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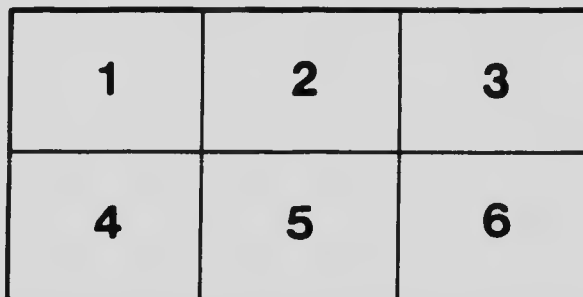
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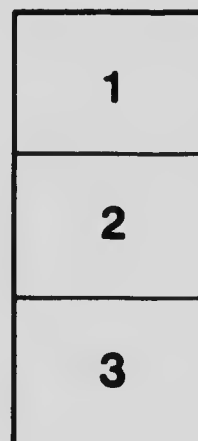
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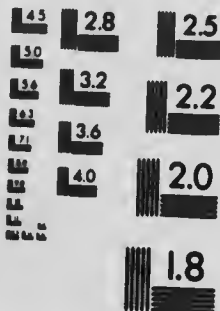
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I N T R O D U C T I O N

TO THE VISITORS IN THE CITY OF MONTREAL, WHO WOULD SEE THE MANY BEAUTY SPOTS IN THE SUBURBS COMFORTABLY AND CHEAPLY, THIS BOOKLET IS ADDRESSED. IT WILL TELL YOU WHERE TO GO, HOW TO GO, AND WHAT IT WILL COST



AERIAL VIEW OF THE CITY OF MONTREAL

THE life of the average city dweller in this strenuous age is one of hurry and worry. In order to "keep up with the procession," one must live in an atmosphere of feverish activity, taxing brain and body to the utmost. Nature demands something to offset the undue strain of our modern life, and so not the least among the requirements of a modern city are the facilities it can offer for the recreation of its inhabitants. Montreal occupies a unique position in this respect. Few great centers of population can boast of greater advantage, a greater number of pleasant suburban resorts, where the weary thousands may find havens of rest in their brief respites from the city's turmoil. Situated as it is on an island, in a region famed for its romantic and varied scenery, Montreal has much to offer in the way of outings for its citizens. Within easy reach, the busy Montrealer has the open, healthful tracts of a fertile country, scores of sequestered nooks by the shore of Lake St. Louis, the broad St. Lawrence, and the little Riviere des Prairies, natural parks ideal for summer outings, and a wealth of places indissolubly linked with the names that loom largest in the nation's history.

The trolley-car is the logical vehicle of the busy man on his outing. To the city-dweller it must ever rank among the greatest boons of an era of progress. It takes the place, with the man of ordinary means, of the horse and the automobile, and does its work more cheaply, more satisfactorily, and with greater convenience to the traveler. The man of affairs who has a few hours to devote to recreation in the open air does not need to take thought as to his equipage.



STREET SCENE, SAULT AU RECOLLET

15/1/00

I N T R O D U C T I O N

The trolley-car is always there. It waits his leisure. Lines traverse the Island of Montreal in every direction, and take in all the points of interest from east to west of that historic district. One may at any time find the cars at central points in the city, and in a very few minutes he is being whirled out through the open country, breathing air unvitiated by the city's dust and smoke.

Variety is the spice of life. Frequent and healthful recreation goes a long way towards making the daily round pleasant and profitable. The occasional voyage in the good, pure air of heaven is not only a pleasure, but a good investment as well. It is a duty which one owes to his health. It is not only to the man whose work binds him to the city six days out of the seven, leaving but one to devote to an outing for himself and his family, that the suburban trolley trip is a boon. The business man injured in his office; the clerk, whose life is largely sedentary; the student, — all classes of metropolitan activity need the benefits that are come at most conveniently in this way.

There is another side to the question, Montreal's history forms probably the most fascinating and romantic chapter in the annals of Canada. The deeds of her great men, from the time of Maisonneuve up to the era of Indian warfare to a more modern period, read in many cases like the pages of a romance. Montrealers are prone to be forgetful of this history, and of the records of it that are still preserved in many cases. In the district surrounding Montreal are still to be found many relics, in ancient and half-ruined houses, of

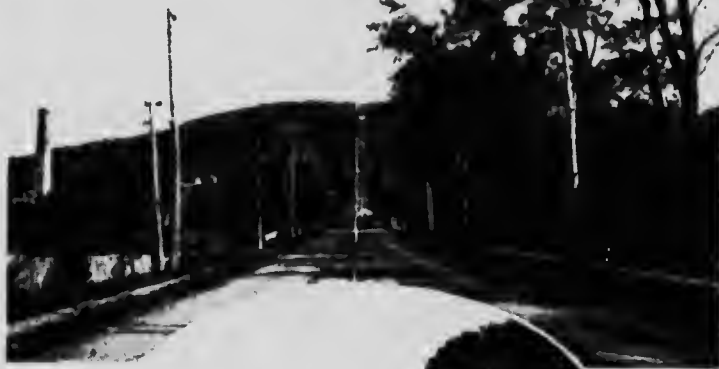
our age of chivalry. From Lachine to Back River, which was the northern frontier in the days of Iroquois aggression, there are scores of places made famous by deeds of valor.



