuire, C. P. Frégeau. The extensive factories and offices occupy the premises Nos. 43 and 45 St. Maurice Street, Montreal, where a large number of hands are employed in the manufacture of maple syrup, maple sugar specialties, and grocers' sundries. In addition to its large production of maple syrup and sugars, the company has become famous for its ketchups, prepared from Canadian produce, on original recipes.



The Grocers Manufacturing and Trading Co.

The jams and candies produced by this company are also in great demand in the market. The fruit used in the manufacture of jams by the Grocers' Manufacturing and Trading Company are of the highest grade and quality, and being of home production, can be obtained at a price that the manufacturers of jams in Great Britain cannot compete with, hence a richer and more delicate flavor is attained. That there will be a considerable demand in the English markets for Canadian jams seems an assured fact.

The company largely import groceries, fruits, nuts, etc., dealing in these with both wholesalers and retailers, as is its custom with its own specialties. No sugar on the Canadian markets is better known than the O.K. pure sap maple sugar produced by the Grocers' Manufacturing and Trading Company, Limited.

Imperial Syrup Company. Among the most extensive shippers and refiners in the city of Montreal of maple syrups and maple sugars is the Imperial Syrup Company. Mr. Fred Welker is the President of the company, and his brother, Mr. William Welker, the secretary and treasurer. The company's business was originally established in Vancouver several years ago, and in 1899 it was deemed advisable to open a branch house in Montreal. This venture proved an immediate and gratifying success, and eventually it developed so rapidly that it separated from the Vancouver business (which became independently conducted), and the present company was established, with headquarters at 88 Grey Nun Street. The factory premises are commodious, and fitted with the most modern plant for the production of the highest class syrups and sugars, which the company, under the able and ex-



Imperial Syrup Co.

perienced direction of Mr. Fred Welker, has brought to a pitch of perfection which has secured the Imperial Syrup Company an enviable reputation for its products. The company deals strictly with the wholesale trade, its special and most popular brands being the Imperial brand of maple syrup, tea rose drips, a lighter syrup, and the kitchen brand of N.O. molasses. These syrups are the standard from ocean to ocean, guaranteed to keep in any climate, and are the equal of any syrups in the Canadian market.

Sultana Manufacturing Company. The Sultana Manufacturing Company is one of the leading manufacturers of compositions for leather goods in Canada. The offices, factories and warehouses are at Nos. 311 and 313 St. Paul street, Montreal, and Mr. C. G. de Tonnancour is the proprietor and manager.

Robert Crooks & Co. are perhaps unique among merchants dealing in articles of produce and manufactures in a large way. Essentially British though for many years established and trading successfully in the United States, this firm operates practically over the whole world. Originated in Liverpool about 70 years ago by the late Mr. Robert Crooks, where the head offices still are, Robert Crooks & Co. now have offices of their own in London (England), New York and Chicago (U.S.A.), Cape Town, Port Elizabeth, Durban and Johannesburg (South Africa), as well as in Montreal.

Canada has always been an attractive field for Messrs. Crooks, and there is probably no firm doing business in the Dominion which is better known or more highly esteemed by the merchants and shipping men of this colony.

There is practically nothing grown or manufactured that Robert Crooks & Co. have not dealt in at one time or another. They are experts in many lines, and have the very best facilities through their world-wide connections for supplying "everything."

Sugar is one of Messrs. Crooks' specialities, and their Montreal manager, Mr. Robert Anderson, has made this sweet his life study. Foreseeing the change which is certain to take place in the sugar business of Canada when the bounties at present paid to sugar producers on the continent of Europe by their respective Governments are abolished, by which Canada will be enabled, through the preference given in her customs tariff to British goods, to take her supplies from the West Indies, Mr. Anderson recently made an extended tour of those colonies, establishing connections both for the purchase of West Indian produce and the sale of Canadian products in the islands.

Messrs. Crooks make a point, wherever they are doing business, of working trade both ways, as the benefit of reciprocity enables them to "take" as well as "give."

The establishing of their own offices in the four leading commercial centres of South Africa is another instance of Robert Crooks & Co.'s enterprise, and the success they have attained in that country is only a repetition of their experience in every market they have exploited. Manufacturers of and wholesale dealers in groceries, breadstuffs, canned goods, oils, chemicals, hardware, and metals cannot do better than communicate with Robert Crooks & Co. at any of their various offices, as they will find through them the best source for disposal of their products or securing of their supplies.

The present partners of the firm are Mr. J. Kirke Crooks, eldest son of the founder, and Mr. George Booth, who has been with the firm for 45 years—both resident in Liverpool. About three years ago, Mr. R. Fleming Crooks, second son of the late Mr. Robert Crooks, and for many years resident partner in New York, retired from busi-

ness, having, through his own ability, gained such an enviable position that, while still in the prime of life, he could devote his energies to other good works than the struggle for supremacy in commerce.

The St. Lawrence Sugar Refining Company, Limited. One of the large concerns in Canada engaged in the important and rapidly growing industry of sugar refining is the



The St. Lawrence Sugar Refinery

St. Lawrence Sugar Refining Company, Limited, which was established in 1879. The company only deal directly with the wholesale trade. Mr. A. Baumgarten is the President, Mr. Theo. Labatt the Vice-President, and Mr. B. McNally, Secretary-Treasurer. The offices of the company are at 4 Hospital Street, Montreal.

Charles Gurd & Company. Charles Gurd & Company, of Montreal, manufacturers of ginger ale and aerated waters, have been awarded the following for "Superior Excellence":—Gold medal, Paris, 1900; gold medal, Ottawa, 1889; gold medal, Montreal, 1881; three silver medals, five bronze medals and eighteen diplomas; the highest awards given in each instance. With such a record you should see that their label is on the bottle. The various lines include Gurd's celebrated ginger ale, apple nectar, lemonade, sarsaparilla, cherry phosphate, cream soda, ginger beer, lemon soda, Scotch kola, Gurd's super-carbonated soda, medicated waters prepared from the best formulae, seltzer, potash, Vichy, Lithia (in bottles and syphons), and syrups of various flavors and high-class excellence.

Mr. Charles Gurd, proprietor, has directly conducted the management since the beginning, and has been jealous of both the standard and motto of the business, which is brief and suggestive, viz., "The best."

MONTREAL'S DRUG AND CHEMICAL TRADE.

Ten or a dozen of the most extensive and most solid wholesale houses of Montreal are engaged in the drug and chemical trade. Several of them have large branch houses in other Canadian cities; most of them control chemical works in various parts of the Dominion; together they easily dominate the chemical and drug trade of the country.

The chemical manufacturing industry of Canada may as yet be said to be in its infancy, though with the tremendous natural resources of Canada, which offer themselves as a comparatively unexploited and unexplored attraction to the skill and enterprise of the manufacturing chemist, there can be no doubt that in course of time Canada will become one of the largest producers of chemicals in the world. With its immense deposits of pyrites, of phosphates, of coal, of petroleum, of salt, of lime, of alkalis of various kind, there is absolutely no limit to the possible production of sulphur, mineral acids, tar and petroleum products, aniline dyes, and all kinds of bleaching and dyeing chemicals. Most of the output of the existing Canadian chemical works is absorbed by the various manufacturing industries, and the balance has readily found satisfactory markets abroad. As the domestic market extends, as the country opens up, and as capital is attracted here, the chemical industry will extend, for nature has provided abundant supplies of raw material to work upon.

The wholesale drug and medicine business is closely allied with the chemical trade, and in this department of commerce also Montreal easily leads all of the other cities of Canada. In view of the important position occupied by Montreal in this trade, several of the principal manufacturers of proprietary medicines in the United States have established extensive works in Montreal, where their preparations are put up not only for the Canadian trade, but for export to the far East, the West Indies and South Africa. Several commercial travellers, representing Montreal drug and medicine houses, are at the present time engaged in opening up a promising trade in Montreal proprietary medicines in South Africa and Australia.

The exports of drugs, chemicals and medicines from Canada during the eleven months ending May 30, 1903, were as follows:

	Produce of Canada.	Total Exports.
To Great Britain	\$115,948	\$117,411
" United States	276,088	754,856
" Australia	31,475	31,475
" Other Countries	141,513	152,910
Total	\$565,024	\$1,056,652

The imports of drugs, dyes, chemicals and medicines entered for consumption during the ten months ending April 30 of the present and the two preceding years were as follows:—

	Duty Paid	Free of Duty.
1901	\$1,477,390	\$2,479,222
1902	1,478,180	2,888,572
1903	1,406,626	3,091,353

Considerably more than half of this very considerable trade is handled by Montreal firms.

Lyman, Sons & Company. The founder of the present firm of Lyman, Sons & Co. was Mr. Lewis Lyman, uncle of the late Mr. Henry Lyman, who, in partnership with Dr. Wadsworth, started the business about 1800. In 1805 the firm was dissolved, and Mr. Lyman continued alone, under the name of Lewis Lyman & Co., dealing in drugs and hardware. In 1815 he sold out the drug business to I. H. Day, and the hardware to F. B. Gelston & Co. Subsequently the drug business was purchased by Messrs. Hedge and Lyman (composed of Mr. Wm. Hedge and Mr. Wm. Lyman), who had begun a new business in 1819. The later changes of firm name were Wm. Lyman & Co., in 1836; Lyman, Savage & Co., in 1855; Lyman, Clare & Co., in 1869; and Lyman, Sons & Co., in 1879.

The firm, in conjunction with the allied house of "The Lyman Bros. & Co." (Limited), of Toronto, cover the whole Dominion and Newfoundland also. The firm at present consists of Mr. Henry H. Lyman and Mr. Arthur Lyman, and the representatives of the late Mr. Henry Lyman.

The firm carries the largest stock of drugs, fine chemicals and druggists' sundries in the country, and have departments devoted to chemical and assay apparatus for colleges, schools, mining companies and assayers, and to surgical instruments and hospital supplies.

The business is carried on at 380-386 St. Paul Street, the office being handsomely appointed and hung with portraits and diplomas, and a case of silver and bronze medals awarded their manufactures at nearly all the great exhibitions, including a silver medal awarded their perfumes at the Paris Exhibition of 1900.

The firm also carries on a drug and spice milling business at 44 Prince Street, and have a small laboratory in connection with their warehouse on St. Paul Street, and have recently erected a very large and well appointed new laboratory on Prince Street, where the products of Messrs. John Wyeth and Bros., of Philadelphia, for whom they are Canadian agents, are manufactured for the Canadian trade.

The Chesebrough Manufacturing Company. Vaseline is solely manufactured by the Chesebrough Manufacturing Company, and this famous commodity is in general use throughout the world. Although this company is a New York concern, its Canadian branch has really added another industry to the list in this country, inasmuch as all the vaseline preparations intended for the Canadian market are manufactured here in Montreal, and the bulk of the materials used are of Canadian production.

Vaseline has become a standard preparation, is really a petroleum jelly, chemically pure, and has, since it was introduced some thirty odd years ago by the founder of this company, been found to be an invaluable external remedy for burns, wounds, sprains, rheumatism, skin disease, etc., and also an excellent internal remedy for croup, coughs, colds, sore throat, etc. It is in general pharmaceutical use throughout the world. In Canada especially this celebrated product has become in such universal demand that, to meet the requirements of the market, the Chesebrough Manufacturing Company determined

to establish a branch factory in this country. The Canadian headquarters and factory of the company are at 823 Craig Street, Montreal, a large number of hands being employed. In addition to the production of vaseline, the company is engaged largely in the manufacture of many other preparations in which it forms a constituent part, suitable for various toilet purposes. It is a refiner of the well-known "Luxor" oil, and also manufactures

the more common product, "Petrolatum," for industrial purposes, in any requirements of color or melting point. As sole proprietors and makers of these useful commodities, the Chesebrough Manufacturing Company has speedily become one of the most important industrial concerns in the city of Montreal, and it is undoubtedly one of the great manufacturing companies of the United States. Its head offices in that country, which are the chief headquarters of the company, are in

the Chesebrough Building, 17 State Street, New York City, and the vast business is practically controlled from there. It exports its products to every country in the world, and so has become of universal importance and interest to every civilized community on the globe. The President of the Chesebrough Manufacturing Company is Mr. Robert A. Chesebrough, the Vice-President Oswald N. Cammann, and the Treasurer Sam A. Drew. The chief factory of the company is at present situated in Brooklyn, but the erection of a much larger factory and plant is in contemplation, owing to the enormous ex-



business, which, already immense, is still continuously increasing both in the United States and in this country. The direction and control of the Canadian branch is in the hands of Mr. A. M. Taylor, who takes a personal interest in all matters tending to develop and strengthen the resources of the Dominion of Canada, and increase the commerce and trade of the country in general and the city of Montreal in particular.

Kerry, Watson & Company. The wholesale drug business of Messrs. Kerry, Watson & Company was founded by Mr. Joseph Becket about 1810, and took its present firm name in 1872, when Mr. John Kerry, who had been connected with it since 1849, took Mr. D. Watson into partnership.

Mr. Kerry died in 1896, and the retirement of Mr. Watson, three years ago, left Mr. W. S. Kerry the sole proprietor. For over forty years the firm have occupied their present premises, c. 351 St. Paul Street, in addition to which they have mills, laboratory and storehouses on St. Jean Baptiste Street, where Mr. John Harper is manager.

A policy which has always been adhered to by this firm is the handling of pure goods. They grind nothing that is not strictly pure. They carry a complete list of drugs, chemicals, and druggists' sundries, including many lines of their own manufacture.

In London, Ont., there is a branch house under the management of Mr. James Mattinson, where the trade from Western Ontario is looked after. Between the two houses some twelve travellers are employed, covering the country from Cape Breton to Manitoba. The firm have always taken much interest in pharmaceutical affairs, Mr. John Kerry having been among the originators of the Pharmaceutical Association, and a charter member of the College of Pharmacy, and the present owner has served both on the Association and College boards, and was for some years an examiner for the former body.

The Wholesale Druggists' Association has chosen from this house occupants for two of its most important offices, Mr. Kerry being past President and Mr. Mattinson of the London office, Secretary.

Evans & Sons, Limited. Foremost among the wholesale drug houses of the Dominion is the establishment of Messrs. Evans & Sons (Limited), of Montreal and Toronto. This firm is intimately connected with those of Evans, Sons, Limited, of Liverpool, and Lescher & Webb, London, England; and has important branches in New York and Toronto. The directors of the Canadian house are partners in the English connections. Mr. A. Bickerton Evans is the managing director for the Canadian and United States business.

The firm's first connection in Canada was established in 1860, when they bought out the wholesale and retail business of Messrs. Lamplough & Campbell. The retail department was discontinued, and the wholesale business was continued under the firm name of H. Sugden, Evans & Company. The firm as at present constituted was formed in 1884. The growth of business has been such that it recently became

necessary to considerably enlarge their premises, which now extend through a block 200 feet deep, the offices being on St. Gabriel Street, and the shipping entrance, laboratories and drug mills being on St. Jean Baptiste Street.

Messrs. Evans & Sons, Limited, are sole agents for such specialties as Montserrat Lime Fruit Juice, Antiseptic Throat Pastilles (Evans), etc. They are extensive manufacturers of and dealers in pharmaceutical preparations and photographic supplies, in addition to every line of druggists' sundries, staples and proprietary articles.



On Lake Opinaca, Rideau Lakes.

Lyman-Knox Company, Limited.

Occupying a strong position in the wholesale drug trade of the Dominion is the house of Lyman-Knox Company, Limited, one of Montreal's most prominent mercantile establishments. The firm are importers and manufacturing chemists on a large scale. Their Montreal premises are located at the corner of St. Paul and St. Sulpice Streets, and from this city the trade of Quebec, the Maritime Provinces and Manitoba is attended to, while that of the province of Ontario is cared for from the Toronto house, which was organized about five years ago, under the name of Lyman, Knox & Clarkson, Limited, this move becoming necessary owing to the increased demands from Ontario, and to successfully compete for the trade of that province by having a house at the centre of Ontario's commercial interests.

The Lyman-Knox Co. carry as complete a line of drugs and chemicals as can be found in Canada. They make a specialty of druggists' sundries, and have direct connection with manufacturers and producers at the first source of supply, thus enabling them to furnish patrons with the best and purest goods in the market at the lowest prices consistent with their high quality.



CHAPTER IX



MONTREAL, as the headquarters of the third largest bank in the world and the home of the wealthiest community for its size on the continent of America, is one of the leading financial centres of the day. A former United States Consul-General at Montreal, in the course of a speech at a local military gathering a few years ago, remarked that so much capital was held in and invested in Montreal that

if a mob obtained complete possession of the streets of the city for half a day, the money centres of the entire world would be violently unsettled, and that if the established authority was subverted for a whole day, and the local banks were raided, there would be a financial panic not only from one end of America to the other, but on the principal bourses of Europe as well.

The chartered banks do not by any means represent the whole available capital of a city or a country, but their statistics convey a very clear idea of the general financial conditions prevailing. It is consequently possible to form some sort of an appreciation of the position of Montreal in the Canadian world of finance from a few banking statistics.

Of the thirty-four chartered banks in Canada, six of them, representing a paid-up capital of \$29,987,949 and a total reserve of \$17,098,000, have their headquarters in the city. One bank which has its head office in Halifax, and one which has its head office in Toronto have their chief executive offices in Montreal, and eleven of the remaining have one or more agencies in the city.



Hon. William S. Fielding,
Minister of Finance.

According to the government bank statement for the month ending June 30, 1903, the total paid-up capital stock of the Canadian chartered

banks is \$76,560,304, and the total amount of rest or reserve \$17,973,811.

The banks doing business in the city of Montreal represent a combined paid-up capital of \$68,615,633 and a combined reserve of \$13,593,607. Only \$8,041,668 of the Dominion's chartered banking capital is unrepresented in Montreal.



Temple Building, St. James Street.

The paid-up capital and reserve of the banks having their headquarters in the city is, in detail, as follows:—

	Paid up Capital.	Rest or Reserve.
Bank of Montreal	\$13,539,380	\$9,000,000
Bank of B.N.A.	4,866,666	4,898,000
Molson's Bank	2,761,730	2,250,000
Merchants' Bk. of Canada	6,000,000	2,900,000
Banque Provinciale	849,273	Nil.
Banque d'Hochelega	2,000,000	4,050,000
	\$29,987,049	\$17,098,000

Besides the head offices of the six local banks, there are no less than 39 branch banks in the city, as follows:—

Bank	Branches.
Bank of Montreal	3
Bank of B.N. America	2
Bank of Ottawa (Ottawa)	1
Bank of Toronto (Toronto)	3
Bank of Nova Scotia (Halifax)	1
Molson's	2
E. Townships (Sherbrooke)	3
Union (Quebec)	4
Imperial	4
Bank of Hochelega	6
Nationale (Quebec)	1

Provinciale	3
Quebec Bank (Quebec)	3
Ontario (Toronto)	1
Commerce (Toronto)	4
Dominion (Toronto)	4
Royal (Halifax)	4
Sovereign (Toronto)	2

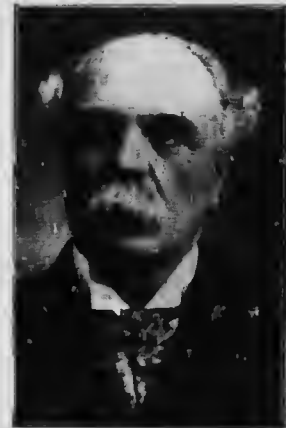
A very large proportion of the stock of the banks having their headquarters in Montreal is owned by the citizens, and Montreal capitalists are large holders of the stock of all the chief Canadian banks. A factor contributing to the substantial character of Montreal's commercial growth is that some eighty per cent of the capital invested in the great enterprises centred here is local capital. More than half the money invested in other cities of this continent is foreign capital, and the interest earned upon the investments is sent abroad to enrich foreign capitalists.

Including deposits, Montreal bankers may be said to have \$100,000,000 to operate with. All of the chartered banks have large amounts on deposit, and the City and District Savings Bank has \$8,000,000 on deposit among 35,000 depositors, the highest deposit being \$2,500.

The deposits in the chartered banks of Canada on July 31st of five typical years were as follows:

	Deposits payable on demand.	Deposits payable after notice or on a fixed day.
1880	\$10,764,642	\$33,970,295
1890	54,630,577	76,635,177
1900	99,743,997	484,045,944
1902	105,539,154	245,014,191

These deposits are distinct from the deposits in the government and special savings banks.



Hon. Michel C. Bernier,
Controller of Inland Revenue

The following tabulated statement, showing the growth of the latter class of deposits in Canada,

is interesting, rather as showing the improvement of the financial condition of the public at large than as an indication of the practicable financial resources of the country:—

Year.	Total Deposits in Canadian Savings Banks.	Amount per head of Population.
1868	\$ 5,057,607	1.50
1870	8,780,522	2.54
1880	17,733,981	4.21
1890	51,921,152	10.83
1900	98,575,195	12.90
1902	78,798,876	14.44

great increase in the volume of business between banks. The annual clearances have been as follows:—

1894	\$546,606,118
1895	583,190,000
1896	527,878,016
1897	601,185,000
1898	731,264,677
1899	794,109,924
1900	794,911,608
1901	889,486,915
1902	1,098,970,000

The clearing house returns afford a good idea of the high standing of Montreal as a financial centre not only compared with the other financial centres of Canada, but also with those of the United States. The following statement shows the bank clearances of the twelve chief cities of America during last year, and also in 1898, five years previously:—

	1898.	1902.
New York	\$41,971,782,436	\$76,328,189,165
Chicago	5,517,335,476	8,394,872,346
Boston	5,425,617,169	6,930,016,794
Philadelphia	3,671,676,804	5,875,328,359
St. Louis	1,455,462,062	2,506,804,322
Baltimore	939,863,169	1,202,803,304
San Francisco	813,043,927	1,369,058,560
Pittsburg	875,243,809	2,147,969,759
Montreal	731,264,677	1,089,976,730
Cincinnati	644,104,850	1,080,903,000
New Orleans	436,723,291	677,111,109
Kansas City	585,394,369	989,289,157

The following tabulated statement of clearing house returns for the chief cities of Canada for three years gives an idea of Montreal's financial preponderance:—

	1895.	1900.	1902.
	\$	\$	\$
Montreal	583,160,000	734,941,608	1,089,976,730
Toronto	308,634,344	513,697,000	809,078,559
Halifax	61,078,520	77,594,870	88,532,250
Winnipeg	55,872,340	106,956,792	188,370,003
Danilton	37,577,878	40,202,588	45,970,217
St. John, N.B.	37,907,421	42,465,684	
Victoria, B.C.	32,038,700	28,689,679	
Vancouver, B.C.	49,160,432	54,223,969	
Ottawa		97,480,243	
Quebec		71,988,388	
London, Ont.		23,007,539	
	1,046,323,079	1,589,590,411	2,539,864,263

In 1902 Montreal's proportion to the total Canadian clearings was 42.90 per cent; Toronto's, 31.85; Winnipeg's, 7.41; Ottawa's, 3.84; Halifax's, 3.48; Quebec, 2.83; Vancouver's, 2.13.

The Montreal Clearing House was established in 1889, and the records of clearances show a



Lord Strathcona and Mount Royal.
President of the Bank of Montreal.

The detailed statement of bank clearances at Montreal for the last three years was as follows:

	1900.	1901.	1902
Jan.	\$62,853,000	\$71,115,000	\$76,995,000
Feb.	54,250,000	51,138,000	74,009,000
March	54,882,000	69,580,000	79,989,000
April.	55,915,000	69,132,000	106,427,000
May	62,332,000	84,507,000	101,028,000
June.	65,543,000	79,746,000	90,827,000
July	61,293,000	80,198,000	89,071,000
Aug.	58,229,000	71,723,000	91,712,000
Sept.	57,686,000	73,368,000	100,015,000
Oct.	65,983,000	78,250,000	107,848,000
Nov.	68,656,000	85,581,000	92,704,000
Dec.	63,311,000	75,141,000	88,348,000
	\$730,933,000	\$889,479,000	\$1,098,970,000

During the six months of the year 1903, ending June 30, the clearings amounted to \$559,518,685, as follows:

January	\$ 89,379,749
February	72,813,929
March	96,059,855
April	83,681,127
May	99,002,722
June	118,599,203
	\$559,518,685

The history of banking in Canada virtually commences with the founding of the Bank of Montreal, 1817, previous to which there was the greatest inconvenience experienced in the matter of exchange. There was an attempt to remove

receive deposits in cash, to issue notes in exchange for such deposits, to discount bills and notes of hand, to facilitate business by keeping cash accounts with those who chose to employ the medium of the bank in their receipts and payments."

This project did not prove lasting, resulting merely in the establishment, in a private bank, of deposit only. In 1807 a bill was presented to the legislature to incorporate the "Canada Bank," which was to have head offices in both Montreal and Quebec. The bill was thrown out; the following arguments being used against it: The people were illiterate and liable to be imposed upon; the passage of the bill would encourage a spirit of gambling and speculation founded on false capital; the establishment of the bank would cause the disappearance of all specie.

The Bank of Montreal was eventually established November 3rd, 1817. The now famous institution had no charter when it first opened its doors, owing to the delay in securing the authorization of the Imperial Government, which was necessary as well as that of the Legislature. The beginning was small offices being rented at \$750 per year in a house on St. Paul Street, and the business conducted by Robert Griffin, cashier, one teller and one accountant. In the following year a new building was erected where the present post-office stands.

The first President was John Gray, and the original directors, George Garden, Horatio Gates, James Leslie, John Forsyth, Thomas Porteous, Thomas Hain, F. W. Emmetinger, James Miller, Thomas Torrance, Austin Cuvillier, Peter McCrecheon, David David.

The first edition of the notes bore date January, 1818, but the bank was not incorporated until 1821. For thirteen years after this it was the only banking house in Montreal, and by that time had increased its original capital of \$350,000 to close upon \$1,000,000. In 1829 the capital had increased to \$850,000; in 1841, it was \$2,000,000; in 1845, \$3,000,000; in 1855, \$4,000,000; in 1860, \$6,000,000. In 1871 the directors were authorized to double this capital, and by January 15, 1872, the new stock had been taken to the extent of \$2,000,000, and by November 27, of the same year, the remaining \$1,000,000 was subscribed. The stock was sold at 25 per cent premium, thus netting a nice profit of \$1,500,000. This amount was added to the rest, which now stands at \$9,000,000.

The year 1857 was an important one in the history of the world's finance and of the Bank of



Young Women's Christian Association Building.
Beaufort Street, Montreal.

this inconvenience in 1792, when (October 18) notice was given in the "Official Gazette" by three local firms—Phyn, Ellice & Inglis; Todd, McGill & Co., and Forsyth, Richardson & Co. to the following effect:—

"The undersigned, having experienced great inconvenience in Canada from the deficiency of specie or some other medium to represent the increasing circulation of the country, as well as from the variety of the money now current, and knowing the frequent loss and general difficulty attending receipts and payments, have formed the resolution of establishing a bank at Montreal, under the name of the Canada Banking Company.

"The business proposed by the company, and usually done by other establishments, is—To

Montreal. It was the year of the great credit panic, which fell over the world with such disastrous results. The chief weight of the blow fell upon the United States, and every bank in the Union but one suspended. Montreal appears to have suffered less than any other commercial centre on the continent, the Bank of Montreal carrying the principal merchants in the city through the panic.

The Bank of British North America was established in 1836, the Molson's Bank in 1853, the

specie, and a guarantee in Dominion debentures of 75 per cent. More than \$20,000,000 may be issued, but for every dollar of the excess gold must be held in reserve for guarantee. The issue is not put in circulation by the Government directly, but through the banks, which, in the first place, require the smaller denominations for circulation, and which by the Bank Act are obliged to hold a certain amount (not less than 10 per cent of legal tender in Dominion notes. Assistant Receivers General are appointed in six of the



Peter Lyall & Sons, Builders

Montreal Stock Exchange, on St. Francois Xavier Street, in course of erection

Provincial Bank in 1861, the Merchants' Bank in 1861, and the Hochelaga Bank in 1871.

To appreciate the full significance of Canadian Government bank returns, it is necessary to understand the national banking system, which is governed by the Banking Act, and which is subject to revision every ten years.

All bills from \$1 to \$4 inclusive are issued by the Government, as are also bills of a larger denomination for deposit and legal tender purposes. The amount to be issued by the Government is set by Act of Parliament, and at present is confined to a maximum of \$20,000,000, against which the Government must hold a reserve in specie and guaranteed debentures of 25 per cent (of which no less than 15 per cent must be in

principal cities, through whose offices the distribution of the specie and small notes and the collection of the latter when used up are effected.

All notes of \$5 and upwards (multiples of five), in circulation, are issued by the banks which are chartered under the Act. The conditions of the issue of Bank Charters are strict and pretty severe—the circulation of each bank is restricted to the amount of its unimpaired paid-up capital; a system of monthly reports and government inspection is imposed; and the monthly reports are published in the "Official Gazette" for the information of the public; while a rigid system of penalties, grading from a slight fine to cancellation of charter, is imposed for infraction of the law.

Arrangements are made by which the notes of every bank are taken or redeemable at par in any part of the Dominion, so that there is no discount on any bank's notes. A system of virtual insurance is provided, by which the banks pay into a Government fund five per cent of the value of their average yearly circulation as "a bank circulation redemption fund," and this is to be used at any time to ensure that notes of a failed bank shall be redeemed at par to their holder. Notes of banks in liquidation thus bear interest till redeemed. These features were introduced into the Act in 1891, and have proved most satisfactory in their operation.

No limit of specie reserve is set arbitrarily to be held by each bank, though it may be said that the banks themselves, by virtue of their strong conservative management, their independence, and the advisory supervision of the Bankers' Association, tend to secure a safe minimum of specie reserve. No tax is paid by bankers on the bank issue.

All banks have the double liability of their shareholders in addition to all assets as a security to note holders. These liberal provisions enable the banks to increase their circulation when the needs of commerce require it, and to decrease it as their needs become less exacting; and it is this elasticity which renders the system so well adapted to the trade of the country as it expands and contracts with the seasons.

The following tabulated statement gives an excellent idea of the extension of Canada's financial resources during the past thirty years in proportion to the increase of population:—

	1871.	1881.	1891.	1901.
Area.....Sq miles.	3,653,946	3,653,946	3,653,946	3,653,946
Population.....No.	3,485,761	4,324,810	4,833,239	5,338,883
Currency and Banking—				
Chartered Banks—				
Capital paid up.....\$	37,095,340	59,534,977	60,700,697	67,035,615
Notes in circulation....."	20,914,637	28,516,692	33,061,042	59,591,295
Liabilities....."	80,250,974	127,176,249	187,332,325	420,003,743
Assets....."	125,273,631	200,613,879	269,307,032	531,329,324
Discounts to the people....."	84,799,841	116,953,497	171,082,677	388,299,888
Deposits in Chartered Banks....."	56,287,391	94,346,481	148,396,968	349,573,327
Deposits in Post Office Savings Banks....."	2,497,260	6,208,227	21,738,648	39,950,813
Deposits in Government Savings Banks, except P. O....."	2,072,037	9,628,445	17,661,378	16,098,146
Deposits in Special Savings Banks....."	5,766,712	7,685,888	10,982,232	19,125,097
Total Deposits....."	66,623,400	117,869,041	198,779,226	424,747,383
Depositors in Post Office Savings Banks.....No	17,153	39,605	111,230	156,368
Depositors in Government Savings Banks....."			56,119	48,569

The annual addresses of the President of the Canadian Bankers' Association are extremely valuable to those interested in following the

financial history of Canada. Mr. E. S. Clouston, the present President of the Association, in the course of his address at the tenth annual meeting



Hon. Senator L. J. Forget, of L. J. Forget & Co.

of the Association in 1901, said, in concluding:—

"A quarter of a century ago the paid-up capital stock of the banks in Canada was \$66,800,000; to-day it is \$67,480,000, or practically the same amount. In the interval, the "rest," or reserve of profits, has risen by more than fifty per cent, and now stands at \$36,900,000. We have therefore been able to conduct an immensely increased domestic and foreign trade upon a

stationary bank capital stock, a result due to the excellence of our banking system, and affording convincing evidence of the adaptability of that

system to the requirements of a young and growing country."

Alluding to Canadian thrift, Mr. Clouston, who is general manager of the Bank of Montreal,



Mr. R. Watson-Smith

remarked: "Placing the population this year at 5,100,000, as indicated by the latest census returns, I find the foreign trade per head to have been \$71.50 in the fiscal year 1901, as against \$45 in 1891, \$17 in 1881, and \$19 in 1871. The deposits of the people in the joint stock, government and savings banks have risen in steady progression from \$19 per head in 1871 to \$27 in 1881, \$40 in 1891, and \$74 in 1901, most striking evidence of the practical prosperity of the people. The amount of money employed in the daily business of Canada, excluding subsidiary coinage, is now \$11 per head, whereas 20 years ago it did not exceed \$7.50 per head."

Mr. Clouston, in his address at the last annual meeting of the Association, November 13, 1902, remarked: "The assets of Canadian banks now total the large sum of \$610,928,000; a year ago they were \$573,300,000; ten years ago they were only \$291,500,000. We have more than doubled the volume of our business in a single decade. That the last twelve months have been profitable to us, the fact that surplus earnings (the rest account) has risen from \$36,903,000 to \$11,130,000 bears convincing witness. Note circulation is a measure of the activity of a country's business. Ten years ago a bank circulation of \$31,000,000 was found adequate for the requirements of Canadian trade; a year ago \$56,000,000 sufficed, while to-day the margin available on the amount the banks are authorized to circulate must be exceedingly small. Two other items may be cited. The deposits of the public in the banks, which in 1892 were \$161,000,000, are now \$359,800,000, a ratio of increase truly marvellous when contrasted with the number and comparatively slow increase of our population. Commercial loans have risen to \$303,500,000 from \$286,000,000 a year ago, and are \$110,000,000

larger than 1892. At the present time the Canadian people have on deposit in our banks and loan companies no less than \$460,000,000, or about \$80 per head of population, a fairly substantial token of thrift and well being. Our foreign trade amounted to \$111,000,000, as compared with \$377,000,000 the preceding year, and \$230,000,000 ten years before. Agricultural and dairy products must ever constitute the largest part of our export trade, but it is significant of our growing industrial importance that in the year recently ended we sold to other countries manufactures to the extent of \$18,500,000, or about \$2,500,000 more than in the preceding twelve months. If our great natural advantages in the shape of magnificent water powers, situated within easy reach of ocean transportation, are utilized to their fullest capacity, these figures can be increased to an enormous extent, and there is little doubt that the future wealth and greatness of Canada may be enhanced largely by a judicious development of our manufacturing resources."

Important financial bodies which have had a most beneficial effect upon the development of the city and district of Montreal are the Trust, Loan and Investment companies. These companies have been invaluable to the agricultural community especially, they making loans on real estate at moderate interest rates, enabling the farmer with limited capital to purchase homesteads, to erect buildings, to increase their plant, etc. These companies have also proved a great assistance to the churches, making a specialty of loans on ecclesiastical property. One of the most interesting of these companies,



Major W. A. Edwards

United States Consul General at Montreal.

The Trust and Loan Company of Canada, was established and incorporated by royal charter in 1845. Its home office is in London, England, and its loaning funds are furnished by its English

debenture holders. Its subscribed capital is \$7,300,000, with power to increase to \$11,600,000.

The loan companies having offices in Montreal add some \$20,000,000 to the available financial resources.

The Montreal Stock Exchange was organized in 1865 with 25 members, the original price of seats being \$150. At present there are 55 seats, but four have not been allotted. The value of seats has risen rapidly in recent years, the record price being \$27,500, paid last year. In 1901 the business of the Exchange included the transfer of 2,831,169 shares of a par value of \$118,845,059. During 1902 the transactions aggregated 2,625,563 shares. The Montreal Stock Exchange, which hitherto has occupied rented premises, is at present having a beautiful home erected for itself on St. Francois Xavier Street.

The Stock Exchange, as it has existed since 1865, is the outgrowth of an organization of the early days known as the Board of Brokers. In the early fifties a few gentlemen met together and formed this Board of Brokers, which for many years was operated in an informal way. The members met once a week, and a circular was issued, mainly for distribution in England. Their meeting place at that time was the old Merchants' Exchange, situated on St. Sacrament Street, where the Montreal Stock Exchange now stands. On the first floor of this old building there was a reading room, and on the second floor were the rooms occupied by the Montreal Board of Trade, in which the brokers met.

It seems that in those days the brokers did not confine themselves to stocks and bonds, but sold



Mr. Rodolphe Forget, of L. J. Forget & Co.

anything in the way of grain and merchandize, or in fact anything on which a dollar could be turned. When the Board was organized into something like its present shape in 1865, a regular

daily session was inaugurated. It was not, however, until 1874 that the Board was incorporated and given the charter under which business is now conducted.



Mr. Charles Meredith,
President of the Montreal Stock Exchange.

In the brisk periods the transactions on the Montreal Stock Exchange sometimes turned a million a day. These dealings include the buying and selling of steam railways, industrials, electric railways, bank shares and mining stocks, representing all the main organizations in Canada and many in the United States.

Several of the Canadian banks, and particularly the Bank of Montreal, have agencies in New York and other United States cities, and have met with conspicuous success. Some of the most interesting chapters of New York finance are connected with the New York branch of the Bank of Montreal. By a series of well-considered speculative movements, Mr. King, while manager of the bank, came to the relief of New York merchants and brokers during a great stringency in money in 1870, which he, of course, did not create, but which he in no wise regretted, since it helped him to make his fame and the bank's fortune at the same time. He had a large amount of foreign exchange on hand. New York had very little gold, and what it had Mr. King bought up. He then gave out that he had done this in order to ship it to England, and, loading it in a dray, had it carted through the leading streets of New York in sight of the whole population, and stored on board an ocean steamer. The natural consequence was that gold at once rose to a high premium. He then sold his gold and exchange at high figures, realizing a handsome profit therefrom, and removed the gold from the vessel for delivery to the purchasers.

The story is still related with much relish on 'Change.

The Canadian Bank of Commerce.

The second largest banking institution in the Dominion is the Canadian Bank of Commerce. It has one hundred and four branches, and the thoroughness of its system of business is unique, covering as it does the entire northern part of the Continent, from Cape Breton on the Atlantic to Vancouver on the Pacific coast, from San Francisco, Seattle and Portland north to Dawson City and Yukon in the Arctic Circle.

The Canadian Bank of Commerce has an authorized capital of \$10,000,000, a paid-up capital of \$8,700,000, and a rest account of \$3,000,000. The head office of the bank is at Toronto, the principal branch being at Montreal, which occupies the ground floor of the Canada Life Building at the corner of St. James and St. Peter Streets. Mr. F. H. Mathewson is the manager of the Montreal branch.

The President of the bank is the Hon. Geo. A. Cox, and Mr. B. E. Walker is the general manager, Alexander Laird the Assistant general manager, and A. H. Ireland the chief inspector and superintendent of branches.

The bank has its own office in London, England, at 60 Lombard Street, E.C., which is under the control of S. Cameron Alexander. In the United States the branches are situated at New York, Seattle, Portland (Ore.), San Francisco, and Skagway (Ala.). The bankers in Great Britain acting for the Canadian Bank of Commerce are the Bank of England, the Bank of Scotland, Lloyds Bank, Limited, the Union of London and Smiths' Bank, Limited, and Parr's Bank, Limited. Its bankers and chief correspondents in the United States are the American Exchange National Bank, New York; the Northern Trust Company, Chicago; the Bank of Nova Scotia, Boston; the National Shawmut Bank, Boston; the Marine National Bank, Buffalo; the Commercial National Bank, New Orleans; the People's Savings Bank, Detroit.

On 30th May, 1903, the Halifax Banking Company amalgamated with the Canadian Bank of Commerce, the latter bank taking over the assets of the former. A general statement, in which the figures of the two banks are combined up to this date, has been issued, showing the total assets to reach no less a sum than \$78,716,264.33. Of these the coin and bullion held by the bank, and other liquid assets immediately available, amount to \$24,075,173. These figures speak for themselves.

The executive of the Canadian Bank of Commerce is in very strong hands; Mr. B. E. Walker, the General Manager, is admittedly one of the foremost bankers of Canada, while the Assistant General Manager, Mr. Alexander Laird, was, before he was appointed to his present position, seventeen years the New York agent of this institution.

By strong and prudent management the Canadian Bank of Commerce has become one of the most prominent and secure financial institu-



Montreal Branch of the Canadian Bank of Commerce
Mr. F. H. Mathewson, Manager.

tions of the country, the resources of which are continually being strengthened, and its business increasing steadily on a sound basis.

The confidence the country has placed in the bank has justified the Executive in expanding its sphere of usefulness, new branches being established every few months. In addition to the list of branches and correspondents in Great Britain and the United States, the Canadian Bank of Commerce has an extensive list of foreign correspondents, and issues letters of credit payable in all parts of the world.

The Montreal City and District Savings Bank was established on the 26th of May, 1846. It is incorporated under the Savings Bank Act, and is the only bank in Mont-



The Montreal City and District Savings Bank.

real doing business under that Act, with all the guarantees which that Act secures to depositors. At the time of its incorporation it was of a philanthropic character, intended to encourage economical habits among the industrial classes, and to afford them undoubted security for their savings. It had accumulated \$180,000 of profits, which it invested for the benefit of the poor, and on which it distributes annually the interest derived therefrom to the different charitable institutions in this city.

The principal office of the Montreal City and District Savings Bank is at 176 St. James Street. Six branch offices are established at 1532 St. Catherine Street, 2312 Notre Dame Street, West; 656 Notre Dame Street, East; the corner of Centre, Grand Trunk and Conde Streets, 946 St. Denis Street, corner of Rachael Street; and 2273 St. Catherine Street, West, corner McGill College Avenue.

The capital subscribed is \$2,000,000. The capital paid up is \$600,000, and the reserve fund \$700,000. The chief object of the bank is to receive and to safely invest the savings, however moderate of the working and industrial classes.

The President of the bank is Hon. Sir Wm. Hingston, the Vice-President R. Bellemare, the other members of the Board of Directors being Hon. James O'Brien, Hon. Judge J. A. Guimet, Michael Burke, Hon. R. MacKay, H. Markland Molson, C. P. Hebert, Richard Bolton, and G. N. Moncel. The manager is A. P. Lesperance.

The Royal Bank of Canada. Established in 1869, with its head office in Halifax, N.S., one of the leading institutions of the Dominion is the Royal Bank of Canada. Thomas E. Kenny is the President, Thomas Ritchie the Vice-President, and these gentlemen, in conjunction with Wiley Smith, H. G. Bauld, and the Hon. David MacKeen, form the directorate of the bank. The chief executive office is at 1760 Notre Dame Street, Montreal. Edson L. Pease is the general manager, W. B. Torrance, superintendent of branches, and C. S. Hoare is the manager of the Montreal branch.

The Royal Bank has a paid-up capital of \$3,000,000, and a reserve fund of \$3,000,000, including undividing profits. The bank has forty-three branches and agencies—in Nova Scotia, Ontario, Quebec, Newfoundland, New Brunswick, British Columbia, Prince Edward Island, Cuba and the United States, and has correspondents in Great Britain, France, Germany, Spain, China, Japan, Belgium and Australia.



Mr. Edwin Hanson.

Mr. William Hanson.

Of the Firm Hanson Bros., Investment Brokers and Financial Agents, Canada Life Chambers, Montreal.

W. J. Turpin & Co. For upwards of twenty-seven years Mr. W. J. Turpin, the well known stockbroker of No. 6 St. Sacramento Street, has been established in business in the city of Montreal. Becoming a member of the Montreal Stock Exchange in 1891, he has since abandoned his outside commercial pursuits and devotes his whole time and attention to his present extensive and continually expanding business. He has just concluded a term of office as secretary-treasurer of the Stock Exchange.

The Trust and Loan Company of Canada.

Established and incorporated in 1845, for nearly six decades the Trust and Loan Company of Canada has been, and still continues to be, one of the foremost financial institutions of the country. It can safely be said that this company has been unsurpassed by any other enterprise in assisting in the development of the astonishing prosperity which is now being enjoyed throughout the length and breadth of the Dominion. Ever since it was founded, it has rendered invaluable assistance not only to our young cities and their municipalities, but in the expansion of corporations under the control of the country's civic authorities, which have prospered by means of the company's support, while it has also been of inestimable value to religious establishments of every denomination.

Manufacturers throughout the country have been enabled to extend their businesses and increase their trading facilities, and farmers with limited capital to purchase homesteads for themselves and their children by means of the excellent system adopted by the Trust and Loan Company of Canada, in granting liberal loans on Canadian real estate at moderate interest rates. In this direction alone the company has proved itself of incalculable value to the development of all parts of our country, which can be readily proven by reference to the books of the registry offices for the provinces of Ontario, Quebec, Manitoba, and the North-West Territories.

The home office of the Trust and Loan Company of Canada is in London (England), its branch offices being situate at Montreal, Toronto and Winnipeg. Its subscribed capital is \$7,300,000, with power to increase to \$14,600,000, while its paid-up capital is \$1,581,666, supported by a cash reserve fund of \$856,450. The Company receives no monies on deposit, unlike most institutions conducted on a similar basis, the English debenture holders furnishing the whole of its funds for lending purposes. The company is prepared to make liberal advances on the approved security of improved farms, productive city property, and surrender value of life policies on terms of repayment to suit borrowers. The lowest current rates of interest are charged. When granted, all loans are carried through with the utmost promptitude, the legal charges attendant upon the completion of all transactions being of a most moderate character. The honor-

able and liberal manner in which the Trust and Loan Company of Canada has always acted towards those with whom it has had business transactions has been a matter of gratifying and favorable note and comment in the financial world.

The original office was established in Kingston, Ontario, in 1851, and subsequently removed to Toronto. The Montreal office was established in Quebec in 1853, both these offices being now



The Trust and Loan Company of Canada, Montreal Office.

under the superintendence and control of Colonel L. Edge, assisted by Colonel W. F. Field. The Winnipeg office was opened in 1884, and is under the control of Captain R. D. MacDonnell.

As a means toward the development and expansion of Canadian prosperity of the most substantial character, too much cannot be said in support of this company and the work it has done and has before it to do.

L. J. Forget & Co. The famous Montreal stockbroking house of L. J. Forget & Company was founded in 1871, and ever since that year has up to the present time been one of the leading financial firms in the metropolis of Canada. No individual in this city ranks higher than the Honorable Louis Joseph Forget in social, financial, and commercial circles, and he has attained his prominence through pure hard work and application to his profession, combined with that integrity and honesty of character which have endeared him to his fellow citizens. In fifteen years, by his own unaided efforts, by means of marked personal ability and shrewdness of financial judgment, he rose to be a leader of his chosen vocation, and his reputation as a banker and broker spread to all parts of the Dominion. In 1886 his business had assumed such large proportions that he admitted his nephew, Mr. Rodolphe Forget, as a partner, and since that time these two gentlemen have constituted the existing firm. Both are members of the Stock Exchange, Hon. L. J. Forget having acted as Chairman of that institution. The firm transact a very extensive business, dealing in bonds and stocks exclusively, which are listed on the Stock Exchanges of London, New York, Chicago and Montreal. Conservative, reliable, yet up-to-date in all their business methods, the Messieurs Forget have achieved a success which seems but a natural result of the unsparring exercise of a combination of these admirable qualities. The firm possess a very large and constantly increasing circle of clients, enjoying their complete confidence as financial advisers, brokers and bankers in bond and stock operations of large importance to those of a lesser degree, for it has always been the policy of the firm of L. J. Forget & Company to pay strict attention and the utmost care to all business entrusted to them, great or small. Thus every customer is assured of having their affairs transacted in an expert, reliable and confidential manner. The convenient and commodious offices of L. J. Forget & Company are situated at No. 1713 Notre Dame Street, Montreal.

