

SIGHTS *and* SHRINES OFFICIAL GUIDE *to* MONTREAL



IDE
O
EETS

MAP
WITH
INDEX

A. T. CHAPMAN
PUBLISHER · MONTREAL
Price 35 CENTS



Manufacturing Furriers and Skin Dealers

The large volume of fur business transacted in our three stores, means that we are able to secure skins at first cost, and of the finest quality. As manufacturers we claim the distinction of exclusive models, designed and made in our own factory.



We have at all times a choice collection of

HUDSON BAY
SABLES

SILVER FOXES

CANADIAN
BEAVER

FISHER MINK
and MARTIN

Our showrooms are one of the sights of Canada which no visitor can afford to miss. You are welcome whether a purchase is intended or not.

Fairweathers Limited

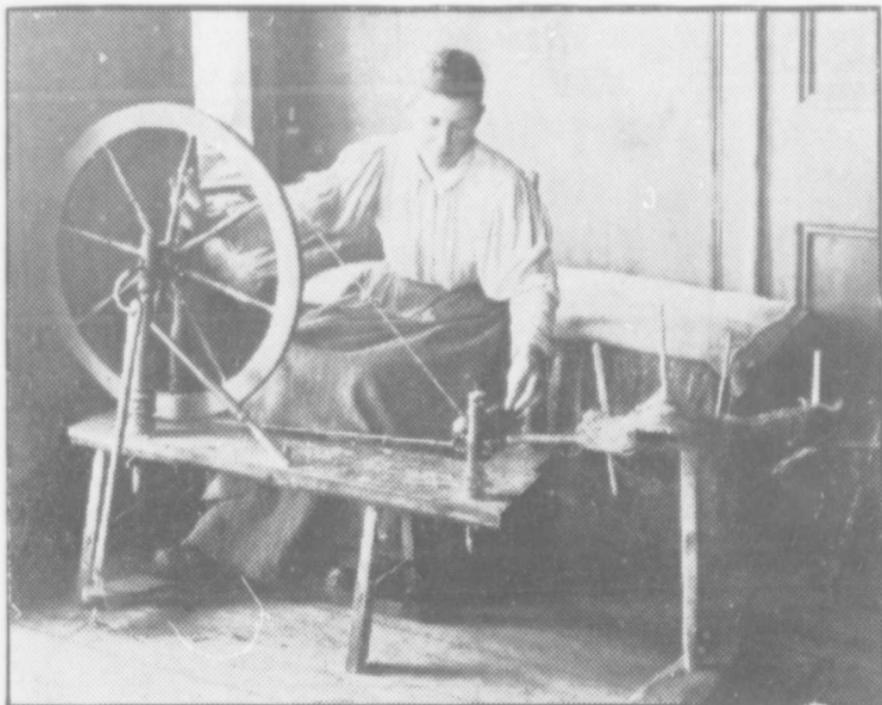
St. Catherine Street at Peel

Toronto

MONTREAL

Winnipeg

ADVERTISEMENTS



The Canadian Handicrafts Guild

598a ST. CATHERINE STREET WEST

Between Drummond and Mountain Sts.; three minutes from Windsor Hotel.

HEADQUARTERS FOR HOMESPUNS

French Canadian Catalognes, Linens, Couvrepieds, Rugs, Table Covers, Portières, Chairs, Ceintures Flechées

Indian

BASKETRY
BEAD WORK
LEATHER WORK
EMBROIDERY

DOUKHOBOR
AND RUTHENIAN
EMBROIDERY

Canadian

POTTERY
FURNITURE
METAL WORK
CARVINGS

English, Irish and Italian Lace

ADVERTISEMENTS

Wedding Presents

THE LONDON SOCIETY JOURNAL

SAYS:

“The most fashionable and the most acceptable Wedding Present is the piece of Antique Furniture, or Silver, or Old China, or Sheffield Plate”



FOR SUITABLE GIFTS IN ENDLESS
VARIETY: VISIT

The Antique Galleries

604, 606, 608 ST. CATHERINE ST. WEST
MONTREAL

Murphy's—The Woman's Store



Corner St. Catherine and Metcalfe Sts.

WE extend a cordial invitation to all visitors in Montreal, to inspect our large and exclusive assortment of ladies fashionable *Suits, Dresses, Blouses and Lingerie*. All the latest New York and Paris creations are shown in our Mantle department.

THE RECOGNIZED HEADQUARTERS FOR IRISH LACES
AND LINENS. A PROFUSION OF MANY DISTINCTIVE
AND CHARMING DESIGNS AND PATTERNS

"Exclusive Agents 'Queen Quality' and 'Countess' Footwear"

The John Murphy Company Limited



Place Viger Hotel

Montreal

FACING the graceful, leafy square from which it takes its name, and touching on one side the picturesque quarter of older Montreal, the Place Viger Hotel appeals to the discriminating visitor and especially to those who prefer a quiet situation and restful atmosphere, combined with an excellent cuisine. (At the same time it is near the City Hall and the docks, and within easy walking distance of the business section. It adjoins the C. P. R. station for Quebec, the Laurentians, the North Shore line to Ottawa, etc. It is also Montreal's favorite centre for re-unions.

The Place Viger Hotel is operated
by the **CANADIAN PACIFIC**

There is no better standard of hotel service in Canada



The Double Track Trade and Tourist Route of Canada



The Grand Trunk Railway System
Reaches all trade centres in Eastern Canada. Fast limited trains are operated between Montreal, Boston and New York in the east, and Chicago in the west, where connections are made for all points in the Western and Southern States and Western Canada



The International Limited

Appreciated by all experienced travellers; leaves Montreal 10.00 a.m. daily and arrives Toronto 5.40 p.m., London 9.03 p.m., Detroit 11.45 p.m., Chicago 8.20 a.m. Parlor, Drawing Room, Sleeping and Dining Cars. Modern in every detail.



Twentieth Century Hotels

The Grand Trunk Hotels are among the finest on the American Continent, and include

THE CHATEAU LAURIER, OTTAWA, ONTAR'O
THE FORT GARRY, WINNIPEG, MANITOBA
THE MACDONALD, EDMONTON, ALBERTA



*For descriptive literature and all particulars,
apply to any agent of the System*

G. T. BELL

Passenger Traffic Manager
MONTREAL.

W. S. COOKSON

General Passenger Agent
MONTREAL

Canadian National Railways



Now Operating

**Canadian Northern Railway System
Canadian Government Railways
The Great North Western Telegraph Company**

**14,000 Miles of Railway
56,000 Miles of Telegraph Line**

*Traversing every Province of Canada's Dominion
and directly serving the great ports of*

**SYDNEY HALIFAX ST. JOHN MONTREAL
QUEBEC VANCOUVER VICTORIA**

• • •

*Passenger Freight Express
Telegraph Hotels*

• • •

C. A. HAYES
Vice-President

H. H. MELANSON
Passenger Traffic Manager

GEO. STEPHEN
Freight Traffic Manager

Head Offices—TORONTO, Ont.



Delightful Boat Trips

No city in the world can offer such wonderful boat trips. Right here at our very door are Scenic Wonderspots which people come thousands of miles to see.

Niagara-to-the-Sea

Whether you can spend two weeks or only a day on the water, any part of this wonderful trip will be most enjoyable.

The complete trip is 1,000 miles—a journey that provides the greatest of holidays at moderate cost.

Points of Interest

Niagara Falls
The Thousand Islands
Shooting the Rapids

The World famous Shrine
of Ste. Anne de Beaupre
Quaint old Quebec

The Saguenay Can-
yon, with its Capes
Trinity and Eternity
higher than Gibraltar

YOU TAKE THE WHOLE TRIP OR ANY PART OF IT

Full information from

Canada Steamship Lines Limited

9 VICTORIA SQUARE, MONTREAL

Phone Main 1731

Montreal



Canada

Ritz-Carlton Hotel

CANADA'S SMARTEST AND
MOST BEAUTIFUL HOTEL



Every convenience and all of the luxuries demanded by the discriminating public. *One of the latest of the Ritz-Carlton groups.*



FRANK S. QUICK, *General Manager*

ADVERTISEMENTS

CANADA'S LEADING HOTEL



"THE WINDSOR"

DOMINION SQUARE

MONTREAL, CANADA

European Plan Exclusively. 700 Rooms, 450 with Bath.

*The location of "The Windsor" is unsurpassed
for beauty and convenience*

Headquarters for Conventions

Booklet and Rates on application

JOHN DAVIDSON, Manager

CABLE ADDRESS: "WINDREAL," MONTREAL

ADVERTISEMENTS



LOOKING *for the* RIGHT PLACE TO STAY?

Try *Hotel Wilhelmina*

242 MOUNTAIN STREET

PHONE UPTOWN 5346



Attractive Bright Rooms. Every Modern Comfort. Excellent Home Table. Situated right in the heart of everything. Garage for Motorists. Moderate Rates.