LOOKING WEST FROM NORTHMOUNT

Travel at home is only less educative and broadening than traveling in other lands. On our own Island we have scenic and historic wealth that attracts tourists from all parts of the country. These places should be of the greatest interest to us who call Montreal our native city. Combine outing with profit, recreation with the gaining of new information with regard to our own country.

It is the intention of this booklet to outline the features of the principal trolley routes which take in the points of interest on the entire Island. Of these there are five, to Lachine, "Round the Mountain," to St. Laurent and Cartierville, to Back River, and to Bout de L'Île.



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TROLLEY TRIPS IN AND ABOUT MONTREAL

'ROUND THE MOUNTAIN

ATROLLEY ride around old Mount Royal is a source of never ending pleasure. It may rightly be called our "characteristic" route. It has been said of Montreal that here is a charm only to be found in the older cities, a charm of stately cupolas and massive piles so far removed from the offensively modern and utilitarian aspect of too many Canadian cities. So too with Montreal's suburban scenery. Nowhere in Canada can we see such a varied and picturesque landscape as that which skirts the sides of Mount Royal and crisscrosses the suburbs with wide streets embowered in trees, old-fashioned hamlets breathing all the romance and the poetry of the French regime, stately buildings, endless stretches of tilled land and green orchards, the grand old Mountain towering in the background with its pine topped crest—these are a few details of the picture.

des Nelles College, one of the many institutions of learning about Montreal, Boncklin's restaurant at Cote des



GOLF CLUB
TREMONT

Nelles, is a quaint and hospitable hostelry widely known to Montrealers.

To the left of the car line is Cote des Nelles Cemetery, the place of burial for the dead of the Roman Catholic faith. Splendidly kept and containing many notable monuments and tombs, this vast cemetery is visited by many thousands of people annually. Mount Royal Cemetery, the Protestant burial ground, lies farther back, at the base of the mountain.

MONTREAL HUNT CLUB



Shortly after passing Cote des Nelles village the car reaches Snowdon's Junction, where the Cartierville Branch of the Montreal Park & Island Railway Company begins. Another stretch of country, undulating, wooded, dotted with extensive orchards and prosperous farm houses, and the car approaches the village of Notre Dame de Grace. Before reaching the village proper, we pass the new Villa Maria Convent, a large and beautiful structure in white stone, divided into several wings. Behind this and farther up the mountain is the Westmount Golf Club. A little farther on, on a bold hillside, one may see the ruins of the old Villa Maria Convent, destroyed by fire many years ago.

Notre Dame de Grace is a romantic little hamlet set in the midst of a flourishing farming and horticultural district. It has many well-known institutions, among these being the Hospital for Incurables, the Mackay Institute, and the old Dominican Church. The Sulpician Order has a large farm and orchard near the village. Notre Dame de Grace, on the fertile western slopes of the mountain, was one of the first settled parts of the Island. As a result, there are to be found here several houses of great antiquity, one of them, the old Decarie homestead, dating back to the time of Maisonneuve. Between this point and Westmount the passenger is treated to a delightful view of the river seen from a vista of trees. Soon Westmount is reached, and we



HUNT CLUB RESIDENCE, OUTREMONT

The "Round the Mountain" line is a delightful twelve mile run through scenery unsurpassed on the Island. Ever expanding with the years, the trend of the city is to encircle the mountain, and the result is a series of charming suburban towns. Outremont is one of these, a town of handsome residential districts for Montrealers, vistas of shady trees and flowering gardens, and in site and other natural advantages the town is ideal.

The cars pass close to the club house and links of the Outremont Golf Club, and on the slope of the mountain is situated the luxurious headquarters of the Montreal Hunt Club. A large and impressive building is the Outremont Convent, situated at the angle where the cars turn to encircle the mountain.