The Honorable L. J. Forget has been Senator for Quebec since 1896, and taken a prominent part in the legislative work of that province and of the Dominion. He is President of the Montreal Street Railway Company, President of the Richelieu and Ontario Navigation Company, Vice-President of the Dominion Iron and Steel Company, of the Dominion Coal Company, of the Royal Victoria Life Insurance Company, of the Dominion Cotton Company, a director of the Montreal Light, Heat and Power Company, Life Governor of the Laval University, to which, in conjunction with his nephew Rodolphe, he has given a most valuable library, the latter being also a governor of our French Canadian University. Both gentlemen are Life Governors of the Notre Dame Hospital, in which Mr. Rodolphe Forget is particularly interested, he having pur-

chased for and presented to this institution a property in Sherbrooke Street, upon which is to be erected the new Notre Dame Hospital, and the time for commencing the new building will shortly be determined. Both gentlemen are also governors of the General Hospital and the Western Hospital.

Mr. Rodolphe Forget is President of the Mount Royal Assurance Company, a director of the Crown Life Assurance Company, of the Richelieu and Ontario Navigation Company, of the Montreal Light, Heat and Power Company, and of the General Electric Company.



Bank of Toronto, Montreal

E. H. Gay & Company. The well-known private banking firm of E. H. Gay & Company opened a branch in the city of Montreal in March, 1900, and has already established a considerable and conservative business, which extends over the Dominion. Mr. Oliver E. Hurd is in charge of the Canadian and New York branches of the firm, the Montreal offices being situated in the Standard Building, 157 St. James Street, and the New York offices at No. 1 Nassau street. The firm was originally established by Mr. E. H. Gay in Boston and Chicago in the year 1891, the head offices occupying commodious premises at 25 Congress street, Boston. Branches are situated at 421 Chestnut street, Philadelphia, Pennsylvania, and the firm's London offices are at Nos. 72 and 73 Gracechurch Street, E.C. The principal business of the banking house of E. H. Gay & Company is of a high class investment character. Of late years the firm have become largely interested in the development of water-power companies, and control an aggregate capital of some fifteen million dollars, invested in the great water-power companies of the Hudson River.

E. H. Gay & Co. have also financed many of the strongest electric railway systems on this continent, the most recent being Detroit United and Boston and Worcester.

The Sovereign Bank of Canada.

Although the Sovereign Bank of Canada only commenced business on 1st May, 1902, it has already established itself as among the most successful and solid financial institutions of the Dominion. The head office of the new bank is in Toronto, the chief executive office being on the corner of St. James and St. Peter Streets, Montreal. The bank's authorized capital is \$1,300,000; capital paid up, \$1,300,000, with a reserve fund of \$325,000. At the close of the first year's business it is significant to note that the total deposits made with the Sovereign Bank of Canada reached a grand total of \$3,250,000.

Branches of the bank have been opened at Amherstburg, Clinton, Crediton, Exeter, Harrow, Haydock, Markham, Milverton, Montreal, Montreal (West End), Mount Albert, Newmarket, Ottawa, Perth, St. Catharines, Stirling, Stonerville, Sutton, P.Q.; Toronto, Unionville and Waterloo, P.Q. At all these points business has come up to expectations, and the outlook is eminently favorable.

The London Joint Stock Bank is the principal British agent of the Sovereign Bank of Canada, and in the United States, France and Germany the leading financial institutions of those countries represent this most promising of young Canadian banking enterprises.

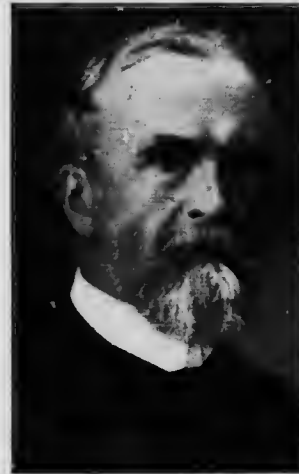
Burnett & Company. One of the oldest and most successful firms of stockbrokers in Montreal is that of Burnett & Company, of No. 1, St. Sacramento Street. Founded many years ago by the late Mr. James



Mr. George H. Smithers.

Burnett, the present senior partner, Mr. George Hampden Smithers, entered the firm in 1881, becoming a partner in 1887. Upon the death of Mr. Burnett in 1894, Mr. Smithers was joined in

partnership by Mr. James Pangman, who is now the secretary of the Montreal Stock Exchange, the name of the old firm having always been retained. Before entering the stock brokerage business both members of the firm of Burnett & Company were associated with banking business. Mr. Smithers' late father, Mr. Charles F. Smithers, was president of the Bank of Montreal at the time of his death in 1887. The senior member of the firm after a two years' association with the Bank of Montreal, left to enter his present profession, and has since occupied the positions of secretary-treasurer, vice-president and president of the Montreal Stock Exchange, acting as a member of the governing committee of that institution for several years. Before entering the firm of Burnett & Company, Mr. Pangman, who is a son of the late Hon. John Pangman, seigneur of La Chenaie, was connected with the Merchants' Bank of Canada for a number of years. The firm enjoys the confidence of a large number of conservative investors.



Mr. George Durnford.

Chartered Accountant, Auditor and Estate Agent.
189 St. James Street, Montreal.

R. Moat & Company. The offices of the stockbroking firm of R. Moat & Company are situated at the corner of Hospital and St. John Streets, Montreal. This old established business was founded in 1865 by Mr. Robert Moat, who was one of the original members of the Montreal Stock Exchange. For some years, and until his death in 1881, Mr. John Moat was associated with his brother under the firm name of R. & J. Moat. On November 4th, 1884, Mr. W. R. Miller was admitted a partner, and the firm name changed to R. Moat & Company. About this date Mr. R. Moat retired from active partnership in the firm, and left Canada to reside in England. In 1888 Mr. J. H. Wallace was admitted a partner.

Mr. Robert Meat retired from the firm in 1892, and the business has since that time been carried on by Messrs. W. R. Miller and John H. Wallace until April, 1903, when Mr. D. C. S. Miller was admitted into the firm.

In 1895 Mr. W. R. Miller was elected Secretary-Treasurer of the Montreal Stock Exchange, and served in that capacity until 1897, when he was elected Vice-Chairman. In February, 1899, he was elected Chairman, and filled that position until May, 1901.

The firm have a private wire direct to New York, and thus possess exceptional facilities for handling American business, in addition to their years' experience in dealings in the local market,



Mr. Nicolas DeStrave.

Imperial Consul of Russia for Canada.
Russian Consulate, 99 St. James Street, Montreal.

R. G. Dun & Company's Mercantile Agency. The great increase in the Mercantile Agency business of R. G. Dun & Co. has recently necessitated the removal of their Montreal offices to much larger premises in the new Board of Trade Building, the original building plans of which were amended to suit the requirements of the agency business, with the result that Messrs. R. G. Dun & Co. may congratulate themselves on having the finest office in the whole building. The main office is some 60 feet square, with four windows on each of three sides, and the handsome polished oak counter and office furnishings, all new and specially designed for the systematic and efficient carrying on of the yearly growing business, have been greatly admired.

The extension of the R. G. Dun & Co. Mercantile Agency system—without question the largest institution of its kind in the world—has been truly marvellous, and bears indisputable testimony to the efficiency of its service, and the

reliability of its commercial reports, furnished to merchants and bankers for the purpose of determining credits.

To elaborate a full description of the Mercantile Agency, from its inception to the present day, would require much more space than the limits of this article afford, but a few facts and figures may serve to convey some idea of its rapid growth, and the amount of labor and money intelligently and systematically expended in the gathering and recording of information for the benefit of credit dispensers.

The Mercantile Agency was first originated in New York in 1841 as a sort of mutual protection association by a few leading merchants, under the management of Lewis Tappan. Five years later, the firm of Tappan & Douglas was formed, with whom Mr. Dun became an employee, eventually being a partner with Mr. Douglas, and ultimately becoming sole proprietor in 1859. At that date the number of branch offices had grown to seventeen, of which two were in Canada, at Montreal and Toronto. At the present moment the firm entirely owns and controls 173 offices, ten of which are located in Canada, at Montreal, Toronto, Ottawa, London, Winnipeg, Vancouver, Quebec, Halifax, Hamilton and St. John, N.B. In connection with these offices there is a staff of several thousand regular employees, besides nearly 100,000 correspondents, constantly revising and adding to the great store of information on the company's files, and in keeping this vast machine running over two millions of dollars are yearly expended.

The general Reference Book, published in 1859, contained about 20,000 names, and was published yearly, while the present book, of which there are now four distinct editions in the course of a year, contains over 1,367,000 names. The amount of labor incident to the publication of this book can be partly realized when it is stated that in 1902 nearly 332,000 new names were inserted therein; 288,071 names of merchants, manufacturers, etc., were obliterated as failed, dead, or out of business; and 295,545 changes were made in ratings, styles, etc. This vast amount of labor, moreover, relates only to reports made necessitating the above alterations, besides which thousands of reports are daily made involving no changes in the rates, etc., of traders quoted in the Reference Book.

Many of the managers and principal reporters have been in the employ of the firm for a quarter of a century, holding the entire confidence of the business community, and have an accumulated experience and knowledge of their respective districts, which is of incalculable value to the patrons of this agency.

The general manager for Canada is Mr. William C. Matthews, and the district manager at Montreal is Mr. T. H. Flett, who is also in control of the agencies at Ottawa and Quebec.

Antoine Robert. Established upwards of ten years in Montreal, Antoine Robert takes high rank as one of the leading financiers of the city. He deals principally in Government, Municipal, School, Commercial, Corporation and Railway Bonds, State, County and City Warrants, Mortgage Loans, and debts converted and consolidated. Mr. Robert has made a specialty of making loans to Roman Catholic Institutions in all parts of the world. His commodious counting house is situated at 180 St. James Street, Montreal, in the Saving Bank building, and here his numerous clientele are given every attention and facility for transacting their business in the select investments in which he is interested.

Mr. Robert possesses the greatest possible facilities for executing high-class investments of every kind, and his success in this branch of his business is largely due to the high reputation he has gained for placing ecclesiastical investments on a safe and secure basis, thus demonstrating to all religious bodies and their supporters that he is chief among the financial experts in his particular line in this city.



A View in Mount Royal Cemetery, Montreal.

Accorded One of the Most Perfectly Kept and Beautiful Cemeteries on the Continent.

G. J. Adams & Co. No private banking firm stands higher in Montreal financial circles than that of G. J. Adams & Company. The business was established in 1898 by Mr. G. J. Adams, a gentleman thoroughly experienced with modern banking methods, and a keen and thorough judge of investment securities and the various markets. A specialty is made by this firm of dealing in unlisted securities. Investors and holders of unlisted stocks find it to their interest to inform G. J. Adams & Company of their

requirements when seeking investments, or when desirous of disposing of their unlisted securities. The expert advice of Mr. Adams can always be obtained with advantage without any charge. The firm transact a large business by means of correspondence, which, like all other matters, is treated on a strictly confidential basis, and promptly attended to. This branch of the business is rapidly expanding and developing, with highly satisfactory results to investors and customers, and those also who reside at a distance from the city find the transaction of business through the mail with G. J. Adams & Company saves them not only time and trouble, but secures the very best possible results, at a minimum of risk and an infinitesimal cost.

The commodious offices of G. J. Adams & Company are in the Merchants' Bank Building, corner of St. James and St. Peter Streets, Montreal. The firm's cable address is "Bayada." Mr. G. J. Adams takes a keen interest in military matters, and holds the rank of lieutenant in the Sixth Duke of Connaught Royal Canadian Hussars.

Munroe & Munroe. Established in 1898, with their head offices in the Canada Life Building, at the corner of St. James and St. Peter Streets, Montreal, the firm of Munroe & Munroe are accounted among the most successful brokers and promoters now carrying on business in the Canadian metropolis. The brothers A. and G. H. Munroe constitute the firm, and so successful as expert members of their profession are they, that they have established offices at 25 Broad Street, New York City; Gaff Building, LaSalle Street, Chicago; and at 19 Congress Street, Boston, Mass. Reliable, experienced, conservative, yet up-to-date in their methods of business, they have secured the confidence of a continuously expanding circle of clients, transacting business of either an investment or general character with every part of the Dominion. Through the channels of their branch houses in the United States, Messrs. Munroe & Munroe control an invaluable and reliable source of important information, which furthers the best interests of their clients and customers, who largely benefit, and secure estimable advantages therefrom. The firm act as managers of the Marconi Syndicate, which is formed to develop and exploit the wonderful wireless telegraph system of that celebrated inventor, and publish the "Weekly Marconigram," which is a record of the movements and progress of the Marconi wireless system. Messrs. Munroe & Munroe possess exclusive facilities for the benefit of all those desiring to share in the development of this enterprise, which promises to become in the near future one of the greatest dividend-producing sources in the country. The firm supply their clients with the fullest confidential information on this and all classes of securities upon application.



Peter Lyall & Sons,
Builders.

Building of the Guardian Assurance Company, Limited, St. James Street, Montreal.



MONTREAL
AS AN
INSURANCE
CENTRE

CHAPTER X



COMPANIES doing business in insurance in Canada are obliged to procure a license from the Dominion authorities authorizing them to transact business. Before the license can be issued, securities to the amount of \$50,000, if a Canadian company, and \$100,000 if incorporated outside of Canada, must be deposited with the government to ensure the performance of their obligations by the

companies. The companies so licensed require to make deposits with the Receiver-General proportionate to the amounts of insurance assumed or to vest the equivalent in Canadian trustees.

At the first of January, 1903, there were 102 insurance companies of all descriptions doing business in Canada, and the deposits exacted as security by the government amounted, in round figures, to \$45,500,000. No less than forty-eight of these companies had their head offices or their chief Canadian agencies in Montreal, and the securities of these forty-eight companies exacted by the government amounted to no less than \$34,500,000—certainly a large proportion of the total of \$45,500,000.

These figures accord eloquent proof of the supremacy of Montreal as an insurance centre. It has been estimated that the total amount of fire and life risks carried in Montreal is about \$300,000,000.

There are 9 Canadian, 21 British and 8 United States companies doing business in the insurance in Canada, and 20 Canadian, 15 British and 15 United States companies engaged in the life insurance business in the Dominion.

Fire insurance was introduced into Canada in 1804, the first company to enter the field being the Phoenix of London, Halifax, N.S., being the first scene of its operations in Canada. It was 1831 before the first fire insurance legislation was passed.

In the first year of Confederation, ending June 30, 1868, the amount at risk in the several fire insurance companies reporting to the Dominion government was equal to \$56 per head of the then population. In 1871 it was \$65; in 1881, \$107; in 1891, \$158; and in 1898, \$170.



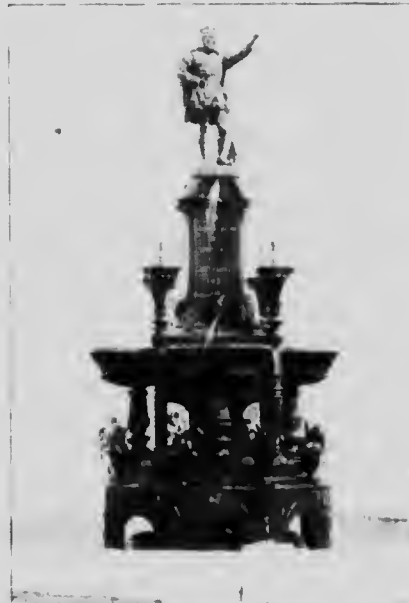
Hon. Sir Frederick Borden.
Minister of Militia and Defence.

The following table gives a summary of fire insurance effected in Canada from 1869 to 1902 inclusive:—

	Net Cash Premiums received	Amount of Policies	Losses Paid
Canadian Companies	\$ 10,069,811	\$ 1,213,078,550	\$ 27,438,818
British Companies	117,207,681	11,185,613,861	70,680,802
American Companies	19,802,917	1,870,132,890	13,217,635
Grand totals	\$177,080,414	\$17,569,155,310	\$120,346,255

The Canadian assets and liabilities of companies doing business of fire or inland marine insurance in Canada December 31st, 1902, were as follows:—

	Assets	Liabilities
Canadian Companies	\$ 7,130,011.52	\$1,522,513.00
British Companies	18,625,101.55	6,261,543.93
United States Companies	1,579,842.18	1,098,093.52



Jacques Cartier Monument, Montreal

The following table gives a general idea of the operations of the fire insurance companies doing business in Canada during the year 1902:—

	Canadian Companies.	British Companies.	U.S. Companies.
Net cash received for premiums	\$ 2,117,011	\$ 6,906,909	\$ 1,570,503
Reinsurance return premiums	973,872	1,169,851	1,157
Gross cash received for premiums	3,090,913	8,116,770	1,571,660
Gross amount of policies, new and renewed	222,780,190	556,692,825	120,211,152
Net amount at risk at date	255,050,293	691,660,815	133,909,827
Net amount of losses incurred during the year	881,507	2,798,418	585,073
Net amount paid for losses	870,722	2,798,418	562,588
Unsettled claims, not resisted	83,800	316,730	73,977
Unsettled claims, resisted	7,995	13,392	17,100

The marine insurance business is one of considerable importance in Montreal, much of it being in the hands of the British companies. The government practically exercises no supervision, except in the case of inland marine insurance.

The following is a summary of the inland marine insurance business in Canada in 1902:—

	Amount of Premiums received	Amount of Policies	Losses paid
Canadian Companies	\$27,711	\$ 6,398,779	\$17,767
British Companies	5,551	3,857,057	1,285
United States Companies	11,946	3,155,411	2,877
Totals for 1902	\$45,211	\$13,411,247	\$21,929
Totals for 1901	\$31,113	\$ 5,561,027	\$19,900

The following tabulated statement gives some idea of the financial result of the operations of the companies doing fire and inland marine insurance in Canada during the year 1902:

	Excess of premiums over losses paid	Excess of income over expenditure
Canadian Companies	\$2,788,129.19	\$ 463,083.44
British Companies	1,221,259.19	2,820,812.43
United States Companies	1,019,071.21	637,531.07

There are many evidences of the prosperity and frugality of the people of Canada which may appeal even to the most casual observer, but there is perhaps none to which reference can be drawn better evidencing these features than the business of life insurance, carried on on such a gigantic scale, but nevertheless so quietly in our midst. Life insurance rightly claims to be the greatest work of beneficence of modern times. Its transactions have already become enormous, and are steadily increasing, showing that its benefits are being more fully realized and appreciated.

About the beginning of the eighteenth century a Scottish company began, in a very small way, the assurance of life.

So markedly advantageous were the provisions to those who became interested, that other companies sprang into existence, and various methods were introduced, some granting very liberal privileges to insurers, and bringing within easy reach the kind of protection which required only to be understood to be sought after.

There does not appear to have been any widespread attention given to life assurance until the year 1820, and that only in the British Isles. In America, the ten years beginning with 1850 seem to have been prolific in the advent of life companies, and is distinguished as the time that the now giant United States companies had their inception.

We find in 1839 that the people of Canada carried the comparatively large sum of \$35,680,000 in life assurance. At the close of last year (1902) the volume had increased to enormous proportions. There were, exclusive of assessment companies reporting to the government, policies in force representing in sums assured \$508,694,401.



A Group of some of the Insurance Companies' Buildings in Montreal.

The importance of this volume of business to the country, as an antidote to pauperism alone, can be better understood when it is remembered that this vast sum, first collected by the companies, must be repaid, and that its provision necessitates savings on the part of the people of many millions annually.

There is probably no other business in the country that furnishes a truer index of the type of mind that Canada boasts of, or in connection with which the trusts imposed are more sacred and of which the officials require to be more on higher principle or sounder judgment.

The following is an abstract of life insurance in Canada for the year 1902:

	Canadian Companies.	British Companies.	United States Companies.
Premiums for year.	\$ 10,099,762	\$ 1,115,275	\$ 5,928,700
No. of policies, new and taken up.	92,341	1,715	98,320
Amount of policies, new and taken up.	49,745,692	3,321,307	31,431,000
No. of policies in force at date.	268,808	20,961	251,677
Net amount in force.	308,205,453	41,435,454	159,453,064
No. of policies become claims.	2,724	783	3,631
Net amount of policies become claims.	3,422,528	818,698	2,666,309
Claims paid, including matured endowments.	3,555,281	803,498	2,703,583
Unsettled claims, not resisted.	298,297	147,526	193,068
Unsettled claims, resisted.	3,277	None	8,711



In the Lost Channel, Thousand Islands

The following table shows the amount of life insurance in force in Canada 1875-1902:

Year.	Canadian Companies.	British Companies.	American Companies.	Total.
1875.	\$ 21,957,296	\$ 19,455,607	\$ 43,596,361	\$ 85,009,264
1876.	24,039,284	18,873,173	40,728,461	84,250,918
1877.	26,870,224	19,349,204	39,468,475	85,687,903
1878.	28,656,550	20,078,533	36,016,848	84,751,931
1879.	33,240,543	19,410,829	33,616,330	86,273,702
1880.	37,838,518	19,789,863	33,643,745	91,272,126
1881.	46,041,591	20,083,092	36,296,249	102,420,932
1882.	53,855,051	22,329,368	38,857,329	115,042,048
1883.	59,213,609	23,511,712	41,471,554	124,196,875
1884.	66,519,958	24,317,172	41,616,596	132,453,726
1885.	74,591,139	25,930,272	40,449,735	140,971,146
1886.	88,181,859	27,225,607	53,968,239	171,375,696
1887.	101,799,754	28,163,329	61,734,187	191,697,270
1888.	114,034,279	30,003,210	67,724,004	211,761,593
1889.	125,125,692	30,488,618	76,398,392	231,962,702
1890.	155,218,950	31,613,750	81,369,847	248,222,547
1891.	143,368,817	32,407,937	85,698,475	261,475,229
1892.	154,799,077	33,682,706	90,708,482	279,190,265
1893.	167,475,872	33,343,884	94,692,966	295,512,722

894.	177,511,846	33,911,885	96,737,765	308,161,496
895.	188,326,057	34,341,172	96,390,352	319,057,581
896.	195,369,042	34,837,448	97,660,090	327,866,580
897.	208,855,159	35,293,134	100,069,684	344,217,977
1898.	226,209,634	36,606,195	105,708,154	368,523,983
1899.	252,291,540	38,025,048	113,943,269	404,279,857
1900.	267,151,089	39,485,314	121,439,410	438,075,813
1901.	284,681,621	40,216,186	138,868,257	463,766,064
1902.	308,205,453	41,335,484	159,159,664	508,699,601

Several of the leading Canadian life insurance companies have branched out into a considerable foreign business, and have met with gratifying success therein.

The following table shows the amount of life insurance done during 1902 by Canadian life insurance companies which do business outside of the Dominion:—

Premiums for the year.	\$ 2,524,459
Number of policies new and taken up.	10,067
Amount of policies new and taken up.	11,594,331
Number of policies in force.	356
Amount of policies in force.	161,198

The Royal Insurance Company.

After operating for nearly half a century of uninterrupted success, the Royal Insurance Company of England now ranks as the wealthiest institution of its kind in the world. This company was established in Liverpool (England) in May, 1815, for the transaction of fire and life insurance business, and has had but three general managers since it started—John M. Dove, John H. McLaren and Charles Alcock—and under their able directions the Royal has established representative agencies in every important city and town in the world.

The Royal Insurance Company is the largest and wealthiest fire office in the world, and first commenced business in Canada in 1851, its first agent in the Dominion being H. L. Routh. The company now transacts by far the largest fire insurance business not only in the city of Montreal, but in Canada, and this in face of the fact that nearly all the important fire companies are established or represented in this country. The palatial headquarters of the Royal Insurance Company in Canada are situated in the well-known office building it erected some years ago in the Place d'Armes, Montreal, and which is known as the Royal Insurance Building. Standing as it does in the most advantageous part of the city, the heart of the financial insurance and business district, it is not only an architectural ornament to Montreal, but occupies an exceptionally fine position for the transaction of its large metropolitan business, and the convenience of its enormous circle of policy holders in Montreal and vicinity.

The Royal Insurance Company is in the best position to assume fire policy risks to any reasonable amount, provided the property is in a satisfactory condition, so that intending insurers can, as a rule, negotiate their policies with the one institution instead of having to spread their risks

among a number of companies. These conveniences have naturally increased the business of the Royal Insurance Company to a remarkable degree. In 1891 this company acquired the Queen Insurance Company of England, which was thoroughly reorganized, and is operated as a distinct and separate institution, under the title of the Queen Insurance Company of America.

of the Queen Insurance Company, its business having more than doubled itself in the past two years. In addition to managing this reorganized company, in the year 1901 the Royal Insurance Company absorbed the business of the Lancashire Insurance Company, the latter company going out of existence.

The present Canadian management of the



Royal Insurance Company Building, Place d'Armes Square, Montreal.

The Canadian management of the Queen Insurance Company was taken over in 1896 by the local management of the Royal Insurance Company in Montreal, and its chief Canadian office is in Montreal, under the same management as the Royal. The thoroughly experienced supervision and expert control thereafter speedily exercised soon became practically manifest in the affairs

Royal Insurance Company of England is comprised of George Simpson, manager; William Mackay, assistant manager; J. H. Labelle, second assistant manager; and Noel H. Toropce, life superintendent. The already enormous business of this company is on the constant increase, and its development continues with the rapid expansion of the commerce of the Dominion.



New York Life Insurance Company Building, Place d'Armes Square and St. James Street Montreal.



Representative Members of the Montreal Branch of the New York Life Insurance Company.



Lieut.-Col John Carson.

Of the Firm of Carson Bros., Royal Insurance Building, Montreal, Chief Agents for the Province of Quebec of the Ottawa Fire Insurance Company, and the Equity Fire Insurance Company.

Sun Life Assurance Company of Canada. Montreal is the headquarters of one of the most successful Life Assurance Companies in the British Empire,—the Sun Life Assurance Company of Canada.

Many years ago the Company adopted as its motto the words "Prosperous and Progressive," and never were words more appropriate, for each annual statement magnificently sustains the phrase.

The Sun Life of Canada was incorporated in 1865, but did not commence business until 1872. The Head Office for several years consisted of a few small offices on St. James Street, but as the Company's operations advanced it was found necessary to have more accommodation, and the present splendid building on Notre Dame Street, was built. When this was completed it was thought to be large enough for many years to come, but the business extended so rapidly that the adjoining building and the building in the rear were purchased and renovated, and now contain many departments of the Head Office staff. It requires in all about eighty clerks at the Head Office to handle the Company's great business. The Company also owns office buildings at Ottawa, Sherbrooke and Hamilton, and arrangements are now being made for the erection of a building at Bombay, India.

The Company issues policies that are suitable for all the varied conditions of life, and it is perhaps to the popularity of its policy contracts more than any other thing that the Company owes its great success.

The Sun Life of Canada was the first Canadian Company to simplify its policies by eliminating all the numerous and hampering restrictions, which formerly were regarded as necessary. When it brought out its first unconditional policy it created quite a sensation in life assurance circles. Other companies did not follow suit for some time, but after noticing the favorable results of the Sun Life of Canada, they too fell into line. The policies are unconditional, indisputable and automatically nonforfeitable. Advances made by the Company may be seen better, perhaps by a few comparative figures and we will only go back ten years to make this comparison:

	Income.	Net Assets.	Life Assurances in force.
1892 .	\$1,134,867.61	\$3,403,700.88	\$23,901,046.64
1902 .	3,561,509.34	13,480,272.88	67,181,601.63

Increase—

\$2,426,641.73 \$10,076,572.00 \$43,280,554.99

This perhaps is enough to show the appropriateness of the first part of the company's motto—"Prosperous." For the second part of the motto, "Progressive," we could fill many pages, but suffice it to say that besides being thoroughly organized in Canada they have agencies in several of the United States of America, also in Great Britain and Ireland, Holland and Belgium, and then following the course of British Commerce eastward, home again by way of the Hawaiian Islands. Wherever the Company has opened agencies it is exceptionally popular.

The Company is ably officered. Mr. Robertson Macaulay, the President, is the doyen life assurance man of Canada. He has been connected with the Sun Life of Canada for nearly thirty years, and has a record of nearly forty-five years of life assurance work. He has impressed his vigorous personality on the Sun Life of Canada, and it is impossible to think of the Company without connecting the name of Robertson Macaulay with it. He is the soul of courtesy and honor, and makes the cause of the policyholders his own. The actuarial work of the Company, which is very important, is under the control of Mr. T. B. Macaulay, a son of the President. He is an expert in his line. Mr. Macaulay is a Fellow of the Institute of Actuaries of Great Britain, a corresponding Member of the Institute of Actuaries of France, and a Member and Past President of the Actuarial Society of America. He is considered an authority on actuarial matters. Mr. Macaulay is also the Secretary of the Company.

Much more could be written about this popular Company, but we think we have said enough to show the assuring public that any trust they commit to this Company will be carefully and profitably looked after.



Building of the Sun Life Assurance Company of Canada, Notre Dame Street, Montreal.

D. W. Ogilvie & Co. Although the firm of D. W. Ogilvie & Company, Real Estate, Insurance and Mortgage Brokers, has only been established some five years, yet its members have attained a reputation second to none in the city of Montreal as amongst the most reliable handlers and managers of real estate established in the metropolis of Canada. The firm was established by Mr. D. W. Ogilvie, who is the acting executor of the estate of the late John Ogilvie, the largest real estate owner and holder in Montreal. The management of the estate alone forms a considerable business in itself, but young Mr. Ogilvie saw that with this excellent nucleus there was a splendid opportunity for developing an up-to-date real estate brokerage business in Montreal. How admirably he has succeeded in seizing this opportunity has been amply demonstrated by the record of his firm's transactions during the past few years. Associated with Mr. D. W. Ogilvie in the firm as partners are Mr. E. C. Short and Mr. N. C. Ogilvie. The business is of a purely high-class brokerage character, and embraces every recognized branch of the modern real estate industry, the buying and selling of all kinds of real estate situated in the city of Montreal and its outlying suburban connections, the management of estates, the collection of rents, and the negotiation of loans and mortgages. D. W. Ogilvie & Co. have the sole management of several large estates in addition to that of the late John Ogilvie. These estates consist of warehouse, office, business and residential properties. The firm undertake the sole conduct of building property, keeping same in excellent repair, and attending to the reasonable wants of the tenants, as well as strictly preserving the rights of the owners. The securing of desirable tenants for all kinds of property has been made a special study by this firm, and by judicious selection of tenants they have increased the letting value of many of the properties entrusted to their care. The principles of general management, as applied by this firm, render a far better return, with practically no trouble, to the owner of property than if it remained under his own control.

D. W. Ogilvie & Company are special agents in Montreal for the Union Assurance Company. An important branch of their business is the placing and negotiating of large policies of fire insurance. The Union Assurance Company is one of the oldest of the British insurance concerns, and is deeply interested in property in

Canada and Montreal, so that Messrs. Ogilvie & Company can command and procure special terms for intending insurers. Although business in real estate circles in Montreal has been somewhat dull for the past few years, it is due to the fact that owners have secured such good investments in real estate that they are loath to part with their holdings. The enormous increase in values and rents may be judged by comparing the assessed value of the real estate of Montreal, which is now \$156,428,346, as against \$84,270,000 twenty years ago. The assessed value of Montreal is about the same as that of Washington, the highly-favored national capital of the United States, with a population of 300,000. With the exception of New York City, Montreal is the most densely populated city on the Continent, although there is plenty of room for its expansion on the extensive and beautiful Island of Montreal. Owing to the enormous increase in the business of this city and port, the demand for warehouse and business property has never been so great as it is now, and the spring of each year sees building operations of great magnitude in full force all over the city. Probably in no other place on the Continent do individual citizens possess more individual estates in the city in which they reside. From poor men to the richest, every one who succeeds in accumulating a sum of money seems anxious and aims to own a piece of real estate, and, if possible, his own home. With this disposition, therefore, combined with the increasing prosperity of the city, the real estate industry will undoubtedly live and expand with hitherto unapproached results. The suburban districts are also developing with almost incredible rapidity, Westmount having more than doubled itself within the past five years, and nearly the same may be said about Maisonneuve, St. Henri, and Montreal Annex.

The firm of D. W. Ogilvie & Company may be relied on to obtain the best results for owners, residential or absent, in the management of their properties, the collection of rents, and all other details in connection with the improving of improved real estate. Being also the largest owners of real estate in Montreal, the firm are in the best of positions to supply the wants of intending purchasers, and obtain the highest prices for those who wish to dispose of their holdings. The firm's offices are in the Stock Exchange Building, St. Sacrament Street, which is also under their management.

A MONTREAL SUMMER HOME.



Residence of Mr. Robert Bickerdike, M.P.,
At Upper Laclaire, Lake St. Louis.

An admirable illustration of the commercial advancement of Montreal is afforded by the development of the suburban and rural residential districts of the Island of Montreal. Commercial success and the accumulation of wealth enables man to gratify the natural longing of the race for residence in the country, where the delights of nature can be enjoyed to the full. Nowhere is nature more tempting than in the rural districts of the Island of Montreal, where much beautiful natural scenery exists. The shores of the Island, whether on the St. Lawrence, the River des Prairies, Lake St. Louis and the Lake of the Two Mountains, are lined from end to end with the summer homes of Montreal people. Many of these summer homes are worthy of the Isle of Wight or the Mediterranean. Others are more modest, but all bespeak comfort and refinement. Many Montrealers have built themselves summer homes on the Lower St. Lawrence, at the seaside and in the Laurentian Mountains; but by far the most of the summer homes of Montreal's well-to-do people are to be found on the shores of Lake St. Louis and the Lake of the Two Mountains.

W. Scott & Sons. The progressive prosperity of Canada has brought in its wake a love of high art, and an art patronage among those who have gained fortune and fame in the city of Montreal, even from small beginnings. The furtherance of artistic tastes has always marked the growth and success of commercial enterprise in every country, and the Dominion of Canada is no exception to this rule, but more than this, the country has demonstrated the fact that, apart from its strictly commercial, financial and industrial enterprises, it is a staunch friend, encourager and supporter of every branch of the fine arts.

Pioneers in the art culture of Canada, the firm of William Scott & Sons, of 1739 Notre Dame

Street, Montreal, the leading art dealers in this city, was established as far back as 1859. The firm is now composed of William Scott, W. A. Scott, F. R. Heaton and William Heaton, all of them expert art connoisseurs of the highest standing, and the art patrons of the Canadian metropolis rely to a great extent on the judgment of the members of this firm when purchasing pictures and other objets d'art.

The galleries of this firm always contain the best of specimens of the English, French and Dutch schools of painting.

In addition, from time to time paintings by the masters of the old schools, valued at many thousands of dollars, are to be found on exhibition at the art galleries of William Scott & Sons. The firm act as sole Canadian agents for the French Gallery, of 120 Pall Mall, London.

Other and nearly equally important branches of the art industry are exploited by the firm of Wm. Scott & Sons. They represent the largest Eastern rug merchants in the world, Messrs. Cardinal and Harford, of London, England.

The firm are also Canadian agents for Morris & Co., the leading silk and tapestry merchants in London, while the Tiffany Art and Decorating Company, of New York and London, the well-known makers of "Favrile" glass, also entrusts its representation in Canada to William Scott & Sons.

The firm makes a speciality of the framing of pictures.

William Scott & Sons are the acknowledged leading picture dealers and experts in Canada.



Mr. Edward J. Fetherstonhaugh.
Of Fetherstonhaugh & Co., Patent Solicitors and Experts,
of Montreal, Ottawa, Toronto and Washington, D.C.



Representative Members of the Montreal Bar.

Court House, Montreal

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|-------------------------------------------------------------------------------|-------------------------------|
| 1. Hon. Horace Archambault, B.C.L., K.C.
Attorney General Quebec Province. | 6.—Louis C. Pelletier, B.C.L. |
| 2. Colonel J. P. Cooke, K.C., Crown Prosecutor. | 7. H. Gorin-Lajoie, K.C. |
| 3. W. A. Weir, K.C., M.P.P. | 8.—L. J. Belque, LL.B. |
| 4. Archibald McGoun, K.C. | 9. Edouard Survever. |
| 5. James Crankshaw, B.C.L. | 10. Louis A. Lavallee, K.C. |



BENCH
AND
BAR
OF
MONTREAL



CHAPTER XI



THE laws of the Province of Quebec are, popularly speaking, French. They are not, however, French in their entirety, neither are they English nor Roman, but a union to some extent of all three; and by virtue of their composite quality, we frequently flatter ourselves that we have taken the cream of the laws of other countries, and have there-
fore a system of jurisprudence of great perfection. The sources from which we derive our laws are:—1, the custom of Paris and the commentators upon the customary French law; 2, the principles of Roman law embodied in the Theodosian codes, as in force in the Pays du droit écrit (the country of written law); 3, the ordinances of the Kings of France, particularly those registered by the Sovereign Council and the various commentators upon these; 4, decisions and jurisprudence of the Sovereign Council; 5, the

works of the great French author, Pothier, and his contemporaries and predecessors, including the commentators up to the time of the promulgation of the Code Napoleon; 6, the articles of the Code Napoleon as consolidated with the Civil Code of Lower Canada; 7, the decisions of the Cour de Cassation, which is the Supreme Court of Appeals in France; 8, commentators on the Code Napoleon; 9, the Code of Civil Procedure of Lower Canada and the commentators upon it; 10, the statutory law of our own province, which may be divided into (a) ordinances passed by early legislative councils previous to the year 1791, (b) statutes of the provincial parliament from 1791 to 1840, under the constitutional and union Acts, (c) ordinances of the special council



Hon. Charles Fitzpatrick, K.C.
Minister of Justice.

of 1839, (d) statutes of the parliaments of Canada and the legislatures of the province of Quebec; 11, English commercial law, statutory and common, and the English, Canadian and American

commentators upon this law in so far as introduced into this province; 12, commercial law of England, in so far as embodied by our parliament, relating to commercial evidence, sale, partnership, agency, joint stock companies, carriers, railways, shipping, insurance and banking; 13, municipal law (American decisions thereon are given an important position in regard to this subject); 14, public or constitutional law and international law, with Imperial statutes, also treaties; 15, reports of the decisions of our own courts from the Privy Council down to the humblest tribunal of the land.

The administration of Lower Canada before the conquest by England was vested in a Governor, the Intendant, the Bishop and the Sovereign Council. The Governor attended to the external matters—the general administration, the militia, and the foreign affairs and dignity of the land. He especially represented the King of France.



Hon. Henry G. Carroll, K.C.
Solicitor General.

The Intendant was really a Minister of the Interior and of Justice. He stood for domestic politics and affairs. He was the business manager of the country.

The Bishop, as the name implies, cared for the spiritual welfare of the people; while the Sovereign Council was both a legislative and a Court of Justice, "ever subject to the will of the King, whose edicts it was bound to enforce."

The Council was composed of the Governor, the Intendant, the Bishop and 5 members, called Councillors. The number of these Councillors was later increased to 7, and finally to 12. The King, considering the name "sovereign" too suggestive of supreme power, changed it to that of "superior." Subordinate to this Council were Royal Judges, stationed at Quebec, Three Rivers and Montreal. The Canadian seigneurs were also entitled to administer justice upon their domains, but in nearly every seignieny this power

was carefully limited to the settlement of petty disputes and the punishment of trivial offences.

The administration of justice for the city, or rather the island, of Montreal, for it included the whole of it, the city then being more a matter of imagination than of fact, differed somewhat from the rest of the country.

Bishop Laval and Governor De Mésy arrived at Quebec on the 15th September, 1663. On the 28th of that month they created a royal seneschalship for the Island of Montreal, and immediately appointed provisionally the officers therefor while awaiting the formal bestowal of their powers upon them by the Sovereign Council.

On the 23rd October, 1663, De Maisonneuve was appointed Governor of the Island, and on the same day the Sovereign Council authorized him to exercise the powers of Governor till otherwise ordered by the King; and the interested parties were ordered to produce, within eight months, their titles to property on the Island of Montreal, and the letters patent claimed by them. The Superior Council thus wished to make known its authority. The Seminary of St. Sulpice had previous to this exercised the right of administering justice, and of naming the particular Governor for the Island, it being in possession of the Seignieny. As a consequence, a conflict arose. The Seminary clung to its letters patent, for the purpose of affirming that it had the right to appoint the particular Governor-General by virtue of the authority of the King, that they had never been revoked, and that they existed in their entirety. The Seminary of Paris refused to depart from this stand. As a result, the Seminary of Montreal continued to administer justice in its own name concurrently with that of the seneschalship. In 1666 the Seminary was maintained in the possession of its rights, royal jurisdiction, and with it the seneschalship on the Island of Montreal, being suppressed. Later on the rights of the Seminary of St. Sulpice to appoint the Governor was solemnly recognized. In 1693, however, the king created a royal jurisdiction to replace that of the ecclesiastical seigneurs. It was composed of a royal judge, from whose decisions an appeal lay to the superior council; a procureur du Roi, a clerk, 4 bailiffs and 4 procureurs postulants, and 4 royal notaries to receive the acts and contracts of the inhabitants. By way of compensation, the King appointed, but for the first time only, the judge suggested by the ecclesiastics to exercise his duties over the whole island, with the exception of the enclosure of the ecclesiastics on the island, and of their farm of St. Gabriel, of which he reserves to them jurisdiction "haute, moyenne et basse," with an appeal in like manner to the Sovereign Council. The ecclesiastics were given by this edict, in perpetuity and incommutably, the proprietorship of the office of the royal jurisdiction, with the right to appoint such persons as



Representative Members of the Montreal Bar.

City Hall and Court House, Montreal.

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|-------------------------------|--------------------------|
| 1. Simon Bendin, K.C. | 6. A. K. Crochman, K.C. |
| 2. Robt. C. Smith, K.C. | 7. J. H. Rainville, |
| 3. Hon. A. W. Atwater, K.C. | 8. J. A. Drouin, K.C. |
| 4. Geo. G. Foster, K.C. | 9. W. A. Baker, LL.B. |
| 5. Hon. H. B. Rainville, K.C. | 10. M. J. F. Quinn, K.C. |

they may judge proper before being accepted by the royal judge. They are further, in consequence of the abolition of the seigniorial jurisdiction, freed from responsibility for the faults of the officers, and of the answering for bad judgments and suits resulting therefrom, from the costs of prosecution of the accused, from the furnishing of prisons, bread for prisoners, the nurture of foundlings, and generally all the charges arising out of their jurisdiction. It is by virtue of this edict that advocates sprang up in the colony. By the "Remonstrances" of the superior council to the ordinance of 1667, it was deemed wise to admit of their establishment. The four procureur postulant who were appointed by this edict seemed to have been considered rather as necessary evils than honorable acquisition to the colony. A procureur postulant, by the way, was an advocate who could plead in the inferior courts.

In 1701 the Council decided that in cases where there were only two Councillors to judge the case, the others being absent or excused, a third judge might be added to make a quorum from the advocates practising. From this small beginning of advocates has grown and developed that dignified body, the Bar of Montreal, and one may say, the Bar of the Province of Quebec.

The advocate of the colony, too, was more of a solicitor than anything else. To-day he possesses the plenitude of power and privileges, and is subject to all the duties and obligations that belong to the advocate, the barrister, the solicitor, the proctor, etc.

By this edict, royal jurisdiction was established. The seigneurs were granted the right of exercising inferior jurisdiction. The Imperial magistrate was empowered to take cognizance, in the first instance, of all contestations which arose from the recovery or acknowledgements of "cens et rems," "redevances," "lods et ventes," "quints," reliefs and all seigniorial and feudal rights and obligations for such sums as could be shown to be due by the lauds, fiefs and seignories of Montreal and dependencies. Appeal from this inferior jurisdiction lay to the royal judges of Montreal.

In 1759 the city of Quebec capitulated. Then followed the capitulation of Montreal in 1760 in favor of the British under General Amherst. That General established military government, dividing the country into three districts—Quebec, Montreal and Three Rivers. Courts of justice were established in each of these districts, composed of military officers, who decided cases summarily, with the right of appeal to the commanding officer of the district.

In 1763 the Treaty of Paris was signed, by which Canada was ceded to the British. In the same year, and after the passing of the Treaty, the country was placed under military rule.

In Montreal "Chambres de Justice" were

established regularly from 1761 to 1761 by an ordinance of Governor Gage, who divided the government of Montreal into five civil and criminal districts of jurisdiction for the country, independent of the city. He also established ambulatory courts of appeal, and indicated the class of citizens who could compose these "Chambres de Justice." These courts sat regularly from the 1st to the 15th of each month, and were presided over by the military officers. Matters purely civil were heard by these "Chambres de Justice." In regard to criminal matters, however, quarter sessions were held, and sessions of the Court of King's Bench, the law of England being the standard followed for the decision of such criminal matters.

On the 4th of August, 1764, the Civil and Criminal Court held its last sitting in Montreal. On the 10th of August the "Chambres de Justice" were replaced by virtue of an ordinance of General Murray, who established thereby a certain judicial system, the main provisions of which were:—

1. A Superior Court of Judicature was established. This court was called the Court of King's Bench, and was presided over by the Chief Justice. An appeal lay from this court to the Governor-General in Council in all cases over £300, and to the King, in his Privy Council, in cases in which the sum in dispute was not less than £500.

2. A Court of Inferior Jurisdiction was also established, called the Court of Common Pleas, for the hearing of all cases of £10 sterling and upwards, but subject to appeal to the Court of King's Bench when the amount in dispute exceeded the sum of £20. Justices of the peace were given the power to decide summarily all matter up to £10 sterling.

The office of Sheriff was created in 1766; that of Justice of the Peace in 1767, with jurisdiction in small cases.

The year 1774 saw the Quebec Act brought into force. By it the people were permitted to enjoy their possessions and other civil rights as amply as if the proclamation of 1763 and the ordinances under it did not exist. It further abolished the Courts of Justice then existing, but failed to make provision for the replacing of them. As a matter of prudence, Governor Carleton reinstated the judges of the Common Pleas under another name. In matters of controversy relative to Canadian rights resort was to be had to the laws of Canada. Thus we have the French civil law in the Province of Quebec, and therefore in the city of Montreal.

By an ordinance of the Legislative Council of Quebec, passed in 1777, the Province was divided into two districts, the headquarters of each district being Quebec and Montreal respectively. A court of Common Pleas was established to sit in each of these districts once a week.



Representative Members of the Montreal Bar.

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|------------------------------------------------------------------------|------------------------------|
| 1. Hon. Sir Alexandre Tardieu,
Chief Justice Court of King's Bench. | 7. Seth P. Lee, B.C.L., K.C. |
| 2. Matthew Hutchinson, D.C.L., K.C. | 8. Camille Piche, K.C. |
| 3. Hon. Lomer Gouin, LL.D., K.C. | 9. Robert T. Mullin. |
| 4. Edmund Guerin, K.C. | 10. Hormisdas Pelletier. |
| 5. J. F. Enard, K.C. | 11. Philomen Cariveau. |
| 6. R. G. deLorimier, LL.B. | |

A Superior Court of Civil Jurisdiction was also established, composed of a Governor and Council. A number of ordinances relating to judicature, more or less important, were passed under the Quebec Act. By an ordinance of the 11th of March, 1777, criminal courts of justice were established under the name of the Court of King's Bench. The militia captains were authorized to exercise the functions of coroners in the absence of the coroner of the district, and they were also officers of the peace, and were authorized to arrest all persons guilty of any contravention against the public peace. In 1788 the Court of Appeals laid down:—

1. That the complaints or reasons of appeal ought to be drawn up in both languages.

2. That the gown and neck band of the advocate pleading before the said court should be the same as that in use at the court at Westminster.

In the same year new judicial districts were created, those of Quebec and Montreal, however, remaining intact. The Constitutional Act came into force in 1791. By the instructions given to Lord Dorchester when he was sent over to Canada to take charge of affairs, among other things, the Executive Council was vested with judicial powers, and could, when useful, constitute itself a Court of Appeal in civil matters.

Previous to 1810, judges could take an active part in politics, and could sit in the Assembly. By an Act of that year, the judges were disqualified in this respect, in so far as the Assembly was concerned, and in 1831 this was made to apply to both chambers. In the same year (1831) the judges were appointed to their positions permanently during good behaviour.