American and European Plan

ADVERTISEMENTS

THE EDINBURGH

"WHERE ALL TOURISTS MEET"

BREAKFASTS LUNCHEONS
AFTERNOON TEAS DINNERS
AFTER THEATRE SUPPERS

A La Carte Service:
8 a.m. to Midnight



436 ST. CATHERINE STREET WEST

Near Peel Street

Adjoining Loew's Theatre

MONTREAL'S MOST POPULAR UPTOWN
Restaurant and Tea Rooms
for Breakfast, Luncheon,
Supper



CASTLE BLEND TEA CO., LIMITED
CORNER STANLEY & ST. CATHERINE STS. WEST

Phones Uptown 5117 - 2266

ADVERTISEMENTS

W. A. EDWARDS

GEO. F. DRISCOLL

HIS
MAJESTY'S THEATRE

ONLY THEATRE PLAYING HIGH
CLASS ATTRACTIONS AND THE
COMBINED BOOKINGS OF MESSRS.
KLAU & ERLANGER AND SAM S.
SHUBERT AMUSEMENT CO. OFFICES

EDWARDS & DRISCOLL
LIMITED

LESSEES AND MANAGERS



ALSO DIRECTING
EDWARDS & DRISCOLL
AFFILIATED THEATRES

ADVERTISEMENTS



▣ **LOEW'S** ▣

Corner of St. Catherine and Mansfield Streets

**MONTREAL'S MOST POPULAR HOUSE OF
ENTERTAINMENT. :: ALWAYS A GOOD SHOW
HIGH CLASS VAUDEVILLE • FIRST RUN PICTURES
OPEN THE YEAR ROUND**

CONTINUOUS PERFORMANCES, 1 to 11.

PRICES: Afternoons, 10 and 15 cents; Nights, 15 and 25 cents.
Saturdays, Sundays and Holidays, Night Prices prevail.

ADVERTISEMENTS

PRINCESS THEATRE

AMUSEMENT CENTRE OF MONTREAL

HIGH CLASS

Vaudeville

TWICE DAILY

SEATS RESERVED AND ON SALE

Phone Uptown 74

BOX OFFICE - WINDSOR HOTEL

BOX OFFICE - RITZ CARLTON HOTEL

Arrangements made for Parties and out of town Visitors

MISS POOLE

Bookseller and Stationer



45 McGill College Ave.

MONTREAL

Steamship Tickets All Lines from Canadian and U. S. Ports

W. H. HENRY

286 St. James Street Victoria Square

Telephone Main 7370

LET US PLAN YOUR TRIP

By RAIL or WATER

Canada, United States, West Indies, Europe,
The World Over

WHERE TO GO ? THAT'S
WHERE TO STAY ? THE
WHAT TO SEE ? QUESTION

Don't decide where you will spend your outing until you have had a talk with us. Expert advice and reliable information cheerfully furnished. All Lines represented.

PASSPORTS SECURED

The Jules Hone Travel Agencies

9 ST. LAWRENCE BOULEVARD

Between St. James and Notre Dame Streets

MONTREAL

Telephones : MAIN 2605, 3929, 4097

Payable Everywhere

COOK'S TRAVELER'S CHEQUES

OFFER MOST CONVENIENCES

SAFEST AND BEST

Remittances by Draft or Cable,

Foreign Exchange, Letters of Credit

STEAMSHIP TICKETS BY ALL LINES



THOS. COOK & SON

530 ST. CATHERINE ST. WEST, MONTREAL

65 YONGE ST., TORONTO

Visitors to Montreal Come To Ogilvy's First

M e r c h a n d i s e

Famous for over half-a-century for high quality linens; women's and children's high grade wearing apparel; toilet sundries, candies, silverware, stationery, etc., etc.

S e r v i c e

Lunch Room—Dinner served daily. Hairdressing and Manicure Parlors. Children's Hair Cutting. Postal Box. Stamps. Rail and Steamship Information. General City Information. Parcels Checked Free

Jas. A. Ogilvy's Limited

Corner St. Catherine Street West and Mountain Street

Telephone Uptown 6400



MONTREAL FROM MOUNT ROYAL PARK

Sights and Shrines

AN

Illustrated

Guide to Montreal

17

MONTREAL
A. T. CHAPMAN

1919

Copyright, Canada,
by
A. T. Chapman
1919

PREFACE

THE purpose of this Guide is to supply, concisely, such information as may enable visitors to see the chief points of interest in Montreal as it exists to-day; and also to acquaint them with a few details of the history and traditions of a City whose early years were full of romance, and whose whole life has been crowded with events of more than local import.

The Introduction and Historical Notes have been, in great measure, compiled from articles by Sir Andrew Macphail, Dr. S. E. Dawson and the late Mr. William McLennan. Mr. W. D. Lighthall, too, has been drawn upon freely in the course of the Historical Notes and of the Descriptions. Thanks for permission to use the articles are most cordially extended to the gentlemen named.

The statistics contain the most recent information obtainable concerning the matters to which they relate: and it should, perhaps, be explained that the historical chapter deals largely with material aspects of the life of Montreal, inasmuch as no adequate treatment of the complicated questions of intellectual and social development would be possible within the limits of the present booklet.

CONTENTS

	PAGE
Introduction.	
1. Notes on Early History and Commerce.	10
2. Facts and Statistics.	51
3. Education, Learned Societies, Libraries.	74
4. Fine Arts, Social Work, Amusements.	108
5. Description of Points of Interest.	114
6. Miscellaneous Information.	179
Points of Interest, Cab and Taxi Tariff, Theatres, etc.	
7. Index.	189
Index to Map.	
Map of City.	

Guide to Montreal

INTRODUCTION

THE Dominion of Canada, as a political community, dates from July 1st, 1867. Upon that day the British North America Act came into force by royal proclamation. This imperial act was passed upon petition of the colonies then known as Upper Canada and Lower Canada (now Ontario and Quebec) and of Nova Scotia and New Brunswick. Provision was also made for the admission of "Rupert's Land and the Northwest Territories." Rupert's Land included all the territory draining into Hudson Bay and belonging to the Hudson Bay Company.

In 1870 the Province of Manitoba was formed out of the territory and the remainder called the Northwest Territories. In 1871 British Columbia joined the Confederation conditionally upon the construction of a railway across Canada.

In 1873 Prince Edward Island joined the Union.

Subsequently the Northwest Territories were further sub-divided. In 1876 the District of Keewatin was established. In 1881 the boundaries of Manitoba were enlarged, and in 1882 Assiniboia, Saskatchewan, Alberta and Athabasca organized.

In 1898, after the great gold discoveries of 1897, the Yukon was erected into a separate territory.

In 1905 Saskatchewan and Alberta absorbed Assiniboia and Athabasca.

The Northwest Territories then included Keewatin, Ungava, Mackenzie and Franklin.

In 1912 this latter territory was further diminished by the widening of the boundaries of Manitoba, Ontario and Quebec. Ontario and Manitoba now extend northward to Hudson Bay; and Quebec, which is now the largest province, has received the territory of Ungava and that part of Labrador which is within the Dominion of Canada. Newfoundland, which is an independent British colony, has jurisdiction over the part of Labrador along the Atlantic Coast.

The British North America Act now forms the fundamental law for all the British possessions in North America, save Newfoundland alone—is, in short, the Canadian Constitution and can be altered only by decree of the Imperial Parliament.

The Government of Canada under the Act is vested in:

1. The Sovereign, in whose name all executive authority is exercised—Parliament called together and dissolved, bills assented to or reserved. The King is represented by the Governor-General appointed by His Majesty in Council, and holding office during pleasure, responsible as an Imperial Officer, but exercising all authority under the advice of a responsible ministry.

On occasion the Governor-General has refused the advice of his ministry when he believed they did not possess the confidence of the people.

2. A Cabinet of nineteen members having seats in either House of Parliament, possessing the numerical support of the Lower House, and responsible for all legislation and administration.

3. A Senate composed of ninety-eight members appointed by the Crown for life, holding powers of legislation coordinate with the Lower House, excepting in respect of initiating or amending money or tax bills. The position of senators is somewhat anomalous, since their number cannot be varied by the House of Commons, excepting by the addition of six members; and an incoming ministry is apt to find a senate of the same political complexion as the ministry it has succeeded, a circumstance which has just resulted in the rejection of the Naval Aid Bill.

4. A House of Commons composed of 222 members upon a suffrage practically universal, having the same privileges and powers as the English House of Commons when these powers are defined by law. The number of representatives allowed to each Province is redistributed after each decennial census.

5. A Dominion Judiciary, consisting of a Supreme Court of six judges, of whom one is Chief Justice. This body acts as a Court of Appeal for all provincial courts, and appeal may again be had from its decision to the Judicial Committee of the King's Privy Council in England, whose judgment is final.

The government of the various provinces is vested in:

1. A Lieutenant-Governor, appointed by the Governor-General in Council, and executing the usual functions of the head of a responsible executive.

2. An Executive Council, analogous to a ministry or cabinet, and conducting the business in accordance with the usual conventions.

3. A Legislature, composed in some provinces of two houses and in others of a House of Assembly alone. The legislators are elected for a period varying in different provinces and under different suffrages.

4. A Judiciary appointed by the Governor-General in Council and removable only by the Dominion Parliament.

The distribution of powers between the Dominion and Provincial authorities is clearly set forth in the British North America Act.

There is an important distinction between the Canadian Union and that of the United States.