Leaving Outremont, a short run brings us to the village of Cote des Nelles. This old-fashioned hamlet, with its wooden dwellings and irregular streets, is interesting as a characteristic village in rural Quebec. It is a favorite rendezvous for the snowshoers in winter, and its many places of quaint interest render it well known to Montrealers. Among these is the old-fashioned chapel, which well repays a visit. Here also is situated Cote

TROLLEY TRIPS IN AND ABOUT MONTREAL

transfer to the Montreal Street Railway, to return to Montreal proper, passing through the "mosaic" city of Westmount, which has the unique privilege of being almost wholly a residential district. Passing along St. Catherine Street eastbound, one has an excellent view of the mountain side, with the strata of buildings on the various levels, the Holy Spirit Seminary looming white against the dark background and the deep green of the foliage

ST. LAURENT AND CARTIERVILLE

ESPECIALLY in summer, there is no more delightful outing to be had by the Montrealer than that afforded by a trolley ride to the towns of St. Laurent and Cartierville. Situated in the open country, far from the din and smoke of the city, more and more each year have these points been gaining in popularity as suburban resorts for those who wish to spend the warm months out of the city, as well as those who are partial to brief out-lags as a welcome relaxation from daily routine.

In going to Cartierville by trolley car the passenger has the additional advantage of seeing the beauties of the "Round the Mountain" route, for that is the system by which the earlier part of the trip is taken. Taking a "Round-the-Mountain"

car on St. Catherine Street, one reaches Snowdon's Junction on that line, where the Cartierville Branch begins. This station lies between the villages of Cote des



OLD CHAPEL WEST OF COTE DES NEIGES

Neiges and Notre Dame de Grace, in the midst of some of the most beautiful scenery on the mountain route. At Snowdon's Junction the tourist changes cars for St. Laurent and Cartierville, and strikes off across country at right angles to the main line.

"Near to Nature's Heart" is the way to describe the charming country through which the cars pass in their swift, even progress. The city is forgotten in the midst of ideal rustic scenes. Farm lands, divided into squares by primitive "snake" fences or walls of rough boulders, please the eye with many shades of green,

while here and there fine old farm houses nestle back from the road in their bowers of orchard trees and vines. Only a few miles from Canada's largest city, it is yet pre-eminently, delightfully, "the country."



VILLA MARIA

But there are attractions that appeal to some more strongly even than this. A short run from Snowdon's brings us to "Blue Bonnets," the new race course of the Montreal Jockey Club. This track rivals the best in Canada, and will be patronized by the best-known Canadian and American horsemen.

After several stops at little wayside stations, the car reaches St. Laurent, a little town of shady streets and scattered houses, a summer

home of many city folk. Some of the streets here have high sounding titles that appeal to the passer-by, as, for example, "La Grande Allee de Florence," and others quite as poetical. Among the other attractions of St. Laurent, and the town's proudest boast, are a large college for young men, a convent, and an imposing church.

Leaving St. Laurent, the car proceeds again through ideal rural scenery, out across country to Cartierville, which is one of the prettiest villages on the Island. Charmingly situated on the bank of the Riviere des Prairies, a branch of the Ottawa River, its wooded precincts afford an ideal holiday ground for the city weary.

The chief charm of Cartierville is its park. The seeker of health-restoring rest and recreation can find nothing more delightful than this natural park by the river banks, its long avenues out between the rows of trees, and the fresh, pure breeze from the river. Plenty parties find the spot an ideal one, and benches and tables are provided for their comfort.

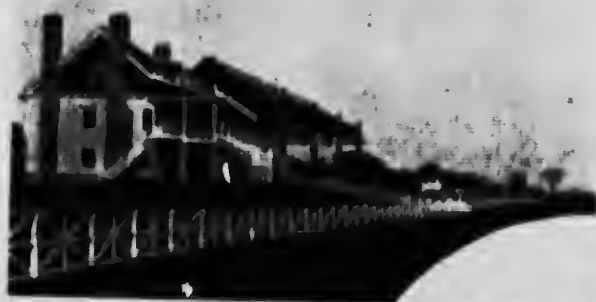
Cartierville, too, has its history. Its name recalls the great

CONVENT OF THE HOLY NAME OF MARY, OUTREBORT

TROLLEY TRIPS IN AND ABOUT MONTREAL

Jacques Cartier, who was the first explorer to penetrate the interior of Canada, coming up the St. Lawrence River as far as the present site of Montreal in 1535.

Among the attractions of Cartierville must be numbered the



MONTREAL JOURNEY CLUB HOUSE "BLUE BONNETS"

boating facilities, which afford pleasure to hundreds of visitors. The new boat house there is a point that cannot be overlooked. Beautiful summer residences, increasing yearly in number, dot the river banks and are occupied by well known Montreal people.

SAULT AU RECOLLET

FEW indeed are the Montrealers who are not familiar with the so-called "Back River" route, and who do not treasure pleasant memories of the summer beauties of Riviere des Prairies and the old fashioned village of Sault au Recollet. The trip is an old favorite with city pleasure seekers and is gaining in favor with the seasons.