In 1840 the Union Act was passed. By it the English language was held to be the only official one. The existing laws were to continue to be in force in each province. The Courts of Justice, civil and criminal, were continued in existence in the two provinces, and the commissions remained in force. In 1849 Lord Elgin re-established the use of the French language in the Canadian Parliament. In 1857 a commission was appointed to codify our laws, the commissioners, three in all, being Justices Caron, Day and Morin. The code of procedure was brought together likewise by a commission composed of Justices Caron and Day, as before, and also Mr. Justice Beaudry.

By the British North American Act of 1867, the provinces were given the exclusive right to make laws in relation, among other matters, to the administration of justice in the provinces, including the constitution, maintenance and organization of provincial courts, both of civil and criminal jurisdiction, and including procedure in civil matters in those courts.

Article 96 of the British North American Act gives the Governor-General power to appoint the judges of the Superior Court of the district and

county of each province. The judges are chosen from among the members of the Bar of the various provinces to which they respectively belong. They hold office during good behaviour, and can only be dismissed from office by the Governor-General on an address from the Senate and the House of Commons. Their salary is fixed by the Parliament of Canada.

The highest court of the realm is His Majesty's Privy Council, which sits in London, and to which Canadians can appeal.

The Supreme Court of Canada is a court of common law and equity for Canada, composed of a chief justice and five puisne judges appointed by the Governor-in-Council, two of these judges being taken from the Bar of the province of Quebec. This court sits at Ottawa, and it requires five to form a quorum. It holds three sessions a year, but it can adjourn to any fixed time. It exercises a civil and a criminal jurisdiction, and hears cases where the amount in question is or exceeds \$2,000. It also has sole jurisdiction as an appellate court in contestations of election of members to the House of Commons.

The Court of Exchequer was created by the same Act. Its jurisdiction is over matters relating to revenue and such like, and in all suits where a similar court would be allowed to the Exchequer Court in England.

The Court of King's Bench is the highest court in the province of Quebec, and is composed of a chief justice and five puisne judges. It has a civil and criminal jurisdiction. Its civil jurisdiction is appellate. This court sits at Montreal and Quebec. In criminal matters it can adjudicate upon everything of that nature which does not fall under the jurisdiction of the Court of Admiralty. The Superior Court is a court of record, having jurisdiction over all the province. This court replaced the old court of King's Bench created in 1774, and all the powers of the Sovereign Council of Quebec, excepting those of legislation, have been vested in it. In 1818 all the powers of the Court of King's Bench were attributed to this tribunal.

The Superior Court had original jurisdiction in all suits or actions which are not exclusively within the jurisdiction of the Circuit Court or of the Exchequer Court of Canada; and in the district of Quebec it has exclusive jurisdiction in cases of petition of right.

Excepting the Court of King's Bench, all courts, circuit judges and magistrates, and all other persons and bodies, politic and corporate, within the province, are subject to the superintending and reforming power, order and control of the Superior Court.

The Court of Review, which is the Superior Court sitting in review of its own judgments, is presided over by three judges. It has also exclusive original jurisdiction to determine cases reserved for its consideration by the presiding judge at a jury trial.



Representative Members of the Montreal Bar

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|------------------------------------------------------|------------------------------|
| 1. Hon. Henri T. Taschereau,
Judge Superior Court | 7. Chas. Archer, K.C. |
| 2. Fred W. Hildard, M.A., B.C.L. | 8. A. McN. Stewart, F.C.L. |
| 3. H. R. Bisollon, LL.B. | 9. L. P. Royard, LL.D., K.C. |
| 4. M. J. Morrison, B.C.L. | 10. S. W. Jacobs, B.C.L. |
| 5. J. A. Lamoignon, LL.B. | 11. H. A. Hutchins, K.C. |
| 6. Jos. Archambault. | |

The Court of Review sits at Montreal and Quebec.

The Circuit Court is a court of inferior jurisdiction and of record.

There are also other courts of jurisdiction more inferior in power, these being the Commissioners' Court, the District Magistrates' Court, the Justices of the Peace, the Recorders' Court and the Harbor Commissioners' Court, which, however, outside of the Recorders' Court, do not exercise any function in the city of Montreal.

The Circuit Court is situated at the chief place of each district, Montreal being the chief lien of the district of Montreal. It has in Montreal one presiding judge and two puisne judges.

At present, besides there being a justice of the Superior Court, who resides in the city of Quebec, there is an acting chief justice, whose place of residence is in Montreal. It is natural that a great many of the judges are to be found engaged in the performance of their duties at the Montreal Court, as that district may be said to do about two-thirds of the legal business of the whole province of Quebec. The chief justices of the Court of King's Bench and of the Superior Court each receive a salary of \$6,000, and the puisne judges thereof \$5,000 per annum. The judges at present in office of the Court of King's Bench at Montreal are Chief Justice Sir Alexandre Lacoste and Justices J. S. C. Wurtelle and J. Aldéric Onimet. Those of the Superior Court at Montreal are the Honorable Sir Melhomme M. Tait, Kt., acting Chief Justice, and H. T. Taschereau, M. Mathieu, L. O. Loranger, C. P. Davidson, S. Pagnuelo, C. J. Doherty, J. S. Archibald, J. J. Curran, J. S. Lavergne, J. E. Robidoux, N. W. Trenholme and T. Fortin.

The Attorney-General of the Province of Quebec is the Hon. Horace Archambault, K.C.

The judges of the Circuit Court of Montreal are Mr. Justice Champagne, who is the senior or presiding judge, Mr. Justice Purcell and Mr. Justice Dorion.

The Recorders' Court is quite a busy institution, and attends to city matters especially. Mr. Recorders Poirier and R. S. Weir take charge of this particular branch of justice.

The cry at present of the Bench and Bar is for more room, and an increased number of judges, the present number being totally inadequate to keep pace with the work that is continuously increasing. At present a new annex is to be erected on the western extremity of the Court House, on the site of the old St. Gabriel Church. The plans show that it will be five stories high, and, besides giving room for a number of legal and government purposes, will afford more ample room for the conduct of the business of the Circuit Court. The style of architecture is Grecian, and harmonizes with the larger building.

The Bar at Montreal began under auspicious, yet comparatively humble, circumstances—auspicious, seeing that they had the assistance and

sympathy immediately of the judiciary; humble, because they began with every manifestation of caution and prudence.

Previous to March, 1828, the Bar was in a scattered condition, and although it was necessary to have certain authority to practise law, there was no aggregate of members of that profession. The traditions of the Bar were those of France and England, mostly the former, and the absence of local unity and aspirations deterred the members from having a local pride and ambition.

Library facilities were not in existence, and a lawyer had to depend upon whatever books he might be able to borrow from private members and whatever books he might succeed in possessing in the course of his profession. It is indeed a wonder that, in an age when opportunities that we enjoy to-day were so utterly lacking, men of such splendid intellects and greatness of purpose lived and worked in this romantic province and historic city, men whose principles in matters professional have been accepted as the basis of the traditions and ethics of the Bar of Montreal.

In that month of March, 1828, the nucleus of the Bar of Montreal was founded. The promoter of the idea was the late Chief Justice Reid, of the Court of King's Bench.

This beginning took the form of a club, the principal condition being that a certain admission and membership fee was to be charged. The admission fee was £10; the membership fee £1 10s. per year. This has continued to our day, having been accepted by the Bar when it was legally incorporated at a later date. The club was under the patronage of the Court of King's Bench. The man who was the leader in the foundation of this learned society was the Hon. Stephen Sewell, who was the brother of Chief Justice Sewell, and was Attorney-General of the Province of Canada. He was the first President of the association or club.

The principal object of this club was to establish a library for the benefit of its members, and to assist them in their profession. Shortly after this private organization was formed, it succeeded in obtaining an act of incorporation. The headquarters of the library were on what used to be known as Little St. James Street, now made to form part of St. James Street of the present day. Little St. James Street in those days extended from St. Gabriel Street to Place d'Armes. The building in which the club had its headquarters was known by the name of Law Chambers, and was situated on the north side going west, near the site now occupied by "La Patrie."

This club continued in this manner until the year 1819. The method of admission of lawyers to the Bar in those days was by means of the judges of the Court of Queen's Bench, who examined them and forwarded a report of such examinations to the Governor-General, who granted a diploma to the legal aspirant if he



Representative Members of the Montreal Bar

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|------------------------------------------------------|-------------------------------------|
| 1. Hon. Sir Melhounie Tait,
Judge Superior Court. | 7. N. K. Laflamme. |
| 2. Leandre J. Ethier, K.C., City Attorney. | 8. Gonzalve Desautniers, K.C. |
| 3. J. L. Chabouss. | 9. Jerome Internoscia, M.A., B.C.L. |
| 4. Percy C. Ryan. | 10. J. E. C. Bumbay. |
| 5. Jereinie L. Decarie, LL.B. | 11. Robert Rocher. |
| 6. Geo. A. Lucombe, M.P.P. | |

found it favorable. In this year the Bar of Montreal proper became an established fact by Act of Parliament, and all the powers governing admission of members into the legal profession were vested in it. In the same year also the old association or club was embodied in the Bar, and the library, or rather the then prospective library, of the Bar and the existing library of the club were united—in other words, the club's existence came to an end, being absorbed by the larger institution.

The Bar of Montreal is part of the greater body, namely, the Bar of the Province of Quebec. The officers of the Bar of Montreal for the present year (1903-4) are—Batonnier, Mr. Donald Macmaster, K.C.; Syndic, Mr. J. T. Cardinal, K.C.; Treasurer, Mr. E. Latour, K.C.; Secretary, Mr. P. Lacoste; Council, Messrs. H. Gervais, K.C.; P. B. Mignault, K.C.; F. E. Meredith, K.C.; R. G.

asts—junior members of the Bar—and duly incorporated by Act of Quebec Parliament. The name of this association is "The Junior Bar Association of Montreal" (L'Association du Jeune Barreau de Montreal). Its purposes are—

(a) To strengthen the bonds of confraternity existing among the members of the Junior Bar of Montreal.

(b) To procure for the members information upon matters of interest to their profession.

(c) To further the interests of the Bar, and particularly those of its junior members.

(d) To establish and maintain friendly relations with like associations abroad.

The association is composed of honorary and active members. Permanent committees are annually appointed from among the active members of the association to attend the following questions:—



Ernest Pelissier, LL.B., K.C.



Jos. T. Cardinal, K.C.



John M. Ferguson, B.C.L.

Delormier, K.C.; R. C. Smith, K.C.; R. A. E. Greenshields, K.C.; L. H. Loranger, and R. Monty. Among those who have held the honored position of Batonnier of the Montreal Bar are Sir Alexandre Lacoste, the late C. A. Geoffrion, the late Honoré Mercier, Mr. Justice N. W. Treuholme, the Honorable L. O. Taillon, Mr. John Dunlop, K.C.; Mr. C. B. Carter, K.C.; Mr. J. A. C. Madore, K.C., M.P., and Mr. S. Beaudin, K.C.

Among the privileges that the members of the Bar receive are reports of cases, which the council undertake to furnish all its members. Those who are engaged in reporting these cases for the Bar, and seeing to their publication, are, for the district of Montreal, James Kirby, K.C., and P. B. Mignault, K.C.

An association of the junior members of the Bar of Montreal was founded on November 4, 1898, through the efforts of a number of enthusi-

(a) Legal education and admission to the profession.

(b) Reforms in the laws and comparative legislation.

(c) Judicial reorganization.

(d) Practice and tariffs.

(e) Dominion and Provincial legislation.

(f) Economics and sociology.

(g) Current jurisprudence and legal reporting.

(h) Rights and obligations of the Bar and professional ethics.

The officers of the association for the year 1903-4 are—President, A. R. Hall; Vice-President, E. Fabre Surveyer; Secretary, Léon Garneau; Treasurer, Lawrence MacFarlane; Council—Henry J. Elliott, F. J. Laverty, Paul Lacoste, Louis J. Loranger, A. R. McMaster and Arthur Larance.

Political or religious discussions are prohibited at its meetings. This association is in a very flourishing condition, and is increasing in influence and importance every year of its existence.



Hon. Sir S. N. Parent,
Premier of the Province of Quebec.

In closing, we may be pardoned for claiming that the Bench and the Bar of Montreal stands for everything that is truest and best in the legal profession. It is learned, dignified, self-sacrificing and disinterested. Its members are to be found among the senators, the ministers and the members of Parliament.



Hanbury A. Budden, B.A., B.C.L.

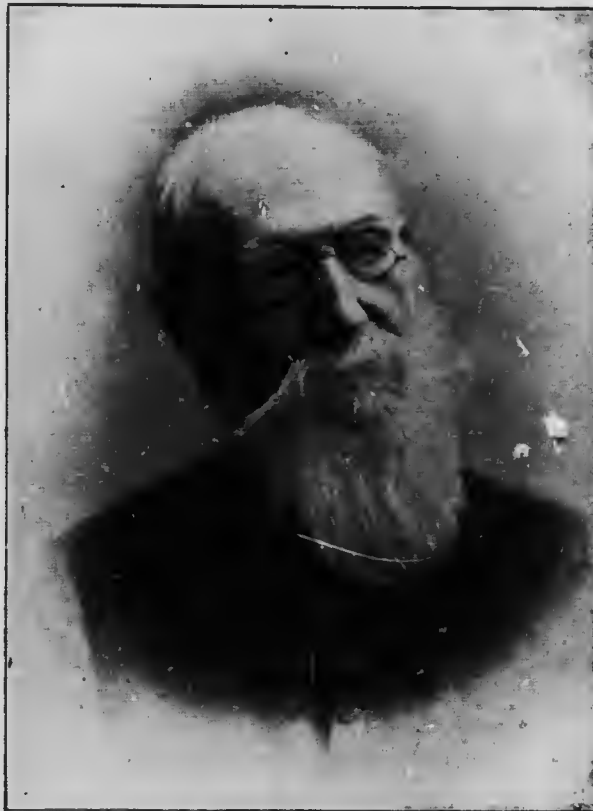
If it progresses in time to come as it has done in the past, we can certainly say that its future would seem to present to it boundless opportunities for usefulness and success.

Hermann H. Wolff & Company.

Making a specialty of distinct import orders in dry and fancy goods and manufacturers' supplies, Hermann H. Wolff & Company are one of the leading firms of dry goods merchants in the city of Montreal.

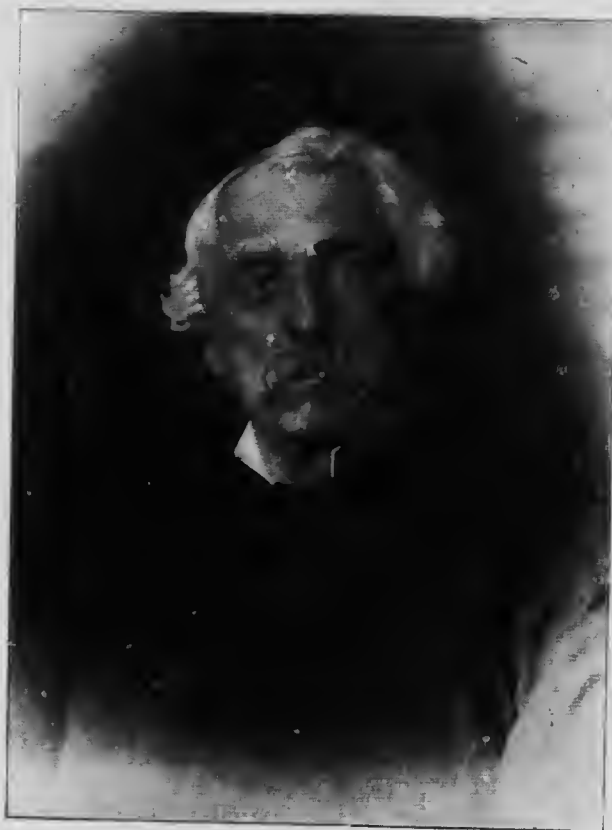
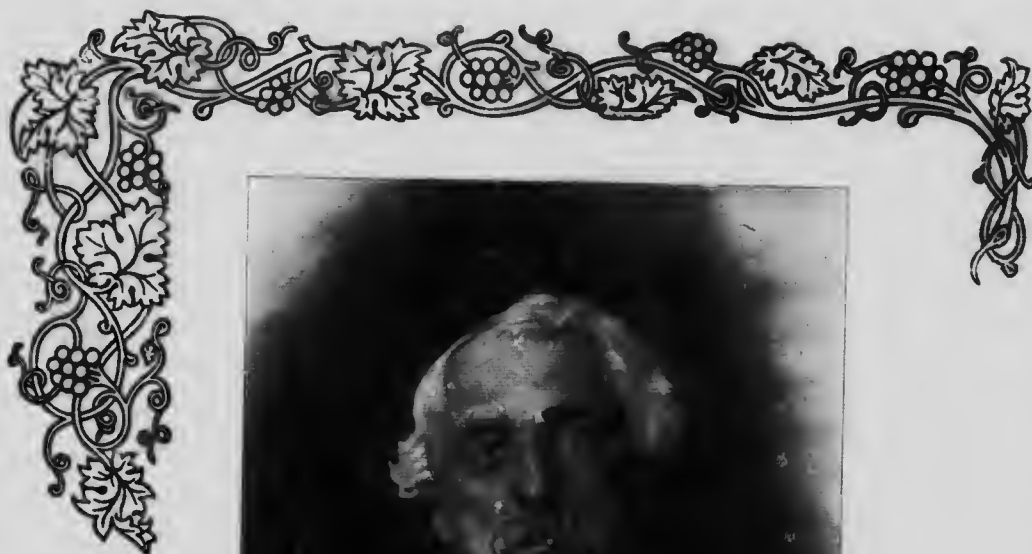
The firm carry an extensive assortment of the highest qualities of woollens, tailors' trimmings, silks and underwear.

The business now extends over the entire Dominion. Fifteen expert travellers represent the firm in various parts of the country. The offices and warehouse of the firm are situated at 170 McGill Street, Montreal. A branch is established at Toronto.



Mr. Charles Alexander, Montreal,
Prominently Identified With the Philanthropic Side of the
City's Life.

Peter W. A. Burket. One of the foremost men in the insurance world in Montreal is Peter W. A. Burket, the special agent for the North British and Mercantile Insurance Company and the Manufacturers Life Insurance Company. His offices are in the North British Chambers, St. Francois Xavier Street.



The Late Mr Andrew F. Gault,
Founder of The Gault Brothers' Company, Limited.

Mr. A. F. Gault, whose recent death on July 7th last was so deeply mourned throughout the country, was the head and shoulders of many of the largest cotton and woollen mills and dry goods manufacturing companies in the country. Commencing business in a comparatively small way, Mr. A. F. Gault had been closely identified during the whole of his remarkable career with what is now considered to be the most flourishing industry in Canada, and his own marvellous success has been replicated in the wonderful strides made in the trade he devoted a lifetime to foster, encourage, further and sup-

port with his late brother, R. L. Gault, from whom he derived most able and valuable assistance. Business methods have been entirely revolutionized since Mr. Gault first launched his enterprise in Montreal, but so shrewd and able a man always saw the advantage of quickly adopting all new methods which were valuable, while retaining the solid principles of the old. He appreciated the necessity of from time to time changing the personnel of his firm by admitting new blood into partnership, at the same time carefully selecting his new associates from his own keen observation of them, and his unerring judgment of their talents and capabilities.

MONTREAL'S
 COMMANDING POSITION
 IN THE
 TEXTILE FABRICS TRADE

also forbade the wearing of costly or showy dresses. Lace was especially forbidden by the cures, and ladies of quality were refused the communion because they had worn frontages.

At least so we are told by La Motte Cadillac, the vivacious Montrealer who founded the present city of Detroit.

This strict regime of the very earnest priests must have caused as keen heartburning among the local tradesmen as among the fair sex, but the community got over it bravely, for we next hear of the extravagance in dress of the old Montrealers of the period immediately preceding the conquest.

The same influences which made Montreal the point of concentration of the fur trade made it the point of distribution for the dry goods trade. As a matter of fact, the city's position as a distributing centre for textile fabrics was founded upon the fur trade. A large proportion of the return cargoes of the canoes and batteaux which brought the furs to Montreal was made up of

CHAPTER XII



MONTREAL is the centre of a vast trade in textile fabrics, which extends far beyond the confines of the Dominion of Canada, reaching even to such remote parts as Japan, China, Australia, New Zealand and South Africa. The city not merely controls three-fifths of the dry goods trade of Canada, but can fairly claim to be one of the most important centres of the textile fabric trade of the world.

In the very earliest infancy of Montreal, when the place was known as Ville Marie, and when the settlers on the Island went about armed in expectation of being pounced upon at any moment by the lurking savage, the conditions did not appear very promising for the dry goods merchant. The priests set their faces against fashionable attire, as against fashionable amusements. While the austere priests, in their pious desire to avoid the transplanting of the wicked practices of Europe into the infant colony, had respectable young women forcibly seized and detained in convents for attending balls, they



Hon. Richard W. Scott,
 Secretary of State.

gaudy blankets, fancy cloths, colored handkerchiefs and other dry goods fancied by the Indians.

English dry goods merchants established themselves in Montreal shortly after the conquest, and in 1780 we find well equipped and

enterprising merchants advertising consignments of serge, denim, calimancoes, silk and cotton stockings, Irish linen, blue and white cloth waist-coat patterns, yellow, white and green canvas for samplers, fine bolting cloth, newest joined lace for ladies' aprons, newest fashioned ribbons, shawls, muslins, blankerings, kerseys, calicoes, oznaburghs, corduroys, fustans, etc.

Considering the position of Montreal as the natural distributing point of the northern half of the continent, it is easy to understand the development, by natural process of evolution, of Montreal dry goods houses into vast wholesale establishments, commanding an immense amount of capital, and possessing world-wide reputations.

Montreal is something more than a great distributing centre of textile fabrics; she is by far the heaviest manufacturer in the Dominion. More than four-fifths of the cotton mills in Canada are owned and operated by Montreal capital and controlled by Montreal men.

According to the census returns of 1891, the value of cotton cloth produced yearly in the cotton mills situated in the city of Montreal was \$1,850,010. The industrial schedules of the census of 1901 are not yet available, but it is estimated that the present output of the city cotton mills must be close on to \$3,000,000.

The mills of the Montreal Cotton Mills Company, which make a specialty of dyed linings, although producing a large variety of cotton goods, are situated at Valleyfield, Quebec, forty miles from Montreal. As the name implies, the company owes its origin to Montreal capital and enterprise, and its output is handled in the city. These vast mills employ some 3,000 hands, the monthly pay roll being about \$60,000.

The Dominion Cotton Mills Company is another essentially Montreal concern, and the product of all its mills, including those at Montreal, Magog, Quebec; Halifax, N.S.; Windsor, N.S.; Moncton, N.B.; and Kingston, Ontario. The mills in Montreal, employing 1,700 hands, are the principal ones belonging to the company, which operates altogether 250,000 spindles. The product includes all kinds of bleached and grey cotton shirtings, sheetings, bags, drills, ducks, flannels, yarns, etc.

The Canadian Colored Cotton Mills Company is another Montreal organization, its chief sales-rooms being in the city. The mills operated by this company, which has a capital of \$2,700,000, are situated at Milltown, N.B.; Hamilton, Ont.; Merriton, Ont.; and Cornwall, Ont. In addition, this company controls the output of the Gibson Cotton Mills Company, Limited, of Marysville, N.B., and the Hamilton Cotton Company of Hamilton, Ont.

The three great companies mentioned represent a combined capital of some \$11,000,000 of the \$15,500,000 invested in the Canadian cotton industry.

Large monthly shipments of cotton goods are made from Montreal, via the C.P.R., to Australia, Japan and China, and a large trade in similar products is being opened up with New Zealand.

The woollen manufacturing trade is the oldest of Montreal's textile industries, cloth being woven from native wool in the city even before the conquest. There are a couple of large woollen mills in the city, and a large amount of Montreal capital is invested in woollen mills located at other points in Canada.

In the rural districts of nearly all the provinces, but particularly in the province of Quebec, considerable native wool is manufactured into coarse but very serviceable yarn, flannel and cloth by the peasants.

Although Canada is a heavy importer of raw wool for manufacturing purposes, she exports considerable native wool. The following figures are interesting in this connection:—

Wool clip in Ontario—1893, 5,896,891 pounds; 1894, 6,235,036; 1895, 6,214,811; 1896, 5,581,387; 1897, 5,139,884; 1898, 5,104,686; 1899, 5,525,122; 1900, 5,805,921; 1901, 5,834,097.

Quantity of raw wool (produce of the country) exported in Canada:—

	Quantity (lbs.)	Value.
1868	1,605,635	\$ 444,195
1873	3,196,234	1,364,989
1878	2,445,893	707,319
1883	1,375,572	280,530
1888	954,975	223,266
1893	1,168,834	228,311
1898	1,014,420	177,154
1902	1,972,772	302,049

During 1902 there was imported into Canada for home consumption 10,360,738 pounds of wool of a value of \$1,374,054. Of this amount, 5,223,045 pounds, of a value of \$650,275, was obtained from Great Britain; and 1,998,093 pounds, valued at \$221,525, from the United States.

The output of the Penman Manufacturing Company, the largest knitted goods concern in Canada, which operates extensive establishments at Paris, Thorold and Port Dover, Ont.; and at Coaticook and St. Hyacinthe, Quebec, is controlled and handled in Montreal.

The oldest and largest silk factory in Canada is situated in Montreal, and the next largest is situated in the neighboring town of St. Johns, Quebec.

The clothing manufacturing industry of Montreal has assumed tremendous proportions. Upwards of \$3,000,000 is invested in the wholesale clothing manufacturing business, and as much more in the shirt, collar, cuff and blouse manufacturing business. Some of the largest and most modern shirt and collar factories in America are located

in Montreal. The city's clothing industry extends far and wide through the surrounding country districts. The French Canadian peasant women are exceptionally industrious and very adept needlewomen. The Montreal wholesale clothing houses have availed themselves of these qualities, and, as a result, thousands of farm houses throughout the province of Quebec may now be described as branch workshops of the great Montreal clothing houses, the thrifty housewives, and their just as thrifty daughters—daughters as well as sons are plentiful in all Quebec farm houses—usually having "shop-sewing" on hand to occupy their time in the intervals of domestic and farm work. The removal of many a farm mortgage, the purchase of many an extra cow, the building of many a new dairy has been facilitated by the funds received from "shop sewing." Many a comfortable dowry, and many a modest bridal trousseau, has been wholly obtained from the same source. The big clothing houses keep distributing agencies in the country districts to distribute the cut cloth, the lining and the other materials, and to collect the finished clothes; while expert operators are kept travelling through the country to inspect the work and instruct the thrifty operatives. The immense supply of skilled and reliable labor in Quebec rural homes developed by the Montreal clothing trade is now being drawn upon by Ontario manufacturers, cut cloth from Toronto houses being made up into clothes in some of the farming districts of Quebec.

The manufacturing of ready-to-wear women's clothes is a comparatively new industry in Montreal, but established on a sound basis, the manufacturing being erected and equipped on most approved plans.

The corset and glove industries are very important ones, and are steadily developing.

Works for the manufacture of rubber goods were first established in Montreal in 1854, the present Canadian Rubber Company, which has the largest and best-equipped rubber factory in Canada, being established in 1866. Besides this great factory, and also some smaller ones in the city, there are also some large factories, operated by Montreal capital, located in the Eastern Townships, that produce rubber boots and shoes, ladies' rubber garments, hard rubber goods, etc. Importations of rubber goods from the United States and Germany are now restricted to a few lines, viz., druggists' sundries, stationers' goods, bands, pen holders, balls, toys, etc.

The local fur manufacturing industry is also an important one, and has extended rapidly of recent years. Strange to say, most of the furs made up are imported from London, which is the world's great raw fur centre.

The following table, compiled from the government trade returns, is interesting. It shows the principal imports for home consump-

tion of raw material and partially manufactured goods for use as materials in the textile fabric industries of Canada:—

	1901.	1902.
Cotton Wool	\$4,573,993	\$5,599,031
Hemp Undressed	676,475	1,296,799
Jute	11,980	7,905
Duck for belting and hose	102,316	137,591
Fur skins	867,663	849,612
Oil cloth and oil silk, cut or shaped	79,942	72,194
Rove jute for the manufacture of binder twine.	89,475	245,515
India rubber for elastic webbing and rubber covered	179,882	135,976
Rubber thread elastic	2,109	2,263
Silk in the gum or spun, etc.	7,105	14,096
Woollen goods	467,531	608,202



Sir Louis A. Jette,
Lieutenant-Governor of the Province of Quebec.

Important as is the position of Montreal as a manufacturing centre of textile fabrics and general dry goods, it is as a great dry goods distributing centre that the city stands pre-eminent. The local dry goods trade represents a larger investment of money, and distributes a greater value of commodities, than any branch of business.

The Montreal wholesale dry goods trade has always been a most progressive and adaptive one. As conditions in the country have changed, so the methods of the Montreal wholesale dry goods trade have been changed to meet them, and so it comes that Montreal has not only the largest wholesale dry goods houses in Canada, but three or four of the largest. It has been estimated that Montreal wholesale houses and their branches control quite four-fifths of the imported dry goods distributing trade. An idea of the

immense volume of this trade can be gathered from the following table, showing the importations by the dry goods trade of leading manufactured articles ready for consumption:—

	1901.	1902.
Breeches or suspenders	\$ 70,932	\$ 93,413
Buttons	179,884	222,185
Corset clasps, etc.	2,386	4,093
Cottons	5,970,578	6,535,224
Flax, hemp and jute	6,949,700	2,013,653
Gloves and mitts	702,578	651,309
Gutha percha and India rubber	600,891	771,426
Hats, caps and bonnets.	1,661,763	1,730,723
Oil cloth	340,888	377,187

Feathers	20,213	26,276
Ribbons	26,074	16,238
Silk manufactures	3,719,842	4,172,260

An idea of the range of the whole textile fabric and dry goods trade of Montreal can be formed from the following classification of the local manufacturing firms and wholesale houses:

Art embroideries, fringe and tassel works, coats, dyed cotton goods, silk handkerchiefs and mufflers, horse blankets, erimons, ladies' wear, machine twist, mantles, mattresses, milliners' and dressmakers' trimmings, rainproof garments, rugs and matings, sail cloth, silcoton and alkene, table oil cloth manufacturers, woollens and knit goods—one each.



The Gault Brothers' Company, Limited, Montreal Offices and Warehouse

Rugs, travelling, except silk	57,423	50,796
Sails for boats, tents and awnings	2,149	3,933
Twine, all kinds	997,804	1,581,389
Umbrellas, parasols, etc.	80,665	72,026
Wearing apparel	4,079	6,972
Webbing	219,524	254,941
Woollen manufactures	8,574,638	9,339,144
Carpets	1,070,365	1,399,547
Collars, cotton and linen	87,774	89,948
Cotton fabrics, uncolored	133,586	188,572
Crapes, all kinds	22,438	20,261
Cuffs, cotton and linen	1,301	2,800
Curtains	436,950	477,762
Embroideries	50,579	59,228
Fancy Goods	1,936,725	2,218,708

Blanket manufacturers, blouses, caps, cloths, rubber clothing, curtains, embroideries, linen thread, prints, silk importers, skirts, spool silk, trimmings, yarns—two each.

Felts, furriers' sundries, hosiery, kid gloves, robes, spool cotton, suspender manufacturers—three each.

Carpet and oil cloth importers, collars and cuffs, laces, underwear, woollen manufacturers—four each.

Bags, linen and cotton, 5; wholesale clothiers, 25; cloths, tweeds, etc., 16; corset manufacturers, 10; cotton goods, 6; dress goods, 7; dry goods, 35; fancy cotton dress goods, 7; fancy dry goods, 10; fancy goods, 27; furs, 24; gentlemen's furnishings, 10; gloves and mitts, 8; millinery, 12; overall manufacturers, 8; ribbons, 5; rubber goods, 16;

shirts and collars, 20; silk manufacturers, 5; tailors' trimmings, 15; tents, awnings and tarpaulins, 6; thread, 8; twines, threads, etc., 8; upholsterers' goods, 7; waterproof clothing, 5; woollen goods, 20.

In the above some houses appear twice, or three or more times, according to the number of special lines they are engaged in.

The Gault Brothers' Company, Limited. Several of the leading mercantile houses of Montreal were founded and established in the year 1853, but none have gained greater prominence or developed into more staunch and solid supports of Canadian commercial enterprise than the celebrated wholesale dry goods house of the Gault Brothers' Company (Limited). Half a century has glided by since this famous house was founded by the late President of the Company, Mr. A. F. Gault. It has steadily but surely grown



The Gault Brothers' Company, Limited, Winnipeg House

to its present mammoth proportions, and its business is still keeping pace with the times, and increasing with the rapidly developing prosperity of the Dominion.

The volume of business transacted by the firm became so large that it was deemed advantageous to incorporate it in 1899. Accordingly the present company was formed with the late Mr. A. F. Gault, president, and Messrs. R. W. MacDongall, Leslie H. Gault and James Rodger, directors, the capital involved being about one million dollars.

In 1899 the Company opened a branch business in Vancouver, B.C., in order to meet the requirements of the trade out there. In view and in anticipation of the flow of immigration and the marvellously rapid settling of the North-West Territory, the Company, established in 1900, what has proved to be a most successful branch house in Winnipeg, Man., and thus be in a better position to supply the wants of their customers.

The Winnipeg house is under the experienced personal direction of Mr. H. M. Belcher, who has been associated with the company for thirty years, and under whose management the business is rapidly extending.

The splendid Montreal offices and warehouses of Gault Brothers Company (Limited), occupied and owned by them for over thirty years, are situated at the corner of St. Helen and Recollet streets. The Company handles every description of dry goods, British, foreign and domestic; carpets, silks, and furnishings, buying from the manufacturer and distributing to the retailer. The company have also an office at No. 4 Minshall Street, Manchester, England. Always abreast of the times, the past prosperity of this enterprising firm has continued and is ever increasing.

The Montreal Cotton Mills Company, The Dominion Cotton Mills Company, Limited.

One of the most important sections of the industrial constitution of Canada is the cotton industry, and two of the leading manufacturing concerns engaged therein are the Montreal Cotton Mills Company and the Dominion Cotton Mills Company, Limited. Both these companies are represented in Montreal by the well-known firm of Stevenson, Blackader & Company of 316 St. James Street, who act as sole selling agents. The Montreal Cotton Company have made a specialty of dyed linings, although a large variety of cotton goods are produced at the mills, which, together with the company's offices, dyeing and bleaching works, are situated at Valleyfield, Quebec. Employing some three thousand hands, the company have a wages pay roll of about \$60,000 a month, and the importance and value of this company alone to the success of the Canadian commercial enterprise can be estimated when it is remembered that this large monthly sum formerly was sent out of the country to pay for imported goods. The new Gault mills are models of perfection, being arranged and fitted with the latest and most economical machinery that human ingenuity has devised. Since their opening, nearly 5,000 looms have been continuously operated by the company. The machinery, partly hydraulic-electrical and partly hydraulic, the operative power being primarily derived from the River St. Lawrence, which runs by, has a capacity of 4,500 horse-power. The output of the company's mills has increased greatly of late years, under the experienced direction of its officers.

Between 6,000 and 7,000 hands are employed by the Dominion Cotton Mills Company at its various mills. The two principal mills are in Montreal, employing 1,700 hands, and the head offices of the company are also in this city. At Magog 1,000 hands are employed in the print works and cotton mill, and the company's other mills are situated at Halifax, N.S.; Windsor,

N.S.; Moncton, N.B.; and Kingston, Ontario. In these mills 250,000 spindles, 5,000 looms, 6 water wheels, and 50 boilers are operated. All kinds of bleached and grey cotton shirtings, sheetings, bags, drills, ducks, flannels, yarns, etc., are manufactured by the Dominion Company. Their prints have an enormous sale throughout the Dominion, and, in the opinion of consumers, are quite equal to the best English goods. Since the preferential tariff came into force, however, all cotton mills have had increased foreign competition, and this large company, as well as the other Canadian manufacturers, have had greatly increased foreign competition. Greater protection is needed owing to the high price of labor in Canada as compared with Great Britain and the continent.

but also the largest in the Dominion, in the wholesale dry goods trade.

Arriving from Glasgow, Scotland, about 1833, the late Mr. John Greenshields laid the foundation of the business which still bears his name, being joined by his father, an experienced Glasgow merchant. The style of the firm was Samuel Greenshields & Son; later it became S. Greenshields, Son & Company, the personnel of the firm being changed from time to time, the enterprise growing to its present far-reaching dimensions, extending, as it does, all over the Dominion from the Atlantic to the Pacific. In February, 1903, it was deemed advantageous to form the present company, and accordingly the business was incorporated under the title of Greenshields, Limited. E. B. Greenshields is the President,



Greenshields Limited, Montreal Warehouse

Greenshields, Limited. Seventy years ago, when the Montreal dry goods house of Greenshields, Limited, was founded, there were practically no domestic manufacturers of woollen or cotton goods in the entire Dominion of Canada. Now the woollen and cotton mills are to be numbered by the hundreds throughout the country, and the fame of our domestic dry goods products is extending all over the world. The business of Greenshields, Limited, is not only the oldest,

and George B. Fraser, E. C. B. Featherstonhugh and George L. Cains, directors.

The company handles every description of dry goods, carrying full lines of cottons, woollens, carpets, house furnishings, men's furnishings, dress goods and silks, while in the notion department are to be found the largest stock of gloves, hosiery, laces, etc., in the country. The company act as the sole Canadian selling agents of Priestley's, Limited, of Bradford, England, manufac-

urers of dress goods; J. & T. Alexander, of Dunfermline, Scotland, linen manufacturers; and Pewny & Carret, of Grenoble, France, manufacturers of kid gloves.

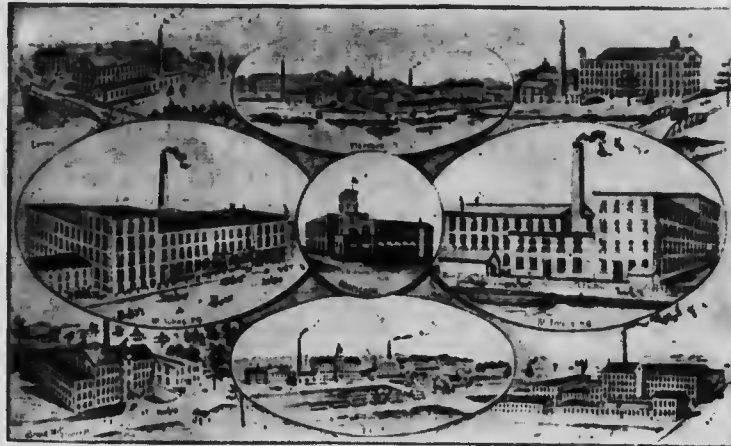
Although transacting the largest wholesale trade in imported dry goods manufactures, Greenshields, Limited, are the most extensive handlers of domestic manufactures of cottons, woollens and linings in Canada.

Controlled by Greenshields, Limited, is the large dry goods concern of Greenshields & Company, Limited, which formerly was the Vancouver branch of the parent firm, but in 1901 was incorporated as a separate company, transacting an extensive business in the district of British Columbia on its own basis.

Owing to the great and growing demand for its merchandize in the rapidly settling agricultural districts of the North West Territory, it has acquired a valuable piece of land in the centre of the wholesale district in Winnipeg, Man., and is now putting up a large and commodious warehouse there.

commodious mill in that town. The business rapidly developed to such an extent that it was considered advisable to convert it into a company to be incorporated under the laws of the Dominion, and accordingly, in 1892, the conversion took place, and the Corticelli Silk Company was established. Several mills from time to time were placed in full operation at St. John's, and are all now combined into one huge silk mill, employing upwards of 250 hands. In addition, the company have established a large mill at Corticook, Quebec, and also own nineteen silk mills in the United States, situated at Florence, Massachusetts; New London, Connecticut; and Hartford, Connecticut. The output of this combination of mills necessarily is so large and so varied that it has placed the Corticelli Silk Company, Limited, at the head of the silk manufacturing industry of the Dominion.

The company manufactures every kind of piece goods, dress goods, tailors' linings, braids, fancy trimmings, fish lines, art fabrics, corset laces, underwear, gloves, mittens, collar velvet,



Mills of the Corticelli Silk Company, Limited

Corticelli Silk Company, Limited.

The largest silk manufacturing concern in Canada is the Corticelli Silk Company, Limited, and to the enterprise displayed by all those interested in its successful establishment and development much of the existing and rapidly increasing prosperity of the silk manufacturing industry of the Dominion is due.

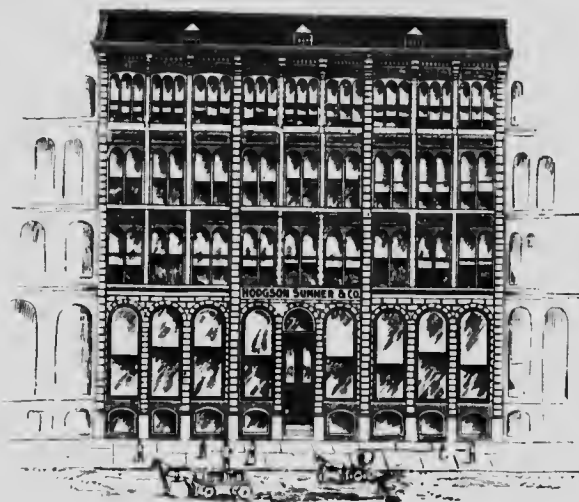
In 1888, Mr. William Henry Wyman, the present Managing Director of the Company, came to Canada from the United States as the representative of the Nonotuck Silk Company of Florence, Massachusetts, the oldest silk manufacturing concern in America, having been established so far back as 1837. He established a branch of this company at St. John's, Quebec, opening a

and embroidery articles. Its principal specialties are the celebrated Corticelli Spool Silks and the "B" and "A" brand of Wash Silks. The company's business not only extends over every part of Canada, but has reached even distant Australia, where a salesroom has been opened at 70 Strand Arcade, Sydney, New South Wales. The principal salesrooms are situate at 22 St. Helou Street, corner of Recollet Street, Montreal, and others are established at 24 and 26 Wellington Street, West Toronto; 284 Portage Avenue, Winnipeg, Man.; 189 St. Joseph Street, Quebec; and 309 Cordova Street, West, Vancouver, B.C. Through every legitimate channel, and by means of the energy, experience and enterprise of the management, and the enviable reputation



achieved by the company for the super-excellence of its products, its business has made rapid strides, and the output of the mills is now very large.

The head offices of the company are at St. Johns, P.Q. The President is Mr. Ira Dimock, of Hartford, Connecticut; the directors—W. H. Wyman, of Montreal; W. R. Milligan, of Toronto, Ont.; C. J. Brown, of St. Johns, P.Q.; and R. A. Armstrong, of New London, Connecticut. Mr. W. H. Wyman is also Manager-Secretary and Treasurer.



Hodgson, Sumner & Co., Montreal.

Hodgson, Sumner & Company.

Among the wholesale dry goods houses of Montreal none perhaps is better or more favorably known throughout Canada than that of Messrs. Hodgson, Sumner & Company, of Nos. 345, 347 and 349 St. Paul Street.

Mr. Jonathan Hodgson, the senior partner of the firm, came to Montreal in 1850, and, in conjunction with the late Mr. Foulds, in 1857, he established the business he has since been most intimately associated with on the corner of St. Paul and St. Sulpice Streets. In 1868 it was transferred to its present location, where a single store was at first occupied.

In 1870 Mr. Foulds retired from the business, and Messrs. John Murphy and George Sumner were taken into partnership, the firm name being changed to Hodgson, Murphy & Sumner. In 1879 Mr. Murphy retired, and Messrs. Thomas E. Hodgson and James Gardner were admitted into the firm, when the present firm name was adopted. The steady growth of the business soon made it necessary to obtain more warehouse space, and an adjoining store was added, and recently another store was secured, and the whole

was modernized, making it a very attractive and convenient place of business.

In March, 1902, Messrs. Hodgson, Sumner & Company purchased the wholesale dry goods business of Messrs. J. G. Mackenzie & Company, carried on for a great many years at Nos. 381-383 St. Paul Street.

Messrs. Hodgson, Sumner & Company purchase heavy importations from the leading European markets, and their stock of dress goods, cloths, prints, ornaments and fancy articles belonging to the dry goods trade is one of the largest and most varied in the Dominion.

The British American Import Co.

In the year 1889 Mr. Carl Rosenberg established the British American Import Company, of which he is still the sole proprietor, and founded one of the most prosperous wholesale dry goods and woollen businesses in Montreal. Starting in a comparatively small way, this business has expanded in a wonderful manner, until the circle of Mr. Rosenberg's customers now extends from East to West, all over the Canadian Dominion. His motto is progress, and his enterprise has succeeded principally from the fact that he imports the highest class of dry goods and woollens from Manchester, Bradford, Leeds and the principal manufacturing centres of Great Britain. The British American Import Company is known throughout the city of Montreal and the country in general by the excellence of all goods bearing their vouching. The company occupies the whole of the commodious building at 364 St. Paul Street, Montreal, where one of the largest stocks is carried, and can be inspected by all visitors to the city. The company also handles domestic manufactures, and thus encourages the native industries, but Mr. Rosenberg insists upon only dealing in the very highest qualities, which will favorably compare with imported materials.

Mr. Rosenberg is also interested in the Canadian Importing and Jobbing Company, Limited, Winnipeg, Man.

Robert Henderson & Co.

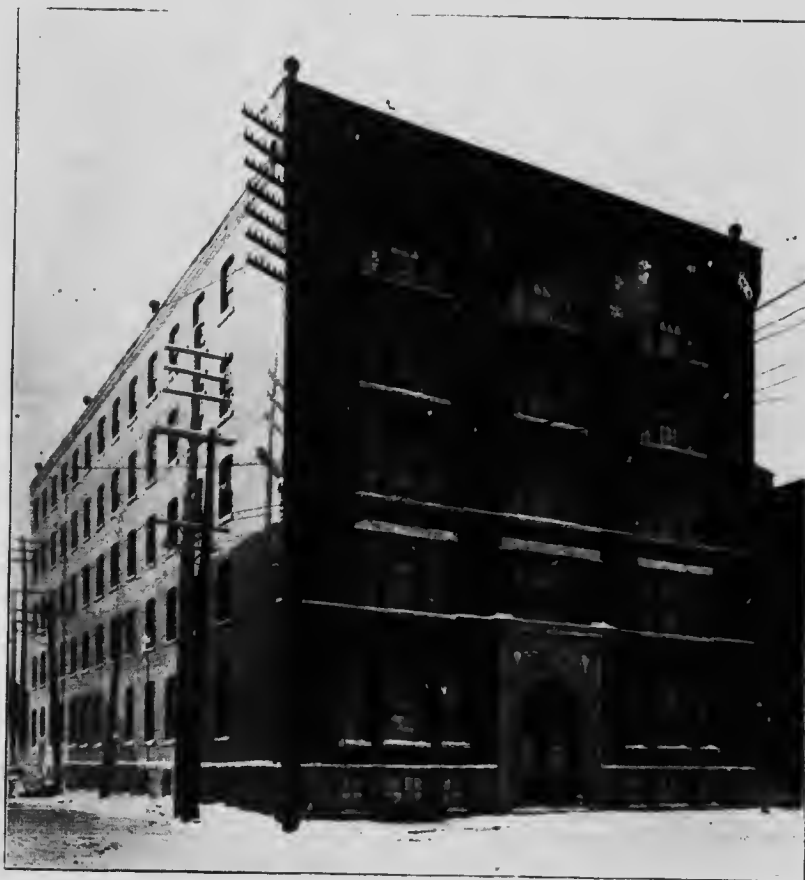
Nearly 50 years have elapsed since these well-known dry goods commission merchants and manufacturers' agents first established an influential connection on both sides of the Atlantic. This firm now does an extensive business throughout Canada entirely with the wholesale trade. They act as agents for some of the best houses in the trade, both domestic and foreign.