In the United States the Central Government has only such powers as are definitely laid down in the Act of Union. The residuum of authority rests with each member of the confederacy and the pretext of the Great Rebellion was the establishment of the doctrine of States Rights.

When the Dominion of Canada was founded the provinces resigned every vestige of their authority into the hands of the Imperial Government, which in turn re-distributed it to the various elements making up the Confederation. This distribution is embodied in the Constitution and forever defines the status of each province.

The bond of union is strong, but at the same time comfortably loose. The central government regulates trade and commerce; the borrowing of money on public credit; the public debt and property; the postal, military and census

services; all matters pertaining to marine and fisheries; currency and coinage; financial and banking regulations; patents; copyrights; weights and measures; naturalization; marriage and divorce, criminal law and procedure. On the other hand, the provincial legislatures have exclusive jurisdiction over the constitution of their own provinces; direct taxation; the borrowing of money upon their own credit; the management of their own lands and of forestry and mining; and the payment of their officers; the maintenance of prisons, asylums and hospitals for the province; the administration of justice and enforcement of penalties in relation to any law the province is competent to enact.

It is also provided that the Provincial parliaments may legislate on the subject of education, but it is reserved to the Dominion Parliament to take measures in case of infringement of any legal rights enjoyed by any minority at the time of confederation. This was intended to safeguard the school systems of the Protestants and Catholics in any province in which either might be in a minority.

Canada is practically free to exercise the functions of independent government, but, except in certain cases, it cannot directly negotiate treaties with a foreign power. The Imperial Government alone can declare war; it appoints the government and *may* disallow legislation directly in opposition to its own policy so far as it touches foreign states.

Finally the Judicial Committee of the Privy Council is the court of last resort for Canada as well as for all the Empire.

CHAPTER I.

HISTORICAL NOTES

Prior to the year 1535 the history of Montreal is largely conjectural. In that year the history opens with a town full in view. The discovery of Newfoundland by Cabot in 1497 was the first of a series of explorations that finally brought Jacques Cartier up the St. Lawrence. Cartier was a native of St. Malo; for some time he had been engaged in cod fishing off the coast of Newfoundland and, hearing reports of a great Town and kingdom of Hochelaga, he sailed up the St. Lawrence in 1535 and found on an island a race of Indians in a walled village containing some 1,500 souls and living by a rude agriculture and fishing.

Cartier thus describes what he saw:—

“How the Captain and the gentlemen, with twenty-five men, well armed and in good order, went to the town of Hochelaga, and of the situation of the said place.

“The next day at early dawn the Captain arrayed himself and put his men in order, to go and see the town and dwelling of the said people, and a mountain which is adjacent to the said town, whither went with the said Captain the gentlemen and twenty mariners, and left the rest for the guard of the barques, and took three men of the said town of Hochelaga to take and conduct them to said place. And we being on the road found it as beaten as it was possible to see, in the most beautiful soil and the finest plain; oaks as fair as there are any in forest of France, under which all the ground was covered with acorns. And

we, having gone about a league and a half, found on the road one of the principal Lords of the said Town of Hochelaga with several persons, who made sign to us that we must rest there near a fire which they had made on the said road. And then commenced the said Lord to make a sermon and preaching, as hereinbefore has been told to be their way of making joy and acquaintance, in making that Lord dear to the said Captain and his company, which Captain gave him a couple of axes and knives, with a cross and a reminder of the Crucifix, which he made him kiss and hung at his neck, whereof he returned thanks to the Captain. That done, we walked on farther, and about a half league thence we commenced to find the lands tilled, and fair large fields full of cotton of their lands, which is like Brazil rice, as large, or more, than peas whereof they live as we do on wheat. And in the midst of these fields is situated and fixed the said Town of Hochelaga, near and adjoining a mountain which is in the neighborhood, well tilled and exceeding fertile; therefrom one sees very far. We named that mountain Mont Royal. The said town is quite round and palisaded with wood in three rows, in form of a pyramid interlaced above, having the middle row in perpendicular, then lined with wood laid along, well joined and corded in their mode, and it is of the height of about two lances, and there is in that town one gate and one entrance, which shuts with bars, on which and in several places on said palisade is a kind of galleries, with ladders to mount them, which are furnished with rocks and stones for the guard and defence thereof. There are in this town about fifty houses, each at most about fifty paces

long and twelve or fifteen paces wide, all made of wood, covered and furnished in great pieces of bark as large as tables, well sewed artificially after their manner, and in them are several halls and chambers; and in the middle of said houses is a great hall on the ground, where they make their fire and live in common; then they retire to their said chambers, the men with their wives and children. And likewise they have granaries above their houses where they put their corn whereof they make their bread they call *Caraconi*. This people devote themselves only to tillage and fishing, to live; for they make no account of the goods of this life, because they have no knowledge of them, and do not leave their country, and are not wandering like those of *Canada* and *Saguenay*, notwithstanding that the said Canadians are subject to them, together with eight or nine other peoples who are on the said River."

The name "Mont Royal" with slight corruption gives us the Montreal of to-day.

The Town of Hochelaga is one of the mirages of history, for, large though it was, it thenceforth completely disappears from record, with all its dusky warriors, its great square, and its large maize fields. The very spot on which it stood—nearly in front of the McGill Grounds on Sherbrooke Street, toward Metcalfe, was unknown until a few years ago, when it was accidentally re-discovered by men excavating for foundations. Skeletons in a sitting posture, specimens of pottery, pipes, bones of animals, and remains of food were found by the workmen. An idea of the habits of the old townspeople was gathered largely from these discoveries. The site had probably been chosen

on account of a good spring of water which still existed there less than fifty years ago.

A tablet on Metcalfe Street, near Sherbrooke, marks the place where most of the relics were found, and reads as follows: "Site of a large Indian village, claimed to be the Town of Hochelaga, visited by Jacques Cartier in 1535."

From their customs and language, of which latter Jacques Cartier gives a list of words, it has been inferred that these Indians were of a race which at some time split into those two bitterly hostile nations, the Hurons and the Iroquois. The latter are better known outside of Canada as the Five Nations of New York, or, with the Tuscaroras of Florida afterwards added, the Six Nations.

Montreal is next heard of in 1611; but only deserted meadow lands showing signs of having once been cultivated then gave evidence of the old settlement. On the 28th day of May in that year Samuel de Champlain arrived. After founding and fortifying Quebec he led an expedition up the Richelieu River to the lake now bearing his name. Two years later he determined to found a trading port on the Island of Montreal with a view to establishing a trade with the Indians as they descended from the interior by the Ottawa river. He landed at the site of the present Custom House, on what was, at the time, a little peninsula formed by the St. Lawrence and a small river which flowed into the St. Lawrence at this point. This was a branch of the Little River of Montreal which ran along the line of Craig Street. Impressed by this site he selected it at once for a city.

"After having moved about in one direction and another," he says, "as well in the woods as along the shore, to find a place suitable for the site of a dwelling whereon to prepare a spot for building, I walked eight leagues skirting the great rapids, through the woods, which are open enough, and came as far as a lake to which our Savage led me, where I considered the country very closely. But, in all that I saw, I found no place more suitable than a little spot, which is as far as barques and boats can easily come up, unless with a strong wind by a circuit, because of the great current; for higher than that place (which I named La Place Royale), a league away from Mount Royal, there are quantities of small rocks and ledges which are very dangerous. And near the said Place Royale there is a little river which goes some distance into the interior, all along which there are more than sixty acres of deserted land, which are like meadows, where grain can be sown and gardens made. Formerly the savages tilled these, but they abandoned them on account of the wars they had there.

"Having, therefore, made particular examination and found this place one of the most beautiful on that river, I immediately had the wood cut and cleared away from the said Place Royale to make it even and ready for building, and anyone can pass water around it and make a little isle of it, and settle down there as he desires.

"There is a little island twenty rods from the said Place Royale, which is over 100 paces long, where one could make a good and strong dwelling. There is also much meadow land of very good rich pottery clay, as well for brick as for building, which is a great convenience. In

the middle of the river there is an island about three-quarters of a league in circuit, fit for the building of a good and strong town and I named it the Isle of Sainte Heleine. The rapids come down into a sort of lake, where there are two or three islands and fine-meadow lands."

About thirty years later, however, La Place Royale became the centre of a permanent settlement.

The story of its foundation is enveloped in semi-mysterious, semi-miraculous details peculiar to the times. The mysticism in which its inception is shrouded is set forth in the *Relations des Jésuites*.

The story in brief is as follows: Jean Jacques Olier, a dainty courtier abbé of France, having become religiously awakened, renounced his worldly enjoyments and vanities, and threw himself with fervor into new movements of Catholic piety originated by himself. He distinguished himself, to the great disgust of his aristocratic friends, by an unwonted care of the popular wants as curé of the large Parish of St. Sulpice in Paris. He then took up the work of organizing the education of young priests, and established to that end, as the first of many such, the Seminary of St. Sulpice in Paris. Accounts of the heathen tribes about the Island of Montreal having reached him, he conceived the project of founding a mission in that region, and when travelling, about this time, he met one de la Dauversière, a receiver of taxes in Brittany, who, it appeared, had been taken up with the same idea. Divine miracle, it was believed, lit the project simultaneously in their breasts, and brought the two together, for though they were strangers, they seemed immediately to recognize each

other and rushed into an embrace. "It was at Meudon," says a modern French writer, "at the door of the Palace, whither the Sieur de la Dauversière had come to request the aid of the Minister for his enterprise. The two men, who had never before seen each other, illumined suddenly by a light within, fall into each other's arms, call each other by name, treat each other like brothers, relate their mutual plans, speak at length of this colony of Montreal (which was still but an unknown island), with topographical details so exact, that one would have said they had passed long years together there."