Sault au Recollet cars start from the car barns at the head of St. Denis Street and strike out across the Island to Riviere des Prairies. Passing through Ville St. Louis, a northern suburb, the cars skirt the grounds of the Shamrock Athletic Association, one of the largest and best equipped athletic fields in Canada, and soon leave behind the scattered outposts of the city for the open country.

The route traverses stretches of lush lands, dotted with cottages, where enterprising city people have purchased land and built homes to await Montreal's growth. On through little backwoods settlements that will one day be a part of the metropolis we pass, until across a wide valley one may look down a tree-clad slope to the banks of the Riviere des Prairies. It is a view worth going many more miles to see, a vision of stretches of cultivated lands, with rows of elms and maples, picturesque

farm houses here and there, and in the background the tower like church steeples.

Abundant Station, better known as Pelopon's, is a pretty little town situated on the Back River, modern in everything but its history. Abundant has its electric lights, its sewers, its water works, and in a very short time St. Denis Street of Montreal will run through to this point and the town will be absorbed. The new Montreal Jail is being constructed on the boundaries of the town.

A run of a few minutes, and we come on a very different scene in the village of Sault au Recollet, the most characteristic of our old fashioned hamlets. In its little dwellings, its French ovens, its wayside shrines, its old fashioned gardens, it is dear to the visitor's heart. There is the convent of the Sacred Heart, one of the finest in Canada, attracting its pupils from all parts of the United States and Canada, and numbering among them some even from Cuba and Mexico. The Jesuits have here also a large college of Theology. One of the features is the large church, one of the oldest and finest in the country.

As well for their historical as their scenic interest are Abundant and Sault au Recollet on the Riviere des Prairies, beloved of the Montrealer and the tourist. History in this romantic little corner of the Island dates back to the days of Champlain, for it was Francois des Prairies, of St. Malo, who in 1610 gave the



NORTH MOUNT, SHOWING PETERBURGH GATEWAY



ST. LAURENT COLLEGE, CHURCH, AND HALL

river its name by getting strayed into this route while taking vessels up the St. Lawrence. A few years later the Recollet missionaries, Canada's first missionaries, began here their noble work among the savages. On the Shores of "Back River" the first mass was said in 1615.

Treasured in Canadian history are the stories that gave Sault au Recollet and Abundant their names. Father Nicolas Viel, a devoted Recollet missionary, labored for two years among the Hurons, and was returning to visit Quebec when the treacherous savages drowned him in the turbulent rapids that thereafter came to be called Sault au Recollet. The little village that here grew up took the same name. With this good priest, "the first Canadian martyr," was a young Indian convert, Abundant, who shared his fate, and whose name was given to the now prosperous town known under that name.

TROLLEY TRIPS IN AND ABOUT MONTREAL

L A C H I N E

LAACHINE what volumes of Canadian history does the name recall! The name of the little town on Lake St. Louis that has been in existence almost since the first white man set foot on the Island of Montreal. La Chine — so called from the fact that in 1600 Champlain came upon the great inland waterway and thought that he had found an Occidental route to China — can tell more than

shoot out of the angry whirlpool and glide easily down through the more tranquil river below to come to rest in the harbor.

Full of variety and interest is a trip to the historic little town by trolley car. Starting opposite the Montreal Post office, the Park and Island cars make the trip to Lachine in forty minutes, the run taking the passenger through a great part of — Industrial Montreal — St. Henri and Côte St. Paul. Among the homes of industry to be seen along the route are the Northern Electric and Montreal Milling Mills companies, on Notre Dame Street, the Canada Ice Company employing a thousand hands, the Simplex Railway Appliance Company, and the Albi-Chalmers-Bullock Electric Company.

For a considerable distance the car line skirts the main line of the Grand Trunk Railway. Here and there, also, one has a glimpse of the Lachine Canal, one of the greatest engineering triumphs of Canada constructed to allow of river traffic going up the river passing the turbulent rapids.

Somewhat quaint and old-fashioned in appearance is the town of Lachine, with its rambling streets, its hundreds of cottage dwellings, its magnificent buildings of white stone



ABRUPTON STATION

It will of the forming of the destinies of Canada. From its beginning as a little fur trading post surrounded by a stockade to keep off the savage invaders, it has come to be in our time a delightful suburban town, modern and yet quaint, the resort of sightseers and holiday makers. The trading posts of Le moine and Leber have passed, no longer may one see the rough fort where the early settlers entrenched themselves in 1640 when the Iroquois devastated the north of the island with rapine and massacre, but the historical interest remains to throw a halo of romance about the place.