Henderson & Co. are agents for Chadwick's spool cotton. The firm's commodious offices and warehouses are situated at 181-3 McGill Street, and do a large and increasing trade with its wide circle of patrons. They also have a branch office in Toronto at 19 Front Street, West.

The Crescent Manufacturing Co.

About seven years ago, the well-known firm of Gault Brothers Company (Limited) established a manufactory on a moderate scale for men's shirts, and two years later men's ties were added. So rapidly did the business extend that it was found necessary to erect the present commodious factory and premises, at the corner of Inspector and William streets, and finally, in 1903, the Crescent Manufacturing Company was incorporated, to take over and operate the business as a separate concern from the founding Company. The officers of the new Company are

and up-to-date plans of carrying on its business: a plan which is now obtaining considerable vogue in the United States among numbers of manufacturers in every branch of industry, namely that of dealing directly with the retail trade. This method of transacting business dispenses entirely with the wholesale merchant, the jobber and other middlemen, the goods being purchased by the retailer or consumer directly from the manufactory. The Crescent Manufacturing Company has decided to adopt this plan, and they are in a splendid position to develop it, owing to their extensive and well-established connections



The Crescent Manufacturing Company.

Mr. A. F. Gault (now deceased), president; Mr. James Rodger, vice-president; Mr. Vivian de V. Dowker, managing director, With Messrs. Leslie H. Gault and R. W. MacDongall, directors.

In addition to men's shirts and ties the Company now manufacture white wear and waists, and its products have a very extensive sale all over the Dominion. The Crescent Manufacturing Company have adopted one of the most modern

in all parts of Canada, and it is expected that the new departure will meet with the success in this country, it has achieved in the United States by manufacturers of small and distinct articles of wearing apparel. The Company relies on the basis that intermediate profits are cut, and that the consumer gets the benefit of the system in buying goods of the best quality at the lowest prices.

D. Morrice, Sons & Company. The gratifying and rapid growth of Canadian domestic dry goods manufactures has been greatly due to the co-operation and expert handling of the output of the mills by the enterprising wholesale merchants and selling agents of the city of Montreal. The firm of D. Morrice, Sons & Company of 1875 Notre Dame street, Montreal, was founded forty years ago by Mr. David Morrice, the present senior partner, who since 1863 has carried on, and of late years with the assistance of his sons, one of the principal high class dry goods commission houses in the Dominion, dealing exclusively with the wholesale trade. Shortly after the founding of the business, the firm's only branch was established in Toronto, Ont., and is now located at No. 48 Bay street in that city. Starting in a comparatively small way, with two or three agencies, the business of D. Morrice, Sons & Company now ranks second to none in the dry goods wholesale and export trade. It is an acknowledged fact that the enterprise, energy, confidence and financial support devoted by Mr. David Morrice to the encouragement of manufacturers to establish the industry in this country, has been of incalculable aid to the abnormally successful development of the domestic manufacture of cotton and woollen fabrics. The policy inaugurated by Mr. Morrice has been closely followed by his sons, now partners in the firm, which has been so important a factor not only in the distribution of Canadian manufactures throughout the Dominion, but in the establishment of a rapidly growing and extensive export trade with our sister Australasian colonies.

The house of D. Morrice, Sons & Company are the sole selling agents and distributors for three of the largest manufacturing concerns in Canada, the Canadian Colored Cotton Mills Company, the Auburn Woollen Company and the Penman Manufacturing Company. The mills operated by the Canadian Colored Cotton Mills Company are situated at Milltown, N. B.; Hamilton, Ont.; Merritton, Ont.; and Cornwall, Ont., where two mills are established. In addition, this company controls the output of the Gibson Cotton Mills Company (Limited), of Marysville, N. B., and the Hamilton Cotton Company of Hamilton, Ont. Mr. David Morrice is the president and Mr. D. Morrice, jr., is one of the directors of the Canadian Colored Cotton Mills Company, which has a capital of \$2,700,000. The manufactures of this

Company comprise yarns, angolas, cotton blankets, lawns, dress goods, skirtings zephyrs, ginghams, flannelettes, shirtings, Saxonies, domets, awnings, Oxfords, denims, tickings, cottonades, etc. This vast concern employs several thousand hands.

The mills of the Auburn Woollen Company are situate at Peterborough, Ont., and are among the most extensive in the country. By far the largest knitted goods manufacturing concern in Canada is the Penman Manufacturing Company of Paris, Ont., which operates mills at Paris, Thorold and Port Dover, Ont., and at Coaticook, and have now purchased the Canadian Woollen Mills, St. Hyacinthe, Que. The entire output of these three vast enterprises are handled and distributed by D. Morrice, Sons & Company, and the cotton goods are rapidly becoming, through the mercantile operations of this firm, as popular in Australia, and successfully competing there with goods of British and American manufacture.

Probably the firm of D. Morrice, Sons & Company transact the largest export business in Canadian manufactured cotton fabrics and materials, in the Dominion. The export branch of the firm's business has developed so rapidly and to such an extent, that it makes a large monthly shipment to Melbourne, Sydney, Brisbane and other Australian cities, while the demand in Auckland, Dunedin, Wellington, Christchurch and the principal cities and towns of New Zealand is rapidly increasing. The success of the firm's export trade speaks favorable volumes for the quality of Canadian manufactures, looking at the keenness of the competition from the mother country and the United States, and at the fact that these rivals have for so many years controlled the Australian markets for cotton products. There is an undoubted stronger bond of political and commercial sympathy, being woven between Canada and her sister colonies of the southern hemisphere, and the firm of D. Morrice, Sons & Company are to be congratulated on their success in strengthening the commercial relations between them.

The house has not been incorporated and is purely a partnership business. The members of the firm are Messrs. David Morrice, W. J. Morrice, D. Morrice, jr., and R. B. Morrice. The whole volume of business is transacted through the Montreal house, from which the extensive dealings are filled and completed. The shipments to Australia and New Zealand are made through the Canadian Pacific Railroad, by way of Vancouver. The firm is undoubtedly one of the pillars of the mercantile community of the City of Montreal.



Present Warehouse of The W. R. Brock Co., Limited.
Corner of St. Helen and Recollet Streets, Montreal.



Warehouse Corner St. Helen and Notre Dame Streets,
Montreal.

Warehouse Corner St. Helen and Recollet Streets,
Montreal.

These two Warehouses will be connected and fitted up for The W. R. Brock Company, Limited, and when the alterations are completed will make the finest and most commodious premises in Canada.

Konig & Stuffmann. The offices and salesrooms of the firm, Konig & Stuffmann, are situated at 7, 9 and 11 Victoria Square. This firm established itself in Canada only seven years ago, and has in this short period succeeded in building up a very considerable business.



Konig & Stuffmann, "P. D." Corsets.
Victoria Square, Montreal.

Konig & Stuffmann are the sole importers and agents of the celebrated corsets, P.D. These goods have enjoyed for a number of years the universal reputation as a high-class article, and are considered the world over the standard of corset perfection.

Konig & Stuffmann represent also Messrs. Weingarten Bros., of New York, the well-known manufacturers of America's leading corsets, W.B. Both lines of these goods enjoy in Canada large markets.

Besides the above-mentioned departments, this firm carries a large and most complete stock of laces, embroideries and trimmings, which is hardly surpassed in assortment by any stock carried in New York or London. The business associates of Konig & Stuffmann have offices in Paris, Lyon, Calais, Caudry, Nottingham, Brussels, Plauen and St. Gall, and their embroideries are all made in their own manufactory. The above-mentioned offices give Konig & Stuffmann, in these goods, buying facilities scarcely equalled by any house in any country.

Besides their Canadian business, this firm carries on export trade in various other countries.

The Excelsior Woollen Mills.

Among the many important enterprises founded, developed and managed by the late Andrew F. Gault was the Excelsior Woollen Mills, which, founded by him in January, 1898, formed part of his estate at his death. The direction of the extensive enterprise has now devolved upon the executors of the will of the deceased gentleman—Messrs. James Rodger, H. B. Picken, and S. H. McDowell. The mills are situate at the corner of Ontario Street and Papineau Road, and are among the most complete of their kind in the country, being equipped with all the most modern and up-to-date machinery for producing the most durable qualities of worsteds, coatings and the finest class of tweeds, some two hundred hands being in constant employment. The plant is what is known as a ten-set mill, and has a capacity for turning out \$250,000 worth of goods per annum. The products of the company bear a deservedly high reputation in the dry goods world of the Dominion; they are distributed widely throughout every part of the country, and bear all the high qualities of goods of British manufacture. Notwithstanding the great experience and the large amount of capital placed by Mr. Gault at the disposal of this concern, and the great interest he and his colleagues manifested in the same, the financial results have proved far from satisfactory, owing to the existing preferential tariff conditions prevailing, which, in the opinion of all Canadian woollen and cotton manufacturers, place them in a very unfair position in relation to the competition with English manufactured goods of a similar character. It is impossible for Canadian mills to carry on operations profitably under existing circumstances.

When the enterprising citizens of Montreal spend time, money and experience in erecting plants, which ought to and do develop the industries of the city, it is necessarily expected that the civic authorities will do everything to assist in the successful conduct of all such concerns, giving as they do employment to thousands. This unfortunately is not always the case, the Excelsior Woollen Mills being one of the sufferers from what the management consider an unreasonable increase in the cost of their water service. Since meters were established in the city, the water rate has increased several cents a thousand gallons, materially increasing the cost of running the concern, and being given as the reason for several other manufacturing concerns removing from Montreal to other cities and towns, where more reasonable regulations prevail.

The Secretary-Treasurer of the Excelsior Woollen Mills is Mr. S. H. McDowell, the manager, Mr. S. J. Moore, and the energetic and experienced selling agent, Mr. George H. Bishop, of Temple Buildings, Montreal.

The Canadian Rubber Company of Montreal.

Standing at the head of the rubber manufacturing industry of the Dominion is the Canadian Rubber Company of Montreal. H. Montagu Allan is the president; J. B. Learmont, the vice-president; H. M. Molson, J. O. Gravel, A. Piddington, F. C. Henshaw,

They also make a special line of heavy goods, under the trade mark "Armour Proof;" the "Armour Proof" line being made to stand the hardest kind of work in mining, lumbering, or any work where great durability and strength is required.

The factory is also fully equipped with the



Manufactory of the Canadian Rubber Company.

A. A. Allan, C. F. Smith and H. A. Allan constitute the board of directors; E. A. Wright is the secretary and treasurer, and D. Lorne McGibbon, the general manager.

The history of this Company is closely identified with the commercial growth of the City of Montreal during the past quarter of a century. Founded in 1866, to develop the rubber, boot and shoe industry of the country, which was then in its infancy, the original corporation was formed by those well known citizens of Montreal: Joseph Barsalon, James Benning, John Pratt, Peter S. Murphy, William Moody, Amable Prévost, Francis Scholes, Adolphe Roy, William Learmont and W. D. B. Jones. Associated subsequently with the growing success and development of the Company were the late Sir Hugh Allan, Francis McLennon and Andrew Allan, and the enterprise has now grown to be by far the largest rubber manufacturing concern in Canada.

The extensive factories of the Canadian Rubber Company of Montreal are situated at the south-east corner of Notre Dame street and Papineau square, while the commodious and elegant offices and warehouse of the Company are nearly opposite on the north-west corner. The Company have also branches in Toronto, Winnipeg and Vancouver, where a large stock is always carried at each establishment. The average number of hands employed by the Company is from twelve to fifteen hundred. The company imports its crude rubber from South America, Central America and Africa. Every conceivable shape, size and style of rubber boots and shoes are manufactured by the company, and bear the well known trade marks of "Jacques Cartier" and "Goodyear."

most modern machinery for the production of belting, hose and steam heat goods. The introduction lately of another large hydraulic belt press enables the Company to turn out belting which has been submitted to the maximum of pressure necessary for producing the best belting. The patent seamless tube (rights for which are owned by the Company for Canada), is a marked improvement over the old bitted seam, and is used in all hose made by them, no matter of what grade. Hose for all purposes is made by the Company by modern methods. Other specialties are carriage goods, bicycle tires, druggists' sundries, horse shoe pads, and an infinite variety of special goods for different trades.



The company deal directly with the retail trade and with the wholesale jobbing trade, and transact a business of several million dollars a year, covering all parts of the Dominion. It also exports largely to foreign countries.

George D. Ross & Company In the front rank as manufacturers' agents in the city of Montreal is the firm of George D. Ross & Company, of 518 Craig Street, in this city,

with a branch at 52 Wellington Street, West, Toronto. They represent some of the leading manufacturers in England, on the Continent, in the United States and in Canada. For upwards of twenty-five years this firm have been established in business.

Among the principal firms represented by George D. Ross & Company are — John Dewhurst & Sons, Ltd., sewing cotton manufacturers, Skipton; Lindsay, Thompson & Co., Ltd., linen thread manufacturers, Belfast; Wm. Paton, Ltd., boot and shoe laces, linen threads, gilling

Geo. D. Ross & Co.

twines, fishing nets, etc., Johnstone; Henry Milward & Sons, Ltd., needle manufacturers, Redditch; A. Ward & Co., sewing silk and hard-ash, Leek; M. Bond & Co., cotton and linen tapes, etc., Ashbourne; Haydenville Button Co., pearl buttons, Haydenville, Mass.; The De Long Hook and Eye Company, Philadelphia, Pa.; Edelstein, Moser & Co., woollens, worsteds, linings, etc., Bradford; Robert Noble & Co., woollen manufacturers, Hawick; Jaffe & Sons, white cottons, lawns and colored cotton shirtings, Manchester; J. & D. Hewson & Co., dyed and printed silecias, satens, etc., Manchester; Henry Bond & Co., white and colored quilts, etc., Manchester; Greenless & Lambie, plain and fancy muslins, etc., Glasgow; John Gunning & Son, Ltd., linen manufacturers, Belfast; William Laidlaw, white blankets, Duns; C. & F. Sudbury, Ltd., glove and hosiery manufacturers, Nottingham; T. W. Rust & Co., Ltd., Wyvern fingering yarns, etc., Melton Mowbray; Albert V. Monckhoven, dress fabrics, Roubaix; Louis Weber, fabric gloves, Chemnitz; E. Rudolph, cotton hosiery, Chemnitz; Robert Peter, fancy knitted goods, Apolda; Tittel & Kruger, Berlin wools, Leipzig; and Schmidt & Lorenzen, silks and velvets, Berlin and London.

They also represent domestic and American manufacturers of all classes of hosiery, underwear, gloves, blankets, fancy rugs, etc., etc.



Swift, Copland & Company. When W. A. M. Swift joined forces with J. P. Copland in 1900, and constituted the firm of Swift, Copland & Company, a large wholesale fur trade connection was amalgamated with the well-established hat and cap business of Copland & Company. The new enterprise has been successful from the start, and the business of the firm continues to increase in a steady yet rapid fashion.

For many years Mr. Swift was connected with the fur department of the late firm of Greene & Sons Company, subsequently becoming a partner in the firm of Edgar Swift & Company before entering into partnership with Mr. Copland, who himself was also associated for some years with the firm of Greene & Sons Company, but subsequently for a long time, and until the negotiations resulting in the founding of his present house, managed the hat and cap business for Messrs. Copland & Company.

Swift, Copland & Company do an extensive business in manufactured furs, in staple lines, such as coats, jackets, collars, muffs and caps, while they deal in a great variety of hats and caps of every description, which bear a great reputation for style, shape, quality and material in



Swift, Copland & Co

Eastern Ontario, Quebec and the Lower Provinces, while their goods are also becoming in demand in the far North-West.

The offices and warehouses of the firm are situated at 5 and 7 Recollet Street, Montreal.

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Belding, Paul & Company, Limited, Montreal.

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Belding, Paul & Company, Limited.

A quarter of a century ago saw the silk manufacturing industry of Canada fairly started, and although it is still in its infancy, it bids fair to become one of the principal manufactures of staple commodities in the Dominion. In 1876 Messrs. Belding Brothers and F. Paul opened the first silk manufactory in this country, the enterprise thrived, and from one small building, the present large factory was evolved by gradual building and addition, employing as it now does, on an average fifty hundred hands. In 1890 the pioneer house was incorporated under its present title of Belding, Paul & Company (Limited), the president is Mr. F. Paul, he also being the managing director. Mr. F. Birks is the assistant manager, and Mr. M. M. Belding, jr., secretary. The Company's offices and salesrooms are in the Victoria Building, McGill street, Montreal. The Company has also established salesrooms in Toronto, Ont.; Winnipeg, Man., and Vancouver, B. C.

The principal manufactures produced by Belding, Paul & Company are ribbons, threads and art silks. The company export largely to South Africa, New Zealand and Australia.

Hiram Levy. With a high-class reputation, which has been steadily growing for the past 20 years, the firm of Hiram Levy, of 198 McGill



Hiram Levy.

Street, Montreal, importers of fine woollens and tailors' trimmings, manufacturers of overalls, shirts, etc., and sole proprietors of the British American Overall Company, ranks second to none in the dry goods industry of the city.

Doing a strictly wholesale trade throughout the entire Dominion, principally through the jobbers, the excellence of the quality of all their fine goods has gained for it an enviable reputation. They are imported largely from England, France, Germany and Switzerland.

The firm act as Canadian agents for a number of prominent foreign manufacturers, and their expert representation of their clients not only develop the business entrusted to them, but increase the already growing reputation of the house.

The commodious offices, warehouse and salesrooms of Hiram Levy, at 198 McGill Street, occupy four floors and a basement, and, owing to the increase in the volume of business, are shortly to be enlarged.

A. McDougall & Company. The woollen trade of Montreal has no more representative firm than the house of A. McDougall & Company, importers of fine woollens and tailors'



A. McDougall & Co.

trimmings. The business was established upwards of 14 years ago under the name of McDougall, Barrett & Co., this firm being dissolved eight years ago, Mr. Alexander McDougall becoming the sole proprietor. In June, 1902, Mr. Odilon Letourneau was admitted as a partner by Mr. McDougall, and these two gentlemen constitute the existing firm.

A. McDougall & Company import and distribute only the finest woollen goods and tailors' trimmings, and do a strictly wholesale trade, the firm being also the sole proprietors of the celebrated Tyke and Bleuheim serges.

Each year Mr. McDougall visits England, and specially selects the finest goods, his own long experience and excellent taste and judgment guaranteeing his customers the best quality and value of goods made in the world.

The commodious offices and warehouses of A. McDougall & Co. are situated at No. 196 McGill Street, Montreal.



L. GNAEDINGER, SON & COMPANY,

This group of buildings, which were occupied by this well-known firm at different stages of their career, will illustrate the splendid success and rapid increase in business enjoyed by them since founded in 1852.

L. Gnaedinger, Son & Co. Upwards of half a century ago the business now carried on by L. Gnaedinger, Son & Company, fur importers, merchants and manufacturers, was established in Montreal, under the style of Haensgen & Gnaedinger, and ever since the house has undoubtedly been the leader in the fur trade of this city. The partners in the firm as it exists to-day are E. W. Gnaedinger, F. G. Gnaedinger, J. T. Gnaedinger and K. Weber, and they conduct the largest wholesale furrier business in Canada.

The factory and warehouse was originally established on St. Peter street, in one small building, moving later to the corner of St. Peter and Recollet Streets directly opposite, where the firm is now established, and these premises have gradually been extended, added to, and rebuilt, a spacious addition having been erected this year, until the existing magnificent and commodious premises of the firm have been evolved. The average number of hands employed by L. Gnaedinger, Son & Company is one hundred and twenty-five, and in the busy season this number

is greatly increased. The fiftieth year of the firm's trade was by far the most successful in its history, and marks an important epoch in the records of the Canadian fur industry.

Strange to say, nearly all furs handled in this country by this firm and other merchants, are almost entirely imported from Europe, which still remains the centre of the world's fur trade, even Canadian furs being shipped to the London market, and imported back here. L. Gnaedinger, Son & Company handle every known kind of wearable fur, imported largely from London, England; Leipzig, Germany; Russia and France, and occasionally direct from China and Australia. The house always carries a large stock of furs, principally Persian lambs, seal, astrakhan, grey lambs, Alaska and Russian sables, ermine, chinchilla, bearskins and racoons in infinite variety. Chinese goat skins are largely used for robes. The well-known registered trade mark of this eminent firm is the "Moose Head," which brand guarantees the best material and workmanship, and sets the standard of excellence for Canadian manufactured furs.

The Montreal Waterproof Clothing Company. The best house in Canada engaged in the manufacture and wholesale distribution of ladies' and gentlemen's waterproof and rainproof clothing is the Montreal Waterproof Clothing Company. Mr. Harry Wener is the sole proprietor, and associated with him in the business is his brother, Mr. Sam Wener. The exten-



Mr. Harry Wener.

sive and constantly expanding trade of this famous house covers the entire Dominion from Nova Scotia to Vancouver, their products being produced in such variety as to meet the different kinds of climate to be found in every part of Canada at any and all seasons. A large and increasing business is being transacted by the Montreal Waterproof Clothing Company in the rapidly settling North-West Territories, and branch premises have been opened at 234 King Street, Winnipeg, Man.

The large and commodious offices and warehouses of the firm are situated at 1873 Notre Dame Street, Montreal.

Wener Bros. No house has a wider or higher reputation in the clothing manufacturing industry of Canada than Wener Bros., whose offices, salesrooms and factory are situated at 25 St. Helen Street, Montreal. The business was established in 1898 by Albert Wener and Samuel Hart, has developed in a marked degree, and is still continuously increasing. The firm's trade mark, "Faultless Clothing," is widely and favorably known, and is a guarantee of first-class material, cut and finish.

The Dominion Wadding Company, Limited. This company was established twenty years ago. They were first located at Sorel, P.Q., but quickly realizing the broader field in Montreal, removed here after the second year.

They are extensively engaged in the manufacture of upholstery and furniture puddings, soft cotton wastes and all grades of black and white cotton waddings and battings for the trade.

The most improved machinery is installed in their premises, and the most modern methods are employed, a fact which has greatly reduced the cost of production, and consequently the selling price, in this market.

Alaska Feather & Down Company of Montreal, Limited. This company began business under Mr. J. H. Sherrard's management in 1890 in one flat, 49 x 80, on St. Sacrement Street. To-day their factory covers a whole block, 400 x 60, two floors and basement, in St. Henri, at the foot of Elizabeth Street.

Twelve hundred bales of raw cotton pass through their felting machinery yearly to produce their celebrated felt mattresses. They are the Canadian manufacturers of "Ostermoor's Patent Elastic Felt Mattress," which is so well advertised in the American magazines, and which has such an unusual guarantee: "To please for a lifetime."

The Board of Directors are: Messrs. Edgar McDougall, President; J. H. Sherrard, Vice-President and Manager; J. H. Parkhill, Secretary; W. J. White and H. R. Drummond.

Their policy from the beginning has been to make only goods that could be guaranteed to give satisfaction, and to-day this is the standard of excellence in bedding.

Recently consolidated with the Canada Fibre Co., Limited, the output of their machinery is forty dozen quilts per day.



Alaska Feather & Down Company, Limited

Over four thousand yards of cloth passes through their cutting machines each day. Their tickings and quilt coverings are made specially for them, and they study new and taking designs, which they control for Canada.

John Henderson & Company. The magnificent furs obtainable in Canada are prized in every quarter of the civilized globe. Montreal is the city to which all the choicest, rarest, and finest specimens come, and are to be seen and purchased. Established in 1831, for nearly seventy years the firm of John Henderson & Company have gained a world wide reputation for selecting and dealing in every kind of the most exquisite fur procurable on the North American continent. At their spacious and tastefully appointed showrooms at 229 St. James Street, Montreal, is displayed one of the most valuable and rare collections of furs to be seen in any part of the world, and visitors to Canada as well as Canadians, when in this city, invariably make it one of the principal features of their stay to view and inspect this attractive exhibition.

The firm have for years employed the most skilled collectors and expert trappers in all parts of this continent, and for a generation these hunters have reserved the choicest and most valuable skins and pelts for John Henderson & Company. This fact has been known so universally for many years that from distant countries the firm are continually receiving commissions to secure and supply the famous furs for which this country is renowned. The Hudson Bay sables, grizzly and black bear skins, the delicate fur of the mink, which is the Canadian favorite skin, the valuable silver fox, and the rich musk ox furs, which are obtained, like the polar bear skins, from the far north. All these magnificent varieties can be seen at Henderson's, in the natural condition or made up into garments by expert workers, which set the fashion of the world's winter wear. Fur saques, jackets, coats, robes, rugs, hoas, muffs, and lifelike naturally-mounted specimens of the various animals are made and set up in the manufactory of the firm by artists at their trade.

The sole proprietor of the business since the retirement of the late John Henderson in 1867 is E. H. Botterell, who has for many years given his personal supervision to this most important business, and has successfully maintained the connec-

tion so long established by the firm with the most distinguished visitors to this country.

Space will not permit of naming individually the vast number of persons of distinction who have patronized and visited the display of John Henderson & Company. The reputation of this firm is such that everyone can place absolute dependence on fair and honorable dealing, and rely upon securing the best value for their expen-



ture, and obtaining the very highest class furs procurable in the market of the world. It may be mentioned that while making a specialty of furs obtainable on the American continent, the firm carry the choicest of selections of the furs of all countries, made up, mounted or *au naturel* sealskins, tiger, lion, leopard, genuine, Russian sables and bear, Persian lamb, and, in fact, every known variety.



The Dominion Oil Cloth Company, Limited, Montreal.

The Dominion Oil Cloth Co., Ltd.

One of the most important and largest concerns in the manufacturing industry is the Dominion Oil Cloth Company, Limited. Its extensive factories and commodious offices occupy both sides of Parthenais Street, between St. Catherine and Notre Dame Streets, Montreal. Employing some 200 men, the company is engaged in the manufacture of floor, table and carriage oil cloths, linoleums, and cork carpet. The manufacture of the last two classes of goods is now being established in Canada by this company. The products of the company have attained the highest standard of excellence, and are unsurpassed in beauty and variety of design and valuable qualities of durability. The company's goods are to be found in every province, city and town in Canada, and in Newfoundland, all the leading wholesale dry goods houses handling them. The majority of the company's employees are French Canadians, including some of the most skillful workers in the business. Gradually, since the Dominion Oil Cloth Company was established in 1872, its plant has been increased, until it is now the most extensive of its kind in the Dominion. The paid-up capital of the company is half a million dollars.

The officers of the company are Mr. J. O. Gravel, President; Mr. Andrew A. Allan, Vice-President; Mr. J. J. McGill, Treasurer; Mr. Hugh A. Allan, Director; and Mr. John Baillie, Managing Director and Secretary.

The Canadian Jute Company, Ltd.

The premises of the Canadian Jute Company, Limited, are situated at 492 William Street, Montreal. The company are the leading manufacturers of jute and cotton bags, and also are extensive importers of twines, Hessians, bagging, etc.

John Murphy & Company. 2341-2343

St. Catherine Street.

Established in 1869, at the corner of Notre Dame and St. Peter Streets, the firm of Messrs. John Murphy & Co. continued to do business there until 1894, when a change in location was made to their present palatial premises on St. Catherine Street.

With a change of locality came also a change in the nature of the business itself, which hitherto having been exclusively confined to dry goods, was reorganized and fitted out to meet the requirements of modern distribution as a Departmental Store.

In addition, for a considerable number of years, Messrs. Murphy & Co. have been actively engaged in the manufacture, on an extensive scale, of ladies' ready-to-wear goods, such as cloaks, costumes, skirts, underclothing, millinery, etc.

The trade connections of the firm are by no means restricted to the province of Quebec, but extend throughout Canada, from the Atlantic to the Pacific.

A large branch house exists in Ottawa.

Perrin Freres et Cie.

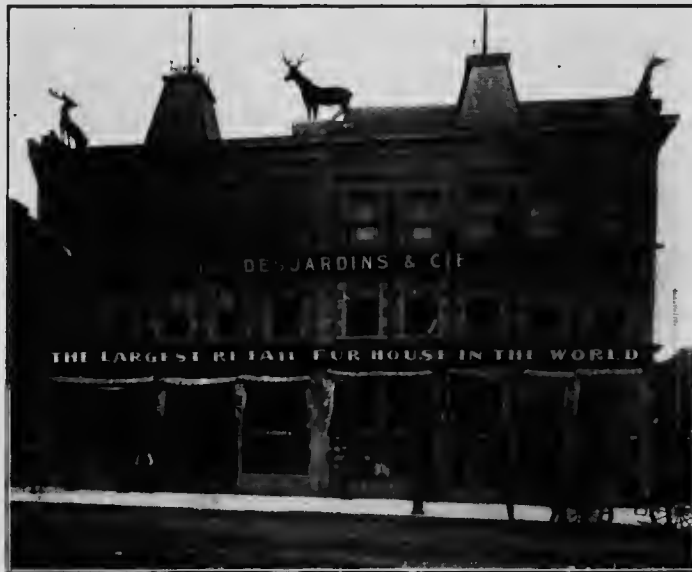
The celebrated firm of glove manufacturers, Perrin Freres et Cie, are the head of the glove industry in Canada. The firm first established itself in Canada in 1891 for the distribution of its world famous kid gloves, and now its business extends all over the Dominion. The Canadian manager is Mr. H. Laurencelle, and the head offices, warehouse and salesrooms are at 230 McGill Street, Montreal.

Charles Desjardins & Company.

The largest and best equipped retail fur establishment in the world is acknowledged to be the house of Charles Desjardins & Company, whose complete and commodious premises, situated at 1533 to 1543 St. Catherine Street, Montreal, is a landmark on this, the principal uptown shopping thoroughfare of the city, and one of the leading attractions to the many thousands of visitors to the city both in the summer and winter seasons.

This famous house was originally established upwards of thirty years ago by Mr. Charles Desjardins in a small store of fifteen feet frontage and a depth of eighteen to twenty feet only. The

rare and valuable character is unrivalled in this country. Buying direct from the trappers, the company are exclusively represented at sixty-nine different ports in Russia, Siberia, the Rocky Mountains, and the other fur-producing countries throughout the world. It is safe to say there is no variety of fur procurable at the present day which is not obtainable at the showrooms of this firm. Its styles of manufacture are copied by the fur merchants of New York, Paris and London, Montreal setting the world's fashion in this industry, representatives from these cities being sent over here every year to take advantage of the suggestions for the fashions which will



present building has a frontage of 175 feet, with a depth of 185 feet, is five stories in height, and is occupied exclusively by the firm. The spacious warehouses contain at all times the largest stock of furs ever collected under one roof, while a truly magnificent display of all the most rare, valuable and useful varieties of the highest class skins and furs, both made up into garments and sets of infinite grace and attractiveness, or displayed in their natural guise, is to be found tastefully arranged among the galleries, promenades, and entrance hall of the magnificent showrooms.

No less than 225 expert hands and assistants are employed by Charles Desjardins & Company, the skilled cutters and designers producing the most fashionable and original garments. The facilities of the firm for securing furs of the most

dominate the Canadian season. The creations of this celebrated house are therefore widely known and admired in all parts of the civilized world where any marked degree of wintry weather prevails.

This firm receives furs in the raw state, which they make up in Montreal, and which are then purchased by the wealthy aristocracy of Russia and other countries, from which Charles Desjardins & Company have imported them. With one of the most attractive displays of fur garments in the world, the house of Charles Desjardins & Company occupies the unique position of being the foremost firm of its branch of industry in the Eastern and Western Hemispheres.

Salem Company, Limited. The Salem Company, Limited, manufacturers of shirts, are the successors to Stewart, Allan & Lemaistre, who for a number of years had been established in Montreal, and occupied the same position as leaders in their special line of industry as the Salem Company does now, save that the business, already one of the largest of the kind in the Dominion, is continually expanding and increasing. Mr. John Hyde is the President of the company, Mr. James McKown the Vice-President,



Mr. George Gardner the Secretary-Treasurer. The general manager of the Salem Company is Mr. F. W. Stewart, and the assistant general manager Mr. P. M. Lemaistre, both of whom have had many years practical experience of the shirt making industry.

The chief products of this company are men's cotton shirts, which are made up principally in Canadian and American Percalés and Scotch Zephyrs. The light yet durable high-class materials which are used in their manufacture have made them popular in the most distant parts

of the world. The Salem Company also manufacture and distribute ladies' cotton, silk and flannel waists and boys' sailor and blouse waists from the vast stock of new materials of the latest patterns which is always kept on hand, and constantly added to to keep same up to the demand for both quality and quantity. The company are also the Canadian representatives for the celebrated "Linco" and "Spinning Wheel" brands of collars and cuffs, and carry a large stock of these articles in every size and shape at the ware-rooms in Montreal. A feature of the Salem Company's business is that they supply goods entirely of their own manufacture direct to the retailing trade, making also, especially to order, any shape, size or style required. The aim of the company is to produce the garments that they manufacture as near the point of perfection as it is possible for them to be made. This up-to-date method has proven one of the best advertisements the company could possibly obtain, for it really is the consumer who appreciates merits of the goods he purchases, and by personal demand for individual and family use and recommendation to others creates and enhances their reputation. The company's products are now distributed in every corner of the Dominion, and it also exports to distant Australia, New Zealand and South Africa. The trade

generally now appreciate Canadian goods, and the Salem Company and their predecessors were quick to perceive that, by adopting the methods of supplying the best and most durable qualities of material, combined with the most expert, speedy and first-class workmanship in all classes of their products, American competition could be successfully coped with and eventually conquered. This has been fully demonstrated by the results, and the enormous increase and expansion of the business of the Salem Company. The spacious mills, warehouse, salesrooms and offices of the Salem Company are situate at 323 St. James Street, Montreal.

Dr. Deimel Linen Mesh Company.

The fame of the celebrated linen-mesh underwear, invented by Dr. Deimel, has rapidly spread over Canada. It is becoming in universal demand for wear at all seasons of the year, now that it has been clearly demonstrated that it is healthier and quite as warm and protective to the body as undergarments made of woollen material.

Early in 1891 Dr. Deimel, who had been practising as a physician in Denver, Colorado, visited Southern California in quest of health, and after staying at Santa Barbara some couple of months, he repaired to the Montecito Hot Springs, a little mountain resort situated in a sheltered nook in one of the picturesque canyons of the Santa Mez range, for the purpose of drinking the mineral waters for which the little place is celebrated. Many hours were spent by Dr. Deimel, after his morning bath in the pool, basking in the sunshine and enjoying the balmy air, with no other covering than a towel around him, experiencing a delightful sense of freedom from restraint, so that, on resuming the garb of civilization, he usually experienced a feeling of distress and irritability. He endeavored to find the reason why he felt better when clad in the garb of nature, and eruptions of his illness re-appeared on donning the garments which science had proclaimed were for the purpose of protecting his body against the dangers of exposure. It was evident to him that the garments which he wore next the skin, and which were of a woollen texture, were interfering with the activity of the skin, and thus counteracting the healing influence of the springs. He experimented with the woollen garments, and observed that tiny drops of dew would collect upon the surface exposed to the vapor arising from the springs. Unable to pass through or even into the wool, the vapor had condensed into drops gathering upon the filaments of the garment. Subjecting a linen towel to the same test, the vapor found no hindrance in its onward passage into the outer air. He remembered when a boy, following the custom of that time, he wore a linen shirt of coarse homespun texture next to his body, even in winter, and then sickness and suffering were strangers to him. Pursuing this line of thought, he soon found himself clad in undergarments made of coarse linen, and speedily regained his health, resuming the practise of his profession at Santa Barbara. These experiments were really the origin of the Dr. Deimel linen mesh underwear, and the basis of a business enterprise, which to-day extends its branches and ramifications around the globe, which affords employment to a thousand men and women, and give comfort and health to millions. Dr. Deimel has demonstrated that the

modern method of wearing woollens next to the skin is entirely wrong, and answerable for a host of ailments, lowering vitality and, in many instances, shortening life; while linen, the garb of our forefathers, would restore even the most weakened skin to a robust condition, and impart vigor to the whole system. In 1894 Dr. Deimel paid a visit to Europe, in order to study



Dr. H. L. Deimel.
Physician, Inventor and Business Expert.

the essential features involved in the manufacture of a porous linen, bringing home with him a fabric corresponding as nearly to his idea of perfection as the technical points involved would permit. To this fabric he gave the name of Deimel Linen-Mesh, which has since become recognized throughout the world as the correct material for wear next to the body.

Failing in his efforts to interest the trade in placing the Dr. Deimel underwear upon the market, owing to the prejudices against linen underwear, Dr. Deimel was compelled to personally devote himself to this task. In February, 1895, he organized the Deimel Linen-Mesh Company, which are now operating extensive mills and manufacturing establishments of its own in various parts of the globe, supplying all the principal markets of the world.

The Deimel Linen-Mesh Company are located in Montreal at 2202 St. Catherine Street, and have establishments in London, New York, San Francisco, Brooklyn, Baltimore and Washington.

The Standard Shirt Company, Ltd.

The factories and offices of The Standard Shirt Company, Limited, are situated on Delorimier Avenue, Nos. 189 to 213. The buildings, five in



number, contain floor space of about five acres. All the products of the company are made on the premises, and they are not dependent on any one else for any part of their manufacture. They have their own power plant, generate their own light and electric power, and run all departments by motors. The cutting is done by electric knives; all machinery runs by motors, and laundry departments equipped with electric machinery where possible. A large number of employees, about 1,200 in all, are on the pay roll, and the output is shipped to all parts of the Dominion of Canada, and also certain lines are exported to South Africa and Australia. The policy of this firm has been to keep up with the times in the matter of equipment, and a large amount is expended every year in the renewal of plant and installation of machinery specially manufactured and adapted to the needs of particular departments of the business. In this way the company has been kept, and is now in a position to meet any competition it may have to face, as the whole plant is practically new, and is second to none in America for completeness and ability to produce on the most economical basis.

John Gordon & Son. A representative house in the dry goods wholesale trade of Montreal is that of John Gordon & Son, the sole proprietor of the business now being Mr. James R. Gordon. The house is one of the largest firms of manufacturers' agents in Canada. They are the

selling agents for the Standard Shirt Company, of Montreal, manufacturers of shirts, overalls, collars and cuffs, ladies' blouses, skirts, etc., etc. Other important firms represented by John Gordon & Son are James H. Wylie, Almonte, Ontario, manufacturers of grey and fancy flannels; the Anchor Knitting Company, Limited, Almonte, Ontario, manufacturers of men's underwear, socks, stockings, etc.; Henry Campbell & Company, Limited, of Belfast, Ireland, linen thread manufacturers; R. F. and J. Alexander & Company, Limited, Glasgow, cotton thread manufacturers; E. Black, Limited, of Barmen, manufacturers of braids; Samuel Fletcher & Company, Limited, Nottingham, manufacturers of laces. The firm of John Gordon & Son also deal largely in boot laces of all kinds, tapes and other small wares, selling only to the wholesale dry goods, clothing and boot and shoe

manufacturing trade. Known throughout Canada, from Halifax to Victoria, to all the leading firms in the dry goods and manufacturing industries, from comparatively small beginnings in 1891, the firm of John Gordon & Son is now one of the most important concerns in the country.

The chief offices and warerooms are at 17 Debresolles Street, Montreal.

Matthews, Towers & Company. manufacturers and importers of men's furnishings, whose offices and warerooms are at 14 St. Helen Street, Montreal, began business under this style and name in 1891, and have built up a business which extends into every corner of the Dominion.

They also maintain an office at 35 Milk Street, De Bresoles Street, Montreal.

The fashions for Montreal are like the laws of the Dominion, a combination of the English, French and American. Canadians are admittedly well dressed, never flashily, but in good taste, and the best of materials are used by the better class of tailors, most of which is at present imported. Tourists always find it advantageous to put in a supply of clothes when in Montreal, as the price is lower and the workmanship superior to that of other cities on this continent.

Gibb & Company. One of the oldest established business enterprises on this continent, both in Canada and the United States, is that of Gibb & Company, the celebrated tailors and breeches makers, this famous concern having been continuously carried on in both these countries by members of the Gibb family for the past 128 years without a break. Benaiah Gibb founded the Canadian branch of the firm in 1775, and now, in 1903, the partners are Alexander Gibb and Lachlan Gibb, the active management of the Canadian house being entrusted to a nephew, Gibb McArthur.

Passing down St. James Street, the commanding premises of Gibb & Company at No. 148 invariably attract the attention of visitors to Montreal, while they have become an ancient landmark to the residents of the city in a like degree that the business and reputation of the firm have become household words in all parts of the Dominion. The entrance is surmounted by the British coat of arms, denoting the nationality of this famous family, and betokening the liberal patronage of Royalty, which permits the merchants so favored to distinguish their signs and business representation with this privileged device. With this vast number of years of establishment, combined with the necessary number of changes and the wonderful and rapid progress made in Canadian affairs during the past quarter of a century, the well earned and deserved reputation of Gibb & Company, as pioneers of the highest class of the tailoring industry in this country, has been carefully preserved, and has increased and spread into every corner of Canada. Not only has the continual aim of this firm been to supply only the very best and most superfine materials, but workmanship of the very finest and most desirable quality to their customers, while the cut and fit of the garments made have won renown in all parts of the North American continent. The firm of Gibb & Company can number the majority of all the Governors-General, Governors, Judges, Generals, the clerical, medical, military, legal professions, merchants, manufacturers and most prominent Canadians and citizens of Montreal among the list of their clients, so that it would be invidious to particularize any individual names. The appointments of the various departments of Gibb & Company are as perfect as thorough and long standing organization can make them. The most expert cutters obtainable are only employed, thus all garments made by the firm equal the most fashionable productions of Europe and the United States. The firm in fact transact a most extensive business in all the principal cities of the latter country, extending down to far-off Mexico, while the English house, which was founded in 1760, has its offices at 19 Royal Exchange, London.

The advantage therefore of the business system of this eminent firm is that all classes of taste are adequately perfected, military, business, society, court, evening or sporting clothes being produced in the prevailing mode of the day, or in accordance with the desires of the customer. The business of Gibb & Company therefore, as the pioneer and leading court and fashionable tailors of the metropolis of Canada, continues to secure the patronage of the elite of our fellow countrymen, and all those residents and visitors who



desire to give a proper amount of attention to the class, style and fit of their wearing apparel, which has now become of such great importance to the conditions of modern existence.

The late James Duncan Gibb was one of the founders of the Windsor Hotel, while the late Benaiah Gibb was one of the most public-spirited and charitable Montrealers. He was a munificent supporter to the Art Gallery and a benefactor to the General Hospital and other city charitable institutions.

Foisy Freres. The well-known salesrooms of Foisy Freres, occupy Numbers 1760 to 1766 St. Catherine Street, at the corner of Sanguinet, and constitute a veritable musical palace, with a reputation second to none in Montreal, for the excellence and premier quality of the instruments dealt in by the firm. This important Canadian house was founded by three brothers, but to-day the sole proprietors of the Montreal establishment are Messieurs George William and Louis Theodule Foisy. Here are to be found the most perfect specimens of pianos, organs, and every variety of musical instruments which modern art can produce.

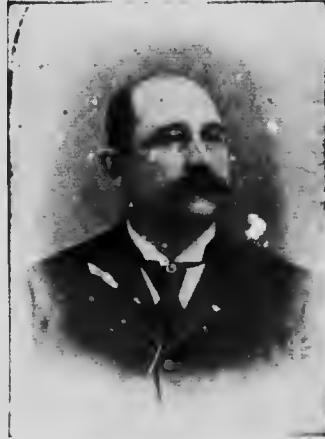
The elder of the brothers, Mr. George William Foisy, was born at Gentilly, County Nicolet, P.Q., the 14th of May, 1857, and Mr. Louis Theodule Foisy was born in the same parish the 21st of February, 1863. Both received an excellent commercial education, and subsequently

Vitre and St. Laurent Streets, and later on at Numbers 431 and 433 St. Laurent.

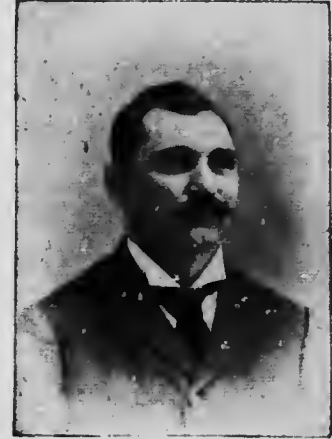
In 1892 they found themselves in a position to open a branch establishment in Quebec, where they were not long winning back their old popularity and regaining for the new branch the commercial standing they had formerly enjoyed in that city.

In 1897 it was resolved to reorganize the business, and dissolve the existing partnership, Mr. Alfred-Auguste Foisy taking over and assuming entire control of the Quebec house, while his two brothers, whose portraits we publish herewith, continued the Montreal business on their own account. They continued to grow in favor with the Montreal public, and the firm of Foisy Freres is more popular than ever, while their business is constantly and deservedly expanding.

The secret of the success of Messieurs Foisy is due to their liberal dealings, their integrity,



Mr. George W. Foisy.



Mr. Louis T. Foisy.

passed some time in the eastern cities of the United States. In 1879 they decided to return to their native country, and to make Montreal their headquarters, and in this city for several years they occupied different positions in the commercial world. Finally, in 1883, they formed a partnership and opened a warehouse for musical instruments, pianos and sewing machines at Quebec. After about four years, desiring a larger field the brothers decided to leave that city and establish a similar business in the commercial metropolis of Canada, with the intention of laying the foundation of a permanent house in Montreal, of the very first class. At first they associated themselves in business with Mr. Camille Martel, and opened a musical instrument and sewing machine store on Notre Dame Street, but after some three years this partnership was dissolved, and the Messieurs Foisy continued business on their own account, at the corner of

the facility with which they fulfil all contracts, foreseeing all the fluctuation of the market, rendering them able to supply their customers with the best class of merchandise, at the lowest possible price compatible with first rate workmanship and quality, and finally to the good understanding which exists between the firm and the public.

The Messieurs Foisy are directors of the Compagnie de Pianos Foisy, and co-proprietors of the Montreal Water Wheel Company. They are active members of the Chambers of Commerce, and most of the Manufacturers and Mutual Associations, being also large shareholders of the Hochelaga Bank.

For several years the Messieurs Foisy have invested considerable capital in developing not only their own business, but in Montreal properties and concerns, in which speculations they have achieved merited success.

William St. Pierre. Canadians bear a universal reputation for being well dressed men and women, and Montreal the character of setting the fashion in cut, style and finish for the tailoring industry of the Dominion. William St. Pierre is one of the most fashionable and artistic ladies' and gentlemen's tailors in the Canadian



metropolis, his business now extending over every part of the country. He transacts an excellent business on the continent is firmly established. He has made a great specialty of ladies' tailoring, his admirable costumes and graceful riding habits being in great vogue everywhere among leaders of fashion.

Canada being undoubtedly one of the greatest

sporting countries on the face of the globe, prohibitive trade with the United States, where his fame as one of the finest ladies' and sporting men is enjoying a greater variety of sport than any other, it necessarily follows that sporting garments of every kind are in great and universal demand. William St. Pierre has made another specialty of the manufacture of sporting clothing of every description, his make of riding breeches, hunting suits, golfing suits, fishing and boating suits being famous throughout the North American continent. In order to secure the very highest class of skilled cutters and needlemen, he brings them from the most fashionable London houses, and has about 75 expert hands in constant employment. These hands comprise what is undoubtedly the highest paid skilled labor in Canada, the needlemen and head cutters receiving salaries varying from \$1,000 to \$3,250 per annum. With regard to material, it need hardly be said that only the very finest classes of goods are made up by Mr. St. Pierre. With all these advantages combined, it is not surprising that during the past twelve years William St. Pierre has placed himself among the leaders of his trade in Montreal.

His list of patrons include the most eminent and wealthy people in Canada and this city, especially those who are fastidious to any degree about the fashion of their attire. Not only does Mr. St. Pierre always have in stock the latest patterns and materials, but the most recent and up-to-date English and American styles can be shown and explained. Every week some fashionable stylish novelty is introduced by him, either imported or of his own invention and design. He is famous for his useful suggestions and inventive powers, many of which have become not only fashionable, but in general wear and use in England and America, as well as in this country. His commodious and well-appointed offices, sales-room, warehouse and extensive workshop are situated at 63 Beaver Hall Hill, Montreal.