They obtained the aid of a number of wealthy and noble persons of the court, including Madame de Bullion, and these were formed into a society known as the Company of Our Lady of Montreal (Compagnie de Notre Dame de Montréal).

About the same time a young nun of great devotion, Mademoiselle Jeanne Mance by name, believed herself called in a vision to go to the same place, and there to found a convent and mission. In her case, too, a miracle occurred. "God lifting for her the veils of space, showed to her, while yet in France, in a divine vision, the shores of our isle, and the site of Ville Marie, at the foot of the Mountain, and on the shore of its great river."

Combining crusader and martyr spirits, they purposely chose the most dangerous outpost, and to that end acquired the Island of Montreal, then uninhabited, distant, and exposed to the incursions of the powerful Iroquois. Paul de Chomédy, Sieur de Maisonneuve, a gentleman of Champagne, a brave and valiant knight, was entrusted with

the command. He landed with the Governor, De Montmagny, Father Vimont, a Jesuit, Mlle. Mance, Madame de la Peltrie with her servant, and fifty-five male colonists, on the 18th of May, 1622. Tents were pitched, camp fires lighted, evening fell, and mass was celebrated. Fireflies, caught and imprisoned in a phial upon the altar, served as lights, and the little band was solemnly addressed by



*Paul de Chomedey.
De Maisonneuve*

FONDATEUR DE MONTREAL 1642

Vimont in words which included these: "You are a grain of mustard seed that shall rise and grow till its branches overshadow the earth. You are few, but your work is the work of God. His smile is upon you and your children shall fill the land." Two tablets on the front of the Custom House record the above facts as follows: "This site was selected and named in 1611 La Place Royale, by Samuel de Champlain, the Founder of Canada," and,

"Near this spot, on the 18th day of May, 1642, landed the Founders of Montreal, commanded by Paul de Chomédy, Sieur de Maisonneuve: Their first proceeding was a religious service."

The new settlement was named Ville Marie, in honor of the patron saint of the fraternity, "The Queen of Heaven."

The essentials of the proposed establishment were to be a seminary of priests, a nuns' hospital and a school for Indian children; the settlement that was to grow up around these institutions being simply for their defence and maintenance.

The first building erected was the "Fort," around the temporary chapel in which the first mass was sung; and within its narrow limits the little company lived and faced their difficulties together. Two years later the Hôtel Dieu at the corner of the present St. Sulpice and St. Paul Streets was ready for occupation.

In 1653 actual colonization began: grants were made, and a chain of houses built between the Fort and Hôtel Dieu forming a strong line of defence against Indian attacks; while a stout windmill standing until our day at "Windmill Point," served as a redoubt to the westward.

In 1657 the Seminary of St. Sulpice was founded, and six years later the Sulpicians became virtual proprietors of the Island. The remnant of the Company of Notre Dame de Montréal became so reduced in both zeal and purse that they begged the priests of the Seminary to take the charge off their hands.

So valuable did this charge become in after years that to-day the Seminary is one of the wealthiest corporations on the Continent.

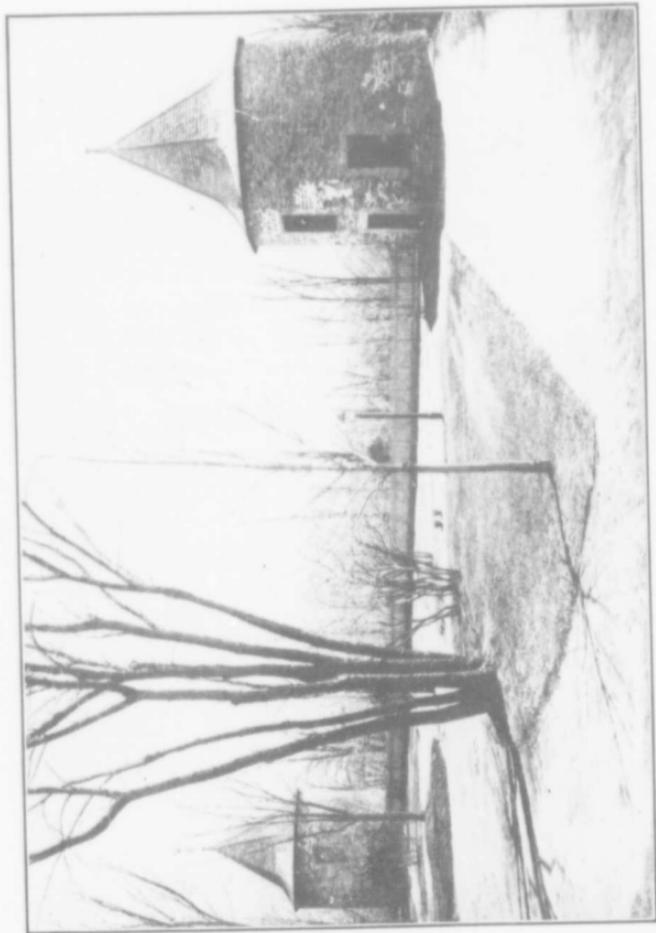
The quaint black-faced Seminary of St. Sulpice erected in 1710 still adjoins the Parish Church, but the Montreal College on Sherbrooke Street is their main home.

The Seminary also owned a fortified Indian Mission post built in 1694 which was situated beyond the walls of the town and known as the Fort de la Montagne. Around it clustered the village of the Indian converts; but all that now remains of this historic place are the two quaint massive towers in the grounds of the Montreal College on Sherbrooke Street.

In one of these towers the Sisters of the Congrégation de Notre Dame spent their days teaching the Catholic faith to the more friendly Indians.

In 1667 there was a population of seven hundred and sixty-six; a police force was organized at the head of which were five of the principal inhabitants; many new houses were erected, notably the large stone warehouse "Le Hangard" built by the inhabitants at their own expense at the north-western corner of the present St. Paul Street and the Custom House Square, to serve as a public trading place with the Indians, who were provided with lodgings alongside.

As this formed the centre of the little town, it naturally followed that here the first public square was formed, officially known as La Place du Marché or La Place Publique; but as it was also used as a parade ground, and a large



Guard House afterwards stood beside the Harbour Gate, it was very commonly known as La Place d'Armes until the formation of the present one at the end of the seventeenth century.

Here the public market was established; market-days which have remained unaltered ever since, being Tuesdays and Fridays. Farmers were forbidden to sell their produce from door to door without having first exposed it in the market place between the hours of eight and eleven in summer and nine and eleven in winter, which were sounded by the bell of the Parish Church, then the chapel of the Hôtel Dieu.

Prices were constantly fixed by the Governor or intendant; and speculation, particularly in wheat, was absolutely forbidden. When the intendant learned in 1670 that certain unscrupulous persons had bought up the crop with a view of cornering the scanty market, an ordinance was forthwith issued that no one should buy wheat save for his own consumption; and the price was fixed at three livres, two sous the minot (bushel).

In order to further the importance of Quebec, an attempt was made by de Lauzon, the Governor, and repeated later by de Mezy, to prevent Montreal from trading directly with France and to confine her trade to the channel of Quebec; but in each case it was successfully opposed. All trade and even intercourse with foreigners was strictly prohibited, but it was impossible to carry out the ordinances, and Dutch and English goods were common throughout Canada, where they were highly prized by both French and Indians.

In 1672 the streets of Montreal were regularly laid out and named as they are to-day, the only change being St. Joseph, which is now St. Sulpice, and St. François Xavier which was sometimes known as St. Michel. The widest street was Notre Dame "la Grande Rue" which had a width of thirty feet, while few of the side streets had more than eighteen.

A few years later the town was surrounded by a wooden palisade fifteen feet in height pierced by four gates.

This new defence enclosed an area extending from about the line of McGill Street on the West to the eastern side of Jacques Cartier Square, and from a little below St. Paul Street on the South to about the Northern limit of St. James Street. It was probably a poor affair in the eyes of the military at that time, but M. de Callière, then Governor of Montreal, was a man of singular foresight. As a soldier he thoroughly appreciated the value of even the slightest barrier in the event of an attack, and as the chief municipal officer, he saw how greatly a feeling of security would aid in the development of his little charge which stood in the van of the march of civilization toward the unknown West.

These defences were erected in 1685; and in 1689 the population had increased to two thousand souls, and Montreal had become an important factor in the colony.

Let us glance for a moment at the material condition of the dwellers within the stockade of cedar now recognized as Montreal.