CARTIERVILLE STATION

To add to the beauties of its site, by the banks of the storied

Lake St. Louis, just above the great rapids where the St. Lawrence River hurls itself down over a rocky bed to be churned up in spray and resolved into a thousand treacherous whirlpools, Lachine has one unique attraction that brings to her yearly many thousands of visitors. "Running the Rapids" is a sport that never grows stale or ceases to thrill. Embarking in a steamer at Lachine wharf, the tourist feels the speed of the craft increase as the rapids suck it in. Swifter and swifter grows the pace, until finally the boat, a mere pigmy in the giant swells, shoots into the raging turbulence of waters. Tossed here and there by the relentless waves, rocking and complaining in the hands of the demon of the rapids, a dozen times it seems as if destruction was certain for the vessel; but the hand of a skilled pilot is there, and soon the little boat



SUMMER HOME AT CARTIERVILLE

rising here and there. Chief among its edifices is an immense convent, the mother house of the Congregation of St. Anne de Lachine. Several excellent hotels afford accommodation for the summer visitor.

Lachine is a great center for the distinctive Canadian sports, both in summer and winter. In the sum-

mer the river front presents a gay scene, with little excursion steamers plying from the town to points on the lake shore, the gaily-dressed summer visitors, and a fleet of canoes and skiffs dotting the lake. The regattas held here during the season are memorable, the Lachine Boating and Canoeing Club being a

VISTA FROM BOUT DE L'ILE PARK

TROLLEY TRIPS IN AND ABOUT MONTREAL



HOTEL BOUT DE L'ÎLE

flourishing institution. In winter the aquatic sports are exchanged for snow shoeing, ice boating and other activities peculiar to the time of ice and snow.

Just across the river from Lachine is the Indian village of Caughnawaga, where one may see the famed red men. Troopers at that—going soberly and to-morrows about the duties of civilized life. At Caughnawaga an old fort that dates back to the time of the first British occupation is still extant. It is now used as the village lockup. The shores of Lake St. Louis are dotted with places of historical interest.

Military Lachine was established in 1661 by Robert Cavalier de La Salle, to whom a seignenty in the neighborhood was granted by the Sulpician Order so that he might fortify a post to keep off the Indians. The restless La Salle soon sold his possessions and set off up the St. Lawrence River to discover China a disastrous expedition which cost the explorer his life after he had found the Ohio and, perhaps, the Mississippi rivers.

Although the work of vandals has long gone on unchecked there are still to be seen at Lachine the remains of La Salle's old chateau. Much of its material has been used to construct a farm wall, but one may yet see the foundations and part of the crumbling walls on what is known as the Fraser Farm near Lachine. On the Lachine Road another landmark of history is to be found in the shape of the old seignorial windmill. Every seigneur in the old French regime had among his perquisites the right to grind the meal of his tenants, charging a fee for the same. The great stone mills were fortified and used as forts in time of attack.

But after the French regime passed away Lachine still had her history. The town was at one time the headquarters of the Hudson's Bay Company, and it had its English garrison. On the

property of Mr. George Lapin at Lachine is pointed out the remains of an old man-of-war which were built many of the officers whose lives terminated while guarding the colony from attack in its early days.

BOUT DE L'ÎLE LINE

SPECTACLES of varied and romantic country swept by the refreshing breezes from the river a peerless view of the grand old river from the vantage point of high ground and access to several of the picturesque public institutions of the Island—these are some of the attractions offered by a trolley trip over the easterly portion of the Island of Montreal on the line of the Terminal Railway. The Terminal Railway has recently come under the control of the Montreal Street Railway Company and now adds one of the most attractive routes to the number offered by that Company. In the run from Montreal, upwards of an hour in duration, the passenger sees some of the finest scenery to be found in the neighborhood of the city.

Bout de l'Île, at the junction of the Rivière des Prairies and the St. Law-



INTERIOR SHIRINE, LONGUE POINTE



INTERIOR SHIRINE, LONGUE POINTE

rence River, is the easterly terminus of the electric line. It is a delightful old-fashioned village, breathing the true spirit of the French Canadian rural hamlet, and is much sought after as a quiet and picturesque resort in the summer months. Along the route between Bout de l'Île and Montreal are several pictur-



LAKES ST. LOUIS

CANADIAN PACIFIC RY.