Henry Hammond. The office of Mr. Henry Hammond is now located at 245a Bleury Street. Mr. Hammond is the leading carpet beater and upholsterer in the city, and controls the best trade in that line. He has a most thorough and practical knowledge of carpet making, cutting, refitting and laying. Carpets are also lifted, beaten and relaid by his workmen in the most careful and thorough manner. His system of beating carpets and rugs by the latest improved machinery, and purifying them with compressed air without the slightest injury to the fabric, is one much appreciated by his patrons.

Mr. Hammond also does the finest upholstering and mattress making in all its various branches. He also supplies carpet linings, spring rollers, stair pads, studs, etc.



Alderman Daniel Gallery, M.P.

Alderman Daniel Gallery, M.P.

whose portrait we take considerable pleasure in presenting to the readers of this work, is one of a type of self-made business men frequently met with in Montreal. He has made his mark in several very distinct lines of business, and has had time to spare to devote to municipal matters, to active church work, to the temperance crusade, and to politics. Of recent years he has devoted much attention, and with complete financial success, to the real estate business; but his name is most familiarly known in a business way through his connection with the tailoring and gentlemen's furnishing house, founded by him in the west end of the city some twelve years ago, and at present situated at the corner of Notre Dame and Colborne Streets. This shop is considered quite one of the recognized establishments of that part of the city, and has its customers all over the city, and in fact all over the province. He has represented St. Ann's Ward in the City Council for six years, at the last election being returned unopposed. At the last general Dominion elections, in 1900, he was returned by a large majority over the sitting member to represent St. Ann's Division in the House of Commons.

James Bannon. Bearing the reputation of being one of the most expert cutters and fitters in Montreal, James Bannon conducts one of the leading fashionable tailoring establishments in the Canadian metropolis. He established himself in business seven years ago at 334 St. Antoine Street, but in 1902 he removed to his present commodious premises at 2485 St. Catherine Street. Mr. Bannon not only is renowned as a fashionable and smart gentlemen's tailor, but is regarded as one of the best ladies' tailors in the country. His fit and stylish cut of riding habits, ladies' walking dresses, equal the best productions of these garments in any metropolitan city. He is consequently in great demand in this branch of the business. He employs none but the most expert workmen, and by giving his entire time to the superintendence of the making, cutting and fitting of every garment he produces, secures the most thorough and artistic finish procurable. It goes without saying that Mr. Bannon only handles the very finest materials imported, of which he always carries a large stock of the latest shades, patterns and weights. With this combination of advantages, it can easily be seen why James Bannon stands in the front rank of the trade. His already large circle of customers is continuously expanding, reliability and the best of cut, style and workmanship proving a constant recommendation of the products of such an experienced artist in his line.



Mr. James Bannon

Tuddenham & Anderson. Occupying spacious premises at 311 St. James Street, Montreal, the firm of Tuddenham & Anderson



Mr. A. E. Tuddenham



Mr. Ward Anderson.

rank high among the merchant tailors of the city. The business was established in March, 1900, the partners being Albert L. Tuddenham and Ward Anderson, and is patronized by Americans and Englishmen visiting Montreal, in addition to the firm's extensive city connection, which extends among professional men. They have also a large clientele amongst artisans of all nationalities.

First-class cut, material and finish distinguish the work of this prominent firm.

Canada Steam Laundry and Dye Works. A few months ago the business of the Canada Steam Laundry and Dye Works, which has been in existence for over twenty years, was purchased from the estate of the late James



Mr. A. F. Dechaux.

Langhoff by Mr. A. F. Dechaux, who was for a number of years connected with Mr. Langhoff before his death. Mr. Dechaux is thus most ably

qualified to carry the good name the house has always borne, as being one of the best dyeing establishments in the city.

The main office now, as before, is located at 1870 St. Catherine street, with a branch at 1490 St. Catherine Street. A specialty is made of dry cleaning as well as dyeing and laundry work, all of which are done on modern principles and at moderate rates. Bell telephone East 51 will call their services.

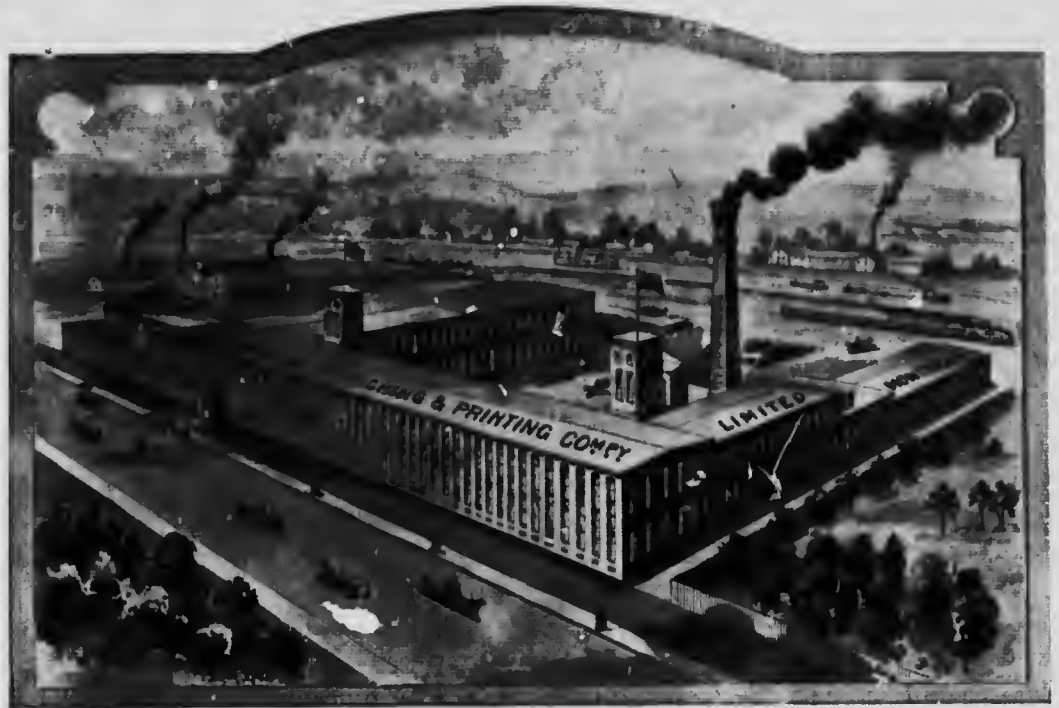
E. R. Carrington. Canadian Manager, Thiel Detective Service Co. The most extensive concern engaged in the detective business in America is the Thiel Detective Service Company, the Montreal office of which is located in the London, Liverpool and Globe building. This company has offices in New York, St. Louis, Denver, St. Paul, Portland (Ore.), Seattle, Chicago,



Mr. E. R. Carrington

Kansas City, Toronto, and the City of Mexico, and agents are located in the different European countries, South Africa and Australia. Its patrons are financial houses, railroad companies, manufacturing establishments, mining companies and large corporations. Operations are carried on in all parts of the world, and no other detective company in business has such unequalled facilities for successful service.

The Toilet Laundry Company Ltd. located at 290 Guy Street, is the leading establishment of its kind in the city. Its business is divided into three departments—the "laundry," the "towel supply," and "valet"—all of which are under its own manager. The business was established fifteen years ago, and has enjoyed a steady increase in patronage until it occupies the leading position to-day.



The Colonial Bleaching and Printing Company.

The business which has been developed and established by the Colonial Bleaching and Printing Company has advanced to a leading position in the cotton industry of the Dominion. The company's works are at St. Henri, near Montreal, where the bleaching, dyeing and printing of manufactured cotton goods of British, Continental, American and domestic production are carried on by the most modern manufacturing methods.

Although only established in 1899, the yearly output of dyed and printed cotton goods by this company has already reached the volume of \$900,000, and the business is rapidly increasing. The company exports to Australia and South Africa, successfully competing in those colonies with English printers. An inspection of the company's works at St. Henri well repays the visitor. Grey cotton cloth is treated by all the most modern processes, and the calicoes and other cloths finished in the highest quality and styles, the company having already achieved an enviable reputation for their products, the excellence of workmanship, brilliancy and permanency of the colors, and perfection of finish being unexcelled.

A capital of half a million dollars is invested in the enterprise, which gives employment to nearly two hundred hands. The sales offices are at 232 McGill Street, Montreal.

Mr. H. S. Holt is the President, Mr. W. T. Whitehead the general manager, Mr. John Walker the superintendent, and Mr. A. W. Cochrane the sales agent.



Mr. Bernhard Lindman.

Bernhard Lindman. proprietor and manufacturer of the celebrated Lindman Truss, endorsed by the most prominent surgeons and physicians in both continents. The U.S. Government employs this truss for its army and navy.

Renaud, King & Patterson. Close students of the trend of business in Montreal have not failed to note that it is constantly working toward the West, especially on St. Catherine Street, which of late years has come to be the great artery of retail trade in the city.

The latest of our larger firms to realize this fact, and to take advantage of these changed conditions, is that of Renaud, King & Patterson, and the splendid new structure which has been recently erected on the corner of St. Catherine and Guy Streets will be occupied by them on September 1st with the most complete line of high-class furniture, bedding, drapery and curtains to be found in the city.

The illustration of the new premises accompanying this article will afford the reader a splendid idea of the excellence of the display rooms which will be at the firm's command. An abundance of light and floor space will greatly assist customers in making the best selections from the immense stock of new goods and latest patterns with which the building will be filled. Messrs. Renaud, King & Patterson are moving from their old stand at 652 Craig Street, where they have been in business for the past twenty-three years, and the firm has come to be much relied upon by buyers of furniture throughout the



city. They have always adhered to the cash system of business, and have thus been enabled to give their patrons the benefit of the closest margins and profits.

The firm is composed of Mr. A. Renaud and Mr. Robert King, both gentlemen experienced through twenty-five years' connection with the furniture trade, and very much alive to the demands they will be called upon to meet in their new location.

The Shedden Forwarding Company, Limited. The head office of the Shedden Forwarding Company, Limited, is at 1812 Notre Dame Street, Montreal.



Mr. Hugh Paton.

President of the Shedden Forwarding Company, Limited.

The company are contractors, warehousemen, general forwarders and carriers, and act as cartage agents for the Grand Trunk Railway system, the Intercolonial Railway Company, and other railways.

It is the principal concern of its kind in Canada, and have branches in St. Hyacinthe, Cornwall, Kingston, Toronto, Hamilton, Guelph, Brantford, London, Windsor and Winnipeg.

It is represented in the United States by the Shedden Cartage Company, Limited, having its head office in Detroit.

Originally established in 1860 by the late John Shedden, the business has grown with the railroads and transportation facilities of Canada, and it is now one of the largest cartage and forwarding firms on this continent.

Mr. Hugh Paton is the President; Mr. C. E. Christie, Secretary-Treasurer of the company; and Mr. E. E. Belcourt, Manager in Montreal.

The James McCready Co., Limited.

The new home of the McCready shoe in the town of Delorimier, adjoining Montreal, which was occupied last December by this company, is one of the most complete shoe manufacturing establishments on the continent. The product of this factory is one of the best known in Canada, and a visit to the new home is well worth the time of anyone interested in the making of boots and

W. H. Scroggie. The pioneer and leader of the uptown retail trade of Montreal, W. H. Scroggie, is the proprietor of the most up-to-date, modern departmental store in the city, situated at St. Catherine and University Streets, Montreal. The premises of this well-known firm are a landmark on the principal fashionable shopping thoroughfare of the Canadian metropolis. Grown to its present vast dimensions from a comparatively small beginning, the business of W. H. Scroggie is increasing and expanding at such a rapid rate that the existing extensive premises are shortly to be rebuilt and added to, so that they will be nearly twice their present proportions.

and complete departments, crockery, hardware, groceries, shoes, art draperies and pictures are represented.

The stocks are arriving daily to meet every requirement, and a rush to secure the bargains often occurs in this store. The motto of W. H. Scroggie has always been: "Supply the finest quality of goods at the lowest possible prices," and this policy has developed his extraordinary business until it has become the chief departmental concern of the city. The patrons number among their ranks the leading residents of Montreal, and an extensive mail order business is carried on throughout the Dominion. One visit paid to Scroggie's results always in a num-

Scroggie's



St. Catherine and University Streets. Montreal.

Mr. Scroggie is famed for his unrivalled system of management, which has created universal satisfaction with the patrons of his store, by prompt attention and service, and by the most moderate prices for every kind of merchandise compatible with the excellence of every article he sells and distributes.

This wonderful business was started in one store. Shop after shop was added until nearly the entire block is now devoted to Mr. Scroggie's establishment. With indomitable will and perseverance, Mr. Scroggie is carrying to a successful issue the "Department Store Idea," embodying almost every need. The merchandise comprises not only every line of goods to wear—silks, cottons, ribbons, laces, and every kind of fabric, imported and domestic—but also, in separate

ber of others, because where such perfect catering is to be enjoyed a return visit is deemed a necessity. The advantages of W. H. Scroggie's establishment may be summed up in a few words: "Fair dealing, courteous treatment, prompt and efficient service and splendid value for your money." This establishment returns money and receives back goods if the customer finds they are not exactly suited to his requirements. On the Queen's Block formerly stood the old Queen's Theatre, which forms part of the present structures occupied by W. H. Scroggie. When the old structure is demolished, as in immediate contemplation, on the site of this historical edifice will be erected the most complete and up-to-date Departmental Store in Canada.



MONTREAL
AS A
CENTRE
OF THE
IRON AND METAL
TRADE

CHAPTER XIII



BY reason of her two vast railway construction works, her great rolling mills, her numerous foundries and machine shops, her immense boiler works, her great mill works, which send their products to every corner of the inhabitable world, her tool and cutlery works, her jewellery manufactories, including what is declared to be the largest general jewellery manufacturing concern in America;

her great electrical works, bridge works, wire works and wholesale hardware houses, Montreal is fairly entitled to be designated the Birmingham, the Glasgow, the Newcastle, the Leeds, the Wolverhampton, the Pittsburg, the Schenectady of Canada.

An expert estimate places the number of men employed in the iron and steel industries of Montreal and the immediate vicinity at 30,000. The Canadian Pacific Railway Company is building

immense workshops in the extreme north end of the city, which will furnish employment to 10,000 additional men, and a great locomotive factory is just approaching completion, which will furnish work to 500 more. And there are other new iron and steel industries in process of establishment.

The manufacturing and wholesale hardware trade of Montreal is such a vast and varied one that, in the absence of the complete industrial returns of the last census, it is impossible to give an exact statement of the number of houses and men and of the capital employed in the local iron and hardware trade.

Following will, however, be found a classified list of the lines of the chief wholesale houses of



Hon. Sir William Mulock.
Postmaster General.

the Montreal hardware trade. In the list, of course, each house is counted in several times, according to the number of lines carried. In lines where there is a considerable wholesale trade in outside products as well as in the products of local manufactories the total number of houses in the line, including both manufacturing

and importing, is given, and afterwards the number of these houses which own or control local manufactories:—

Montreal wholesale and manufacturing hardware houses — Agricultural implements, 11; asbestos, 8; axe and edge tool manufacturers, 1; axles, 6; babbit metal, 2; bellows manufacturers, 2; boilers and engines, 16; boiler and engine manufacturers, 8; brass and iron foundries, 2; brass goods and novelties, 13; manufacturers of ditto, 7; carriage and harness trimmings, 12; carriage goods and clothing, 8; castings, 11; manufactories of ditto, 9; cements, 20; manufac-



In the Rideau Lakes Country.

ories of ditto, 6; contractors' materials and supplies, 21; cutlery, 19; electric supplies, 23; manufactories of electric supplies, 13; elevator builders, 5; enamelled ware 2; engineers' supplies, 24; manufactories of engineers' supplies, 4; forgings, 1; foundries, 16; hardware, 36; horse nail manufactories, 4; horse shoe manufactories, 3; iron pipe, 7; iron, steel, etc., 28; iron works, 19; lead pipe, 4; lead works, 2; machinery depots, 22; metals, 29; mill supplies, 25; manufactories of mill supplies, 8; nail manufactories, 5; plumbers' and steam fitters' supplies, 20; manufactories of ditto, 9; pumps, 14; manufacturers of pumps, 7; ranges, 11; manufacturers of ranges, 5; refrigerators and baths, 4; manufacturers of refrigerators and baths, 2; roofing materials, 11; saddlery hardware, 13; manufacturers of saddlery hardware, 4; saw manufactories, 2; scale manufac-

turers, 6; shafting, haulers and pulleys, 5; manufacturers of ditto, 4; shot manufacturers, 2; soil pipe, 3; sporting goods, 13; steam engines, 12; manufacturers of steam engines, 7; stoves, 12; manufacturers of stoves, 5; tinware manufacturers, 2; tool factories, 5; wire cloth and goods, 13.

The iron and hardware industry of Montreal is not by any means confined to the limits of the city or the Island of Montreal. Many distant iron and steel industries of national importance owe their origin and development to Montreal capital and Montreal enterprise, as, for instance, the great smelting and steel works at Sydney, Cape Breton; the smelting plants at Midland, Ontario, etc. Montreal, in fact, has contributed, and is still contributing, a lion's share towards the development of the vast mineral resources of the Dominion.

Canada has every requisite for becoming the leading metal and machinery producing country in the world. Minerals of all kinds, and the fuel and other requisites for converting them to the use of man, have been scattered with a lavish hand in all directions. Immense forests, inexhaustible coal deposits, and unlimited water power are ours as a gift of nature. The field which Canada presents to the miner, the inventor, the capitalist, and equally to the laborer and the skilled mechanic is a most inviting one. We have practically only begun to realize our wealth in natural resources, and our metal industries are for the most part in their infancy. Some of them, however, are very lusty infants. Their voices have been heard across the seas, and their story is more wonderful than fiction. The products of our mines and factories are to-day in demand in Europe, Asia, Africa and Australia; in fact, every continent and civilized country on the face of the globe.

The mineral wealth of Canada is so vast that it is altogether impossible to form an estimate of the value and extent. During the past few years considerable progress has been made in the development of Canada's mining industries, but, comparatively speaking, the mining operations so far have been mere scratchings at the surface of the Dominion's great deposits of mineral wealth. Between 1881 and 1891 the number of men engaged in the mining industry in Canada increased from 6,541 to 13,417. During the decade which intervened between 1891 and the next census, 1901, the development of the mining industry was much more rapid than during the previous decade. Skilled labor and modern methods and appliances had been brought to bear upon the industry with important results. Thus, in 1888, the number of tons of coal raised in Nova Scotia per man employed was 339; in 1894, 370 tons, and in 1898, 500 tons.

The value of the minerals produced in the Dominion between 1886 and 1898 was \$250,161,200. In 1886 the value of the total mineral out-

put scarcely exceeded \$10,000,000; in 1900 (calendar year), it amounted to \$64,448,037; in 1901, to \$69,407,031.

The value of the principal metallic minerals produced in Canada during the year 1901 was as follows:—Copper, \$6,600,104; gold, \$24,462,222; iron ore, \$762,284; lead, \$2,199,787; nickel, \$4,594,523; silver, \$2,993,668; pig iron from Canadian ore, \$1,212,113; total metallic, \$42,824,698.

The value of these same metallic minerals produced in Canada during the year 1899 was as follows:—Copper, \$936,341; gold, \$1,295,159; iron ore, \$151,640; lead, \$6,488; nickel, \$498,286; silver, \$358,785; other metals, \$4,600; total metallic, \$3,251,299.

In 1901, non-metallic minerals to the value of \$26,282,333 were produced, as against \$10,512,614 in 1889. The chief productions of non-metallic minerals in 1901 were—Asbestos, \$1,186,434; coal, \$4,671,122; coke, \$1,264,360; graphite, \$28,880; gypsum, \$340,148; limestone and flux, \$133,162; mica, \$160,000; mineral water, \$100,000; natural gas, \$312,359; petroleum, \$953,415; salt, \$262,328; bricks, \$2,275,000; cement, \$630,030; granite, \$155,000.

In 1889 the value of these same non-metallic minerals produced in Canada was as follows:—Asbestos, \$426,354; coal, \$4,894,287; coke, \$155,043; graphite, \$3,160; gypsum, \$205,108; limestone and flux, \$21,909; mica, \$28,718; mineral water, \$37,360; natural gas, none; petroleum, \$653,600; salt, \$129,547; bricks, \$1,273,884; cement, \$69,790; granite, \$79,624.

During the year 1901 Canada exported \$42,310,800 worth of produce of her mines. Of this whole amount the United States took \$39,338,754 worth; Great Britain, \$1,310,593; British possessions, \$561,109; Germany, \$396,496; Japan, \$13,325; St. Pierre, \$33,811; Mexico, \$42,703.

The coal areas of Canada are estimated at 97,200 square miles, not including areas known, but as yet completely undeveloped in the far north. The coal areas of Nova Scotia cover about 635 square miles, representing, according to estimation, 7,000,000,000 tons of coal. The coal areas of Manitoba are roughly estimated at 15,000 square miles; those of Alberta, Athabaska and Peace River at 50,000 square miles. There is a small but rich area of the very best coal in the Rocky Mountains. In British Columbia there are coal areas aggregating 13,700 square miles.

The production of coal by provinces in 1889 was as follows:—Nova Scotia, 1,918,827 tons; British Columbia, 636,439; Manitoba and the Territories, 97,364; New Brunswick, 5,673; total production, 2,658,303.

In 1901 the production of coal by provinces was as follows:—Nova Scotia, 4,099,200 tons; British Columbia, 1,712,715; Manitoba and the Territories, 356,741; New Brunswick, 17,630; total production, 6,186,286 tons.

The iron deposits of the Dominion have a wide range, occurring at varied intervals, from Cape Breton, in the east, to Vancouver Island in the west. The annual consumption of iron and steel and their products in Canada is between 800,000 and 820,000 tons.

The production of pig iron in the Dominion of Canada amounted in the calendar year 1901 to 244,976 gross tons, as compared with 86,900 tons in 1900, 94,077 tons in 1899, and 68,755 tons in 1898.

There was a time, and not so long ago, when steel and heavy iron had to be imported from



AMining Town in Western Canada.

England, Germany, the United States and other countries.

The metal industries of Canada may be placed in two classes—mining and manufacture. It is estimated that for every ten thousand of our population about 1,500 are engaged in extracting various metals from the earth, and 800 in manufacturing the raw material into all kinds of machinery, tools, etc.; 1,600 are engaged in agricultural pursuits; 400 in trade and transportation; 140 in the professions, and the balance in miscellaneous employments.

The first Canadian smelting works were erected on the St. Maurice River in the province of Quebec in 1737 by the French Government, and were known as the St. Maurice Forges. After the Treaty of Paris, these works were carried on by the British, but they were never satisfactorily exploited until taken hold of by Montreal capitalists.

In 1890 the great Montreal iron firm of Drummond, McCall & Company joined hands with those interested in the Montreal Car Wheel Company and the St. Thomas Car Wheel Company in the formation of the Canada Iron Furnace Company (Limited), for the purpose of establishing in Canada the manufacture of charcoal pig iron. The company acquired the ore rights of the Three

Rivers district, purchased the Radnor Forges (formerly the St. Maurice) property, pulled down the old furnace, and erected the present modern furnace, having a daily capacity of forty tons of special charcoal iron. The average number of employees engaged in the operations of the company at Radnor Forges and throughout Quebec province is six hundred men, with three hundred horses.

In 1899 the company decided to establish a blast furnace plant for the manufacture of coke pig iron at Midland, Ont. This furnace was completed and officially opened on December 18, 1900. The Midland smelting works have a capacity of 55,000 tons per annum, and quite a large fleet of steamers is required to carry ore sufficient to keep them supplied. Other smelters were established at Hull, Que.; Marmora, Furnace Falls and other places in Ontario; Woodstock, N.B., and other places in Ontario. The production of iron from Canadian blast furnaces at present must be near two hundred thousand tons per annum.

Similarly Montreal capital is employed in mining and producing copper in Ontario; asbestos and mica in the Eastern Townships, and gold in the Saskatchewan district, British Columbia and the Yukon.

In the line of heavy iron and steel manufacture, Montreal has made a record that no other city in Canada can ever surpass. It was here that the first steam boat engine ever built in America was constructed, for Fulton's pioneer Hudson River steamer was fitted with English-built engines. Montreal mechanics also engineered the first steamship which crossed the Atlantic entirely under steam. Montreal has ever since been a headquarters for boilers and engines.

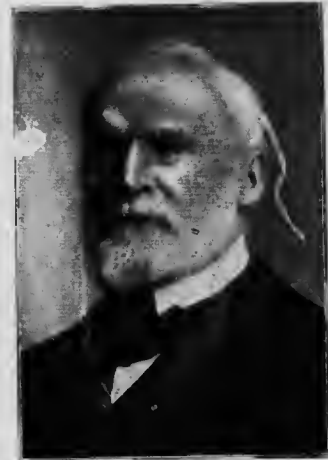
The shipbuilding trade has completely passed away from Montreal, but some of the most powerful stationary steam engines in America to-day, and contributing thousands of horse-power to industrial Canada, were made in Montreal. The products of Montreal boiler and engine shops are found all over the Dominion, from Sydney, C.B., to Vancouver, B.C.

Among the other great plants connected with the Montreal iron and steel industry is the pioneer, as well as one of the largest establishments engaged in the manufacture of bar iron, nails, etc., in Canada. These works employ some 700 hands, and have an annual capacity of about 20,000 tons of finished product. Another large plant of similar character employs 1,000 hands, and turns out 55,000 tons of manufactured goods annually. The great steel bridge works of Montreal have constructed bridges and other steel structures from one end of the Dominion to the other. The Dominion Bridge Company was organized nineteen years ago in a most modest way, with an original capacity of 6,000 tons per annum. Bridges and structural iron for all purposes are the products of the plant, and the

demand has increased to such an extent that the capacity has been extended to 25,000 tons per annum, single turn, and further additions are now in progress.

A big local manufacturing firm, whose specialties include fine machinery and tools, mechanical ovens and all kinds of bakers' and confectioners' machinery, turning lathes, shafting, pulleys, and various articles of mill machinery, send their goods to all parts of the world. They have supplied machinery to nearly all the governments of Europe and Asia.

The wire industry is of recent years, growing to be a most important one, and two great factories for producing electric copper wire and ordinary iron and steel wire are now approaching



Mr. Randolph Hersey,

President and Managing Director of the Pillow & Hersey Manufacturing Company, Ltd., and one of the most prominent men connected with the iron industry in Montreal.

completion. Important products of Montreal's great iron foundries are modern hot-water and steam heating furnaces, which are being supplied to the building trades of Europe, Asia and South Africa, as well as those of the United States. The tin and sheet iron industry is another rapidly developing one, one of the local can factories turning out 81,000 finished cans every working day of eight hours.

Apart from the great construction shops of the big railways, there is a large production of car wheels and axles, steel car and carriage springs, railway switches, etc., in Montreal, there being several great plants devoted to the production of those articles.

The importing iron and hardware trade of Montreal, as distinguished from the manufacturing industry, is a most important one, controlling probably four-fifths of the importing trade of Canada. The following table shows the chief importations of metals and their products during the first eleven months of the fiscal year just ended (eleven months ending May 31), compared

with the importations during the corresponding eleven months in 1902:—

		1902.	1903.
Electric Apparatus.	Great Britain. %	11,300	\$ 47,512
	United States. .	1,155,704	1,372,423
	Other Countries	6,688	7,705
	Totals . . . %	1,173,692	\$1,427,640
Metals, minerals and manufactures of.	Great Britain. %	106,115	142,509
	United States. .	860,430	993,251
	Other Countries	45,432	39,313
	Totals . . . %	1,011,977	\$1,175,073
Copper and manufactures of.	Great Britain. %	99,872	\$ 38,513
	United States. .	1,246,630	1,381,541
	Other Countries	10,264	1,885
	Totals . . . %	1,356,766	\$1,421,939
Gold and silver manufactures of.	Great Britain. %	51,670	\$ 63,736
	United States. .	219,928	267,933
	Other Countries	44,937	47,867
	Totals . . . %	316,535	\$ 379,536
Iron and steel and manufactures of.	Great Britain. %	5,482,481	\$8,158,917
	United States. .	21,525,061	24,929,445
	Other Countries	1,763,718	2,834,617
	Totals . . .	\$28,771,260	\$35,922,979

When it is remembered that quite four-fifths of these importations are handled by Montreal houses, and that there are other classes of metallic importations not quoted, it is possible to form some idea of the extent of the Montreal trade.

Montreal Rolling Mills Company.

The Montreal Rolling Mills Company employ one thousand hands and turn out 55,000 tons of manufactured goods annually. They have one of the largest and best equipped plants of the kind in the Dominion. Among the articles manufactured by them may be mentioned steel, brass and copper wire of all kinds; shot, lead pipe, white lead and putty; horse shoes and horse shoe nails; cut nails, tacks, and galvanized goods.

The business was established by Messrs. Morland, Watson & Company about the year 1857, with a capital of \$300,000. The works then consisted of a rolling mill, a cut nail factory and lead works. When the present company was incorporated and acquired the property in 1868, the capital was increased to \$750,000, and the works extended so as to include the manufacture of several new lines of goods. They now have three rolling mills, a wire mill, and factories for turning out the goods mentioned above, which, with machine shops and offices, cover an area of nearly twelve acres.

The works and general offices of the company are at 3080 Notre Dame Street, and the city office is in the Liverpool and London and Globe Building, St. James Street.

The Thos. Davidson Manufacturing Co., Limited.

An important industry in Canada was founded many years ago, when the business now known as the Thomas Davidson Manufacturing Company, Limited, was established for the manufacture of Japanned tinware, stamped, pressed, pieced and enamelled ware. The company's extensive works are situated at Albert, Delisle and Vinet Streets, Ste. Cécile, a large number of hands being employed. The offices are at 187 Delisle Street, and the sales-rooms are at 500 St. Paul Street, Montreal. The company manufactures wire goods, lithographed boxes and signs, tinware, trimmings, and enamelled goods, and its wares on the market are placed in keen competition with the granite and agate ironware manufactured in the United States. That the goods manufactured by the Thomas Davidson Manufacturing Company are superior to and therefore in greater demand than the



The Thos. Davidson Manufacturing Company.

American products has been demonstrated by the enormous increase in the output of the company's works and rapidly increasing sales by its agents throughout the Dominion. The principal articles are domestic and kitchen utensils, which are in universal use in nearly all households, and the enamel is so cleanly, so durable and useful, that it has now practically superseded earthenware in a large number of articles in everyday use.

The firm employs about eight hundred hands, and has in use the most modern machinery and appliances known to the trade. Their output has increased in value 400 per cent since 1878. Branches have been established in Toronto, Winnipeg, and Vancouver, and their products find large sales in all the provinces of the Dominion. Their quotations are always attractive to the progressive classes in the retail trade, and their goods are among the most saleable articles merchants in this line of business can keep.

Drummond, McCall & Company.

The annual consumption in Canada of iron and steel (including pig iron and the various finished products of iron and steel) is conservatively estimated at upwards of 800,000 net tons, of which Canada up to the present time has only been producing about one-sixth. Previous to the protective tariff on iron and steel, established in 1887, the Canadian proportion did not even reach this figure, but it is pleasing to note that our proportion is now rapidly increasing, new furnaces and finishing mills being established in various parts of the country, and, in the opinion of many experts, it will not be many years before Canada will produce sufficient of these materials to not only take care of the home market, but to permit of a fair export trade being established. There will, however, always be imported into Canada certain special classes of finished material, which can be manufactured to better advantage in other countries.

No firm in Canada has been more interested in developing the natural iron resources of this country than the firm of Drummond, McCall & Co., iron, steel and metal merchants, of Montreal. The members of this firm—Mr. Geo. E. Drummond, Mr. James T. McCall and Mr. Thomas J. Drummond—have all had years of experience in the industry, and have taken a wide interest in the development of the enterprise of iron mining and manufacture in Canada, being directly responsible for the establishment of the important works now run under their management in the provinces of Quebec, Ontario and Nova Scotia, all in active operation and showing excellent results.

The firm was established in 1881, and in its early days was engaged in the importation of pig iron and iron and steel products from Great Britain and the Continent. They are now exclusive buyers in Canada for the products of many of the most prominent producing firms in these countries. Their customers include all the large foundries, boiler-makers and manufacturers of machinery throughout Canada. They also deal largely in steel rails, structural steel, plates, bars, etc., which are used by the various railroad companies, bridge works and general contracting and manufacturing companies.

In addition to their importing business, they act as general sales agents for some prominent iron and steel producing companies at home, among others being the Algoma Steel Company, of Sault Ste. Marie, Ont.

Although primarily merchants, this firm has for many years been largely interested in the Canada Iron Furnace Company, Limited, producing at their furnace located at Midland, Ont., a high-class foundry iron, made from selected Lake Superior ores, with Connellsville coke; and at the furnace at Radnor Forges a special charcoal pig iron, manufactured from the famous bog ores of the district with charcoal fuel, adapted for the manufacture of car wheels and chilled castings.

The properties of the Canada Iron Furnace Company in both provinces are of great extent and value, embracing in the province of Quebec, in addition to the works themselves, valuable water powers, large areas of ore-bearing lands, wood lands, etc.; and at Midland, Ont., aside altogether from the works, the Company owns and controls most valuable water frontages, together with docks, terminal railway, etc. As Midland is to-day recognized as by far the best port on the Georgian Bay, the importance and value of the properties owned and controlled by the company can be well understood.

The firm also manage the Montreal Pipe Foundry Company, Limited, which has its foundries at Three Rivers, P.Q., and Londonderry, Nova Scotia, and ranks among the leading concerns manufacturing cast-iron water and gas pipes and general water works castings.

In addition to the above, the firm, together with some outside parties, has recently acquired the property and works of the Londonderry Iron Company, of Londonderry, N.S., and it is now re-establishing and developing this property under the name of the Londonderry Iron and Mining Company, Limited. The iron mines are being developed on scientific lines, and a new blast furnace is being erected. The business is expected to rapidly develop so soon as the furnace is blown in, which will be during the present year.

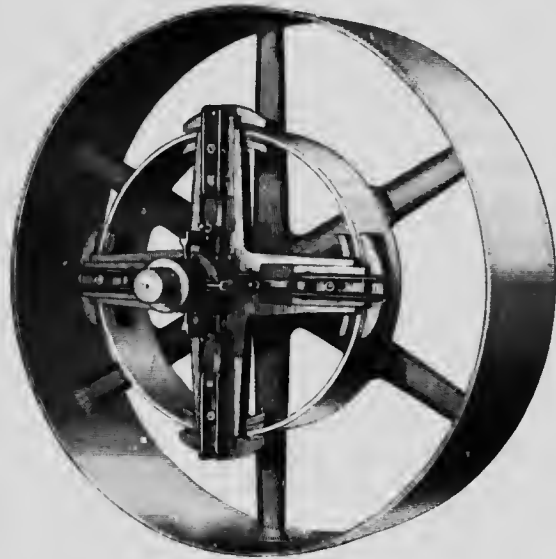
The offices of Messrs. Drummond, McCall & Co. are in the Canada Life Building, corner of St. Peter and St. James Streets, Montreal, and it also has branch offices at 93 York Street, Toronto, and Londonderry, N.S. The business carried on by the firm has made a somewhat remarkable growth in proportions during recent years, and there is to-day none more prominent or potential in the iron industry in Canada, nor none to whom more credit is due for the development we have already enjoyed and the prospective business we have in sight in the Dominion. Mr. George E. Drummond is Vice-President of the Montreal Board of Trade, and also of the Canadian Manufacturers' Association.

Miller Bros. & Toms. Engaged in the designing, building and repairing of all kinds of machinery, the firm of Miller Bros. & Toms are at the head of their branch of industry in the city of Montreal. The firm was originally established by Messrs. G. A. Miller and C. D. Edwards in 1869, under the firm name of G. A. Miller & Company, with business premises in the old Haymarket Square. Increasing business necessitated their removal to the old St. George's Church Building on Notre Dame Street, and from there the firm removed to the corner of King and Williams Streets, where they remained for about 25 years. Last year their present extensive and convenient premises at 88 Dalhousie Street were erected and occupied, which extends from Dalhousie Street to Ann Street, and when the firm's present shops were fitted up, every effort was made to have every branch combined, so that the new premises would form one of the most complete shops in Canada. The present partners in the firm are Messrs. G. A. Miller and C. D. Miller, and under their direction the business is steadily increasing. Upwards of a hundred hands are regularly employed in carrying out machine and mill-wrighting work all over the country. For many years, in addition to the general machinist and millwright business, the firm was engaged in the elevator industry, and have installed some of the largest elevator plants in the Dominion. Among the elevator plants installed by Miller Bros. & Toms may be mentioned the Bell Telephone Co., Place Viger



Station and Hotel (C.P.R.), Imperial Building, the S. Carsley Company (Montreal), the Bank of Hochelaga, Chateau Frontenac, Clarendon Hotel, Z. Paquet (Quebec), Nerlich & Sons, Gowaas, Kent & Toronto Message Buildings (Toronto), prominent Post-Office, Hamilton

(Ontario), Russell Hotel, Ottawa (Ontario), and the Lundy Lane Observatory, Niagara Falls. In 1902 the firm sold out the latter branch of its business to the Canadian Otis Elevator Company,



which has been established in this city as a branch of the Otis Elevator Company, of New York.

Messrs. Miller Bros. & Toms now confine their operations to general machine and millwright work, which includes the designing, building and repairing of all kinds of machinery. Some of the special lines manufactured by this firm are the Hill patent friction clutch pulleys and cut-off couplings and Hill ring oiling bearings, the Beaudry upright power hammer, derricks and hoisting winches, and special machinery for grain elevators and conveyors. Miller Bros. & Toms are also sole Canadian agents for the celebrated Blackman ventilating fans. Contracts for work are accepted for all parts of Canada, the firm being one of the most progressive and up-to-date in the country, and their reputation for carrying out the highest kind of work is well known throughout the Dominion. With the impetus being noticed throughout Canada along industrial lines, the firm anticipates a marked demand for equipments such as they supply, and are prepared to meet all legitimate competition in manufacture and contract work.

With the enviable reputation which has been attained by the firm through the many years of their existence, with completed contracts standing everywhere as evidence of their ability, there is little question as to the share of new business which is bound to find its way into their establishment.

Babcock & Wilcox, Limited. The Canadian branch of the celebrated Company of Babcock & Wilcox (Limited), the acknowledged head of the boiler making firms of the world, was established in Montreal in 1897, the offices now being situate in the New York Life Insurance Building in the Place d'Armes. The Canadian manager is Mr. L. R. Flint, who is supported by Mr. H. W. Weller, manager of the sales department. Beneath the offices in the basement of the building is installed one of the Company's water tube boilers, of the most recent date and manufacture, so that visitors can have its qualities and properties demonstrated to them in the very best fashion.

The Company's business in Canada has developed in a rapid manner from the commencement, and as soon as the conditions warrant, it is the intention of the directors of Babcock & Wilcox (Limited), to establish large works near Montreal, which will include a plant capable of turning out the boilers and steam apparatus which have established the unrivalled reputation of this concern. The establishment of these works would be a welcome and material addition to the industries of Montreal and the country, giving as they would do employment to large numbers of workmen and skilled artisans. Among the important contracts now in course of fulfilment by Babcock & Wilcox (Limited) is the installation of the extensive boiler plant for the new shops of the Canadian Pacific Railroad, near this city, the new shops of the Locomotive and Machine Company at Longue Pointe, and of the Dominion Wire Manufacturing Company.

For more than a third of a century the Babcock & Wilcox Water Tube Boiler has gone through a gradual evolutionary process, and is now produced in four distinct varieties (1) the Marine, (2) the Land, (3) the Cross and (4) the Portable. The leading principles observed in these four types are the same, and are the result chiefly of the researches and invention of the late Mr. George Babcock, who was one of the pioneers of the modern water tube boiler, and probably a closer student of steam boiler design and construction than any other engineer who lived during the last century. The Babcock & Wilcox Marine Boiler is placed first in the report of the Naval Boilers' Committee of the British Admiralty as suitable for warships, and has been ordered for installation in H.M.S. first-class cruiser "Argyll" and the battleships H.M.S. "King Edward VII," "Hindustan," "Duke of Edinburgh," "Hermes," "Black Prince," "Dominion," and "Commonwealth," besides a large number of United States warships and passenger and merchant steamers. With regard to the other types of Babcock boilers, several millions of horse power have been installed by the Company throughout the world, principally to electric lighting undertakings, electric railways, iron and steel works, foundries, electrical engineering works, tube works, destruc-

tor works, and every branch of the engineering industries, and practically all branches are represented in the list. The immense number now in use make the preparation of a complete list impossible.

The company's principal works at Renfrew, Scotland, cover thirty-two acres, and give employment to over two thousand men. The output of these works amounts to no less than fifty boilers a week, while the output of the Company's American Works at Bayonne, New Jersey, is of about equal amount. In France the business is handled by the Fonderies et Ateliers de la Cornueve Chaudières, Babcock & Wilcox, with works at La Cornueve, near Paris, and in Germany, by the Deutsche Babcock and Wilcox-Dampf-Kesselwerke-act-ges, with works at Oberhausen. Thus the Company is undoubtedly the largest boiler-making concern in the world, and a visit to all or either one of the works enables anyone to realize how in the face of the keenest competition, it manages to maintain the enviable position it holds at the head of the boiler making firms of the world. Boilers are, of course, the chief specialty of the firm, but their superheaters, stokers, steam piping and other accessories generally are also of the highest class of design and workmanship. The Company has, for years, laid itself out for the supply of practically everything the steam user is likely to require in the boiler house, from a spanner or handfiring tool up to mechanical coal-handling plant, and every kind of general steam, marine and land engineering work is also undertaken by the Company and its experts. That the merits of the Company's boilers are fully appreciated in Canada, is evident from the fact that during the past year, it has installed no less than twenty thousand horse power in this country. But one of the most important of its advantages is its safety, not a single dangerous explosion having occurred in the whole history of the Company, the boiler being so constructed of a number of tubes that, if one becomes defective and gives way, the effects of the explosion would be confined to the individual tube, which is a small part only of one of the boilers, which can easily be replaced by the ordinary mechanics at slight cost.

The Company was registered in 1900 with a share capital of £630,000, under the style of "Babcock & Wilcox (Limited). The registered offices are now at Oriel House, 30 Farringdon Street, London, E. C. In addition to the branch at No. 5 Place d'Armes, Montreal, there are also offices at Toronto, London, Glasgow, Manchester, Paris, Brussels, Milan, Berlin, Oberhausen, Sydney (N.S.W.), New York, Chicago, Boston, Philadelphia, Pittsburg, St. Louis, Rochester, Cleveland, Atlanta, New Orleans, Mexico City, Havana, San Francisco, Seattle, Los Angeles, Cincinnati, Minneapolis, Buffalo, besides having representatives all over the world.

The Fairbanks Company. The Fairbanks Company is famous throughout the world for its special manufactures, and not the least important part of the trade of this company is its vast Canadian connection. The Fairbanks Company opened its chief Canadian offices, warehouse and salesrooms in Montreal in 1898, and since that time the business has developed to such a remarkable extent, from the Atlantic to the Pacific, that branches have been opened in Winnipeg (Man.) and Vancouver (B.C.). The Montreal premises occupy Nos. 747 and 749 Craig Street, and are handsome and commodious, and the continuous increase in the volume of their business

thus maintaining for this important concern its position as a world's leader in its particular branch of industry.

No other concern in the world manufacture a greater variety of every conceivable kind of scale than the Fairbanks Company. Scales are constructed by the company to indicate weights used in any part of the world, and to accord with the standard weights of any country.

A specialty, which the company have found to be a most important line, is the manufacture of its patent renewable asbestos disc valves, which have been placed in most of the large and important buildings in New York City, and the prin-



renders it imperative for their immediate further enlargement. The showrooms, which visiting members of the British Chambers of Commerce are cordially invited to inspect, rank among the finest in the city, and contain a varied and heavy stock of the numerous products of the company.

Famous for the manufacture of Fairbanks standard scales, asbestos disc valves, asbestos packed cocks, tools and machinery, trucks, portable forges, railway and mill supplies, the Fairbanks Company has secured, and is constantly acquiring new patents and inventions, which enables it to improve the manufactures, and keep them in the most up-to-date state of perfection,

principal American, Canadian and European centres. Other specialties handled by the Fairbanks Company are Yale and Towne chain blocks, trucks in all sizes, shapes and styles, baggage barrows, depot express waggons, push carts, Cole's patent "Coronet" belting, portable forges, gas and gasoline engines, and machinery and tools of every description.

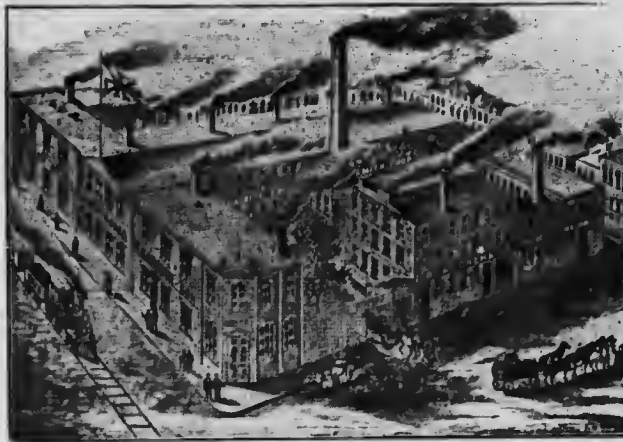
The Fairbanks Company have warehouses in New York City, Boston, Buffalo, Philadelphia, Baltimore, Pittsburg, Albany, New Orleans, and London (England) in addition to its Canadian branches. The Canadian business is under the management of Mr. H. J. Fuller.

Dominion Bridge Co., Limited.

In the vast Dominion of Canada, with its mighty rivers, lakes and streams, the making and building of bridges is one of the most important industries in this country. Some of the most beautiful bridge structures and magnificent engineering works in the world have been erected and completed by the Dominion Bridge Company, Limited, and among these may be mentioned the Lachine Bridge and the Ottawa Bridge, two structures which rank with any similar work on the continent.

The company's extensive works and plant are situate at Lachine Locks, and are well worthy of a visit. Established in 1883, this concern is one of the most powerful manufacturing companies in Canada. James Ross is the President; James P. Dawes, Vice-President; the remainder of the directorate being composed of R. B. Angus, Charles Cassils, James Cooper, F. L. Wanklyn, and W. C. McIntyre. The manager is Phelps Johnson, R. S. Buck the chief engineer, and A. W. Shearwood, secretary.

Robert Gardner & Son. The reputation achieved by the well-known manufacturing firm of Robert Gardner & Son for the excellence of their products is of the highest character and well deserved. This firm manufactures lathes, tools of various kinds, machinery,



Robert Gardner & Son.

shafting, etc., a specialty being made of biscuit and confectionery machinery, which is largely in use in all parts of the Dominion.

This business was founded by the late Mr. Robert Gardner in 1850, the firm becoming Robert Gardner & Son in 1875. In 1890, Mr. Robert Gardner, junior, succeeded to the business as sole proprietor, and his thorough mastery of

every detail of his business has caused the expansion of the trade of the firm to a remarkable extent. The works are situate on Nazareth Street, Montreal, covering a large area of ground, and are equipped with the most modern and up-to-date machinery for the manufacture of the various products distributed by this firm. The name of Robert Gardner & Son on any article is a guarantee of super-excellence of manufacture and material.



Mr. George J. Crowley,
Of the firm of James Hutton & Company.

James Hutton & Co. One of the principal firms of manufacturers agents in the city of Montreal, James Hutton & Company, was established in 1841 by the late James Hutton. He was succeeded by the late Colonel W. H. Hutton, who died in 1893, and then the present proprietor, Mr. G. J. Crowley, assumed entire control of the business. The firm are the sole Canadian representatives for Joseph Rodgers & Sons (Limited), of Sheffield, cutlers to His Majesty King Edward VII., Steel, Peck & Tozer (Limited), also of Sheffield, manufacturers of steel axles, tires, spring steel, etc.; Thomas Goldsworthy & Son, of Manchester, manufacturers of emery, emery cloth, etc.; W. & S. Butcher, of Sheffield, manufacturers of razors, files, etc., and the famous English billiard table manufacturers, Barronghes & Watts (Limited), of London.