Society as it then existed, was divided into tolerably distinct classes; the Gentlemen of the Seminary of St. Sulpice,

Seigneurs of the Island, had the actual interest of their charge at heart, and thanks to the remarkable personal qualities of some of their early superiors, such as Abbés Queylus, Souart and Dollier de Casson, all three gentlemen and the last a soldier as well, they labored earnestly for the advancement of their trust, and their interest was one with the settler without distinction of class; they, with the serious colonists, their protégés, formed the most important element. On the other hand there were the officials, civil and military; then the floating population of soldiers and coureurs de bois and, lastly, the servants, who were either voluntary servants, or white captives taken in the unceasing raids into the English colonies; there were also a few Indian slaves brought back from some specially daring inroads into the distant south or west, and lowest of all were the bound servants, condemned for various offences, often for salt smuggling (*faulx saulniers*) and redeemed by the payment of their fines and gaoler's charges, for which they were bound to their redemptors for a term of years at nominal wages.

The outward appearance of the town at this time was such that it must have required all the courage of the new settler to adopt it as his *pied à terre* in New France; once inside the stockade, however, he saw a comfortable enough settlement, with most of the houses built of rubble to the height of the first story, and above that, heavy timber work and plaster, a style of building of which one can hardly find a trace to-day.

The dwellings of the wealthier classes were entirely of stone, as were those of the public institutions such as the

Seminary, the Hôtel Dieu and the Congregation. There still remains almost a perfect example of the house of a rich merchant of the time, and that is the **Hubert-Lacroix house** in St. Jean Baptiste Street now occupied by The National Drug & Chemical Company as a laboratory. On the right of the large gateway may still be seen the little iron-doored, iron-windowed office where business was carried on, and overhead, the large vaulted chamber where stores and furs were kept. The rest of the house is almost perfect: four handsome fire places, with their graceful woodwork, attest the excellent taste of the proprietor or his architect, and the spacious hearth in the kitchen where the massive crane still hangs, tells of a generous larder and of old-fashioned hospitality. From examination of documents of the time we know that there would be numerous outbuildings, including the luxury of a well-filled ice house; and a carefully tended garden and orchard, were the usual adjunct of a house of such standing in those days.

This is the only house which has come down to us in such perfect form, but in its day there were many others such as those of Charles LeMoine, of Jacques Le Ber, Carion, afterwards of LeMoine de St. Hélène, on St. Sulpice Street, now covered by the new extension of the Parish Church, and of Dulhut, the Explorer of the West, at the bottom of Jacques Cartier Square.

Now for a glimpse at the interior of such houses: the principal rooms would be covered with hangings of Italian or Flemish stuff, and the floors carpeted. On account of the cost of carriage, furniture was but seldom imported

Seminary, the Hôtel Dieu and the Congregation. There still remains almost a perfect example of the house of a rich merchant of the time, and that is the **Hubert-Lacroix house** in St. Jean Baptiste Street now occupied by The National Drug & Chemical Company as a laboratory. On the right of the large gateway may still be seen the little iron-doored, iron-windowed office where business was carried on, and overhead, the large vaulted chamber where stores and furs were kept. The rest of the house is almost perfect: four handsome fire places, with their graceful woodwork, attest the excellent taste of the proprietor or his architect, and the spacious hearth in the kitchen where the massive crane still hangs, tells of a generous larder and of old-fashioned hospitality. From examination of documents of the time we know that there would be numerous outbuildings, including the luxury of a well-filled ice house; and a carefully tended garden and orchard, were the usual adjunct of a house of such standing in those days.

This is the only house which has come down to us in such perfect form, but in its day there were many others, such as those of Charles LeMoynes, of Jacques Le Ber, of Carion, afterwards of LeMoynes de St. Hélène, on St. Sulpice Street, now covered by the new extension of the Parish Church, and of Dulhut, the Explorer of the West, at the bottom of Jacques Cartier Square.

Now for a glimpse at the interior of such houses: the principal rooms would be covered with hangings of Italian or Flemish stuff, and the floors carpeted. On account of the cost of carriage, furniture was but seldom imported,



Herbert Lacroix House, St. Jean Baptiste Street

ere
ich
oix
The
ry.
the
ness
ber
e is
heir
pro-
the
of a
from
here
y of
and
tand-

us in
thers,
er, of
. Sul-
Parish
at the

es: the
Italian
ount of
ported,

so that even in the best houses, it was of the simplest and barest description, usually made of pine or cherry—but its poverty was hidden by coverings which generally matched the hangings on the walls.

The great bed was the principal object, and on it and its fittings and furnishings, much money was expended: silken hangings with colored fringes draped its ample proportions and the folding seats about the room were covered with like material.

Although the ordinary tableware was pewter, plain or carved, on state occasions the unpolished dining table would be covered by the finest of worked linen and glittering with silver and china, of which every well-appointed house had its store; and the fare would embrace the luxuries of a country abounding in game, flanked by good store of wine, brandy and liquors.

We find in the old inventories mention of pictures, not only of religious subjects, but also of portraits, some of which were evidently painted in Canada, very probably by Pierre Le Ber, our first native artist. Books were not confined to the clergy or the learned professions, for in some houses we find fair collections of volumes, which if somewhat solid as to quality, were by no means so restricted in their scope as we might imagine.

As a man's social or official rank was then invariably marked by rich or distinctive clothing—in a new country where men of energy had opportunities of gaining position denied them at home, where the difference of class could not be so strongly insisted upon—there was a peculiar

temptation to don the outward distinctions of rank. We find merchants, their wives and daughters, townfolk of every description, and particularly those turbulent rufflers, the *coureurs de bois*, indulging in an extravagance of dress and ornament that frequently calls down the condemnation of the authorities and is remarked on by nearly every observant writer. Laces, ribbons, silks and satins of brilliant colors were largely worn; buttons, buckles, and weapons were highly ornamented and often made of precious metal, while cords, tassels, hatbands and trimmings of gold and silver stuffs were almost universal, and all this despite the fact that the cost of such materials in the colony was at least twice as much as in France.

There was no comparison between ordinary middle-class living here and in France. For instance, the table was infinitely better both in its fare and appointments; for forks were in ordinary use in Canada at least one hundred years before they were in France. There can be no question but that all these material advantages offered strong inducements to emigration.

Perhaps at no time in its history was Montreal in a more prosperous condition than just after it had completed its fiftieth year. It had successfully passed through its early terrors and alarms with the Indians; it was too far removed to dread attack from the hostile English colonies; its Seigneurs, the Gentlemen of St. Sulpice, had, as has been said, the interest of the community thoroughly at heart and distinctions of caste were not strongly marked in the little town where that fine old soldier, Hector de Callière, its Governor, and afterwards of the whole Colony,

second only to his great predecessor Frontenac, was almost the only man of family.

There were good taverns which seem to have been well patronized, for there were at least twenty of them at this date; but this must not be taken as an insinuation against the morals or habits of the colonies. In a day when all public meetings were frowned upon or forbidden by the authorities, the tavern was the recognized place of meeting for the transaction of business as well as the passing of a merry hour.

There were schools, too,—for girls, the Congregation, which, alas! is even now being demolished in Notre Dame Street; for boys, a public school in the same street just opposite the Seminary, and a private one kept by M. de la Prairie at the corner of Notre Dame and St. Sulpice Streets: and we find that in 1683 the cost of boarding, lodging and instruction, “in so far as he has the capacity to receive the same” for one small boy cost just about the sum of one hundred and thirty dollars for the year. For Indians there was a school taught by Mme. Bourgeois within the four walls of the Fort de la Montagne, known later to English people under the more prosaic name of “The Priests’ Farm.”

It must not, of course, be taken for granted that the picture first drawn was universal; within the stockade of Montreal were disappointed people, unsuccessful people, and poor people enough; while stretched along in a thin, straggling line toward Quebec were a few seigneurs and their censitaires making a weary and often desperate fight to keep body and soul together.

But the prosperity of Montreal at this time fortunately did not depend upon the success of the scattered peasants toiling for home and food with an unwilling soil. Her prosperity came directly from the great wealth of Canada, the fur trade, a wealth undreamed of by the early discoverers, and their protectors, urged on by visions of the golden harvests "of Ormuz and of Ind" whither the great River of Canada was fondly hoped to be the highway.

The fur trade began at Tadousac, then retreated to Quebec, and then higher still to Montreal, where at this time it was centred.

The great annual fair was then an established institution, and among other measures taken to insure just competition and exclude foreign interference we find the inhabitants passing the following resolutions in 1675:—

1. That all foreign merchants are prohibited from trading in Montreal.

2. That during the fair no one should have barter with the Indians save in open market, nor should any one understanding their language speak to them save through an interpreter, nor attempt to draw any Indian aside for the purpose of trading, under pain of punishment.

In the same spirit of fairness it was the intention of the King, for a strictly paternal form of government was intended, that no one should go above Montreal to intercept the Indians; and trading in the woods was prohibited under the severest penalties: at times, of death. But of what use were menaces and penalties when Perrot, the Governor of Montreal, had his Lieutenant Bruce stationed on his island,

Ile Perrot, to stop the Ottawa Indians on their way down; and other traders, it was whispered often, backed by the highest protection, were scattered up as far as Frontenac and Niagara to choose the best of the skins supposed to be offered only at the Fair of Montreal.