MONTREAL JOCKEY CLUB

JACQUES-CARTIER

COTE DES NEIGES

ISLAND

Outremont

NOTRE DAME DE GRACE

NOTRE DAME DES NEIGES CEMETERY

MOUNT ROYAL CEMETERY

MOUNT ROYAL

MONTREAL

WESTMOUNT

COTE ST. PAUL

ILE ST. PAUL

ILE VERTE

MOFFAT ISLAND

Point St. Charles

VICTORIA BRIDGE

SHARD PIER

S A

ST. LOUIS

ST. LOUIS


ST. LOUIS

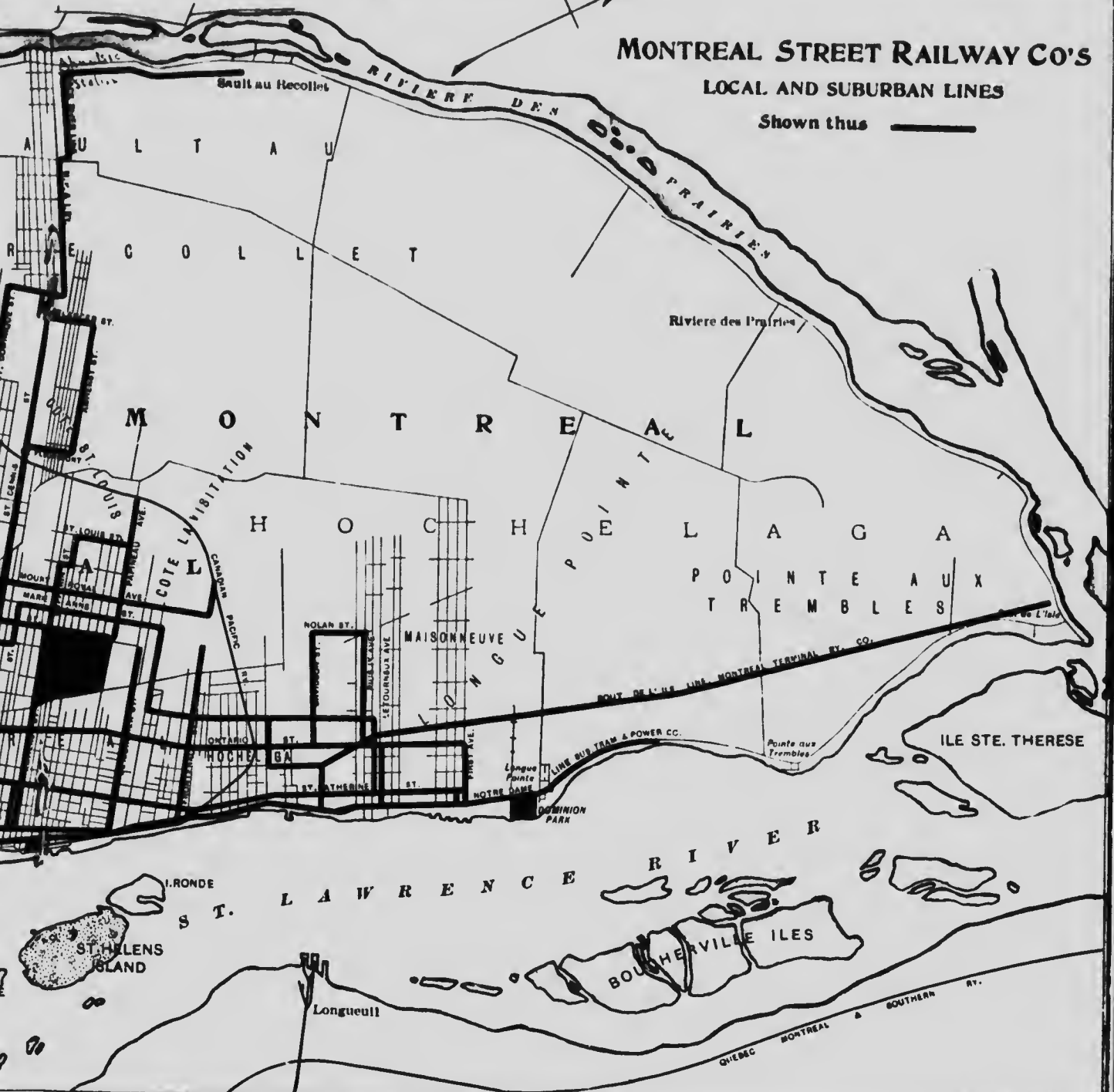
ST. LOUIS

L E J E S U S

MONTREAL STREET RAILWAY CO'S

LOCAL AND SUBURBAN LINES

Shown thus 



TROLLEY TRIPS IN AND ABOUT MONTREAL



ENTRANCE TO DOMINION PARK

esque suburban points that have also found great favor with summer outing seekers. Of these, the best known are Pointe-aux-Trembles and Longue-Pointe, and each has its Mecca of especial interest to the tourist and Montreal visitor. At Pointe-aux-Trembles is the Shrine of the Reparation, the bourne of many annual pilgrimages of devoted worshippers. At Longue-Pointe is situated the Hospital of St. Jean de Dieu, the so-called Longue-Pointe Asylum, one of the largest hospitals for the insane, and easily the most picturesque in site and architecture in Canada.