The eminence of these firms and the great demand throughout the Dominion for wares of their manufacture, renders the business of James Hutton & Co. a very extensive one, and the energetic representation, and long-standing influence exercised by these old established agents ensure all firms they act as Canadian salesmen for a constantly increasing flow of business. The offices of the firm are at No. 232 McGill street, Montreal.



Mr. L. H. Hebert.



Mr. Alfred Jeannotte

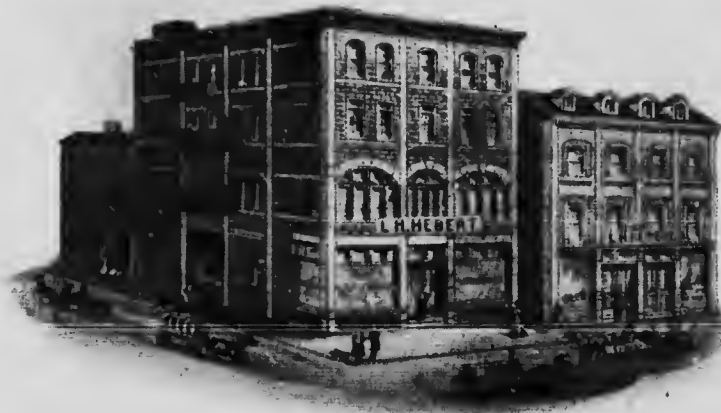
L. H. Hebert. The firm of L. H. Hebert, the celebrated wholesale hardware merchants, are among the leaders of their trade in the city of Montreal. The firm deal principally in shelf and heavy hardware, paints, oils, glass, metals and agricultural implements. The partners in the firm are Louis Herbinégilde Hebert and Alfred Jeannotte, the latter having joined Mr. Hebert in partnership in 1894, after being associated with the business for some time as a trusted employee.

L. H. Hebert, the present senior partner, was born in the province of Quebec in 1836, receiving his early education at the school at St. Marc, Richelieu. From early youth M. Hebert displayed great commercial talent, and finally settled in Montreal, as affording a greater field for his ambitions. Finally he entered the employ of Prevost & Company, hardware merchants, remaining with that firm several years,

and, by his energy and intelligent devotion to his business, was taken into partnership in that house in 1872, the firm name being changed to Prevost, Hebert & Prevost.

In 1884, upon the dissolution of this firm, M. Hebert founded the present house. For years M. Hebert has been an active member of the Chamber of Commerce for his district, and the Board of Trade for Montreal, and shown at all times his devotion to the best interests of the city. In politics he is independent. M. Jeannotte, the only partner of M. Hebert, has had over 21 years' experience in the hardware trade, and is one of the most able, experienced and energetic merchants in Montreal in his especial industry.

The commodious offices, warerooms, sales-rooms and show rooms of the firm are at 297, 299, and 301 St. Paul Street and 21 St. Jean Baptiste Street, Montreal.



A. C. Leslie & Company. Prominent in the iron, steel and metal trade of the Dominion, the firm of A. C. Leslie & Company, has for nearly 40 years past transacted an extensive business throughout this country. The firm was established in 1866 by the late Alexander C. Leslie, who came to Montreal from Hamilton, and commenced business as a hardware and metal broker. He secured the agencies for several of the leading manufacturers of shelf and heavy hardware in Great Britain and elsewhere, and soon secured the high reputation for business knowledge and fair and upright dealing, which clung to him through life. His lamented death took place in 1896, some ten years after his son, William L. Leslie, the present head of the firm, had joined him in partnership, and who has ever since conducted the firm's business on the same honorable lines adopted and practised by his father. In 1897 Mr. Leslie was joined in partnership by Mr. A. H. Campbell, who had previously been associated with Frothingham & Workman for about 14 years, and these two gentlemen now constitute the existing firm.

A. C. Leslie & Company are the Canadian managers for John Lysaght, Ltd., of Bristol and Newport (England), manufacturers of "Queen's Head" galvanized iron and cold rolled, close annealed steel sheets for electrical and other purposes, where a good, soft, patent levelled sheet is required. The firm are the Canadian representatives of the following well-known manufacturing firms:—The Whitehead Company, Limited, of Warrington (England), wire and wire rope; the Carron Company of Glasgow, proprietors of the well-known brand of Carron pig iron; Monks, Hall & Company, of Warrington, iron and steel bars and iron pipe; Henry Wright & Company, Dudley (England), anvils and vises. The firm are also agents for Allway's charcoal, Lydbrook coke tin plates, Dean turnplates, Dominion Crown bar iron, Sanderson's cast steel for tools, and for the well-known Remy brand of Wolfram permanent magnet steel. The firm also represent the following American firms:—The Standard Chain Company of Pittsburg, Pa., and the Gautier Department of Cambria Steel Company, of Johnstown, Pa.

A. C. Leslie & Company deal largely in iron and steel of all kinds, making a specialty of raw material. The firm's business has expanded proportionately with the rapid growth of the Dominion, and now, instead of their business being practically confined to the provinces of Quebec and Ontario, they distribute over the whole of Canada and the United States. The firm is specially represented in Halifax, Winnipeg, and the Pacific Coast cities. The commodious offices of A. C. Leslie & Company are situate in the Merchants' Bank Building, Montreal, and their warehouse on King Street.

The W. C. White Boiler Works and The Glasgow Lead Pipe Works.

The extensive workshop and factories of the W. C. White Boiler Works and the Glasgow Lead Pipe Works are situated at Nazareth, Breman and Dalhousie streets, Montreal, and were established in 1860 by the late W. C. White, his successor and the present sole proprietor, being Mr. Hugh Vallance. The W. C. White Boiler Works had the honor of building the first steel steamer, totally constructed in Canada and named the "Chola." She was built for the Niagara Steam Navigation Company, whose boats run from Toronto to Niagara. At these works every kind



of steam boilers, steam boats, bridges, tanks, etc., are constructed, and a large amount of new and repairing work is done for the other engineering firms of Montreal.

The Glasgow Lead Works manufacture lead wire, window leads, lead pipes of all sizes and kinds, special sizes of pipes being made to order and at the shortest notice without extra cost; almost every other kind of lead work is also manufactured. This business has developed into a very important enterprise. Mr. Hugh Vallance is considered one of the most skilled mechanical engineers in Montreal.

The Simplex Railway Appliance Company of Canada, Limited.

This company is engaged in the manufacture of the well-known Simplex bolsters, brake beams, and Susemihl frictionless roller side bearings for freight cars and locomotives, and, although established only in 1902, over twenty thousand bolsters, eighteen thousand brake beams, and forty thousand side bearings are now in use on Canadian roads. The office and works are at 1788 St. James Street, St. Henri de Montreal, where one hundred and fifty hands are constantly employed.

The officers are Wm. V. Kelley, President; W. W. Butler, 1st Vice-President; Robert P. Lanouet, 2nd Vice-President; George E. Scott, 3rd Vice-President; Arch. H. Chave, Secretary; and John A. La..., Treasurer.

Mica Boiler Covering Company, Limited.

The Canadian offices and factory of the Mica Boiler Covering Company (Limited) are situated at Nos. 86 to 92 Ann Street, Montreal, and are under the management of Mr. John E. Hulett. The English offices of the company are at No. 35 Queen Victoria Street, London,



Montreal Factory and Warehouse

and the factories are at Victoria Park, London, and Widnes, Lancashire.

The Company have made a specialty and are sole manufacturers of Fire Proof Mica Boiler and Pipe Coverings for locomotive, marine and stationary boilers, steam, hot and cold water and cold storage insulations. The great success and expansion of the business of the Mica Boiler Covering Company is due to the fact that it was one of the first concerns to discover the immense



Flue in Toronto Street Railway Power House covered with Mica Mats.

value of mica for the particular purposes for which the company now classes it. Mica covers are fire-proof, damp proof, frost proof, and vermin proof, and are acknowledged by the world's ex-

perts to be the highest non-conductor in the world. Thus the company's mica coverings effect an enormous saving in fuel. No covering for boilers and pipes has been found so efficacious or durable. Mica units are used by the principal railways in Canada, Great Britain and India, and also by the British and French Admiralties and War Office. The Company also manufacture mica fire-proof cement and deal largely in cut, electrical, and powdered mica and all kinds of engineers' and mill supplies.

The Company have executed contracts for fitting up several of His Majesty's battle-ships with their mica insulations, and have also introduced their insulating system into the French navy. The Company was awarded the only gold medal in their section at the Pan-American Exhibition at Buffalo in 1901, and were prize-winners at the Paris Exposition of 1900.

The company, in the near future, will probably open factories in France, the United States and South Africa.

Mr. H. C. Mitchell, of London (England) is managing director of the company.

Canada Horse Nail Co. This company commenced the business of manufacturing horse nails in Montreal in the year 1865, and have during the intervening 38 years directed their entire energies, plant and capital to the production of this one article. They have succeeded not only in securing the largest manufacturing business in horse nails in Canada, but also have the gratifying assurance that their registered trade mark, "C" brand, is accepted as the symbol for the highest standard of quality and perfection in pattern and finish of horse shoe nails made in Canada.

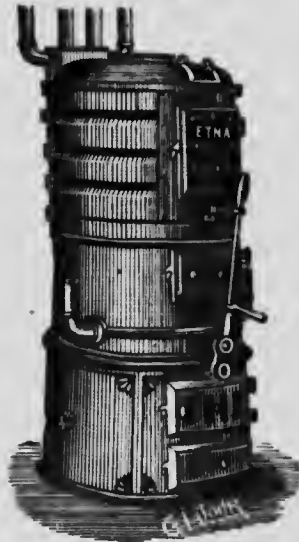
The "C" brand horse nails are on sale at all the leading hardware dealers in the Dominion from Halifax to Victoria, and have also found their way among a limited, but select class of buyers, in South America and New Zealand, who appreciate their merits. These nails are made exclusively from the best material known or used in the world for the purpose—Swedish Charcoal Steel Nail Rods. The process of manufacture is only in use at their works.

The company was incorporated in 1901, and has an authorized capital of \$100,000. The works and office are at 129 Mill Street, adjoining the Lachine Canal Basin, from which they derive their hydraulic power for operating their machines.

Mr. John Torrance (of the well-known shipping firm of D. Torrance & Co.) is the President, and Mr. William Smail, who has been connected with the hardware business and allied industries in Montreal for the past 42 years, is Secretary-Treasurer and Managing Director.

Delorme Brothers. With commodious salesrooms and offices at No. 15 Debrosses Street, the firm of Delorme Brothers rank highly in the mercantile community of the city of Montreal. The partners are Charles Emile Delorme and Gustave Delorme, the business having been established upwards of twenty years. An extensive business is carried on in general hardware, a specialty being made of carriage, saddlery and builders' supplies. The firm are the sole Canadian agents for many large manufacturing concerns, including Thos. Croshaw & Sons; Job Whewy & Son; E. Jeffries & Sons; J. & J. Dewsbury & Son; Davis & Wilson; Geo. Nicklin & Son; Imperial Boltstead Co.; Manufacture Française D'Armes et Cycles De St. Etienne; the Montreal Hardware Manufacturing Co., Limited; and are also agents for Eastern Canada for the following firms:—The Cleveland Hardware Co.; London Bolt and Hinge Works; Bramford Screw Co.; E. H. Phelps & Co.; Guelph Axle Manufacturing Co.; Guelph Carriage Top and Hardware Co.; A. B. Jardine & Co.; James Warnock & Co., and Victor Loulenx. The business conducted by the firm of Delorme Brothers is continuously increasing and expanding.

Beaupré et Fils.



For upwards of fifteen years the firm of Beaupré et Fils have been among the prominent iron-founders in the city of Montreal. The members of the firm are F. Beaupré and P. E. Beaupré. They manufacture a full line of plumbers' supplies, soil pipe fittings, a specialty being made of hot water boilers, the head of the firm, Mr. F. Beaupré, being the original inventor of hot water boilers in Canada. Especially may be mentioned that Beaupré et Fils manufacture the best wood burning hot water boiler in Canada, large numbers being in use and giving universal satisfaction, and the extra hot water boiler made by this firm has for many years proven one of the most saleable boilers in the market. The firm also transact a large general founding and casting business. The sale and sample rooms of the firm are at 595-7 St. Paul Street, Montreal.



Mr. John McClary.

London, Ont., Founder of the McClary Manufacturing Company, Manufacturers of stoves, ranges, furnaces, refrigerators, and practically all kinds of hardware, with a large branch and factory in Montreal.

B. & S. H. Thompson & Co., Limited.

This firm was established in Montreal upwards of fifty years ago as metal, hardware and general merchants. On January 1st, 1902, the business was incorporated as B. & S. H. Thompson & Co., Ltd., with premises at 53 St. Sulpice Street. The firm is under the direction of Mr. G. A. Kohl, Vice-President of the company. The company is an off-shoot of the firm of B. & S. H. Thompson, Ltd., of Birmingham, who have been in business in that city for over sixty years. Mr. Stephen H. Thompson, the President of the company, resides in Birmingham, and is well known throughout Canada.

B. & S. H. Thompson & Company, Limited, act in Canada as Dominion Sales Agents for the American Sheet Steel Co. and the American Tin Plate Co., of New York, and represent many large manufacturers in England, Belgium and Germany, in addition to looking after the Canadian interests of B. & S. H. Thompson, Ltd., of Birmingham.

The company deals largely in black and galvanized sheets, tin plates, Canada plates, sheet zinc, ingot tin, ingot copper, sheet copper, white lead, etc., etc., and are the sole Canadian agents for E. Regniers & Co., of Charleroi, Belgium, the largest shippers and exporters of Belgian window glass.

The Portland cement trade has special attention given it by the company, they acting as selling agents for the Associated Portland Cement Manufacturers (1900), Ltd., London, England, whose special brand is known as "J. B. White & Bros." best Portland cement.



From Mr. Justice Giguard's
"Lake St. Louis" and Supplement.

The Dominion Wire Rope Company, Limited, whose head office is at 299 St. James Street, was established by letters patent on the 3rd August, 1886. At the last annual meeting, held in the early part of 1903, the officers unanimously re-elected were as follows:—President, Mr. James Cooper; Vice-President, Mr. James Williamson; Secretary-Treasurer, Mr. J. J. Rosevear; Managing Director, Mr. F. H. Hopkins.

As the name implies, this company manufactures all classes and kinds of steel and iron wire ropes for all purposes. The company has not branched into any other lines outside of the direct manufacture of wire cables, and consequently have been able to centre their whole attention in improving and producing the very highest quality of goods which can be manufactured.

They have a wide reputation for their underground haulage ropes, used in coal mines; also, shaft ropes, dredge cables, transmission ropes, elevator ropes, cableway and tramway ropes. These, in addition to the large range which they are making, places them foremost in the production of this class of material.

The factory, situated in the parish of LaSalle, of which an illustration accompanies this article, is a model structure for the economical produc-

tion of this specialty, and is fully equipped with the highest grade of patented machinery, capable of producing wire strands and cables ranging from 1/16 of an inch to 3 inches in diameter.

When this company started in 1886 they occupied a small building, but in view of the high grade of goods which they have been producing, they have practically controlled the lion's share of this trade in Canada, consequently necessitating the erection of further buildings for the economical handling of the business.

Their shipping facilities are also such that their goods can be handled at the very lowest cost, by rail or by water.

The company is now employing a great number of hands in the manufacture at the works, as well as a large staff in the conducting of the office and business affairs. They also have representatives in all the provinces of the Dominion, from the Atlantic to the Pacific.

Of recent years they have developed into the production of a new and most improved wire cable, known as the Dominion Durable Wire Rope, which is a combination of wire and hemp, thus fulfilling a long-felt want of a very flexible cable, combining great strength and wearing quality. This cable is also taking the place very largely of hemp and manilla ropes for ships and other purposes, thus adding materially to the importance of this manufacture.

Alex. McKay. No manufacturer in his special line of the iron industry ranks higher than Alex. McKay as a practical boiler maker and general blacksmith. His office and works are situated at 536 to 546 De Montigny Street, Montreal, and here he manufactures high pressure marine locomotive and stationary boilers in all styles, one of his most recent and modern improved being the tapered shell, upright submerged tube boiler, as shown in the accompanying cut. Among his other products may be enumerated tanks of all sizes and descriptions — large tanks for storing oil and for grain elevators, steel pipes for water, smoke and air purposes of any size and shape, thames, gasometers, clam shell buckets, tubs, etc., for handling coal, ore or earth, and kettles for roofers and asphalt pavers.



Alex. McKay has recently perfected a machine for making boiler tube retarders, and now manufactures them in all sizes at low prices. They are especially advantageous to those who have strong drafts under their boilers. Specialties are made of gold dredging machinery, screens, sluice boxes, hog singeing chains for abattoirs, and breeching pipes for plants being fitted with induced draft. Mr. McKay deals largely in new and second-hand boilers and tanks, and undertakes contracts for ship and boiler repairing and heavy and light forging.

Canada Machinery Agency. The office of the Canada Machinery Agency, Mr. W. H. Nolan, manager, is at 298 St. James Street. Mr. Nolan has been in the machinery business for about twenty years, and in Montreal is known to be one of our best informed and most reliable dealers. He handles general machinery, engines, boilers, leather and rubber belting, emery wheels, shafting, pumps, saw mill machinery, wood working machinery, iron working tools, etc.

Canada Hardware Co., Limited.

Although the Canada Hardware Company (Limited), has only been established a little over five years, it has become an important factor in the wholesale importing hardware trade of Montreal and the country. The general manager of the Company is Mr. A. M. St. Arnaud. The spacious offices, salesrooms and self goods warehouse are at No. 10 Debresoles Street and No. 137 Leroyer Street, and the warehouse for metals, bar iron and steel, etc., at No. 45 Common Street, Montreal.

L. J. A. Surveyer. Established in 1866 in Montreal by the present proprietor, L. J. A. Surveyer, he makes a specialty of cutlery and every description of tools, especially fine machinists' tools of American manufacture, builders' and house furnishing and general hardware. He manufactures lace curtain stretchers, and transacts quite a large business in these articles. His business premises are at No. 6 St. Lawrence Main.

Robert Mitchell Co., Limited, was established by the late Mr. Robert Mitchell in 1851 as the "Montreal Brass Works." They manufacture gas and electric light fixtures, and brass goods for plumbers, steam-fitters, gas fitters and steam and electric railway car furnishings. The company's factory at St. Cmcgonde, Montreal, was destroyed by fire this spring, but arrangements for rebuilding will place them in better shape for business than ever. City offices are maintained at 2468 St. Catherine Street.

Paul Lair. Established in 1898, Paul Lair is the sole patentee and manufacturer of the celebrated "Lair" petroleum motors, while he also largely manufactures gas and gasoline engines and motors. His offices and works are at 1240 to 1242 Notre Dame Street, Montreal, and here may be inspected every variety of motor, stationary, marine, portable, horizontal, vertical, on all the most modern models, and rated at horse power of different degrees. The "Lair" motors are now recognized as being superior to all others, and are in growing demand throughout the Dominion. All motors supplied by this firm



are thoroughly tested in their shops, and are guaranteed by them to every purchaser for the term of one year. The great advantage these motors enjoy over others is that they work equally well with petroleum as with gasoline or gas.



F. E. Came.

Manufacturer and Agent Railway Specialties.
Factory—Corner Ontario and Moreau Streets, Montreal.
Office—Temple Building, Montreal.

THE WIRE INDUSTRY.

The wire manufacturing industry of Canada has now become one of the most important in the country, because not only do the principal firms and companies engaged therein now practically make all the wire used in the Dominion, but such is the excellence of their products that a large export trade has been carried on with distant countries for some years.

In 1878 the firm of Cooper, Fairman & Company, now dissolved, commenced the manufacture of barbed wire in a comparatively small way. Subsequently the business and plant were taken over by the Dominion Barb Wire Company, Limited. The industry steadily grew in importance from that time, and the galvanizing of wire was embarked upon, in addition to the manufacture of fencing. The export trade of the country was inaugurated, and continued to expand until it has reached its present important proportions. Large quantities of Canadian wire was shipped to Australia, New Zealand, South Africa, South and Central America, Mexico and the West Indies, and the trade with these countries has ever since been on the increase. In 1883 the name of the company was changed to Dominion Wire Manufacturing Co., Ltd., and thus are still the leaders of the industry in Canada, and shortly afterwards this famous concern erected the first Canadian wire mill at Lachine. The site was especially well selected for the distribution of the products of the new mill, having railway sidings connected with both the Canadian Pacific Railway (Highland Station) and Grand Trunk Railway (Dominion Station). Water shipment was also available by way of the Lachine Canal. This enterprise gave a strong flip to the wire manufacturing industry. Encouraged by the great increase in the demand for and consequent expan-

sion of the production of galvanized wire and steel wire, the company commenced the manufacture of bright, annealed, oiled coppered, tinned and other market and special wires, and later brass and copper wire, wire nails, wood screws, cotter pins, bright wire goods and various other wire specialties.

The Dominion Wire Manufacturing Company speedily saw the necessity for the manufacture of copper wire as soon as electricity as a power became recognized, and speedily grappled with the new conditions, erecting the necessary up-to-date expensive plant, and soon a Canadian manufactured article was supplied to all the large power companies and street railways throughout the country. This enterprising company also obtained and executed the contract for the supply of the copper wire for the telegraphic line of the Canadian Pacific Railway system, which extends from the Atlantic to the Pacific Oceans.

With the success of the Dominion Wire Manufacturing Company, which progressed with the rapid development of the industry, numerous other enterprises sprang up, many of which still continue to operate with great success. One of the most important concerns is the Wire and Cable Company, which has erected and is still greatly enlarging its extensive and modern plant on Guy Street, Montreal. This company manufactures and controls a very large patronage for insulated electric wires and cables for telephone lighting and other purposes. The manufacture of insulated electrical wire was a most important local development of this industry. Before it was introduced, and plants erected here for its manufacture, insulated wire and electric materials were almost entirely imported from the United States, but now wires and cables of the highest class can be supplied to the trade throughout Canada at prices hitherto impossible, on account of the heavy expenses of importation. Another very important concern is the Dominion Wire Rope Company, Limited, which has confined itself to the manufacture of all classes and kinds of steel and iron wire ropes for all purposes. This company produces the very highest quality of goods in its own especial line.

The wire industry of Canada is flourishing to a highly satisfactory degree during this age of electrical endeavor, and it is a matter of congratulation that, with the vast demands for wire of all kinds throughout the country, the whole can be supplied of the best qualities and of every variety by domestic manufacturers in the Dominion, while the export trade is growing by leaps and bounds.

The Dominion Wire Manufacturing Company, Limited.

The Canadian wire manufacturing industry, which has assumed such important proportions, was practically originated and developed in this country by the Dominion Wire Manufacturing Company, Limited, which was established in 1880 for the purpose of acquiring the business of Cooper, Fairman & Company, who were the pioneer wire makers of the Dominion. With ample capital, and under the expert direction of its executive, the company rapidly expanded its business, which soon embraced every branch of wire manufacture. The domestic markets for the company's products quickly showed signs of increasing activity, while a considerable export trade was opened with the West Indies, South and Central America, Mexico, Australasia and South Africa.

In 1885 it became necessary for the company to erect a new plant, and accordingly a favorable site was selected at Lachine, about eight miles above Montreal. Here was erected the first wire mill in Canada, and this plant has from time to time been gradually added to and extended, until it covers about 15 acres. It is equipped with machinery of the most improved and up-to-date character, which renders it as complete as any wire manufacturing concern on the Continent, and it is undoubtedly the largest and finest plant of its kind in Canada. The company manufactures iron, steel, brass, copper, tinned and galvanized wires, and the products of the same, wire nails, wood screws, bright wire goods, barb and plain galvanized fencing, fence, poultry, bed, blind, barrel and keg staples, spring cotter pins, jack chain, and "Crescent" hat and coat hooks, etc. The products of the Company's plant have reached the highest possible standard, and have become staples throughout the Dominion and the various parts of the world to which they are exported. The situation of the works give unrivalled facilities for the shipping and receiving of goods. Railway sidings connect with both the Canadian Pacific Railway (Highland Station) and the Grand Trunk Railway (Dominion Station) running directly into the works, and their location alongside the Lachine Canal enables them to

receive and make shipments by water. Over 300 hands are constantly employed.

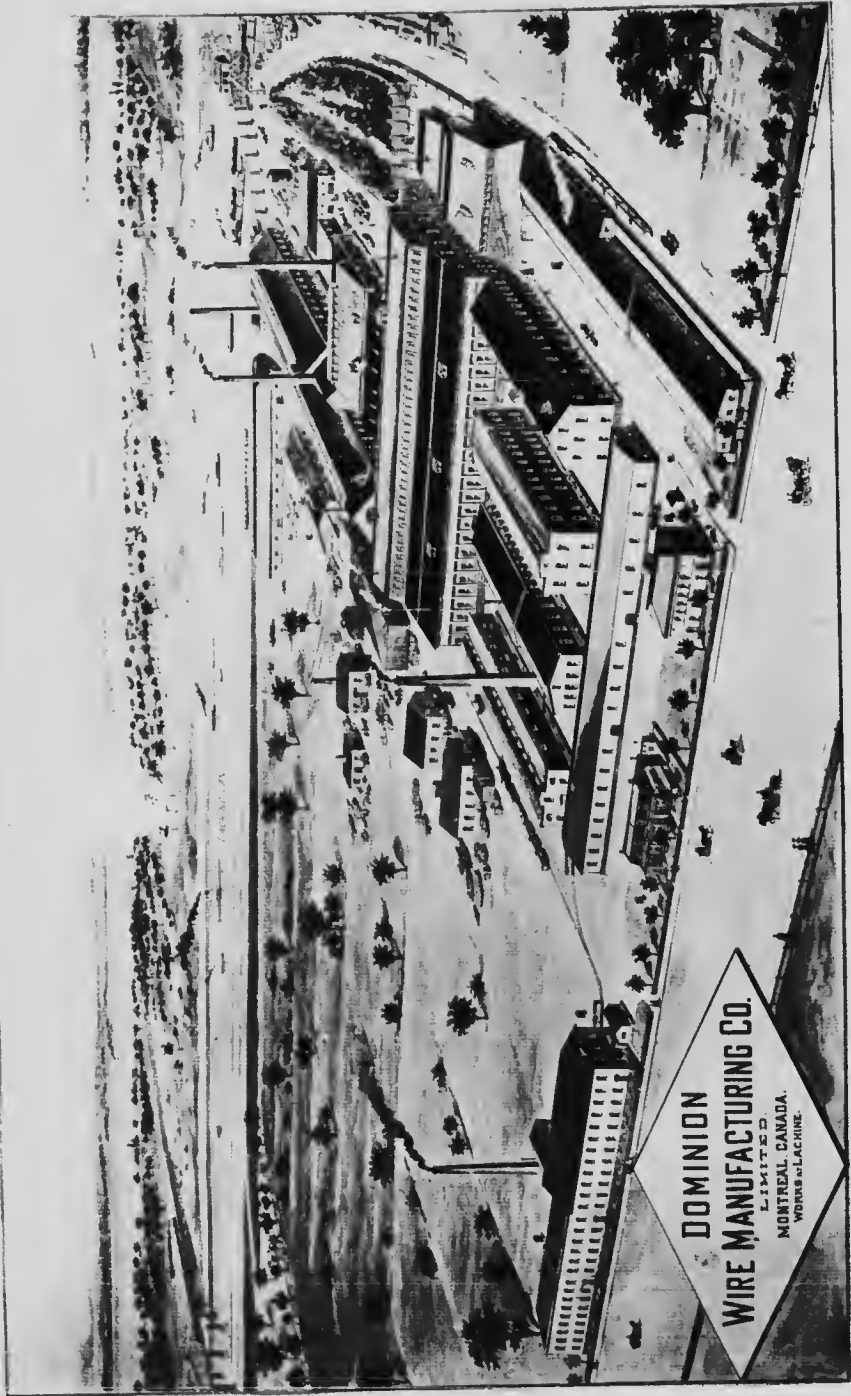
This important concern, besides bearing the distinction of being the oldest and largest wire manufacturers in the country, is purely a Canadian enterprise, having been brought into existence by the capital, energy and brains of Canadians. The company has always demonstrated its ability to manufacture as high grade products as any similar concern in this country or the Old World, and it may be mentioned that among the numerous important contracts secured and executed by the company was the supply of the necessary copper wire for the telegraphic line from the Atlantic to the Pacific of the Canadian Pacific Railway system. In addition, however, the excellence of the company's products, its distributive executive, enjoy a universal reputation for promptness and accuracy in filling and shipping orders, and this, coupled with the honorable and liberal treatment of patrons, has been an important factor in the great commercial success achieved.

This sketch would be incomplete without reference to the late Mr. Frederick Fairman, who was president and managing director of the company at the time of his death in 1897. He was the originator of the company, and made a life study of

bringing it to its present status of efficiency in every department. His two sons, F. W. Fairman and E. E. Fairman, still take a very active part in the business.

The company employs a capital of \$500,000. The present officers are Mr. James Cooper, President; Mr. Carl W. Vallman, Vice-President; Mr. J. C. McCormick, Managing Director; and Mr. A. E. Hanna, Secretary-Treasurer—gentlemen who bear a deservedly high reputation in the commercial and social community of Montreal. Their experienced and judicious management has been the main factor in the successful expansion of the business of the company. As a matter of course, the great success of the concern has excited keen business rivalry, but the company has always been easily able to cope with all competitors, and to maintain the lead of the Canadian wire industry, which it has justly earned and deservedly retains.





The Wire and Cable Company.

One of the most modern and up-to-date manufacturing plants installed in the city of Montreal is that of the Wire and Cable Company, the machines for the manufacture of bare wire and telephone cables being directly connected with the motors, of which there are upwards of 125. This principle dispenses with a lot of belting and shafting, rendering the plant more efficient, certain, rapid, and more easily manipulated than those of old-fashioned manufacture. The company's offices and works are 233 1/2 Guy Street, the latter extending to Lasignan Street at present, but so rapidly has the company's business expanded that the works are being largely added to, and extended as far as St. James Street. A large additional plant will also be installed, and a total average number of about 350 men will be



Mr. Edward F. Sise.
Secretary and Manager of the Wire and Cable Company,
Montreal.

kept in constant employment. The company manufacture bare wire and covered wire, electrical wire and cables, using at present about 1,000 horse power, generated by their own plant. The business has developed into one of the most successful manufacturing enterprises in this city.

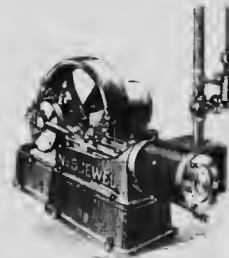
The charter of the Wire and Cable Company was granted in December, 1899, the President being C. F. Sise, the Vice-President, Robert Mackay, the remainder of the directorate being Hugh Paton, Robert Archer, Charles Cassils, W. R. Patterson, and H. B. Thayer. The energetic secretary and manager of the company is Edward F. Sise.

The Eagle Foundry. One of the oldest manufacturing engineering businesses in the city of Montreal is that of the Eagle Foundry, of which Mr. George Brush is the sole proprietor. Founded in 1820, the works and offices are at 34 King St. Manufacturing steam engines and boilers, mill and mining machinery, the specialties which Mr. Brush has so successfully exploited are the "Yeakley" Patent Vacuum Hammer, the "Kingsley" Patent Water Tube Boiler and the "Blake" Patent Stone and Ore Breaker. A very large stock of patterns is kept on hand. The Eagle Foundry is one of the pioneers of the iron industry in Canada.




Acme Can Works. On Ontario Street and Jeanne D'Arc Avenue, Maisonneuve, is located the Acme Can Works, owned and operated by Mr. James B. Campbell and Mr. William Pratt. They give employment to 160 hands, and make the largest assortment of cans of any house in America, turning out 81,000 cans per day. They manufacture key-opening and other cans for meats, fish, fruits, vegetables, spices, etc., also paint irons, paint and color cans, round and square varnish and oil cans, lye tins, etc.

Machinery Exchange. Alfred Rubbra, proprietor, 22-24 Victoria Square, Montreal. This prosperous machinery dealer is one of the leaders in Canada, and has enjoyed a continuously successful career in this business for 20 years. For many years he was traveller for the large machinery houses, and is known by nearly every mill man in the Dominion. The Machinery Exchange are dealers in new and second-hand machinery, engines, boilers, saw



mills, wood-working machines, iron tools, belting, and general mill supplies. They are also sole agents in the province of Quebec for the celebrated Jewell Automatic Turbine Engines, as shown in the cut. They make a specialty of power transmission, shafting, pulleys, hangers, rope drives, etc. The premises comprise two large stores in the business location in Montreal, and, as Mr. Rubbra is acquainted with all the requirements of his patrons, he keeps a large stock on hand, and can give prompt deliveries.



THE PAPER
AND THE
LEATHER TRADES
OF
MONTREAL

CHAPTER XIV



THE paper trade and the leather trade of Montreal resemble one another in that, although primarily owing their origin to the desire to meet the demands of local consumption, they have developed until they control a very considerable foreign trade. Some paper manufactured in mills owned in Montreal finds its way to foreign markets, but the principal export of the manufacturing trade is

wood pulp. The pulp industry has almost developed into a distinct one of itself, but many of the principal pulp mills are still controlled by the great paper making concerns.

The development of the demand for wood pulp has given to Canada's spruce trees a value that, considering the vast area which the spruce extends, is largely beyond the value of the pine trees. The extension of the pulp industry between 1891 and 1899 was very marked. In the former year, the amount invested in pulp mills was \$2,800,000; in 1899, \$15,000,000.

The amount of pulp wood imported into the United States during the year ending June 30, 1902, was \$1,291,872 in value. It is probable that practically all of this came from Canada.

The imports of wood pulp from Canada during the same period were—Tons, 51,262; value, \$1,322,518.

According to the census of 1900, the only recent year for which the information can be given, the amount of wood pulp purchased by paper-making establishments in the United States was 644,006 tons; in addition to this 528,884 tons were used for paper by the same establishments which produced the pulp, thus giving 1,172,890 tons as the total consumption of wood pulp in the United States for paper-making.

Assuming that the average value of the wood pulp was \$4 a ton, the total quantity imported into the United States was 322,968 tons, or 287,082 tons of pulp, on the basis of one and an eighth tons of wood to a ton of pulp. Adding this to the 51,262 tons of Canadian pulp, we have a total of 338,444 tons of Canadian pulp, as against a total consumption in the States of 1,172,890 tons, or nearly 29 per cent.

The following table shows the value of wood pulp exported from Canada during the eleven months ended May 31st:—

	1901 \$	1902 \$	1903 \$
To Great Britain ..	32,198	120,445	..
To United States ..	1,188,153	939,402	1,399,813
	1,220,351	1,059,847	1,390,813

During the same months the value of the exports of wood for wood pulp were as follows:—

	1901 \$	1902 \$	1903 \$
To Great Britain ..	804,061	728,977	1,015,228
To United States ..	842,337	1,002,299	1,561,049
To Other Countries ..	65,155	57,418	220,202
	1,711,553	1,788,694	2,796,479

Montreal is the headquarters of some of the largest paper-making firms in Canada, their works being located near to some of the innumerable excellent water powers in the vicinity of the city.

Several of these are engaged in making a very superior quality of coated, enamelled and other high-class grades of paper. The great demand, however, is for newsprint and wrapping papers, and the quality of these papers turned out by Canadian mills is already very large. One of the chief Montreal paper-making companies, the Canada Paper Company, manufactures about 15,000 tons of pulp and 18,000 tons of paper per annum, or approximately a quarter of the total amounts produced in Canada. This company imports about forty thousand dollars' worth of chemicals annually, and gives employment to from 350 to 450 men, according to the season. The bulk of the company's output is disposed of in Canada, especially the paper, while their exports go principally to Great Britain and the Colonies, with a fair percentage also to foreign countries. The company's business has more than doubled in the last five years.

The Dominion Paper Company, whose mills are at Kingsley Falls, Quebec, and the Rolland Paper Company, with splendid mills at St. Jerome, are two more of the several Montreal manufacturing companies in the paper trade. The last mentioned company, which makes a specialty of fine papers, won the Grand Prix at the Paris exhibition of 1900; the highest award given at the Chicago exhibition in 1893; the gold and silver medals for high grade papers at Antwerp in 1885, and many others.

Montreal cannot be said to be of much account as a tanning centre, the tanning industry being one which thrives better in small towns than in large cities. There is considerable Montreal capital invested in tanneries throughout the province of Quebec, and there are several

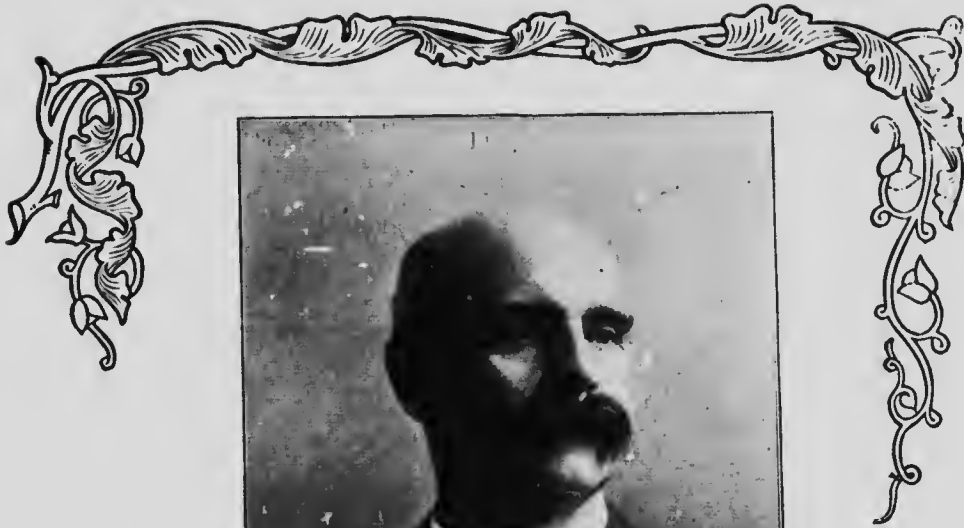
important tanneries in the immediate vicinity of the city, but they are generally devoted to the production of special leathers. As a centre of the industries which make up leather, such as the boot and shoe, leather belting and carriage-making industries, Montreal holds a very important position. It is estimated that between \$8,000,000 and \$9,000,000 is invested in the thirty-three boot and shoe factories of the city, and the number of hands furnished employment runs well up into the thousands. As long ago as 25 years, boots and shoes made in Montreal factories were sold in England, one of our largest houses maintaining salesmen in the Old Country. An idea of the extent of the largest class of Montreal boot and shoe factories can be obtained from some figures regarding one of them, which has recently moved into new premises. The output of this factory is 5,000 pairs of boots per day, representing an annual value of \$1,400,000. This particular company employs 700 or 800 hands, and its imports reach over \$75,000 a year, including special leathers, linings, buttons, wire, machinery, etc. In a large industrial centre like Montreal, the leather belting trade is an extensive one, being represented by nine firms, four of them being manufacturers. The local belt-making houses are among the best equipped and most extensive on the continent, an idea of their extent being afforded by the facts that the principal ones among them fill satis-

factorily contracts, representing \$10,000 in cash and leather cut from a thousand hides. The largest leather belt in Canada, 72 inches wide, 115 ft. long and 3-ply thick, was made by the firm of Sadler & Haworth.



Monument to Mgr. Ignace Bourget,
standing in front of St. James Cathedral, Montreal,
Unveiled June 24th, 1903.





The Late Mr. Alex McArthur.

Alex. McArthur & Co. Combining the manufacture of paper, felt and coal tar products on a very extensive scale, the house of Alexander McArthur & Company stands very high in the ranks of the commercial community of Montreal. Since the materials for this sketch were handed to the publishers, a lamentable event in connection with this old established business has occurred in the death of the sole proprietor of the firm, Mr. Alexander McArthur, who was cut off in the prime of life, and in the midst of a most useful career, which had endeared him to a vast circle of friends and the citizens of Montreal, where he has established and built up the manufacturing industry of which he was the individual leader in this country. The late Alexander McArthur was always first and foremost with his fellow citizens in aiding any movement which

would benefit them or the city of Montreal, which could ill afford to lose so staunch a friend and so public spirited a man as he always proved himself to be. The reins of management of the important concern of which the deceased was the owner have fallen for the present into the able hands of his brother, Colonel Colin McArthur, and the business will be carried on as usual, so that the large number of contracts on hand will be carried out to the letter. In all probability a company will be formed to carry on the large and ever-increasing business.

The paper mills of Alexander McArthur & Company are situate at Joliette, Quebec, and turn out two carloads a day of news, wrapping papers and wallpapers; and the roofing felt factory at the corner of Harbor and Logan Streets, Montreal. Both the mills and factory give employment to a large number of hands.

The principal products of the firm are two and three ply ready felt roofing, building papers, sheathing and carpet felt, coal tar products, hanging and print paper, brown and manilla wrapping. The well-known "Black Diamond" tarred felt is the property of this firm, and among other numerous descriptions of merchandise produced and dealt in by Alexander McArthur & Company may be mentioned dry and tarred cyclone fibre, crown brand tarred felt (Slater's), I.X.L. sheathing, resin-sized sheathing, heavy dry and heavy tarred straw sheathing, coal tar of various qualities, pitch manufacture, roofing cement, shingle varnish and heavy dry straw.

The vast amount of building which has for many years been in constant progress, not only in Montreal, but throughout the entire Dominion, which is covered by the business enterprise of Alexander McArthur & Company, has created an increasing and large demand for the products of this firm, which bear a reputation for excellence, design and durability second to no other firm in



the same line. Consequently such a reputation, which was greatly prized by the late head of the firm, and which he gained and earned from the time he established himself in business to the present time, has always ensured the constant and rapid growth of the business of his firm.

In these days of keen competition it was always a constant source of gratification to the late Mr. Alexander McArthur to observe that not only did the business he founded develop into one of the largest and most important in Canada from a commercial point of view, but that with increased facilities, he was enabled to deal with his workmen on better terms for them in every detail and respect, than they had enjoyed under other regimes. He was highly popular with the company's men, because he was generous to a fault, but still always just and fair. The late Mr. McArthur will be greatly missed not only in Montreal, but in remote parts of the country, in which his products have always borne the utmost popularity, and been and still are in constant and increasing demand.

The commodious offices of the firm are at 82 McGill Street, Montreal.

Miller Brothers Company, Limited.

Originally established in 1879, and finally incorporated in 1899, the Miller Bros. Company, manufacturers of strawboard, woodboard, paper boxes, paper collars, and egg case fillers, is undoubtedly at the head of its particular branch of industry in Canada. The company's head offices and the factory for collar making are situate at 30 to 38 Dowd Street, Montreal, while the large mills, devoted especially to the manufacture of egg case fillers and the other specialties of the company, are at Glen Miller, Hastings County, on the Trent, Ontario. Mr. W. T. Miller is the President, J. R. Walker the Vice-President, and H. C. Russell, Secretary-Treasurer.

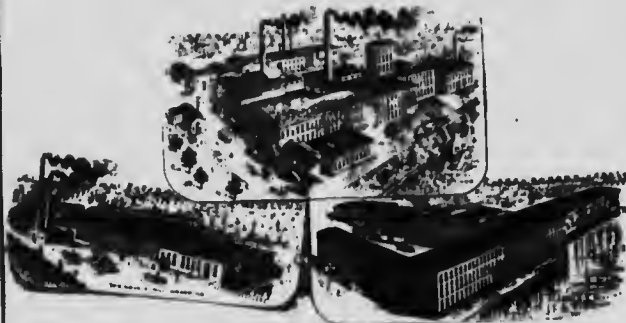
The special manufactures of the Miller Bros. Company embrace strawboard, mechanical wood pulp, and wood pulp board for paper box makers. Paper and celluloid collars are largely manufactured by the company. These collars are sold only to the wholesale trade, and are carried by travellers for the wholesale houses all over the Dominion, from Halifax to Vancouver.

Owing to the rapid development and almost incredible expansion of the Canadian dairy produce industry, the Miller Bros. Company is especially engaged in the manufacture of egg case fillers for the domestic and export trade, and turn out many millions of fillers during the year. These fillers are made to contain three dozen eggs each, ten fillers being packed in one 30 dozen egg case. Extra large fillers are made for the larger sized eggs. They have become in very extensive demand not only by Canadian producers and exporters, but by the big produce houses in England and elsewhere, where a very large trade has been created, which is taxing the resources of the company's mills to the utmost. The company's mills are driven by water power. The egg filler departments are run by electric motors, operations being carried on day and night all the year round. The capacity of the machines is 100,000 egg fillers per day. At the Montreal factory about 200 hands are regularly employed, and about 75 at the factory at Glen Miller.

In addition to its manufactures, the Miller Bros. Company import and deal largely in all kinds of supplies for paper box makers, and do an extensive trade in this direction in all parts of the country. The company's business has developed with unprecedented rapidity during the past ten years, and is still expanding in a highly gratifying manner. The company's goods are of the most perfect make and of the best quality, and consequently they command and control the market for merchandise of their especial character. This industry is rapidly becoming a most important one for the manufacturing interests of Canada, much of its success being due to the enterprise of the Miller Bros. Company.

Canada Paper Company, Limited.

Established in Montreal about fifty years ago by Messrs. Angus Logan & Company, the Canada Paper Company, Limited, are at the head of the paper manufacturing industry of the Dominion. The company, as at present constituted, was in-



Canada Paper Company, Limited.

corporated in 1873. Mr. H. Montagu Allan is President; Mr. H. S. Holt, Vice-President; Mr. F. J. Campbell, General Manager; and Mr. W. H. Parsons, Secretary-Treasurer.

About 15,000 tons of pulp and 18,000 tons of paper are annually manufactured by the Canada Paper Company, being, according to an expert estimate, nearly one quarter of the total quantity made in the entire Dominion in a similar period.

The company keep from 300 to 500 men in regular employment, the majority of them being Canadians. Some \$40,000 are annually expended on the importation of chemicals by the company. While the bulk of its output is distributed throughout Canada, the company export largely to Great Britain and her colonies, and a considerable percentage to foreign countries. During the past five years the company's business has more than doubled itself, this phenomenal growth being due not only to the first-rate quality of its products, but to the able management and direction of the enterprise, in which upwards of one million dollars is invested. Higher wages are being paid also than the rate of a few years ago.

The Montreal offices of the Canada Paper Company are at No. 70 McGill Street, and the Toronto branch is on Front Street, in that city. The company's principal office and mills are at the Windsor Mills, Quebec.

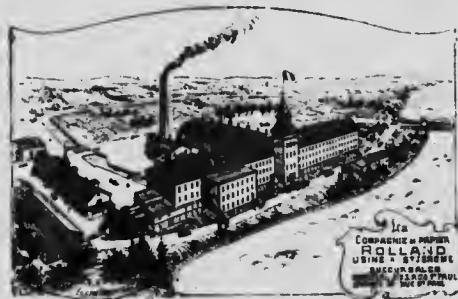
The Rolland Paper Company.

Established in 1883 by the late Senator Rolland, the Rolland Paper Company is one of the principal paper manufacturing concerns in the Dominion. The specialty among this company's products is the making of superfine writing bonds and ledger paper, their mill being the only one in the country which produces this special line and quality of paper, and it has earned a reputation second to none. Among a few of the grades of papers for which the Rolland Paper Company are celebrated are the "Canadian Linen Ledger," "Superfine Linen Record," "Earncliffe Linen Bond," "Standard Pure Linen," "Empire Linen Bond," "Crown Linen," "Colonial Bond," "Rolland Superfine," etc.