When the spring fleet of canoes came down about the end of May, laden to the water's edge with their precious bales of beaver skins, worth a hundred good crowns apiece, the little market place was filled to its utmost capacity and the fur trade was at its height.

The reckless *coureurs de bois* made the place a pandemonium while money lasted, and every one high and low joined in rivalry for the precious skins. Beaver was king!

Beaver formed a standard and goods were reckoned at such times, not by their value in money, but by their worth in skins. French, English and Dutch joined in the chase for wealth. Beaver were scarce in the south, so that the prices were higher in Orange (Albany) than in Montreal; accordingly the French sold them there in spite of all the ordinances and penalties; English goods were popular among the French and Canadian Indians, so the English smuggled them in. England sent her Company of Adventurers trading into Hudson Bay, and, soon after their establishment, the French expeditions by land and sea drove them out, only to be driven forth in turn. Companies were formed with exclusive monopolies, but hampered by fixed prices and obligations to receive all the beaver offered; and one after another ended in bankruptcy. Immense stocks of skins were burned in order to enhance the price, hatters were forced to use only pure beaver—in fact everything,

except legitimate free competition in the trade, was tried, with the same ruinous results in the long run; and what should have been the source of Canada's greatest wealth in that day was fatal to any general continuous growth or expansion.

Meanwhile the peasant had not ceased his efforts, and the line of little white cottages along the northern shore of the river (the northern shore because the river was somewhat of a barrier against hostile attacks which were always made from the south) between Montreal and Quebec began to fill up, until it appeared to the traveller of the early part of the 18th century like a long street. Cultivation was beginning to make headway, but it was hazardous to attempt innovations; thus in 1700 when grapes were grown about Montreal, and a wine produced of such tolerable quality, that it was fast becoming popular, and it was feared the export from the Mother Country might be interfered with, orders were at once issued by the King to root up the vines. Wheat, however, was successfully grown and sent over to France in small quantities.

About this time an attempt was made by certain merchants in the West Indies to open up a trade with Canada, sending sugar, brandy, spices, etc., in return for timber, fish and salt beef, provided the King would allow them to touch at Boston in order to exchange their products for horses, of which there was a great need in the Islands; but, although the King was quite willing that their trade should be carried on with New France, he could not approve of any intercourse with the English plantations, and so the matter was dropped.

A trade with the West Indies was, however, slowly carried on and in 1776 about 30,000 minots of wheat were exported.

In 1717 an important concession was made by the King in the establishment of a Bourse or Exchange, both in Quebec and Montreal, a favor long desired by the inhabitants and prayed for with an earnestness which evidences their appreciation of so great a concession. Under the strong rule of Colbert all meetings of the people had been sternly put down. His rule meant centralization, and the only concession made was in favor of monopolies which depended directly upon the King—not only for their existence but for their very credit and support. Here was another curse of the patriarchal system: if a man wished to start a fishery he petitioned the King that fish should command a certain price, and the petition was granted. If another started a sawmill and found he had too much dressed timber on hand, he begged for, and was sent, a ship; fur traders prayed that hatters should be forced to use a certain quality of beaver in the manufacture of their hats, and forthwith the King commanded the hatters to comply. Thus in every way in which he conceived it possible the King endeavoured to help, but only succeeded in enervating and emasculating his splendid Colony.

Now, to return to local matters: soon after the establishment of the public Exchange, we find a regular postal service was formed between Quebec and Montreal (1721),—a monopoly, as a matter of course, and that for twenty years; but in this instance, there is hardly room for complaint, seeing the monopolist was obliged to establish post-

offices and carriers, and make the run with only one stop —at Three Rivers.

The population of Montreal had now increased to about three thousand souls, and in order to accommodate the present and provide for future inhabitants, the defences of wood were about this time replaced by a stone wall, the eastern limit of which was just beyond the present Place Viger Station. The extent is well shown in the map of Mouillart Sanson, generally known as that of Catalogne which is here reproduced showing the proposed and partly finished fortifications, toward the cost of which the Gentlemen of St. Sulpice contributed one-third and the inhabitants the remainder. These walls practically defined the town until their removal in 1803.

The mention of the name, Catalogne, Montreal's first engineer, naturally recalls his efforts toward the improvement of what was afterwards developed into the Lachine Canal.

Years before, the Seigneurs had deepened the branch of the "Little River" (St. Pierre) which fell into the St. Lawrence near the present Custom House, and had attempted to cut a canal from the western end of Lac St. Pierre, a long, shallow pond lying in an almost direct line between the town and Lachine; but were prevented by the solid rock. This work was taken in hand by M. de Catalogne and successfully completed, so that a sufficient water power was obtained for milling purposes, and a practicable waterway for the canoes bound for the Upper Ottawa and the Far West.

In spite of poverty, constant Indian wars, and a fatal system of royal protection, which was discontinued when most needed, Canada struggled on, holding her own against foes without and misgovernment within, until the constant repudiation of the various issues of card money brought her to the brink of the gulf into which the appalling corruption of Bigot and his confederates soon plunged her.

Canada was poor and deeply indebted to the French merchants who sent the yearly supplies, so that what little money there was in the colony was speedily returned to the Mother Country. The Government attempted to stop this by making the coinage for Canada one-fourth less in value than that of France, but such a barrier was easily overcome. About the end of the seventeenth century the then Governor conceived the brilliant idea of cutting a playing card in four pieces stamping each corner with a fleur-de-lys, and, by the addition of his signature, converting the scrap of the "devil's bible" into money, redeemable by bills of exchange, card for paper—which might or might not represent money. There was no difficulty in keeping this currency within the colony. It was repudiated over and over again, but new issues were constantly made and forced upon the people, backed by fallacious promises of redemption.

On top of this came the crimes of Bigot and those leagued with him. No town or even post, from Louisbourg to Michilimacinae escaped their industrious knavery. Montreal as well as Quebec has its "Friponne" and the most distant posts were not neglected. The devices for robbing both King and people were unending. Cadet re-

ported that the inhabitants were storing their grain, obtained an order forcing them to sell at a low figure, bought up the entire crop, caused a famine and then re-sold it to the King and the original owners at an enormous profit. But the story of their notorious career and final punishment, is too well known for repetition.

The Seven Years' War found the resources of the country consumed by these wretches, and after a long and gallant struggle the Treaty of Paris definitely placed the colony under the flag of Great Britain, (1763).

Following the train of the victorious troops came a flock of adventurers, who proved so grasping and troublesome that the Governor at one time threatened to pack them all back to England. But they were soon replaced by legitimate merchants, many of whose descendants still support the integrity of their names.

During nearly the whole of the French régime the balance of trade had been uniformly against the colony, but with the change of government came a healthier tone, and matters at once improved. The increase in shipping is noticed later on; the fur trade, in spite of rival companies, rose to a flourishing condition until almost ruined by the folly of the contestants; in 1752 ten ships of forty to one hundred tons were built; in 1841 there were sixty-four, aggregating 23,122 tons; in 1734 there were fifty-two saw-mills east of the Ottawa; in 1827 there were five hundred and sixty-five; the lumber trade became a specialty and increased to an extent undreamt of under French rule; in 1741 export of wheat was practically unknown; in 1841 it had risen to over 2,000,000 bushels. The country was being

rapidly developed; and an era of peace and prosperity hitherto unknown was opening before the new colony.

John Molson arrived in Canada in 1782, and, having successfully founded the brewing business, which is carried on by his family, turned his attention to the novelty of steam navigation which had been proved a possibility on the Hudson, by Robert Fulton in 1807. Two years later, on the 3rd of November, 1809, the second steamboat in America, built at Montreal by Mr. Molson and named the "Accommodation" started on her maiden voyage to Quebec. She measured eighty-five feet over all, had sixteen feet beam, and an engine of six horse-power. The venture was entirely successful, the run being made in thirty-six hours. The fare to Quebec was £2.10.0; for children under eleven £1.13.3; for servant without berth (sic) £1.5.0. Sixty pounds of luggage were allowed to passengers, who were requested to purchase their tickets early in order to allow of sufficient provisions being laid in.

In the following year (1810) Mr. Molson applied for a monopoly for fifteen years, and in 1811 began the construction of the "Swiftsure" for the same service.

The following extract taken verbatim from the Montreal Herald of 8 May, 1813, will give a good idea of the time and incidents of the upward trip. On this occasion Sir George Prevost, his staff, and servants, were on board:

"Journal of the steamboat from Quebec, Tuesday, May 4th. $\frac{1}{2}$ past 4 left Quebec—half past 11 p.m. came to Port Neuf. May 5th $\frac{1}{2}$ past 5 p.m. (a.m.) got under weigh—at $\frac{1}{2}$ past 5 p.m. past Three Rivers—at 9 p.m. anchored opposite Rivière du Loup. May 6 at $\frac{1}{2}$ past 4 a.m. got under

weigh and made sail—at 8 a.m. hove to off Wm. Henry, landed three passengers and sent the boat ashore for milk. At 9 a.m. made sail—at 4 p.m. arrived at Montreal. Remarks; past every vessel under sail.”