To see, for an extended distance, the typical scenery of Canada, and a true picture of rural French Canadian life, the trip by trolley car to Bout de l'Île is an ideal one. Out through the sparsely settled outlying suburbs, on and on, the traveler is carried until finally the open country beckons invitingly before, while behind the city begins to loom distant and imposing with its numerous spires and cupolas.

Just as the cars pass out from the outskirts of Maisonneuve they pass quite near the new playground of the city, Dominion Park. The towers and electrical effects of Montreal's Conny Island, opened for the first time last summer, are most imposing when seen from this vantage point. The park itself is reached directly by the Montreal Street Railway Company's cars from the city. The tracks of the Terminal Railway take the route straight across country, and the result is to give a magnificent view to the passenger. The line runs on high ground, whence

one looks down towards the river, and far out across the country north and south. The pretty summer residences, woods, stretches of verdant farmland, the variety is most grateful to the tired eye.

After a run of about five miles through this charming landscape the car reaches Longue-Pointe, which is a little village on the St. Lawrence, and, like many of the hamlets in the neighborhood of Montreal, abounds in natural beauty as well as in the interest of its local color. At this point are situated several industries of importance, of which the American Locomotive Company's plant is the most notable, but by far the most interesting feature of the place, and the one which annually attracts its thousands, is the immense asylum which is here situated. The asylum of St. Jean de Dieu is an institution that is known throughout the Dominion of Canada, and it well repays a visit

Its grounds and gardens cover hundreds of acres of land, its houses and large buildings constitute a village by themselves. Situated at the eastern extremity of Longue-Pointe, between the Pointe-aux-Trembles Road and the river, the central portion of the asylum is a great building of three flights, two hundred feet in length, and



LACUNE



RIVER SCENE AT BOUT DE L'ÎLE

with two wings, each two hundred feet long. The architecture has been so arranged that from every possible part of the place the patients may look out over the river, and upon the noble view,—in front Bonaventure, to the left Varennes, Longueuil to the right, in the distance the mountains of Belœil and the Adirondacks. Among the marvelous and elaborate arrangements here made for the care and diversion of the mentally sick, is a little

TROLLEY TRIPS IN AND ABOUT MONTREAL



PAULTAU BRIDGE, ILE VISITATION IN DISTANCE

electric railway within the grounds, operated by patients. The splendid chapel is another point of interest to visitors.

Beyond Longue Pointe, the little village of Pointe aux-Trembles, also on the river bank, is as well a Mecca for devotee and pleasure-seeker. Pointe-aux-Trembles is one of those historic little places which abound about Montreal, and its history dates back to 1674. It has as its points of interest an old parish church; a convent, controlled by the congregation of Notre Dame, and the famous Shrine of the Reparation, to which flock yearly many hundreds of devout worshippers. Although not of ancient foundation, the shrine has acquired a great reputation for sanctity. To the visitor the place is for the same reason, although to a lesser degree, as interesting as Ste. Anne de Beauport.

Here, too, are the rifle ranges that are used by the military corps of Montreal, as well as, in later years, by many private rifle associations. The annual meets of the Province of Quebec Rifle Association are held here. The entrance to the ranges is directly on the railway.

But a few miles from Pointe aux Trembles, and in all about



SHORE LINE, LAKE ST. LOUIS, LACHINE



LACHINE ROAD

twelve miles from Lasalle Avenue Station, is the terminus of the line, Bout de l'Île. This is a quiet old village by the Rivière des Prairies and the St. Lawrence, where Montrealers flock each summer to pass a part of the hot weather by the cool breezes from the water, under the spreading foliage of the trees in the park. Bureau's Hotel, at Bout de l'Île, is a hostelry well known to Montrealers. Among the interesting features to which the attention of every visitor is drawn is an old fashioned horse boat ferry across the river.

Many of the business men of Montreal are firmly convinced that the trend of the city's growth is bound to set in towards the east, in which direction lies level land and the river bank, which may in the future be a continuation of Montreal's wharf facilities. Among the pioneer firms in this end of the Island is the Lakeside Portland Cement Company. The new plant of this company is located on the line of the Terminal Railway, not far from Pointe aux Trembles. The buildings extend about a thousand feet from north to south and vary in width from sixty to one hundred feet. The capacity of the plant is about two thousand barrels, but the buildings are arranged for a capacity of three thousand. This industry, which employs in the neighborhood of



PICNIC GROUNDS, BOUT DE L'ÎLE

two hundred hands, is only the forerunner of many such which are destined in the near future to dot the shore of the St. Lawrence from Montreal to Bout de l'Île.

One of the principal reasons for this easterly growth is the fact that extensions of the Harbor of Montreal must lie down river, and above the Lachine Rapids prove an effective barrier, and in the past the harbor has gradually crept down the river bank until it will one day extend as far as Longue Pointe.