The company's mills are situate at St. Jerome, Quebec, and are equipped with the most improved modern and up-to-date machinery for the manufacture of the finest papers. All the paper is made from "rag stock," upwards of three hundred persons being employed in its manufacture. The most scientific methods and the most skilful artisans are employed.

A large number of medals and certificates have been won by the Rolland Paper Company for the superfine quality of their papers. The company won the Grand Prix at the Paris exhibition of 1900, the highest award given at the Chicago exposition in 1893, the gold and silver medals for high grade papers at Antwerp in 1885, four gold and two bronze medals at Quebec in 1887, the highest award (a silver medal) at Toronto in 1887, the gold medal at Jamaica in 1891, and many others. The company's papers are in almost universal use by the leading legal firms, banks, insurance companies, railway companies, corporations, and merchants and others who desire their stationery to be of the very highest quality.

The President of the company is the Hon. J. D. Rolland, who is one of the most prominent citizens of Montreal, always ready to further the



best interests of the city, and a worthy descendant of his late father, Senator J. B. Rolland, who will ever live in the memory of the citizens as one of the greatest benefactors Canada's metropolis ever possessed. The Hon. J. D. Rolland is an ex-Alderman of Montreal, ex-Mayor of Hoch-

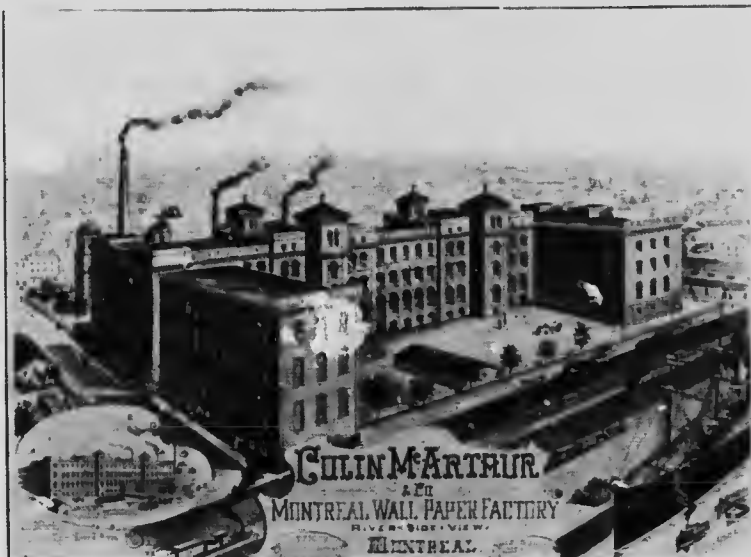
laga, a member of the Quebec Legislative Council, President of the Société Générale de Colonisation et de Rappatriement de la Province de Québec, President of La Compagnie du Chemin de Fer de Colonisation du Nord, and a prominent member of the Chamber of Commerce and the Montreal Board of Trade. The Vice-President of the Rolland Paper Company is Mr. Oct. Rolland, and the General Manager, Mr. S. J. B. Rolland, ex-Mayor of St. Jerome.

The Montreal offices and warehouses of the company occupy spacious premises at No. 373 St. Paul Street. The company have branch offices in Quebec and Toronto.

valuable portion of the company's trade is the exporting, in large quantities, of its products to South Africa, Australia and New Zealand.

Mr. Williamson, the President, gives his own personal superintendence to the business, in conjunction with Mr. Strathern, the Vice-President.

Dominion Paper Company. One of the most important concerns engaged in the Canadian paper industry is that of the Dominion Paper Company, established twenty-five years ago by Messrs. William and E. P. Currie, of Montreal. The company's mills are at Kingsey Falls, Quebec, and their head offices and warehouses are



Colin McArthur & Company, Incorporated.

In 1879 the late Colin McArthur, in conjunction with John C. Watson, established the wall paper staining industry in Montreal, which was practically the foundation of the business now so well known throughout the Dominion as Colin McArthur & Company. In 1884 Mr. Watson retired from the business, which was subsequently formed into a limited company, the late Mr. Colin McArthur acting as President until his lamented death in December, 1901. The present officers of the company are William Williamson, President; Peter Strathern, Vice-President; and P. K. Brown, Secretary-Treasurer.

The extensive factory and works, which are known as the Montreal Wall Paper Factory, are situated at 1030 Notre Dame Street and 13 to 21 Voltigeurs Street, Montreal, giving constant employment to about 130 men. All the paper used by the company is the product of Canadian industry, while it manufactures its own colors. From a comparatively small beginning, the business now extends to all parts of Canada, while a

at 345 St. James Street, Montreal. Mr. Robert Currie is the managing director.

The manufactures include manilla wrapping, brown wrapping, hardware and fibre manilla paper, their make, "Empire Brand," being recognized as the best produced in Canada. This company are heavy jobbers in several other lines, such as news print, book papers, special colored poster papers, pleated carpet lining, carpet felt, butter dishes, skewers, clothing boxes, paper bags, flour sacks and millinery bags, and their "Empire Brand" of dry and tarred building paper is unexcelled, and sold all over Canada. They are also the sole agents for Canada for the sanitary toilet paper fixture and paper, and sell other toilet paper in rolls, sheets and ovals.

The company has four mills at Kingsey Falls—one for making ground wood pulp, one for making finished paper and a saw mill. The latter turns out the best quality of spruce and hardwood lumber, also shingles and l. s. The company's mills are lighted by its own electric lighting plant.

British American Bank Note Company, Limited.

Incorporated in 1866 for the purpose of executing the work of the Provincial and Dominion Governments, with which it has been intrusted for thirty-two years, the British American Bank Note Company undoubtedly stands in the front rank of engraving industry of the world. It has for many years maintained a standard of engraving in Canada fully equal to that of any other land, and of which this country may well be proud.

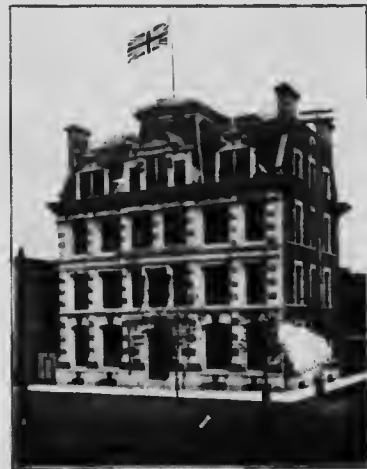
The capital of the company is \$200,000, and, financially, it occupies a unique, we might almost say unparalleled, position amongst the financial and banking institutions of the country, inasmuch as it maintains a cash reserve in addition to its capital of \$250,000. The company's business was for many years carried on in Montreal, but in 1888, at the especial request of the Dominion Government, it was removed to Ottawa, where the Company occupies a handsome cut stone fire-proof building of its own construction, as shown in the illustration. The building contains five burglar-proof vaults for the protection and preservation of the plates, dies and other materials used by the company in the production of its work, which consists of fine steel plate engraving and printing, the principal specialties being bank notes, bonds, stock certificates, cheques, postage and revenue stamps and all documents of a monetary value.

The work of the company is familiar to many by the beauty and design of many of the bank notes issued by various banks, and by the certificates and bonds prepared for the large commercial corporations of the country. Perhaps no stronger testimonial to the excellent character of the work produced by this company can be obtained than the fact that the Stock Exchange of New York, an institution noted for its adherence to the highest standard of engraving, accepts securities engraved by this company as fulfilling all their requirements. It may here be stated that the work of only five engraving companies in the world is acceptable to the New York Exchange, and this company ranks as one of these.

It is interesting here to note that the first bank note printed in this country was produced under the direction of the present general manager and president of this company, Mr. G. B. Burland, and the first bank note steel plate engraved in the country was executed by this company also under his direction. It need hardly be said that the British American Bank Note

Company executes the work for ninety per cent of the enterprises of this country, which require the very highest class character of steel plate engraving and printing, such as has earned the company its reputation. These facts and circumstances render it all the more gratifying to place on record that the British American Bank Note Company is a purely and thoroughly Canadian institution, the proprietors and the whole of the artists, engravers and workmen being natives of this country, thus demonstrating that the Dominion can and does hold her own in this branch of industry.

Since the death of our late lamented Queen, Victoria, a large issue of various denominations of postage and revenue stamps have been brought into requisition, bearing, of course, a portrait head of our present King, Edward VII. These stamps have only recently been issued to the



British American Bank Note Company, Limited.
Ottawa, Ont.

public, and have elicited great and universal admiration among all classes, not only for the excellence of the portraits, but the elegant design and exquisite finish and workmanship displayed in the engraving of these veritable works of art. A visit to the premises of the British American Bank Note Company in Ottawa well repays a visitor, specimens of the finest work produced by the company being on exhibition, and members of the British Chambers of Commerce will be courteously welcomed by the management on their visit to the capital of Canada if they call at the office.

The officers of the British American Bank Note Company are G. B. Burland, President and Manager; Jeffrey H. Burland, Vice-President; and George Vallean, Secretary-Treasurer. The Montreal offices of the company are at 5, 7 and 9 Bleyry Street.

D. K. McLaren. The reputation of D. K. McLaren, the well known manufacturer of leather belting, of 751 Craig Street, Montreal, stands second to none in the Dominion. He prides himself upon the fact that in his products there is more solid leather to the foot than in any other belt made. His principal specialty is the genuine English oak-tanned leather belting, which he makes in widths varying from one to seventy-two inches wide, the double belts being calculated in the double list. Another specialty is his solid round and cut lace belting. D. K. McLaren manufactures rubber belting in a variety of



widths and plies, ranging from one and a half to thirty inches in width, and in two, three, four, five and six ply. Another belting for which D. K. McLaren's house is famous is the "Balata" hair belting, which is of equal double leather and six and eight-ply rubber. This special belting commands an enormous sale, and is manufactured in widths ranging from two to twenty-eight inches. One of the firm's leading specialties is English card clothing, set in English leather backing, flexifort, double cover woollen centre, natural and vulcanized rubber, and Belgian cloth foundations. In this line a very extensive stock is kept of both sheets and fillers, needle and diamond pointed wire clothing. This is specially

manufactured by the firm of D. K. McLaren at Cheekheaton. The American Duck Belting, which is another of D. K. McLaren's special manufactures, ranging in width from one to twenty four inches, and in a large variety of plies. The Baltimore belting ranges in width in four-ply from four to twelve inches, in six-ply from seven to eighteen inches, in eight-ply from eleven to forty inches, and in ten-ply from twelve to forty inches. All these products of the D. K. McLaren factory are standard in their line, and are supplied to some of the leading mills and factories throughout Canada in both the straight and endless makes. The chief offices and mills of D. K. McLaren are at 751 Craig Street, Montreal, and a very large stock is carried for the supply of the North-Western territories at the branch of the firm at 132 Bay Street, Toronto, which was established principally as a stock depot.

Although only established in this line about eight years, the business of D. K. McLaren has grown by leaps and bounds, until his firm's reputation has, like his business, increased, and now become one of the principal manufactures in the Dominion.

The J. C. McLaren Belting Co. The J. C. McLaren Belting Co., with office and factory at 292-294 St. James Street, Montreal, are the pioneers in Canada of the leather belting trade.

The manufacture of leather belting almost exclusively formed the greater part of the company's business for the past 47 years, and during this period the business has expanded with the manufacturing of Canada.

The fact that this company supplies the belting of many of the leading manufactories of this country, from the construction shops, car works and foundries of our railway systems down to the modest plant preparing spool wood for Britain's spooled cotton, from the fitting up of the Montreal Street Railway's mammoth electric station, where they generate the power from three 54" three-ply best quality oak-tanned leather belts and twelve 24" doubles, each averaging about 180 feet in length, furnishing the current for the city's most complete street car service, to the belting of motors of the smallest horse power, is testimony as to the quality of their goods and the widespread reputation that their production possesses.

To distribute the output of their factory, large stocks are carried at 50 Colborne Street, Toronto, to handle Ontario's business and the rapidly growing trade of New Ontario, which, from a manufacturing standpoint, at the present is confined to lumbering and the getting out of pulp wood; and agencies are established at Winnipeg, where manufacturing is assuming a varied character owing to the increased development of their cities and towns locally, and also in Vancouver, where the mining and lumbering interests are

carried on, like their forests, in a gigantic way, their sparsely populated country considered. They carry also in Glasgow (Scotland) a stock of leather specialties, which command a steady trade.

This firm is also prominent in the manufacture of card clothing for the woollen mills of Canada, and Canada's position in this particular line is one of considerable importance, having over 800 sets of manufacturing cards working all classes of wool stock.

To gain this position and retain this lead has been the outcome of concentrated energy. On the death of the senior of the firm some years ago, the business was converted into a Limited Company, with Mr. D. W. McLaren, the only son of the founder, who has been identified with the business interests of the firm for the past twenty-three years, as President and manager.

Columbia, buy and handle the firm's goods, which are well known to most consumers of leather belting in the Dominion. The firm manufactures leather belting of all widths, from one inch to almost any width which can be practically run. At the present time they have the reputation of having made the largest leather belt turned out in this country, viz., 120 feet long, 72 inches wide and three-ply thick. It was made for the Ogilvie Milling Company's Winnipeg mill, and has been running for a few years now, transmitting 1,000 horse power daily. Numerous firms in all the leading industries, such as electric lighting stations, railway stations, cotton mills, saw mills, etc., have used this firm's leather belting during the past twenty-five years. The excellent reputation enjoyed by the Sadler & Haworth products is evidenced by the fact that the business is constantly increasing, and this year's business is the



Sadler & Haworth. The leading firm in Montreal engaged in the tannery industry and the manufacture of leather belting and lace leather is Sadler & Haworth, whose head offices and salesrooms are at the corner of William and Seigneurs Streets. Established since 1876, the members of the firm are George W. Sadler, of Montreal, and George F. Haworth, of Toronto.

The tannery is situated in Stauville, East, P.Q., and has a yearly capacity of 20,000 whole hides, or 40,000 sides, which are used exclusively by the firm in the manufacture of leather belting and lace leather.

The Toronto house of the firm is situated at 9 Jordan Street, in that city, and is in charge of Mr. Haworth, the junior partner. The firm also have selling agencies in Halifax, N.S.; St. John, N.B.; Winnipeg, Man.; and Victoria, B.C. In addition to the regular selling agents, a number of the leading hardware dealers throughout the country, from Prince Edward Island to British

largest transacted in the history of the firm, both at the tannery and factory.

Alderman George W. Sadler, the senior partner of the firm, is a native of Montreal, and has always taken a great interest in the public affairs of the city. For the past six years he has occupied a seat on the City Council, and is at present a member of the Finance Committee. He is a governor of both the General and Western Hospitals and of the Protestant Hospital for the Insane. He is a member of the Board of Trade.

The J. D. King Company, manufacturers of boots and shoes, was established in Toronto in 1871, and the factory and main offices are in that city, with branch houses in Montreal, Vancouver and Halifax. Four thousand pairs per day is the output of their factories.

The Montreal house, recently removed to 443 St. James Street, which, under the experienced management of Mr. Robert Wall, is a most valued adjunct of the city's wholesale trade.

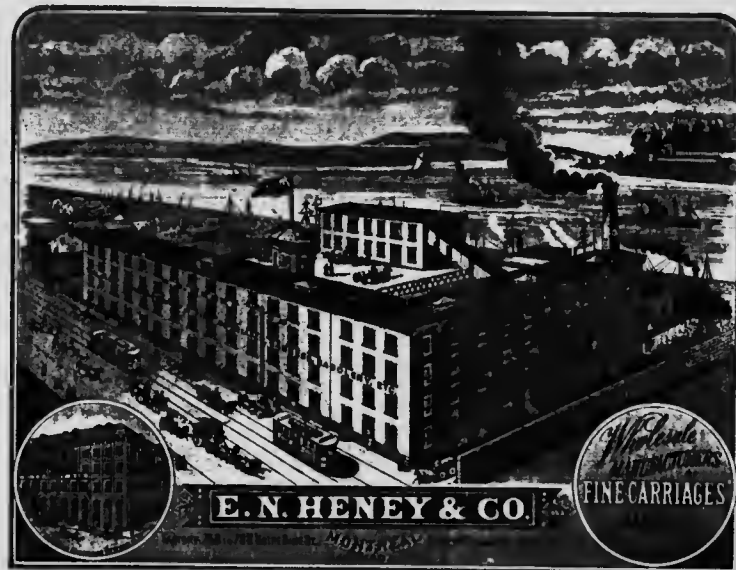
The Linotype Company. The linotype is, as its name implies, a machine for casting letters line by line. As far as its use extends, it does away entirely with the moveable types representing single letters, set by hand, which originated printing.

This machine is composed of some nine thousand pieces, and is a wonderful invention, looking at the multiplicity of its automatic actions. Seated at a keyboard, the operator, by the simple manipulation of the keys and the depression of a lever turns out line after line of matter ready for the press faster than it can be written by hand, and at about one quarter the speed it is uttered by the ordinary speaker.

are the sole proprietors of this most valuable machine.

The composition of this book was done on the linotype. The factory of the company is situated at 156 St. Antoine Street, Montreal.

E. N. Heney & Company. Established in 1875, the firm of E. N. Heney & Company are the leading wholesale manufacturers of carriages, harness, saddlery, etc., in Montreal, doing by far the largest trade in the Dominion. The offices and warerooms are situated at 333 and 335 St. Paul Street, and the factory at 758 to 788 Notre Dame Street, several hundred hands being employed. The firm's travellers cover Canada



In eleven years the sales of these machines exceeded \$30,000,000. When the first machines were built in Canada in a modest factory in Bleury Street, Montreal, no publishers had full confidence in them, and a strenuous fight had to be made for proper recognition. Now the linotype is used by printing firms in all quarters of the globe.

Another and most important feature of the business of the Linotype Company has been and is the introduction of the "Oliver" typewriter. "Visible writing" is the point of supreme excellence in the typewriter of to-day, and this is introduced in the "Oliver" machine. This advantage reduces the chances of error in the expert, enables anyone to run the machine, and permits of the most elaborate tabular or statement work being produced with speed, accuracy and care. The "Oliver" is the most perfect of visible writing machines. It is in use in many of the leading commercial, financial and business institutions in Canada. The Linotype Company

from Halifax to Vancouver, and, in addition, a large export trade is done with South Africa, Australia and England, a large number of carriages being shipped to London, which fact in itself is the very best evidence of the superior elegance, quality and design of the various manufactures of Messrs. Heney & Company. They periodically publish an illustrated catalogue for the benefit of the trade.

Their already extensive business is steadily expanding, owing to the unrivalled reputation their products enjoy, and they are without a doubt the leaders of the Canadian carriage industry. Mr. E. N. Heney and his brother, Mr. W. F. Heney constitute the firm. Mr. E. N. Heney takes great interest in all projects which tend to act for the benefit and improvement of the city of Montreal, and is a director in several of the largest companies in the city.



Union Card & Paper Co. Ltd.

Union Card & Paper Company, Ltd. are manufacturers of playing cards, photo mounts, colored chinias, ticket boards, glazed, enamelled, litho and coated papers, card boards and mounting boards. This company makes a specialty of the manufacture of playing cards in great variety, the well-known "Sports" brand being quite equal to most imported varieties, and, being cheaper, are better value for the money. The metric system of weights and measures has been adopted for use in the manufacturing departments of this company. The extensive works are at 284 Parthenais Street, Montreal.

J. & T. Bell. Some ninety years ago the present great shoe manufacturing house



Mr. Jno. T. Hagar

of J. & T. Bell was founded by Alexander Bell, who, in 1845, was succeeded by Messrs. Joshua and Thomas Bell, at which date it took the present name. In 1881 Mr. John T. Hagar became the sole proprietor, retaining the well-known name, and continuing to manufacture the best and most stylish footwear in the Dominion of Canada, if not on the continent.

The great factory located at 180 Inspector Street, Montreal, and recent additions and improvements have made it as complete as modern machinery and appliances could do.

The Canada Engraving & Lithographing Company, Limited.

The business of the Canada Engraving and Lithographing Company, Limited, was originally established in 1872. The office and works are at 9 Bleury Street, Montreal. The company are the leading artistic color printers in the city, and execute photo-lithographing, making an important specialty of lithographed bonds and stock



certificates. Jeffrey H. Burland is President and Managing Director; Andrew McPhail, M.D., the Vice-President, and W. Brisbane the Secretary-Treasurer and manager.

The Paterson Manufacturing Company, Limited.

The Paterson Manufacturing Company of Montreal, Toronto, St. John and Halifax, are the leading manufacturers and importers of building papers, roofing material and builders' supplies generally, and is undoubtedly the largest concern in Canada engaged in this especial industry. The business was originally established as J. W. Paterson & Company in 1876, and finally incorporated under its present title in 1894. The President is J. W. Paterson; the Vice-President, J. T. Wilson, the General Manager, N. L. Paterson, and the Secretary-Treasurer, R. W. McIntosh.

The company manufacture principally coal tar products, building and roofing papers, and specially prepared ready roofing. The factories are situate at Halifax, Montreal and Toronto. Agencies are established at St. John, Winnipeg and Vancouver, the head office and factory being situate at 47 to 57 Murray Street, Montreal. Nearly 80 hands are in constant employment. Eight travellers represent the company all over the Dominion, from the Atlantic to the Pacific.

W. H. C. Mussen & Company. As the chief railway, industrial and financial centre of Canada, Montreal has attracted to itself a vast business in railway, mining and contractors' supplies. The firm of W. H. C. Mussen & Co.,



Partial View of Floating Concrete Plant,
Equipped with No. 3 Smith Concrete Mixer and No. 6 Austin Gyrotory Crusher; showing Front View of Mixer and Top of Crusher in Centre of Platform

which was established July 17th, 1901, handles a considerable amount of the business in these lines. The important specialties handled by this firm are such lines as English wire rope for hoisting, guys, elevators, etc., representing W. B. Brown & Co., of Liverpool, England; the Smith Conical Concrete Mixer, and the Austin Jaw and Gyrotory Crushers. The Smith mixers have made a marked impression upon Montreal engineers and contractors, and, as a result, they have replaced all others on the Montreal harbor works. Two of them were used on the Harbor Commissioners' elevator, which comprised the most extensive and most important piece of steel and concrete construction in Canada. Another is being used on the new G.T.R. elevator, and one on the new lower locks of the Lachine Canal, and two Smith machines are being used to mix the concrete foundation for the new C.P.R. shops. The Harbor Commissioners have just completed a special floating concrete plant for wharf construction, using a No. 3 Smith mixer and a No. 6 Austin gyrotory crusher. This floating concrete plant, being complete in every respect, is an entirely new departure in engineering work.

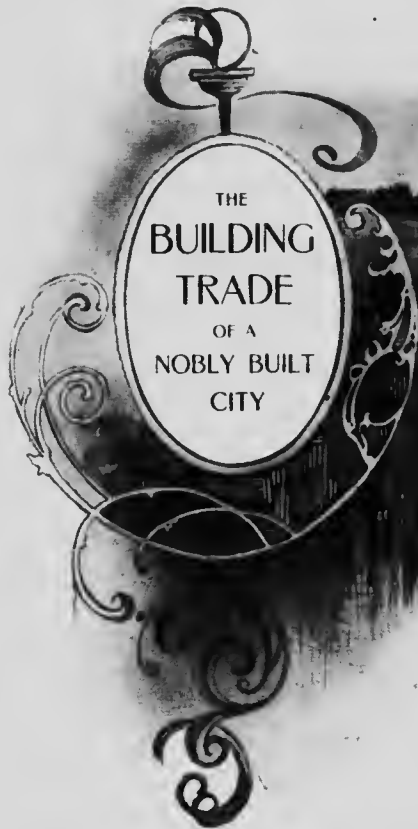
As the Canadian representatives of the S. Flory Manufacturing Company of Bangor, Pa.,

the firm make a specialty of cableways, and have already erected at Shawinigan Falls one of the longest cableways in America. This cableway has a clear span of 1,750 feet, and is operated by a specially designed electric hoist, manufactured by the S. Flory Manufacturing Company. Electric and hand-power travelling cranes and locomotive cranes are also handled by this firm, which represents the Northern Engineering Works of Detroit. A number of cranes have been installed by them during the past year, among which, in the vicinity of Montreal, might be noted two for the Montreal Pipe Foundry Company at Three Rivers, two for the Canada Paper Company's new works at Windsor Mills, and one for the James Cooper Manufacturing Company at Rockfield. W. H. C. Mussen & Company also represent the Bucyrus Company of South Milwaukee, manufacturers of steam shovels, railroad wrecking trains and pile drivers; Walter Macleod & Co., Cincinnati, Ohio, manufacturers of contractors' and wrecking lights, painting and white-wash spraying machines; and A. O. Norton, Boston, manufacturer of ball-bearing, cone-bearing and ratchet jacks.

When this business was started, a little over two years ago, the firm occupied the premises No. 763 Craig Street, and about a year ago took over the adjoining building. They have ten floors, eight of which are devoted to stock, and two are used for offices and receiving and shipping rooms.



Floating Concrete Plant.
Showing Location of Crusher in Centre, Elevators for Stone, Sand and Cement, and Derricks for Feeding Crusher and Distributing Finished Concrete.



THE
BUILDING
TRADE
OF A
NOBLY BUILT
CITY

CHAPTER XV



MONTREAL stands pre-eminent among the cities of North America as a substantially and nobly-built city. This is the fact which first impresses itself upon the tourist, and which leaves the most lasting impression upon his mind. Various conditions have combined to impart a character of uniform substantiality, especially its own, to Montreal architecture. First, there was an abundance

of good building stone in the vicinity to be had for the quarrying of it, and, secondly, during the earliest infancy of the place the prevailing conditions required substantial buildings. Two enemies were especially dreaded—the prowling savage and fire—and substantiality in building construction was a safeguard against both. The warehouses and merchants' dwellings within the palisades were built of stone rubble, with iron

doors and shutters—the whole as a protection against fire. The first buildings outside the walls were built primarily as defensive posts, and they, too, were of course built of stone. South of the walls of Ville Marie, a strong stone building, to serve both as a redoubt and a windmill, was erected, and connected with the main fort by a chain of strong fortified houses. Another similar redoubt was established to the northward. Thus colonization began, and during the following years grants of land were made to various redoubtable warriors of the little garrison, on the express condition that they would build and maintain fortified houses for the protection of the laborers and husbandmen working in their vicinity in case of attack.

There are still preserved in fairly good condition some examples of the work of the local architects and builders of those days. On the mountain slope, to the west, stand the buildings of the Montreal College. The property is conspicuous for the two old rough stone towers, in perfect preservation, part of the original defences of the old "Fort de la Montagne," or fortified Indian mission post, erected in 1694. In one of these towers lies the remains of Francois Thoronkiongo, a Huron Indian, who lived to be one hundred years old, "the example of the Christians and the admiration of unbelievers," and in the other, which was used as an Indian school by the Sisters of the Congregation, lie the remains of the famous Therese Gannensagones, the "schoolmistress of the mountain," who taught for thirteen years, and died in 1695, "in reputation of great virtue," aged only twenty-eight years.

Among the other existing buildings illustrative of the early days of the masons' art in Montreal are a merchant's house on St. Jean Baptiste Street, erected in 1655; the St. Gabriel farmhouse on the river bank opposite Nuns Island, erected by the Sisters of Congregation as a fortified post in 1662; some business buildings on St. Vincent Street, erected in 1676; one on St. Gabriel

Street (No. 30), erected in 1688; the Chateau de Ramezay, erected in 1705; the old Seminary of St. Sulpice on Notre Dame Street, next to Notre Dame Church, erected in 1710, and the church of Notre Dame de la Victoire, erected in 1718.

The masonry trade has regularly and steadily developed since those days. The earliest masons contented themselves with using boulders and the outcroppings of the limestone rock for the construction of their foundations and massive walls. The succeeding generation quarried rock, and dressed it for lintels, doorways, door steps, etc., and from that advance it is easy to trace the evolution of the modern cut stone business warehouse or residence. Up to fifteen or twenty years ago practically all of the stone used in Montreal buildings was the native limestone, which is certainly a handsome and substantial building stone and susceptible of admirable architectural effects. Unfortunately the supply of this stone in sufficiently large blocks for modern building construction is practically exhausted, and the present-day architects and builders of Montreal have to depend upon imported stones for the construction of their masterpieces.

The presence of extensive beds of brick clay in the city and its immediate vicinity has also had an influence upon the substantial character of modern buildings, for the local building trade has always been well provided with a plentiful supply of excellent bricks at reasonable prices. Of recent years Montreal capitalists have developed an extensive industry at Laprairie, just across the St. Lawrence, which produces annually hundreds of thousands of as fine a grade of pressed bricks as are made anywhere in the world. The use of these bricks has had a marked effect upon the architecture of not only Montreal, but the whole of Canada. The lumber trade does not occupy as important a position in relation to the local building trade as it did in the days when all suburban houses, and many city residences were built entirely of wood. For many years, as a result of the disastrous fires which swept the old city, the erection of wooden buildings, such as are tolerated in almost every other city in America, has been forbidden within the limits of the city of Montreal. Still, the lumber trade of Montreal is an important one, for some wood has to be used in even so-called fire-proof buildings, and a large proportion of the cut lumber exported by Canada passes through the port of Montreal. The lumber trade has fallen from the position of pre-eminence it previously occupied in Canada, but it is still, and for centuries yet will be, a trade of very considerable importance to the country. The forest area of the Dominion, which has been estimated at about eight hundred millions of acres, represents assets in timber beyond even approximate computation. Millions of dollars' worth of lumber and timber, not to speak of firewood, have been taken out of our forests, and still there remains a practically

unlimited supply. It is true that in the parts of the country longest settled the forest has had to make way for the wheat field. It is equally true that to-day large towns and cities occupy sites that were a comparatively short time ago farm lands; but still there is plenty of country around the cities, and so there is yet plenty of woods for ages to come. Owners of large timber limits tell us that the areas from which they are cutting millions of feet of timber every year are not thinning appreciably, for, as they take out the larger trees, those of smaller growth take their places, and as they go over the ground and return after a few years, they find a new crop of wood fully equal in quantity and value to that previously taken away.



Another View of the Maisonneuve Monument.

Montreal is the headquarters of a number of large lumber merchants and firms, some of whom deal principally in woods used in the building trade, and others who export large quantities to Europe, the States and other foreign parts.

But a plentiful supply of building materials is not all that is necessary to produce a well-built city. There must be skilful architects to design and skilful and capable contractors and master workmen to execute. And in all of these respects has Montreal been fortunate, some of its great contracting firms possessing constituencies much wider than the city of Montreal, and having executed important contracts in distant parts of the Dominion.

Industrial Montreal is a large producer of all kinds of builders' and contractors' supplies, and, with the local importers of those articles, practically caters to the requirements of a third of the building trade of the Dominion.

McCaskill, Dougall & Company

The manufacture of pure high-class varnish in Canada is a special industry in itself, and McCaskill, Dougall & Company are not only the pioneers but practically the only firm in the Dominion, which makes railway, marine, carriage, yachting and architectural high grade varnishes, both for domestic use and export. This firm possesses the only varnish factory in America built and run upon the English system. English varnishes are famous for their durability, American varnishes for their workability. The varnishes manufactured by McCaskill, Dougall & Company are renowned for their combination of durability and workability, and wherever exhibited they have gained medals and prizes, including first medal at the Colonial and Indian Exhibition, London, the gold medal at the Jamaica Exhibition, and many others. These varnishes are now largely exported by this firm to America, Australasia, the West Indies and Great Britain.

The members of the firm of McCaskill, Dougall & Company are James S. N. Dougall and Gustaf Gylling. Mr. Dougall is a native Canadian, having been born in Montreal in 1853. He was educated at the High School in this city, and afterwards in Liverpool (England). Commencing his commercial career at the early age of sixteen, he has ever since been identified with the varnish manufacturing industry. For twenty-four years Mr. Dougall was connected with the firm of McArthur, Cornille & Company, and was a partner in that concern for ten years of this period. He thus gained invaluable experience in his branch of manufacture, visiting Europe many times for the purpose of purchasing goods necessary for the trade, and for upwards of sixteen years travelled all over Canada in connection therewith. He is considered the leading Canadian expert in the varnish industry. Seceding from his old firm in 1892, he joined the concern in which he is now the senior partner. Mr. Dougall has been a member of the Montreal Board of Trade since 1887.

Mr. Gustaf Gylling was born in Sweden in 1850, and, coming to Canada, gained considerable commercial experience in one of the leading banks in Montreal. He is now Vice-Consul in Montreal for Sweden and Norway, which important post he has occupied for nearly seven years. For the past thirteen years he has been connected and is widely and favorably known in local commercial circles.

The business of McCaskill, Dougall & Company was originally founded in 1878. Up to the year 1892 the works were situate at Ste. Cécile, but, owing to the firm adopting the English system for the manufacture of varnish, a special factory was erected in that year in St. Gabriel Ward, Montreal. Special building experts were brought over from England and the

United States, the result being the building of a factory and the instalment of a plant for the manufacture of varnish of the most perfect and unique description. Owing to the great expansion of the firm's business, this factory has been added to several times since, until it now covers an area of some 32,000 square feet. It is situate on the corner of Manufacturers, d'Argenson and St. Patrick Streets, Point St. Charles, the St. Patrick Street front facing on the canal bank. The transportation facilities, both by rail and water, are unexceptionable. Varnish of the high grade manufactured by McCaskill, Dougall & Company takes from two to four years to mature, and many thousands of gallons of ageing varnishes are stored in the tanks situate in the tank storage warehouses at the works, which are fire-proof and evenly heated and protected in every possible way known to modern science from danger of fire. Behind the storeroom is the oil-house, where are situate immense steel tanks, containing oil in the process of treatment, and here also the terpentine is rectified. In the thinning house is a motor, used for oil-pumping purposes, built especially for McCaskill, Dougall & Company, and in this room is also installed a patent eccentric motion mill, used in the manufacture of locomotive enamels—a business monopolized by this firm in Canada. The English system cooking-house contains five underground furnaces, the immense kettles sitting on the top of the furnace holes. These kettles are made in England, and so constructed that one man can shift on a special lever truck a load of 1,000 liquid pounds. The thermometers hanging in this room are of very expensive make. The cheaper varnishes are made in the American cooking house. A complete laboratory forms an interesting part of these works. This short description gives but a faint idea of the all-round completeness of the works and plant and the wonderful cleanliness—a necessary essential in this industry, which is strictly observed. A visit to the factory of McCaskill, Dougall & Company is well repaid.

The firm's varnishes are in use by all the principal railways in Canada, and a large number of railways, carshops, train companies and car manufacturers in the United States. It is a noteworthy fact that McCaskill, Dougall & Company is the only Canadian firm which has exported Canadian manufactured varnish to the United States in the face of a heavy tariff. Mr. Dougall has made a personal study of producing varnishes which possess all the durability of English varnishes, in addition to being adapted for use on large coaches which make long runs through the various temperatures and climatic changes of the North American continent.

McCaskill, Dougall & Company have a branch office in Boston, Mass., at 161 Sumner Street. The head offices of the firm are at 30 St. John Street, Montreal.



Lessard & Harris, Builders. Machine and Erecting Shop in process of erection at the New C. P. R. Shops, Montreal. The Largest Building under One Roof in Canada.

Lessard & Harris. Fifteen years ago the business of Lessard & Harris, the well-known mechanical engineers, was established under the firm name of Brodeur & Lessard. This partnership was dissolved ten years ago, Mr. T. Lessard continuing the business, taking Mr. J. W. Harris as a partner, and constituting the existing firm. The firm's office and store is at No. 7 St. Elizabeth Street, and their yard on Cadieux Street, Montreal.

Lessard & Harris are practical sanitarian engineers of the highest reputation, and install gas, steam and hot water plants of every description. They are the patentees and manufacturers of the Aeolian and Zephyr ventilators, anti-siphoning-trap, expansion conductor pipe, gravity system of ventilation, and the new Harris water filter, all of which are in extensive use throughout Canada. They are also expert metal and gravel roofers. Besides doing all kinds of metal work, and a speciality of high and low pressure steam heating and hot air fitting, this firm is now conducting a general contracting business, having recently erected five of the largest shops in the new Hochelaga plant for the Canadian Pacific Railway.

A. Ramsay & Son. The leading paint manufacturers and merchants of Montreal are A. Ramsay & Son, the business having been founded in 1842 by Mr. Alexander Ramsay, Senior, one of the most prominent citizens of the metropolis. His son, the present head of the firm, is President of the Dominion Plate Glass Insurance Company, Vice-President of the Consolidated Plate Glass Company, and President of the White Lead and Color Association. The firm manufacture mirrors, white lead and mixed paints, oils, varnishes, vermilion and colors of all kinds. They import plate glass, window glass, glues, gold leaf,

painters' supplies and artists' materials. Their paints are brilliant and durable, made from the purest pigments, scientifically combined, and the materials are consequently not easily affected by sun or storm. Their white lead bears a reputation second to none, and is in almost universal use throughout the Dominion, working easier, lasting longer and keeping its color better than other leads, and is specially guaranteed by the firm. The offices and salesrooms are at 37-41 Recollet Street, the paint factory at 18 to 22 Inspector Street, and the varnish factory at 106



Mr. Alexander Ramsay.
Head of the Firm of A. Ramsay & Son, Paint Manufacturers and Merchants.

William Street. One hundred hands, principally of English and French nationality, are in constant employment at the works of A. Ramsay & Son.



Montreal Marble & Granite Works.

Robert Reid, Proprietor.

This is probably the oldest establishment of its kind in the Dominion, having been founded in 1822. It has passed through different managements until, about thirty-five years ago, it came into the hands of the present proprietor. It is notable for the high class of work it produces. Among the many works from this house, and of which Mr. Reid is justly proud, are the famous "Lick" Monument, San Francisco; the Soldiers' Monument, Toronto; the Soldiers' Monument, Savannah, Ga.; and recently the Soldiers' Monument erected at Granby, P.Q., to the memory of their South African heroes—an engraving of which we give. The granite work of the Queen's Monument, Victoria Square, and Sir John A. McDonald's Monument on Dominion Square. In interior marble work, many of the largest buildings in the city have been finished by Mr. Reid, amongst which are the Montreal "Star" building, the Imperial Insurance Company Building, the Bank of Toronto, Royal Insurance Building, North British and Mercantile, Windsor Hotel, and many others. In church work he has produced some beautiful pieces, in the shape of altars. In Quebec, at the Basilica and the chapel of the Reverend the Franciscan Nuns, are two beautiful examples of this kind of work. For the Reverend Sisters of the Sacred Heart he has erected many altars all over the country, and at present a very beautiful specimen is just ready for shipment for St. Patrick's Church, Ottawa. For high-class marble work there is no house in the Dominion better than this.

The Forsyth Granite & Marble Company, Limited. Interior decoration in marble and onyx, granolithic sidewalks, concrete, ceramic and marble mosaic, slate and tiles, —in fact, anything in the stone and marble lines can be supplied by the Forsyth Granite and Marble Company, whose offices are at 550 to 570 William Street, Montreal. They have also a branch office on Bleury Street for the sale of monuments. Mr. John Duthie is the managing director of the company.

This is the only firm in Montreal which saws out and finishes marble from the rough block. The important marble contracts executed by this company include the following:—The New York Life Building, the Canada Life Building, the Sun Life, in Montreal (part); the Sun Life at Ottawa, Hamilton and Sherbrooke; the Bell Telephone Building, the London and Lancashire, the Royal Insurance Company's Building, the Merchants' Bank Building, the C.P.R. Telegraph Building, the Grand Trunk Railway offices, the Bank of Montreal (part), and the Liverpool and London and Globe Building. They are at present engaged on the marble work in connection with the reconstruction of the old Bank of Montreal building, and have also the contract for the marble work of the Stock Exchange. It was Mr. Forsyth who introduced granolithic pavements in Montreal, and sidewalks laid by him ten or fifteen years ago are still in first class condition.



Forsyth Granite Company's work in Grand Trunk Railway Offices



Members of the firm of The Smith Bros. Granite Co., Montreal.

The Smith Bros. Granite Company.

Established some nine years ago, the Smith Bros. Granite Company is one of the most important concerns in the city of Montreal dealing in all kinds of Scotch and American fine granites. The firm's quarries are at Barre, Vermont, and associated with the Montreal house is the firm of E. L. Smith & Company, who carry on business at Barre. The firm also have an office at 315 King Street, Aberdeen, Scotland. John L. Smith, Peter Smith and A. L. Smith are the partners in the Montreal house, Mr. John L. Smith being the senior partner in both this and the Barre firm. The Canadian firm's business extends all over the Dominion, and is rapidly increasing, while that of E. L. Smith & Co. is one of the principal granite concerns on the American continent, owning one of the largest group of quarries in the world. Samuel Hird.



Smith Bros. Granite Co
Yards and Office on Bleury Street, Montreal.

Heggie & Stewart. Prominent among the leading contractors who have been engaged in building some of the most substantial structures in the city is the firm of Heggie & Stewart, which was established in 1890 by the late Mr. John Heggie and Mr. John Stewart, the latter being now the sole proprietor. The offices of the firm are at 170 Guy Street.

A few of the buildings recently erected by Heggie & Stewart, which take rank among the best in the city, may be noted the Crescent Manufacturing Company's warehouse, corner Inspector and William Streets; the Skelton Bros. shirt and collar factory on William Street; the Laing Packing and Provision Company on Mill Street; the James McCready Company's new shoe manufacturing establishment in Delorimier, and the R. J. Inglis Building on St. Catherine Street, besides many of the most beautiful residences in the city, notably on Roslyn Avenue, Westmount.

Alexander Bremner. With \$6,000,000 being invested in new buildings in the city of Montreal, the firms dealing in building materials come in for a goodly portion of the proceeds of this activity. In this line the name of Alexander Bremner is most closely associated, having yards and offices in the down town district, 50 Bleury Street. No one is better prepared to handle trade than he, and a complete stock of such materials as cement, drain pipes, fire bricks, fire clay, wall plaster, plaster boards, mortar hods, ladders, poles, wheelbarrows, enamelled sinks, and general contractors' and builders' supplies of the best quality are kept in store.

Mr. Bremner is a direct importer of much of his material, and as for quality and price there is no house in the city better prepared to meet competition in this line.

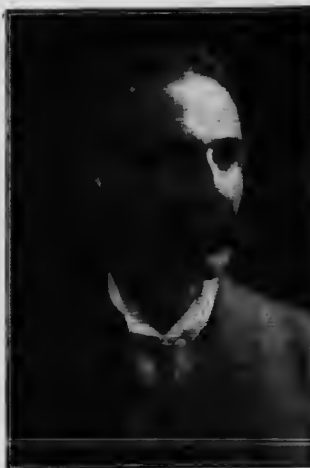
Alderman Louis Payette.

Alderman Louis Payette.

Alderman Louis Payette is one of the most prominent stone contractors in the city. He is a native of Montreal, having been born in this city in 1854. Mr. Payette has such splendid buildings as the Place Viger Hotel and Station, the Chateau Frontenac, the Annex to Windsor Station, the C. P. R. Telegraph Building, the extension to Morgau's Store, the "La Presse" Building, etc., to his credit, in conjunction with Mr.

Felix Labelle. Later, and alone, he has constructed the Union Bank of Ontario, the Banque d'Hochelega of Quebec, the Merchants' Bank of Canada at Lachine, and at present, among other large contracts, he is erecting the Bell Telephone Company's East Exchange.

Mr. Payette's office is at 630 St. Urbain Street. He is regarded as one of our most progressive men and public spirited citizens.

E. F. Dartnell.

Mr. E. F. Dartnell.

Prominent in the building industry of the city of Montreal, Mr. E. F. Dartnell, of 180 St. James Street, is the Canadian agent for a large number of merchants and manufacturers who distribute builders' supplies and machinery useful and necessary to that trade. He deals extensively in Canadian, American, English and Scotch sandstones; Bedford and other limestones, pressed brick, ornamental terra cotta, representing leading companies and firms

dealing in these commodities.

Among the special machines for which Mr. Dartnell acts as agent may be mentioned the "Portable Gravity Concrete Mixer," the "Gilbreth Accurate Measurer and Feeder," and he also represents the Cary Manufacturing Company of New York, which manufactures box strap-plugs, box corners and fasteners, pail clasps, crate hinges, protective seals, and various other shippers' specialties, and he is also agent for the "R.J.W." Damp-Resisting Paint Company, of New York, whose patent paint is now so extensively used throughout Canada.

Mr. Dartnell commenced business at his present address in 1893.

Thos. L. Paton. Manufacturers' Agent, 30 St. Francois Xavier Street, Montreal. Mr. Paton represents in Canada the following firms:—Geo. Christie, Limited, Glasgow; H. Coghill & Son, Newcastle; Associated Portland Cement Co.,



Mr. Thos. L. Paton.

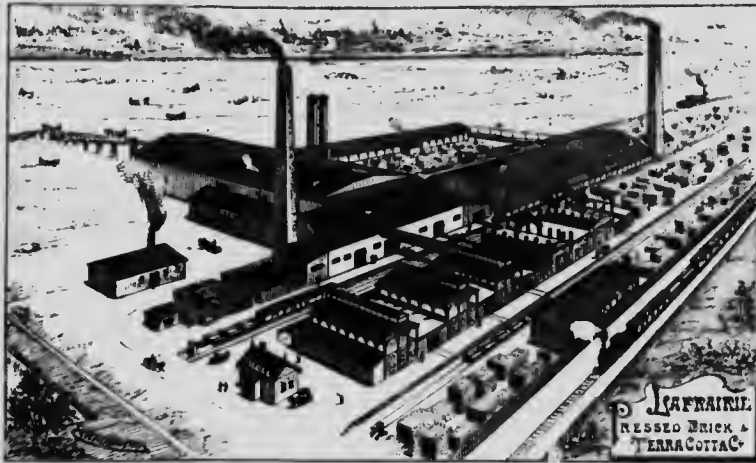
Limited London; London Emery Works Co., London; W. Leyendecker & Co., Cologne; Spear & Jackson, Sheffield; Bryce & Rumpff, Glasgow; the Ultramarine Co., New York; L. Martin & Co., Limited, Philadelphia.

The Laurentian Lumber Co. Established in 1900, the Laurentian Lumber Company owns extensive timber lands, situated chiefly along the line of the Montfort Railway and on the River Rouge. The company's mills are at Montfort, Chapleau and Morin Flats, P.Q. The directorate is comprised of William Williamson, President; Duncan Morrison, Vice-President; James T. Johnson, J. E. Seale, and G. A. Scott. The head offices are at 207-208 Board of Trade Building, Montreal.

The Laprairie Brick Company. The famous bricks manufactured by the Laprairie Brick Company, at its works at Laprairie, Quebec, bear a high-class reputation throughout the whole Dominion. About one hundred men are constantly engaged in their manufacture. The bricks are included in every specification for any building of importance throughout the country, and they have stood the severest tests imaginable in both foundation and superstructure, with eminently satisfactory results. Frost and rain do not make them scale, and buildings are rendered warmer by their use, while their appearance gives an air of solidity and substantiality to every building in which they are used. A recent compression test made at McGill University gives this company's plastic brick a strength of 15,000 pounds to the square inch, thus enabling the tallest and heaviest buildings to be constructed with absolute safety.

Pilkington Brothers, Limited. The most extensive manufacturers of polished plate, window, picture and car glass, plain and bevelled mirror plates represented in Canada is the well-known concern of Pilkington Brothers, Limited. This company was established in England about seventy years ago. Its works in that country are situated at St. Helen's, where some 10,000 hands are employed. The company also own extensive works in Manbeuge, France. The warehouse at Montreal, situated in Busby Lane, was established in 1890, and comprises the most extensive silvering and beveling plant in Canada, giving employment to some 40 hands. The specialties of the company are their brand of patent wired glass and prismatic rolled glass, which are celebrated all over the world.

Wired glass, as its name implies, consists of a



Among the leading modern buildings in Montreal in which the Laprairie brick has formed part of the contract for erection may be mentioned the new annex of the Bank of Montreal, the Liverpool, London and Globe Insurance Building, the Guardian Insurance Building, and many others recently completed or in course of erection. The Laprairie bricks are being used by the Grand Trunk Railway Company, the Montreal Street Railway Company, the Canada Sugar Refining Company, the Peck Rolling Mills Company, the J. C. Wilson Company, and a great number of our leading concerns, while they receive almost universal support from the leading architects and building contractors of the country.