Inland navigation was long an accomplished fact before an attempt was made to cross the Atlantic; and here Canada took the lead. On the 27th April, 1831, Lord and Lady Aylmer accompanied by their suite and a brilliant following, were present at Black's shipyard in Quebec to witness the launching of a vessel destined to inaugurate a new departure in steam navigation. Amid the strains of the band of the 32nd Regiment, the Halifax steamboat slid off the ways and was christened the "Royal William" by Lady Aylmer.

She was then towed to Montreal, received her engines, and on the 17th of August, 1833, sailed from Quebec, was detained at Pictou, and made the voyage to Gravesend in seventeen days: she was commanded by Captain McDougall, was 363 tons burthen, and carried a crew of twenty-one, burned Nova Scotia coal and was the first vessel to make the entire voyage wholly under steam.

The following year she was purchased by the Spanish Government, and renamed the "Ysabel Segunda," their first steam war vessel.

It is interesting to note the increase in the shipping trade since the English occupation: in 1764 sixty-seven vessels arrived at Quebec from sea with a tonnage of about 5,500; in 1841 there were twelve hundred and twenty-one sailing vessels aggregating 425,118 tons (and, the report adds, thirteen steamers 5,057 tons, but they must have

been engaged in the coasting trade, as the first inward steamer from sea was "Genova" on the 10th May, 1853).

Ever since 1792 Montreal had been vainly endeavouring to obtain permission to open up the Lachine Canal, and after many delays and disappointments, work was at length begun in 1821, and completed in 1825 at a cost of \$440,000; but it was inadequate for the wants of the trade as may be gathered from the following notice from the Quebec Gazette of the 3rd November, 1831:—

"Public notice is hereby given that the undersigned, and others, will apply to the Legislature of this Province at its ensuing session for the privilege to form a Joint Stock Company for the purpose of making a Canal, Locks, and Basins, in such places as they may find necessary for a useful navigation from the Lake of the Two Mountains to the waters of Lachine, and from thence to the foot of the current St. Mary, with a branch to the port of Montreal should they think fit, of dimensions not less than will admit the passage of such vessels as can pass through the locks of the Rideau Canal, and to acquire lands for basins and water privileges as may be wanted by the said Company for the Navigation and the use of the waters thereof.

Horatio Gates

Joseph Masson

Dr. Arnoldi

Jules Quesnel

Thomas Phillips

J. Bouthillier

Andrew White

Frs. Ant. La Rocque

Peter McGill

Jos. Logan

Montreal, 1 October, 1831."

The enlargement was not, however, undertaken until 1843.

In 1832 the city was incorporated, with Jacques Viger as its first mayor, and in this year work was begun on the first line of docks which ornament our river front.

The success of the railway was only admitted in 1830. And in 1831, certain Montrealers took steps to obtain a charter for a railway between Laprairie and St. Johns. This, the Champlain and St. Lawrence Railroad, was opened in 1836, and successfully worked by steam in the following years.

No one saw it at the time, no one could have foreseen it, that the old order was fast hastening to a close, when, in 1841, a number of the merchants of Montreal procured a bill from the first legislature of United Canada, then sitting at Kingston, to incorporate the Montreal Board of Trade. In those days all important bills were "reserved," and it was not until March 19, 1842, that the royal assent was signified by proclamation, and the present flourishing corporation came into existence. Its birth marks the commencement of the movement towards the union of the British Colonies in North America which remained loyal to the Crown of England—a Dominion now stretching from the Atlantic to the shores of the Pacific ocean in the west, bound together by a continuous band of steel, so that the most direct western path to the farthest east lies broad and open through the fair city of Montreal.

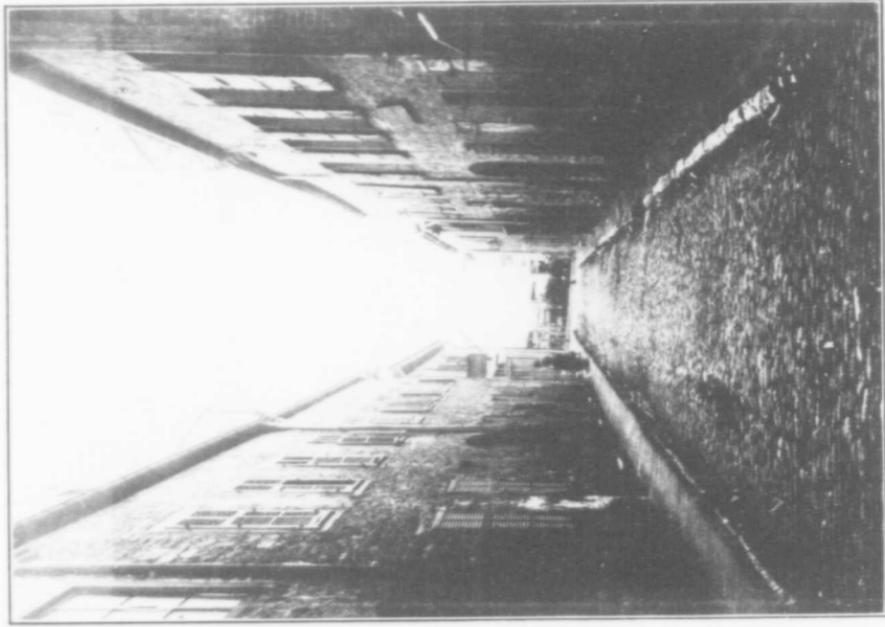
Business was prosperous in 1842. All trade had to follow the waterways, and all the water of the west flows past Montreal. The area of wheat production had moved westward to the Genessee valley in New York and to Upper Canada, which was then advancing rapidly, as the new

Northwest is now, and here at the head of ocean navigation the exchange of its products for imported goods was made. The merchants of Quebec concentrated their efforts upon the timber trade, and the rafts floated down to them; but the enterprise of Montreal merchants even then controlled the import trade, for the fastest ships were secured for Montreal; stocks of goods were opened out earlier there and it was nearer the centre of consumption. Then also there was a brisk trade up the Champlain valley to Burlington and Whitehall over the railway—the only railway in Canada—that from Laprairie to St. John's. The trade centred at Montreal. The railroad, it is true, shut down in winter, for there was no advantage in connecting the ice of the Richelieu with the ice of the St. Lawrence; but no one then thought of doing any serious business in winter; and, anyway, loaded teams might as well continue on fifteen miles farther over the winter roads. The people of Montreal, with all their overflowing energy, had abundant leisure then for amusement and reflexion.

The imperial idea still held sway in England. For a few years longer it was thought good policy to bind, by material ties of preferential trade, those who were united by the bonds of one allegiance. Lord Stanley, the Colonial Secretary in Sir Robert Peel's cabinet (of which also Mr. Gladstone was a member), in 1843 brought in the "Canada Corn Act." This measure, while it cheapened corn in England, wonderfully stimulated business in Canada, for it lowered the duty on Canadian wheat and flour to one shilling a quarter upon the condition that Canada should impose a duty of three shillings upon United States wheat.

The duty upon Canadian wheat and flour was thus only nominal, and as the aggregate duty of four shillings by way of Canada was much lower than that upon direct imports from the United States, the wheat of the whole Lake Ontario basin, intended for export to England, was ground into flour in Canada, and exported from Montreal; for Lord Stanley maintained that flour ground in Canada was "a manufacture of Canada" and would not inquire into its origin. All the disposable capital of Montreal was drawn to Western Canada and locked up in mills and mill sites, and business of all kinds expanded rapidly during the three following years of promise and plenty.

Still, however, Montreal maintained its mediæval aspect. Few vestiges are now left of the old town, but many existed then. A visit to St. Vincent street and to St. Amable lane will give an idea of the narrow streets and sombre appearance of the present bright city. The streets were crowded, for it did not require much trade to crowd them and the merchants lived over their warehouses, and their clerks oft-times lived with them. The few residences above St. Catherine street were like manor houses among the fields which stretched down to Dorchester street. The old town was solidly packed, and it was only on the new streets like St. James street, Craig street and McGill street that there were many gaps. If the city seemed sombre, the people were gay and sociable. There was, besides the western trade, an important retail trade, and the city was enlivened, for many years after, by a large garrison of English troops, whose presence kept the town in touch with English thought and manners and fashions. Their bugle calls for



St. Amable Street

"assembly" and other routine duties of a soldier's life are now replaced by steam whistles which summon or dismiss an army of thronging work people. The relations between the garrison and the city were always friendly, and the parade at 11 a.m., or the trooping of the colours, attracted many citizens to the Champ-de-Mars, then the centre of the town, while the brilliant uniforms of the officers enlivened the ball rooms and the evening parties.

The life of a Montreal merchant fifty years ago alternated between excess of leisure and excess of labour. It did not take long to balance the books after the approach of winter had driven the last ship to sea, and laid up all the steamboats and barges. Then the office hours were shortened, and the clerks had little to do but amuse themselves; and the heads of the great firms came down to business but for a little while each day; and pending the advent of spring, there was abundance of leisure in Montreal for outdoor amusements, social enjoyment or serious reading.