As a residential part, this end of the Island is in high favor as well, and now many well-known citizens spend the summer months here, as is evident from the number of beautiful dwellings to be seen along the route of the Electric Railway.

TIME SCHEDULE, RATES OF FARES, ETC.

TO

LACHINE, SAULT-AU-RECOLLET, AROUND THE MOUNTAIN, ST. LAURENT, CARTIERVILLE, POINTE AUX TREMBLES, AND BOUT DE L'ILE

LACHINE

DESTINATION: Lachine and Lake St. Louis, running through and stopping at Montreal West, Rockfield, and Dominion Station, and connecting with steamers shooting the Rapids.

TIME SCHEDULE: Cars leave the Post-office, Montreal, 30 minutes past the hour and every 30 minutes from 5:40 A. M. to 12:00 midnight, and proceed via St. James, McGill, and Notre Dame streets.

Returning, cars leave Stoney Point, Lachine, 10 minutes past the hour, and every 30 minutes from 5:30 to 12:50 A. M.

FARES: Cash Fare (one way) 5 cents and one City Fare; return 30 cents and one City Fare.

TIME OCCUPIED IN MAKING TRIP: One way, 50 minutes; round trip, 1 hour, 40 minutes.

SAULT-AU-RECOLLET

DESTINATION: Sault au Recollet, running through and stopping at Youville and Ahuntsic.

TIME SCHEDULE: Cars leave from the St. Denis Depot every 45 minutes, from 6:15 A. M. to 12:00 noon, and every 30 minutes from noon till midnight. Take St. Denis cars going north for above connection.

FARES: Cash Fare (one way) 15 cents and return 30 cents.

TIME OCCUPIED IN MAKING TRIP: One way, 30 minutes; round trip, 1 hour.

ST. LAURENT AND CARTIERVILLE

DESTINATION: Cartierville, running through and stopping at Montreal Jockey Club new Race Course (Blue Bonnets) and St. Laurent.

TIME SCHEDULE: Cars leave Victoria Avenue, West, 10 minutes past the hour and every 20 minutes. For connection at Victoria Avenue, take St. Catherine or Windsor & St. Lawrence cars, and change is made at Snowden's Junction.

Cars also leave Mount Royal and Park avenues at 20 minutes past the hour and every 20 minutes. For connections at this point, take the Park Avenue or Amherst cars. Change is made at Snowden's Junction.

FARE: Cash Fare (one way) 15 cents; return, 30 cents.

TIME OCCUPIED IN MAKING TRIP: One way, 40 minutes; round trip, 1 hour, 20 minutes.

MOUNTAIN BELT

DESTINATION: Round the Mountain, passing through Westmount, Notre Dame de Grace, Ute des Neiges, Outremont, and Montreal Annex.

TIME SCHEDULE: Cars in making the circuit of the Mountain run east on St. Catherine Street from Victoria Avenue to and up Park Avenue, and west on St. Catherine Street from Park Avenue to Green Avenue and Sherbrooke Street West on a 30-minute schedule, weather permitting, and will stop when signaled.

FARE: Round the Mountain, 10 cents; round trip, 10 cents and one City Fare.

TIME OCCUPIED IN MAKING TRIP: 1 hour.

ROUND THE MOUNTAIN (VIA SPECIAL OBSERVATION CARS)

Cars run every afternoon and evening, Sundays and Holidays, weather permitting, passing the corner of Peel and St. Catherine streets on the hour, and will stop at other points when signaled.

FARE: Round trip, 25 cents.

TIME OCCUPIED IN MAKING TRIP: 1 hour.

BOUT DE L'ILE

DESTINATION: Bout de l'Île, running through and stopping at Longue-Pointe, Tetraultville, and Pointe Aux Trembles.

TIME SCHEDULE: Cars leave from the corner of LaSalle Avenue and Notre Dame Street on the hour from 6:00 A. M. to 11:00 P. M. For connections at this point, take St. Catherine, Notre Dame, or Ontario cars going east.

Returning, cars leave Bout de l'Île on the hour.

FARE: Cash Fare (one way) 30 cents; return, 35 cents.

TIME OCCUPIED IN MAKING TRIP: One way, 1 hour; round trip, 2 hours.

GENERAL INFORMATION

As the above time table is subject to change without notice, passengers should apply to the Superintendent for further information. The Company's aim is to keep the traveling public advised of any change, but the Company does not guarantee perfect accuracy or hold itself responsible for any error or errors that may occur.

EXTRA CARS WHEN TRAFFIC REQUIRES IT

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A passenger refusing to pay his fare may be, by the conductor of the car and the servants of the Company, put out of the car at any usual stopping place or near any dwelling house, as the conductor elects, the conductor first stopping the car and using no unnecessary force.

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