The officers of the company are Mr. A. A. Ayer, President; Mr. Peter Lyall, Vice-President; Mr. F. Westbrook, Secretary-Treasurer; and Mr. J. W. Tester, managing director, whose office is in the Mechanics' Institute Building, St. James Street, Montreal.

sheet of glass about one quarter inch thick, having embedded in its centre a sheet of wire netting. The advantages of this combination of metal and glass over the ordinary glass for most purposes are manifest. It is in extensive use for skylights in railway stations, windows in warehouses, machine and railroad shops, and for deck, port and cabin lights in vessels. The company's patent prismatic rolled glass is manufactured on a scientific principle to reflect the greatest possible number of light rays, projecting light to the back of dark rooms and other badly lighted places. With the use of this glass darkened cellars, corners and passage ways are almost obviated. It is economical, and no architect or property owner can afford to overlook the advantages of this new departure in perfect lighting.

Pilkington Brothers, Limited, have branches in Toronto and Vancouver, the head Canadian branch being that at Montreal, which Mr. F. B. Bamford controls as manager.

John P. O'Shea & Company were established for the manufacture of ornamental glass, mirrors, fancy door lights, ground, drilled, bevelled, chipped, wheel cut and sand cut glass, etc., seven years ago. Their place of business, at the corner of Craig and St. Gabriel Streets, has since then become well known, and samples of the firm's artistic work may be seen to-day in hundreds of homes and office buildings in Montreal.

The expert skill, modern methods and machinery give Messrs. O'Shea & Company unsurpassed facilities for turning out large quantities of work, and of the finest quality. Mr. J. P. O'Shea, who is the sole proprietor of the business, is a practical glass worker. Not content with a thorough technical knowledge of the business, he takes an annual trip to the United States for the purpose of securing the newest designs for the benefit of his customers.

Messrs. O'Shea & Company show beautiful pieces of crystalline work, bent glass work, cut glass table ware, art mirrors, etc. They also import large quantities of sheet and plate glass from England and Belgium, which enables them to meet any demand or price in glass and mirrors.

Crescent Electric Company

Established in 1894 for the manufacture and distribution of electric light fixtures and electrical supplies of all kinds, the Crescent Electric Company was incorporated in 1901 with an authorised capital of \$100,000. Mr. L. Rousseau is the Managing Director, and under his experienced, energetic and able supervision and control, the company's business has developed, and is continuously increasing not only in the city of Montreal, but all over the Dominion. The company's factory is on Cheneville Street, a number of men being employed, while the splendid store and salesrooms of the company are at 2503 St. Catherine Street.

The company especially contract for electric light plants, electric clocks, bells and telephones, are the sole agents for the standard electric time clock of Waterbury, Connecticut, and deal very extensively in all brass and gas fixtures, wholesale and retail, and every conceivable variety of lighting fixtures and apparatus. Much of the merchandise is imported directly from France, England, Austria and Germany, the company receiving frequent shipments of all the most up-to-date and first-class manufactures, so that Canadians can rely on securing the latest, best and most efficacious supplies from the Crescent Electric Company. It is a progressive corporation of the highest character, and a landmark in Canadian commercial and manufacturing circles.

J. Benjamin Dagenais. Established in Montreal for upwards of twenty years as a builder, general contractor, and manufacturers' agent, Mr. J. Benjamin Dagenais has recently removed his offices and warehouse from 210 Guy Street to 951 St. James Street, at the corner of Richmond Street. Mr. Dagenais deals largely in sheet steel of all kinds for building purposes, sheet architectural iron, sheet iron and embossed steel. Among the most notable of the rich and elegant metal ceilings Mr. Dagenais has recently erected may be mentioned those of the Archbishop's Palace, Montreal; the Roman Catholic Church at Bathurst, N.B., and the Roman Catholic Church at St. Lazare, P.Q.; O. Lemire & Co., A. Letendre, Ellis et Cie, and Saxe & Company. He is the agent for the Metallic Roofing Company of Toronto, and the sole agent for the Metal, Shingle and Siding Company of Preston, Ontario; the Penn Metal, Ceiling and Roofing Company, of Philadelphia, Pa., and the Interior Hardwood Company of Indianapolis, Ind. Mr. Dagenais makes a speciality of providing floors, borders and panels.



Sayer Electric Company. 10, 12 14 Beaver Fall Hill, Montreal.

The Sayer Electric Company is one of the oldest in the city, being established in April, 1896. Carrying on a wholesale and retail electrical supply business, as well as being one of the foremost electrical contracting establishments here, they make a speciality of telephone work in all its branches, having some of the finest buildings in the city completed throughout. They also manufacture and keep a full line of electric light and gas fixtures and brackets, and submit special designs for new buildings being erected. The Nernst lamp is one of the newest specialties, and is well worth a visit to see what light you can get for so little money. For anything in the electric line write, phone or telegraph; they are always at your service.

John Forman. The largest stock of general electrical supplies and apparatus in Montreal is John Forman's, who established himself in business in 1876. The branches in his



establishment at 708-10 Craig Street are five in number, each dealing with a distinct and separate class of goods, namely, power, lighting, heat and household electrical supplies.

Mr. Forman, where it is found to be necessary by the size of the installation, or its distance from the source of supplies, contracts for the installation of every kind of electrical plant, and has installed a number of plants, both large and small, in various parts of the Dominion. The supplies are imported to a great extent by Mr. Forman from European countries and the United States. The principal volume of business he transacts, however, is the supply of apparatus and material for large, small and isolated plants, and the owners of all the innumerable electrical plants of the country can rely on obtaining all necessary appliances from Mr. Forman at the shortest possible notice. The warehouse of the firm is on Common Street.

Diamond Flint Glass Company, Limited.

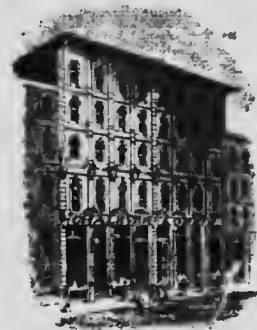
The head offices and works of the Diamond Flint Glass Company, Limited, are situated at the corner of DeBarclay Avenue and Loggia Streets, Montreal, the company also owning extensive works in Toronto and Hamilton, Ontario, employing altogether about 1,000 hands. The business of the company was originally founded upwards of twenty years ago by Messrs. A. and G. David Yule. The company are the largest glass manufacturers in the Dominion. Its products are distributed in all parts of the country from the Atlantic to the Pacific. Every description of drinking, perfumers', botthers' and other glassware is manufactured in white and colored glass by the company, which is continued by adding new lines to its extensive list in bottles, jars, tins, etc. The products of the company are celebrated for the fine quality of the glass and finish, every conceivable size and shape being made in each line or to order, as desired. Mr. David Williamson is the managing director.

Canadian Cork Cutting Company.

Mr. John Auld is the owner of the fine cork manufacturing establishment located at 642 Lagache Street. Corks of every size, shape and description are manufactured, and special designs are made to order. Life preservers, buoys, spalls, cork driving and capping machines, tin foil, etc., are also carried in stock.

Chaley & Orkin.

With commodious and elegantly appointed show and salesrooms, occupying from 1827 to 1831 Notre Dame Street, Montreal, the firm of Chaley & Orkin stand in



the front rank of importers and manufacturers of modes, silks, ribbons, tulle, etc., to be found in the city. The firm also have establishments in Lyons, St. Etienne and Paris.

CHAPTER XVI

EVERY DAY LIFE IN MONTREAL



THERE are few, if any, cities in the world where life is more enjoyable than in Montreal. The situation, the healthful climate, the comfortable circumstances of the population, and the natural character and tastes of the races which make up the latter, combine to make the city a pleasant place to live in. And the people make the most of their opportunities.

One has to live the year round in Montreal to appreciate the excellence of its climate, and the longer one has lived here the more pronounced does he become in his opinion

skating, tobogganing and other reasonable sports, which are unknown in the less favored, fog infested countries further south.

What discomforts might arise from the winters are completely discounted by the provision of reasonable clothing and suitable homes. Montreal buildings are simply marvels of comfort in the winter season. Substantially constructed, with double doors and windows, and with ample heating accommodation, the interiors can be kept at any temperature desired. The hot water heating apparatus is peculiarly a Montreal invention, has revolutionized the building heating system in America, and is doing the same in Europe.

Spring may be said to begin on St. Patrick's Day (March 17) and to end on Victoria Day (May 24th), which is still observed as a statutory holiday throughout the length and breadth of



An Unusual View of Notre Dame Church, Montreal, showing the beautiful Gardens on the side and rear. This view was taken from the site of the New Stock Exchange. New York Life Building in the distance.

that Montreal's climate is unexcelled. The much-maligned, and once ridiculously misunderstood winter, is looked forward to each year with pleasurable anticipation as the season of evening amusements by the average Montrealer. Hundreds of the wealthiest citizens of New York and other points in the United States make annual pilgrimages to this city during the winter months to participate in the delights of sleighing,

Canada. Before this date the business part of the city and the river front undergoes a great transformation. The St. Lawrence, with a mighty effort, shakes itself free from its icy fetters about the middle of April. The river steamers at once begin their season's services, and in a few days the ocean steamers begin to arrive from sea. Then it is realized how important the ocean trade is to Montreal. With

the arrival of the shipping a stimulating influence is imparted to business in all departments, and the influence continues to be felt until the last steamship clears for sea about the middle of November. The river often remains open until Christmas, and in fact excursions have taken place on the St. Lawrence on New Year's Day. During the season of navigation there is quite an appreciable addition to the great floating population of Montreal. There are sometimes as many as thirty or forty ocean steamships and three times that number of inland craft in port at once, and their officers and crews would alone make up the population of a good-sized town. Then the big steamship lines trading to Montreal have within the past few years greatly enlarged and improved their fleets, thus attracting weekly thousands of passengers to Montreal from all parts of Canada and the United States. And they

the present City Hall administration, a new era has been inaugurated. Great energy and much earnest work is being devoted by the people's representatives in the City Council and by their salaried officials to develop to the utmost the special conditions which make life in Montreal worth the living. The conditions of the streets and lanes are being improved, the water service is being closely watched, nothing is being left undone to assure the safety of life and property, and the inspection of buildings and foods most carefully attended to.

The autumn, and more especially the earlier part of it, commonly known as the Indian Summer, is in many respects the most delightful season of the year, and is looked forward to with keen relish by all lovers of the shot gun and the rifle, for the country north of Montreal is a veritable sportsman's paradise. And the autumn,



Mr. J. A. St Julien B.C.L., LL.L.
Advocate,
1598 Notre Dame Street.



Mr. Wm. H. Dunn,
Representing prominent Manufacturers
of Grocers' Supplies.



Mr. G. R. Small
Proprietor, The Maple Exchange,
118 King St., Maple Sugars and Confections.

also find here all of the comforts to which they are accustomed and more, for, besides hotels, rivalling in comfort and convenience the finest erections in New York and Chicago, they find in Montreal, among other advantages they can appreciate, the best and cheapest street car service under one management in America, and unquestionably the best and cheapest cab service, for there is not one city in the United States with so efficient and reasonable cab system.

As to the summer climate of Montreal, one word alone describes it—perfect. There is a large preponderance of fair weather, and, though the sun in midsummer shines warm and strong, the air is tempered by pleasant breezes. Hot and sleepless nights are practically unknown.

Much of the municipal energy of Montreal has, up to a recent date, been devoted to the equipment of the city with necessaries. Under

too, is the season of the annual social awakening.

And there can be no question about the stability of Montreal business houses. While other proud commercial centres have been shaken to their foundations under the stress of exceptional trial, commercial Montreal has scarcely felt a tremor; she has passed through world-wide panics unscathed.

Montreal business men have by envious rivals been described as slow, but it is not slowness, but a wholesome caution which has guided them. Consequently, while Montreal has never had any spasmodic booms of prosperity, she has never had to pass through periods of panic and exceptional depression.

All citizens of Montreal are proud of the fame and good name of their business men, as they are proud, but not boastful, of the pre-eminent position held among the commercial elites of Canada by the fair and happy city which is their home.



A Group of Montreal Civic Officials.

- 1.—Hon. L. O. David, City Clerk.
- 2.—Dr. J. J. McCarry, Food Inspector.
- 3.—Olivier Dufresne, City Comptroller.
- 4.—Arthur Langevin, President, Board of Assessors.
- 5.—David Legault, Chief of Police.
- 6.—Alcide Chaussé, Building Inspector.

- 7.—John B. Barlow, City Surveyor.
- 8.—J. E. A. Biron, Superintendent of Markets.
- 9.—Jos. A. Leguerrier, Supt. Incineration Dept.
- 10.—Geo. Janin, Supt. Water Works.
- 11.—E. O. Chmpagne, Boiler Inspector.

The Windsor Hotel. In every part of the civilized world where the city of Montreal is known or read of the fame of the Windsor Hotel has spread, and it is not only the finest and best hotel in the city, but in the Dominion, equalling the very highest class hotels of New York in every respect. Situated as it is on Dominion Square, in close proximity to Mount Royal Park and the main avenue leading thereto, it is a delightful place of residence at all seasons.

The Windsor Hotel is a truly magnificent building, and one of the sights of a city renowned for its beautiful edifices. The main entrance to the hotel is on Peel Street, facing Dominion Square. The hotel has accommodation for about eight hundred guests, and over two hundred of its rooms have bathrooms attached.

The splendid appointments are constantly being renewed, and all the most up-to-date improvements which are introduced into the hotel world and adopted by the first-class establishments in the leading cities are speedily installed in the Windsor Hotel. The plumbing has been made to conform to all the requirements of modern sanitation, and is perfect in every detail. Upwards of \$40,000 has been expended on this item alone within the past few years. A new electric light plant has been installed capable of lighting the entire house, a new refrigeration and ice-making plant, new elevators; a long distance telephone is also found in every room, and in fact every modern convenience which human ingenuity has devised for the luxurious accommodation of the guest, who not only receives every attention at the hands of specially trained servants, but a warm Canadian welcome at the hands of the courteous and indefatigable manager, Mr. W. S. Weldon, and his staff of assistant clerks and stewards.

The ladies' entrance of the hotel opens on to Dorchester Street, and is protected from the rain and sun by a broad canopy, which stretches to the street. In close proximity to the entrance are the waiting rooms for guests and the ladies' reception room. The main entrance leads directly into the Grand Rotunda, which is of most beautiful and great proportions, with a splendid dome roof, and lighted by large skylights, which illuminate the artistic frescoing upon the sides and approaches to the dome, as well as by a magnificent stained glass window, situated behind the office. The floor is of marble, and the whole, containing as it does every modern convenience for travelling guests and visitors, forms the principal fashionable rendezvous in the city, and at all times presents a striking and notable scene.

The grand staircase, promenade, parlors, dining room, the new ball, especially built for balls, banquets and concerts, combine to render the Windsor Hotel the most magnificent and complete institution of its kind in Canada.

La Corona Hotel. The latest addition to our city's first-class hosteleries is the La Corona, situated on Guy Street, one half block above St. Catherine Street. It is "Hotel de Luxe" from its charming and thoroughly up-to-date appearance in both its exterior and interior. It is the only strictly first-class European hotel in Montreal. Every appointment is of the best. It has the modern convenience of private baths, private dining-rooms, telephones in each room, tastefully as well as elegantly furnished suites and single rooms, all of which are large and airy. It has the finest public dining room outside of New York. The cuisine of the house is unexcelled in the city; the tables are supplied with every staple and delicacy which the market affords, while the service is unsurpassed.

The hotel adjoins the Proctor Theatre, one of our first-class places of amusement. The location is one of the delights of the new house. The illustration which accompanies this article only in a measure shows the beauties of this new



LA CORONA HOTEL, MONTREAL, CANADA.

and modern hotel. We gather some idea of the grace and beauty of the exterior, but the interior is even more handsome and artistic than the exterior. The decorations, the electrical effects, the general character of the whole house is most pleasing to the eye and most satisfying to the guest in search of homelike surroundings and modern conveniences. Quiet and elegance on every hand, within one half block of the great retail artery of the city, St. Catherine Street, it is yet free from the noise and annoyance of a crowded and busy thoroughfare.

Direct car service from both the C.P.R. and G.T.R. depots, at intervals of one half minute, convey guests within five minutes time to or from either station.

The rates at La Corona are as follows:— Rooms without bath, \$1 to \$1.50; rooms with bath, \$2 to \$2.50. This splendid new hotel was first opened to the public on July 1st of this year, and is under the experienced management of Mr. J. A. Poulin.

The Grand Union Hotel. The Grand Union Hotel, Montreal, has been established many years as a first-class family and commercial hotel. It is patronized by families from all parts of the Dominion, and by all visitors desiring to obtain the comforts of home, combined with the most up-to-date and modern luxuries and convenience obtainable at a high-class establishment, at a reasonable tariff. Its location at 1912 and 1914 Notre Dame Street is one of the most central and convenient in the city. The street cars passing its doors carry passengers to the principal resorts, amusements and points of the city at one fare. It is in close proximity to the Grand Trunk and Windsor Railway Stations, but sufficiently distant from these depots to avoid the noise which must of necessity arise when a hotel is closely adjacent to a railway station. Omnibuses from the Grand Union Hotel meet all trains, carrying guests and baggage free of charge.



Grand Union Hotel.

The sole proprietor is Frank J. Murray, a caterer with upwards of twenty years' metropolitan experience, who is always present to extend to his guests and patrons a cordial Canadian welcome, and to personally secure prompt attention to their comforts and requirements. Visitors desiring the best accommodation in Montreal, at reasonable rates, should not fail to patronize the Grand Union Hotel.

The William Strachan Company. The William Strachan Company are the leading manufacturers of domestic soaps, fulling and scouring soaps, oils and woollen mills supplies in Montreal. Mr. William Strachan founded his business over 25 years ago, and it has since been formed into a Joint Stock Company.

Montreal Trust & Deposit Company The Montreal Trust and Deposit Company was founded in 1890. Lord Strathcona was the first



Vaults of the Montreal Trust & Deposit Company.
Constantly guarded by watchmen.

President. It is the oldest trust deposit company in Montreal, and has up-to-date vaults and safes in the Royal Insurance Building, constructed to order at the time of the erection of the building.

The directors, twenty-one in number, include some of the most influential capitalists and business men of Canada.

Freeman's. The oldest and most fashionable restaurant in Montreal is Freeman's, which, strictly first class in every detail and respect, bears a reputation which equals that of similar establishments in any of the world's leading cities. The business was founded in 1863 by the late Allan Freeman, then the principal caterer of the city, and is carried on under his time-honored name by Messrs. Frank Gallagher and Dennis McCormick, both restaurateurs possessing the experience essential for the conduct of a high-class business.

The premises are situated at 154 and 156 St. James Street, elegantly appointed for the accommodation of the patrons of the restaurant, which comprise the leading citizens and the numerous guests and visitors of distinction to Montreal, who rarely fail to pay a call at Freeman's. The cuisine is of the highest class, while the wines are excellent, having been carefully selected from the finest vintages. The service at Freeman's is principally à la carte, and this is the only restaurant in the down town part of the city where a person can be served at all hours of the morning, afternoon and evening. The dining rooms on the ground floor are reserved for gentlemen, while the upper part of the restaurant possesses both public and private dining rooms for the accommodation of ladies with or without escort.

The proprietors extend a courteous welcome to all patrons, and by dint of their expert supervision, have made Freeman's the principal restaurant of Canada's metropolis.

Walter R. Wonham & Sons. Walter R. Wonham & Sons, Lloyds' agents at Montreal, and general commission merchants, are successors to the firm of Henry Chapman & Company, which was established upwards of 50 years ago. Amongst the more important British and foreign firms for whom W. R. Wonham & Sons act as sole agents in Canada are the Apollinaris Company, Limited; Bisquit, Dubouché & Co.; John Jameson & Son, Limited; Maehen & Hudson; H. G. Kenway & Co.; G. F. Henblein & Bro.; John Hopkins & Co.; Bagots, Hulton & Co.; Wm. Hay Fairman & Co.; Cossart, Gordon & Co.; Pedro Domecq; T. G. Sandeman & Sons; Feist Bros. & Sons; Girard & Co., and they also represent Hiram, Walker & Sons, Limited, distillers of "Canadian Club" whiskey, in the provinces of Quebec, Nova Scotia and New Brunswick.

The present members of the firm are Mr. Walter C. Wonham and Mr. G. Horsley Townsend. The commodious offices are situate at No. 6 St. Sacrament Street, Montreal.

Another important agency represented by Walter R. Wonham & Company is that of the celebrated champagne firm of G. H. Munn & Company, who hold the champagne record of the century in Canada. In 1900 the importations of G. H. Munn & Company's Extra Dry into Canada aggregated 119,441 cases, being 79,293 cases more than that of any other brand.



Birks, Corner & Co.

39 Place d'Youville and 2, 4, 6 St. Francois Xavier Street, Montreal.



Queen's Hotel, Montreal.

Fuchs & Raymond, Proprietors.
The only Fireproof Hotel in the City.

D. H. Welsh. Fourteen years ago Mr. D. H. Welsh started in business as a caterer and confectioner. To-day he has three stores with lunch rooms in connection. His first store was on Notre-Dame Street, but in a short time he moved to a better stand on St. Lawrence Street. About the same time he opened another store at 2103 St. Catherine Street, near Blenny Street. His next move was to sell out the St. Lawrence Street business and open a new place at 1875 St. Catherine Street. The next addition to the business was the opening of a store on St. Peter Street, near Craig Street. Three different premises have been occupied by Mr. Welsh in St. Peter Street, each move being into larger premises, the present store, dining-room and banquet hall, in the "Witness" block, having been fitted up in splendid style specially for Mr. Welsh's requirements. It is one of the favorite lunch resorts down town.

Mr. Welsh makes all his own cake and candy; cooks his own meats for hot and cold dinners, banquets, etc. The banquet and supper halls at 126 St. Peter Street are in constant demand. Personal attention is given to the preparation of wedding cakes, wedding dinners, Christmas dinners, and orders for all similar occasions.

B. O. Beland, whose establishment is located at 26 Lemoine Street, is fast taking a prominent place as an importer of champagnes, whiskies, gin, wines, liqueurs, olive oil, almonds and pharmaceutical products.

Mr. Beland handles some of the finest brands that come into the city, and his customers are rapidly increasing in number owing to the very careful attention they receive at his hands.



J. S. Buchan, K.C.
Advocate,
Canada Life Building, Montreal.

John McDougall & Company. The eminent engineering firm of John McDougall & Company was founded about forty years ago by the late John McDougall and the late Robert Cowans, the business now being managed in the interests of their estates. John McDougall & Company are manufacturers of cold blast charcoal pig iron, railway car, engine and truck wheels. The pig iron is supplied to manufacturers in various parts of the Dominion, besides being used by the firm in the wheel manufacturing works. This branch of the business is rapidly expanding. The firm's furnaces are situated at Drummondville, giving employment in all to about three hundred hands. The plant there, owing to the increasing business, is being considerably extended, and a number of new kilns built.

The Montreal works of John McDougall & Company occupy 596, 598 and 600 William Street, and here the wheels are manufactured and supplied largely to local railroad lines. Some sixty men are constantly employed. The works are under the management of Mr. Edgar McDougall, through whose able experience this branch of the business has grown rapidly. These works are well worthy of a visit, fitted as they are with the most modern machinery and appliances for producing car, engine and truck wheels in that pitch of perfection which is absolutely necessary in these important parts of the various kinds of railway rolling stock. When it is considered, in these days of rapid and extensive travel, and the hundreds of thousands of miles traversed by the engines and rolling stock of the numerous railways throughout the Dominion, it

is surprising how few breakdowns occur. Of course, in the first place, it is essential that every kind of wheel shall be as perfect, sound, true and strong as expert workers in such shops as those owned by John McDougall & Company can possibly turn them out, after applying to them the severest possible tests. Then, of course, the wheels are tested after every run. Still, it is noteworthy to find how durable and perfect these wheels are invariably found to be, and the firm of John McDougall & Company has been especially renowned for years for the high qualities and perfect finish of their products.

The shops of John McDougall & Company have special facilities for the manufacture of mill works of all kinds, shafting, gearing, pulleys, rope wheels, pulp mill apparatus, starch and glucose work, machinery for rolling mills, sugar refineries, etc. The foundry is well lighted and airy, and has excellent facilities for turning out large quantities of loam, dry sand or green sand castings—in fact, all departments are equipped in the most modern fashion.

The offices of the Car Wheel Works are situated at 597 William Street, while the general offices of John McDougall & Co. are at 512 William Street, Montreal.

Casimiro Mariotti. Signor Casimiro Mariotti, the subject of this sketch, is one of Montreal's representative men. He is an old soldier, and served the Italian Government as Royal Consular-General to Montreal. For years



Signor Casimiro Mariotti.

he has been a member of the Board of Trade, and is one of Canada's leading sculpture and marble dealers. His place of business is on Beaver Hall Hill, where he has been for thirty-three years.



Mr. E. H. Copland

Copland Company

Importers of Fine Clay Goods, Chemicals, Cement, Metals, Oils,
Pottery Supplies, Whiting.
146 West Regent St., Glasgow. 107 St. James St., Montreal.

The Berliner Gram-o-phone. That wonderful machine which so faithfully reproduces the human voice is known as the "talking machine" or Gram-o-phone. The Berliner Gram-o-phone is the only talking machine made in Canada, and is the invention of Mr. Emile Berliner, who also invented the "transmitter" in use on every telephone. The most natural and artistic results are reproduced on the Berliner Gram-o-phone, the records being hard-flat Maroon disc, which are almost indestructible. They are manufactured in Montreal at the factories in Fortification Lane and 2315, 2317 and 2319 St.



Catherine Street, and the offices are situated at 2315 St. Catherine Street, Montreal, where every size is kept in stock, at prices varying from \$15 to \$45, complete with three records. Every province in Canada and Newfoundland is now supplied from the Montreal factories.

Mr. Emmanuel Blout is the courteous and energetic manager for Canada.

The Bellevue Cafe. The most elegant and up-to-date Café and Grill Room in the fashionable up-town district is the Bellevue Café. It occupies the ground floor and basement of the Bellevue Mansions, which occupy the whole corner of the block at the corner of Dominion Square, Metcalfe and St. Catherine Streets, with fine entrances on each. The magnificent buffet opens directly on a splendid marble corridor, brilliantly lighted, which runs through the entire building from St. Catherine Street to the Square. Private dining rooms are also situated on this floor. The large and well-appointed grill room is managed on the most modern London lines by the proprietor, N. Gravel, a caterer of great experience, for many years the proprietor of the Board of Trade Café down town. Patrons can select their own viands from a fine transparent ice box, and have them cooked on the silver grill to suit their taste.

The Ottawa River Navigation Company.

The Ottawa River Navigation Company was originally founded by the late R. W. Shepherd in 1842, and his son, Mr. Robert Ward Shepherd, is now the Managing Director of the Line. Before the present company was incorporated, the line was run as a private enterprise, under the title of the Ottawa Steamers Company. The President of the Ottawa River Navigation Company is H. W. Shepherd, the Vice-President Herbert Wallis, and the remainder of the directorate is composed of Richard Bolton, A. F. Riddell and R. W. Shepherd.

This fleet of delightful river steamers comprises the "Sovereign," "Empress," "Duchess of York," "Princess," "Maude," and "Victoria." These modern boats are fitted with up-to-date accommodation for passengers—electric lights and every convenience for first-class travel. These steamers voyage between Montreal and Ottawa and local lines to intermediate points. The Ottawa steamers carry His Majesty's mails. Some of the most delightful, historical and romantic scenery in Canada can be viewed on the numerous trips afforded by this company, at most reasonable rates.

W. H. Henry is the proprietor of the principal general steamship agency in Montreal, his convenient offices being in the Temple Building, 185 St. James Street.

He is the sole agent for the Cunard and the North German Lloyd lines, and agent for the American, Allan, Dominion, Beaver, Red Star, Allan State, Hamburg-American, Holland, America and French lines. He can supply tickets to any part of the world, and makes up tours at the ordinary steamer rates. He gives especial attention to tours on all the St. Lawrence River lines, and books routes with stop-over and other privileges to suit his numerous patrons.

The Allan Line. At the head of the vast ocean traffic between Canada and Europe stands the famous Allan Line of steamers. The splen-



Capt Macnichol of SS. Bavarian and his Officers.

did fleet, numbering some 35 steamers, owned by this the pioneer firm of the passenger and mail service of the Dominion rivals any steamship line in the world. The "Bavarian" and the "Tunisian," the famous twin sister ships, are the stars of the Allan Line fleet. They each register 10,375 tons, have twin screws, a speed of about 16 knots, are 520 feet long and 59½ feet wide, and make the passage from Quebec to Liverpool by the short route in about eight days, or via Cape Race in about twelve hours longer. The vessels have the most modern and luxurious appointment and accommodation. Other passenger steamers of the fleet are the "Ionian," the well-known and favorite steamer "Parisian," and the new steamers, "Sicilian" and "Corinthian." The firm of H. & A. Allan manage the Canadian business of the line, the offices of the company being situated at 2 St. Peter Street, Montreal.



Promenade Deck SS. Bavarian.

In 1822 Canada attracted the attention of Captain Alexander Allan, who in that year sailed on his first voyage from Glasgow to Quebec in the brig "Jean." That voyage proving a great success, inaugurated the founding of a service which has lasted continuously for upwards of eighty years. Eight years after the first voyage of the "Jean," Captain Allan had four larger vessels running, making a regular service of clipper packets. In 1831 he retired from command, and established his office in Glasgow to manage the rapidly developing business.

The Montreal "Gazette" of date September 28, 1839, contained the following interesting advertisement:—"For Greenock: The well-known coppered ship Canada, 329 tons register, Bryce Allan commander, now loading and will have immediate dispatch. For passage only, apply to Captain Allan, on board, at the Cross, or to Miller, Edmonstone & Allan."

Sixty years later—to a day—the splendid new 10,000 ton twin-screw steamer "Bavarian" sailed on her initial voyage from Montreal.



First Cabin Entrance SS. Bavarian

These two facts mark the progress as well as the venerable status of the Allan Line. Bryce Allan, Captain of the Canada, was later, and for twenty years, managing owner of the line at Liverpool, and at his death was succeeded by his nephews, Robert and James Allan, who for the past thirty years have been the representatives of the line in that port.

In 1830 the fleet consisted of the Canada, Favorite, Brilliant, Blonde, Pericles, Gypsie, and others. Twenty years later larger vessels were taking the place of the old time favorites, among which may be mentioned the fine iron ships Strathearn, Minerva, Strathdane, Glenfuart, Gleniffer, Ardmillan, Romsdale and others, and in 1854 the mail service was inaugurated by a fleet of four new steamers, specially built for the trade. The present fleet are the lineal successors of those first four steamers.

Dominion Line and Leyland Line.

The representative line of Canadian steamers is the Dominion Line, which to-day possesses a fleet of some 20 ships, with an aggregate of 158,434 tons gross register, and all the passenger vessels comprising it are of modern type, as will be seen by the following list:—

PASSENGER STEAMERS.

	Built.	Gross Tonnage.	Screws
Columbus	1903	15,000	Twin
Commonwealth	1900	12,097	Twin
Mayflower	1902	13,507	Twin
New England	1898	11,394	Twin
Canada	1896	9,413	Twin
Kensington	1894	8,669	Twin
Southwark	1893	8,607	Twin
Dominion	1894	6,618	Twin
Cambroman	1892	5,672	Single
Vancouver	1894	5,292	Single

the fastest passage between Liverpool and Canada, shares the credit of having done more than any of the other vessels of the line in earning for it the reputation it now enjoys. This remark even includes the later ships, though they are of considerably increased proportions, of greater magnificence, and generally possess far greater claims to consideration on pretentious grounds.

Since 1894 many additions have been made to the fleet of the Dominion Line (a number of twin-screw steamers having been added), and the company has advanced to the forefront of Atlantic lines, with a splendid reputation in Canada, the United States, Great Britain and the Continent.

The offices of the Dominion Line are at 17 St. Sacrament Street, Montreal. The line is under the local management of Mr. John Torrance, assisted by Mr. James Thom.

The Leyland Line is also one of the most important shipping concerns doing an extensive



Type of Dominion Liner.

CARGO STEAMERS.

Englishman	1891	6,336	Twin
Irishman	1899	9,510	Twin
Turcoman	1892	5,829	Twin
Ottoman	1890	4,843	Single
Nomadic	1891	5,749	Twin
Tanric	1891	5,730	Twin
Norseman	1897	9,546	Twin
Manxman	1888	4,827	Single
Roman	1884	4,572	Single
Iberian	1900	5,223	Single

Perhaps, with the Vancouver, the steamer Canada, which holds the record for having made

trade with Canada. This line's headquarters are at Liverpool, England. It owns a fleet of 44 steamers, with a gross tonnage of 277,379 tons. The firm was incorporated in 1900 as Fred Leyland & Company, Limited. The steamers run from New York to Liverpool, Boston to London, Quebec to London, New Orleans to Liverpool, Galveston to Liverpool, and Montreal to Antwerp. The steamers from Montreal to Antwerp carry freight, with a limited passenger accommodation. The general manager of the company is H. B. Roper; the Montreal manager, John Torrance; the assistant manager, James Thom.

Robert Reford Company, Limited. have been identified with the business life of Canada for more than half a century—first, as wholesale grocers in Toronto, under the name of Robert Reford & Company; next as Reford & Dillon, wholesale grocers, shipping owners and agents, Montreal and Toronto; and lastly as The Robert Reford Company, Limited, Montreal.

Coming to Montreal in 1865, the firm commenced their shipping business here by running steamers between London and Montreal in connection with Wm. Ross & Co., of London and Glasgow, to which was added later the fleet of the Donaldson Line to Glasgow, the Thomson Line to London, Newcastle, Leith, Aberdeen, Bordeaux, Charente, and Mediterranean ports, which lines the firm still operate as part owners as well as agents, with weekly sailings to London and Glasgow and frequent sailings to the other ports. The firm is also agents for the Lord Line of steamers between Montreal and Cardiff, and were the pioneers of ocean traffic between Montreal, Avonmouth and Bristol with the Great Western Line of steamers, which went out of business some years ago. They have also been the pioneers of the Mediterranean, French, Spanish, Italian, and Grecian fruit and wine trades, which have brought much business to Montreal and Canada. It has also opened up direct trade with British Burmah and other eastern ports, so doing much to develop Canada's ocean and foreign trade.

McLean, Kennedy & Company.

One of the many firms which has been instrumental in building up and fostering the marine business of Montreal is that of McLean, Kennedy & Co., whose offices are in the Corn Exchange Building, 39 St. Sacrament Street. The business was established twenty-five years ago by Mr. Charles McLean, and by him conducted till 1889, when Mr. Murray Kennedy was admitted a partner. They act as ship and steamship brokers and general forwarding and freight agents, and are also the Canadian agents of the Ulster Steamship Company, Limited. In the year 1894 this company inaugurated a regular service between Montreal and Belfast and Dublin by what is known as the Head Line of Steamships, commencing with four steamers; and through the enterprise of the owners and agents, Canada's trade with Ireland, which previous to 1894 was practically nil, has developed to such an extent that up to the present time the Head Line fleet has been increased to twelve large steamers, which are required for the transportation of Canadian produce to Ireland. This line also operates a fortnightly service during the winter months between St. John, N.B., and Belfast and Dublin.

This firm also represent the Holme Line of steamers, and the general chartering department of this firm is one of its most important features.

Furness, Withy & Co., Limited.

Messrs. Furness, Withy & Co., Limited, of which firm Sir Christopher Furness is the principal, and whose head offices are situated at West Hartlepool, England, have been actively engaged in the St. Lawrence trans-Atlantic steamship trade for many seasons. Since the opening of their own office at Montreal, in May, 1898, they have carried on an extensive business.

The Manchester Liners, Limited, whose steamers maintain a first-class service between Montreal and Manchester in summer, and St. John, Halifax and Manchester in winter, are represented by Messrs. Furness, Withy & Co., Montreal.

Their own steamers also maintain a fortnightly service from Montreal to Antwerp, also a monthly service to South African ports, in conjunction with Messrs. Elder, Dempster & Co.

This firm's Montreal office, of which Mr. J. R. Binning is manager, attends to the booking of a large portion of the outward cargoes of the steamers of the Manchester Liners and Furness lines, each of which maintains regular fortnightly sailings from St. John and Halifax in winter, besides engaging cargo for steamers of their various connections from Portland, Boston, New York, Philadelphia and other American ports.

In addition to Montreal, this firm has its own offices at Halifax, Boston and New York, with agencies at all the other principal ports.

Thos. Harling. The well-known general traffic agent, Mr. Thos. Harling, whose offices are 406 and 407 Board of Trade Building, Montreal, represents the Canadian Lake and Ocean Navigation Company, Limited, which is a purely Canadian organization, formed in Toronto last year. The company own a fleet of seven steamers, four of which, namely, the "Turret Cape," "Crown," "Court," and "Chief," trade on the Great Lakes, principally carrying grain from Port Arthur and Fort William to Georgian Bay and Kingston. The other three steamers are the "J. H. Plummer," "H. M. Pellatt," and "A. E. Ames," which were built in England last spring, and are now trading as a regular weekly service between Montreal, Port Arthur and Fort William, connecting with the Canadian Northern and Canadian Pacific Railroads to all points in the great West.

Mr. Harling is also agent for the Canadian Ocean and Inland Line, which was inaugurated this year to operate a service of steamers between Rotterdam and Montreal. The steamers have brought out full cargoes of rails and general merchandise and taken back large general cargoes. The steamers presently operating the service are the "Toronto," 6,000 tons; "Aboukir," 5,000 tons; and the "Scottish Hero," 4,000 tons, and they maintain a fortnightly service. Other steamers are being built for the trade, and a considerable increase of business is expected.

Our Street Railway Service.

The Montreal Street Railway Company operates what is without doubt one of the most complete electric railway systems in the world, a system which embraces lines over all of the principal thoroughfares of the city of Montreal, and, with its allied suburban lines, gives connections between every part of the city and the principal suburban and rival points on the Island of Montreal. The city lines of the company comprise no less than 125 miles of track, and considerable additions are being continually made, no less than 14 miles of track being added to the system last year. The inexhaustible water power of the Shawinigan Falls, 81 miles distant, is drawn upon



One of the magnificent Chair Seat Cars of the Montreal Street Railway.



Street Railway Chambers
General Offices Montreal Street Railway.

for motive power, but the company has also its own steam power plant in the centre of the city, representing 15,900 horse-power, and including some of the largest steam engines and dynamos in Canada and the United States. The company has spacious and splendidly-equipped workshops of its own in the eastern end of the city, where its rolling stock is not only repaired, but built. The rolling stock at present in use, which represents many original and admirable features, is a credit to Montreal workmanship. It includes over 700 trolley cars and 19 electric sweepers for use in clearing the tracks during the snow storms of the Winter months. The authorized capital of the company is \$10,000,000, of which \$6,000,000

is subscribed and paid up. The net earnings for 1902 were \$911,032.27, of which amount \$600,000 was paid out in dividends and \$100,000 to the fire insurance fund. The company was originally organized under the name of the City Passenger Railway Company in 1860, with a capital of \$150,000, to operate a line of horse cars along Notre Dame Street. In 1871 the paid-up capital of the company reached \$240,000. In 1874 the company had 317 horses and 30 cars. In 1885 authority was obtained by the company to increase its capital to \$2,000,000. In 1892 the company had 500 horses, 60 cars and nearly 50 miles of track. In this last-mentioned year the company obtained a thirty years' franchise to operate the present electric car system, which was promptly inaugurated.



Interior of the Street Railway Power House.

The Edwardsburgh Starch Company, Limited.

Controlling fully seventy per cent of its special lines of manufacture, the Edwardsburgh Starch Company, Limited, is easily the leader of the starch making industry of the country. The business of the company was founded in 1858 by the late W. T. Benson, the pioneer of the trade in Canada. The concern grew so rapidly that it was deemed advisable in 1866 to incorporate, and this was done, some of the most prominent Montreal citizens of that day being associated on the directorate, among whom may be mentioned the late Peter Redpath, Walter Shaully and Alexander Buntin. The new company, under the able direction of its president and founder, and his co-directors, rapidly developed, and its business expanded with the growth of the country's commerce, until finally it has reached its present vast proportions, and still continues



The Edwardsburgh Starch Company, Limited.

to prosper and increase. George F. Benson, the son of the founder, is the President of the company, William Strachan the Vice-President, R. Cunningham, Secretary, and Hugh McArthur, Treasurer; and the directorate is composed of the following well-known Montrealers:—Hon. Robert Mackay, Chas. R. Hosmer, William R. Miller and George Hyde. The company's general selling agents are W. T. Benson & Company of this city, and to this firm's energetic and enterprising efforts much of the present all-round success and recent increase of the company's business is due.

The works and plant of the Edwardsburgh Starch Company are situated at Cardinal, Ontario, and are fully equipped with the most modern and up-to-date machinery, perfect as money and mechanical skill can make it. A considerable portion of the extensive works are new, having been rebuilt after an unfortunately disastrous

fire, which occurred some three years ago. The company own and control one of the oldest water powers on the River St. Lawrence at their works, and have installed what is probably the most complete system of pressure water filters on the American continent. These advantages render the quality of all the products of the company the very finest of their kind, while the producing capacity of the works is many degrees higher than any concern of a similar character in the Dominion. Only experienced hands are employed by the company, the average number engaged being about one hundred and fifty.

The company have for many years manufactured corn, rice, wheat and potato starch, but in recent years have also developed a surprisingly large trade in glucose and corn syrup, the production of which has now become a very large and important branch of the company's business. All the company's goods are widely distributed, and bear a high reputation throughout the Dominion, the starch products being familiarly known as Benson's Prepared Corn, Edwardsburgh Silver Gloss, Benson's Enamel Starch, while their "Crown Brand" syrup has gone very largely into household use during the past two years. This is in fact one of the most important specialties manufactured by this company, as they produce considerably more than half the amount consumed in Canada. This syrup is now in extensive use throughout the North-West, where a very small quantity of fruit is grown, the syrup being a delicious and satisfactory substitute therefor. The company have also during the past few years established an excellent reputation for their now well-known Crystal Glucose, and to-day control the greater portion of the entire Canadian trade in confectioners and canner's glucose.

In addition to the regular lines manufactured as above mentioned, the by-products from the works constitute very important feed products for cattle and poultry, the feeds being sold under the names of gluten meal, corn bran and corn oil cake, in addition to which we must not forget the very important item of corn oil, which is now successfully used as a substitute for both cotton seed and linseed oils. The company's business, already the most extensive of its kind in the country, continues to increase in a gratifying manner, and has made very rapid strides in the past eighteen months, the Edwardsburgh Starch Company now being considered one of the principal industrial concerns in Canada.

The offices of the company are in the London and Lancashire Building, 164 St. James Street, Montreal.

Sicily Asphaltum Paving Co., Ltd.

Some seventy streets of the city of Montreal, representing thirty-five running miles of pavement, have been paved by the Sicily Asphaltum Paving Company, by far the largest paving company in this part of Canada. Some of the best specimens of asphalt paving in Montreal, including that in front of Bonaventure depot, Dorchester Street (West), Windsor Street (Dominion Square), and Union Avenue, which are admired by all visitors to the city, were laid by the Sicily Company. The operations of this concern are by no means confined to Montreal, it having executed large contracts in Ottawa, Quebec, Sherbrooke, Three Rivers and other cities. In Ottawa the pavements around the Parliament buildings are a standing advertisement for the Sicily Asphaltum Company's careful execution of their contracts. Most of the streets of the city of Quebec were also paved by the Sicily Company, and so were the driveways about the Provincial Legislative buildings, which are such splendid samples of the pavlors' art as to excite the admiring comment of all visitors to the Ancient Capital. The company makes a specialty of asphalt road pavements, but also lays granite block pavements and asphalt mastic sidewalks, a style of foot pavement which has become very popular in the city. The company controls the paving block output of most of the biggest granite quarries in the province, and has exceptional advantages for carrying out that class of work, as was shown in Montreal this season when in a few weeks a long section of Commissioners Street, along the river front, was paved by the company while other contractors were unable to obtain blocks. Some rival contractors have frequently had to place themselves under obligations to the Sicily Company to obtain supplies not only of paving blocks, but of curbstones. Few citizens of Montreal are aware of the extensive character of the business conducted by this company. Its plant is situated on Mill

Street, between the Lachine Canal and the upper basin of the harbor, a position unequalled for the reception and delivery of material. The plant has a most complete equipment of sand-dryers, asphalt boilers, mixers, etc., and is in its details of arrangement a marvel of ingenuity. Everything is reduced to a system, to ensure not merely rapid operation, but the best possible results. The process of preparing the asphalt for use in the street pavements is more complicated than the average layman would imagine, and the machinery quite intricate. Two kinds of asphalt are used—the soft pitch-like asphalt from the famous asphalt lake in the Island of Trinidad, British West Indies, and rock asphalt, obtained from southern Europe and California. The rock asphalt has to be ground before it is ready for the mixing operation, and the Trinidad has to be boiled and refined. The heating and mixing in both cases is a most delicate operation, and the company owes much of its success to the fact that it employs none but the most expert workmen in the works, as well as 500 on the street gangs. The pay-lists of the company are very heavy, as can be understood when it is known that it often has gangs at work in half a dozen other cities as well as in Montreal. In this city alone, during the first week in August the present year, the company had on its pay rolls no less than twelve hundred men and two hundred carters.



A Repair Crew at Work.

The company was organized in its present form in 1890 by Mr. James Cochrane, at present Mayor of Montreal, and member of the Quebec Provincial Legislature for St. Lawrence Division. Mr. Cochrane is a shrewd business man, of wide practical experience as a contractor, and the company was placed upon a sound and substantial footing at the very start. Some three years ago Mr. Cochrane retired from the company, but members of his family still retain a connection with it, one of his nephews, Mr. D. J. Cochrane, being at present Secretary of the company, and another nephew, Mr. D. Drysdale, local manager.

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St. Nicholas Street Entrance.

Their premises were totally destroyed by fire in January, 1901, and rebuilt in 1902.

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The St. Paul Street section is occupied a warehouse and factory by James Coristine & Co. Limited, which is one of the oldest houses engaged in the fur trade in Canada.

Originally founded in 1852, it came under the sole control of Mr. James Coristine in 1887 and was incorporated under Dominion law in 1899, with Mr. Coristine as President.



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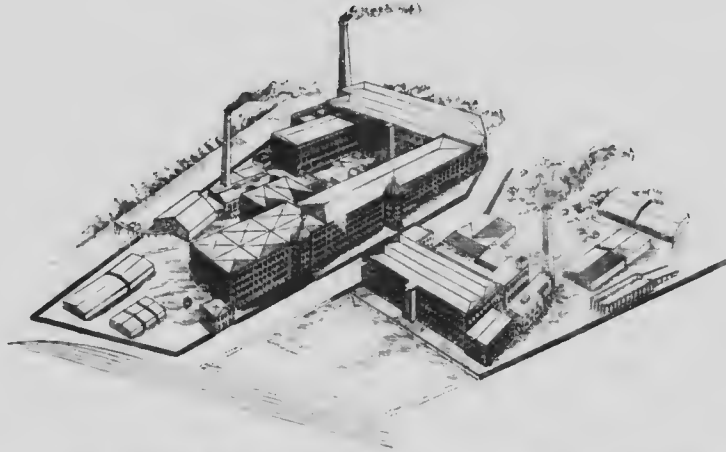
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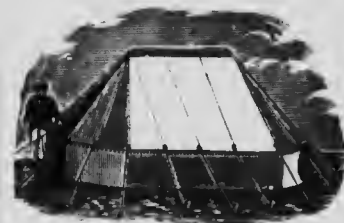
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