As the days grew longer under the bright sun of March and April, rivers of melting snow poured down the hills or made little lakes upon the levels, speculation became keen as to when the ice would move; and the citizens day by day went down to the river to watch for the wished for "shove" which would open up once more the outer world. Suddenly, at some unlooked for hour, the mighty river would wake up and throw off its icy covering, piling up great blocks upon the wharves and sometimes against the houses and sweeping away to the ocean the débris of the winter roads. Then the river craft, the steamboats, and barges and tugs, came out from their hiding places. Soon the ships thronged the

limited wharf space and lay two or three deep along the wharves, their gangways thrust out in every gap, and the packages were turned out to waiting carters on the lookout for the marks of the firm which employed them. Quickly the town sprang to a life more intense as the quiet of winter had been restful.

The old Lachine barge canal had been open since 1825; the Welland Canal since 1833, the Rideau since 1832. The St. Lawrence system was completed during this period—the Cornwall canal in 1842, the Beauharnais in 1845; the Williamsburgh canals in 1847; the Chambly canal in 1848.

The Legislature, in 1841, made an appropriation for deepening the channel in Lake St. Peter, and in 1844 the seat of government was transferred to Montreal and the work was begun, but was suspended in 1846 and abandoned the following year. The whole magnificent system of water communication was, however, fully opened up in this decade; and it was well it was so, for troubles were in store for Montreal undreamed of in 1846, and the railway age would soon commence to threaten. The period of the "forties" opened with hope, but ended with disaster which would have crushed a community less resolute and a city less favored by nature.

In 1846, Sir Robert Peel, who in 1841 had become premier of a government put into power with the object of continuing a policy of protection, changed his views, and, by the aid of his political opponents, passed the bill which brought ruin to Canada. Lord Elgin, in writing to a friend shortly after, said "Peel's bill of 1846 drives the whole of the produce down the New York channels of communication,

destroying the revenue which Canada expected to derive from Canal dues, and ruining at once, mill-owners, forwarders and merchants. The consequence is that private property is unsaleable in Canada, and not a shilling can be raised on the credit of the province." The bright prospects which were opening out for Montreal were succeeded by bitter disappointment and general disaster. In 1847 came the Irish exodus, and multitudes of destitute and fever-stricken immigrants were poured upon her shores. The quays were crowded, not with busy commercial life, but with the poor, and sick and dying, who, unassisted by the government of England, were thrown upon the charity of the colonists. The people of Montreal were not wanting in their efforts to alleviate this flood of misery. Many of the citizens, clergy and laity, the mayor, Mr. John E. Mills among them, died from the fever contracted in their charitable labours. There was not room in the cemeteries to bury these fever-stricken victims, and a huge boulder, raised on a pedestal of masonry near the approach to the Victoria Bridge, marks the spot where over 6,000 Irish immigrants were interred that fatal year. Business in 1848 was, if possible, more depressed, and in 1849 political party strife and the "Rebellion Losses" bill distracted the city. The parliament building was burned by rioters, and as a consequence the seat of government shortly afterwards was removed. Political party feeling was no more bitter than the exasperation of the merchants over what they felt to be their unjust and undeserved treatment by the home government. The so-called "Annexation Manifesto," which was signed in 1849 by a number of leading citizens of Montreal,

in a momentary flush of resentment, affords ample proof of their state of mind.

The next ten years were momentous ones for the city. Although by 1836 Montrealers had been instrumental in originating the first Canadian railway and in 1848 had initiated a second short line from Longueuil to St. Hyacinthe, it had not occurred to the citizens that railways could ever rival the waterways as freight carriers. The realization of this fact came home to them before 1855, when the New York railway system, which already had been completed, began to divert western traffic to New York. But with the completion of the Grand Trunk Railway to Toronto in 1856, the deepening of the ship canal in the St. Lawrence, the establishing in the same year by the Allans of the Montreal Ocean Steamship Company, and the utilization of the water power obtainable from the enlarged Lachine canal for the purposes of manufacturing, Montreal became busy and prosperous once more. On December 18, 1859, the Victoria Bridge, connecting Montreal with the south shore of the St. Lawrence, was completed; it was formally opened in the succeeding year by the Prince of Wales (afterwards King Edward VII); and by this time the Grand Trunk Railway had been opened to Lake Huron on the west, and to Portland on the Atlantic, while the Allans were running a weekly line of ocean steamers from Montreal. By 1861 Montreal had started almost all the lines of its subsequent progress: it only remained for it to establish its position as a railway centre. This was seriously threatened in the early seventies, when the Grand Trunk Railway controlled all access to the city by rail and charged it exorbitant

winter rates. Montreal's answer was the building of the Canadian Pacific Railway: for this great corporation is due almost wholly to the initiative of citizens of Montreal. When, on June 28, 1886, the first through train to the Pacific Coast left Montreal for the newly created city of Vancouver, Montreal had become as important as a railway centre as it was of inland navigation. At the present time the head offices of the Canadian Pacific, Grand Trunk, and Grand Trunk Pacific Railway are to be found in the city, while another transcontinental line, the Canadian Northern, and numerous other roads have acquired extensive terminal facilities here.

It must not be inferred from this somewhat detailed account of Montreal's commercial growth, that the whole story of her development has been told. In matters of education, Montreal has long been as well known as she has been as a business metropolis. As far back as 1801, a movement, begun for the establishment of non-denominational schools, led to the founding of McGill University, and, in due course, of the primary and secondary Public Schools as well.

While, as regards Art and Music, Letters and Science, in the past as well as at present, Montreal has produced and sheltered her full share of leaders in all these departments.



Old Convent of Congregation of Notre Dame (See page 28)

CHAPTER II.

FACTS AND STATISTICS

Montreal is situated in longitude 4 h. 54m. 18.63" and latitude 45°30'17". There are five divisions of time in traversing Canada—Atlantic, Eastern, Central, Mountain, Pacific. Montreal has Eastern time, which is five hours behind that of Greenwich.

The mean annual temperature of Montreal for the last 38 years is 42° with a maximum in July of 69.04°, and a minimum of 12.41° in January. The mean height of the barometer for the same period is 30.14 inches; the percentage of sunshine possible is 44½ per cent; the average rainfall is 41 inches, which is pretty uniformly distributed throughout the year.

The mean resultant direction of the wind is West, with a slight northerly inclination; and it is a common observation that the weather at the Great Lakes to-day is the weather of Montreal to-morrow.

The magnetic declination at Montreal is 15° 55' west.

The City is distant 164 miles from Quebec, 400 miles from New York, 950 miles from the Straits of Belle Isle, 2,750 miles from Liverpool, being 300 miles nearer than New York, 334 miles from Toronto, 841 miles from Chicago, 1,422 miles from Winnipeg, 2,898 miles from Vancouver, B. C.

Montreal is situated on an island which is the largest of a group formed by the confluence of the Ottawa and St. Lawrence Rivers. This island is 30 miles long and 7 to 10 miles wide.

In 1919 the population of the City proper is estimated to be 685,539 and of Greater Montreal 800,000. The increase of population in the last ten years is about 83%.

Montreal is the largest city in Canada, the second largest in the British Colonies; and the ninth in North America.

The city is governed by five Administrators appointed by the Quebec Legislative Assembly, whose duties are administrative, and twenty aldermen, one for each ward, whose duties are legislative.

In 1918 the revenue of the city was \$16,606,445.18.

The value of taxable property is now \$630,745,639, and of exempt property, \$230,182,432 more. The rate of taxation is 1.35% on value for municipal purposes; with 60 cents additional for the Catholic, and 70 cents for the Protestant and neutral school tax.

The value of the city property, including water-works, is \$33,052,626.11, and the water-works yield a revenue of \$2,228,479.71.

Building statistics for Greater Montreal amount to about \$26,116,000.

The city's debt is \$118,892,119.29.

There are 76 public parks in Montreal with an area of 1,311 acres.

The City of Montreal is laid out upon a series of raised beaches, which were formed after the glacial epoch, when an arm of the sea extended up the St. Lawrence valley and probably up the Richelieu to Lake Champlain, and down the

Hudson River Valley to the sea. The upper beaches must have encircled the mountain; but the lower ones run more or less parallel with the St. Lawrence.

In common parlance the "lie" of these beaches, upon which the main streets are situated, is considered to be east and west. This is actually far from correct; but in the following descriptions the direction is assumed for convenience. The streets, though often irregular, cross one another at right angles, and their length exceeds 300 miles.

Greater Montreal extends for about nine miles along the river, and from four to seven miles back from it; and its area is 40 square miles (26,121 acres). The average height of the St. Lawrence above mean sea level at New York is 28 feet. The summit of Mount Royal is 763 feet, and McGill Observatory 187 feet above sea level.

The water supply of the city comes from the St. Lawrence, and is pumped into reservoirs of which the first is situated above McGill University on McTavish Street, while the second (high-level) reservoir, is at the head of Peel Street. It is interesting to note that the waters of the St. Lawrence and Ottawa flow side by side, past the city, without mingling. The Montreal Water & Power Company, which supplies the outlying districts of Montreal, filters its water. The city water is at present merely treated; but a filtration plant is in course of construction. The water pumped daily is 42,814,078 gallons, which is 122.3 gallons per capita per day. Laurentian water, which is obtained from two artesian wells in the eastern part of the city, 285 feet and 457 feet deep respectively, is largely employed as a drinking water, and others similiar in character are also used.

There are about 150 artesian wells in the city, which could be made to yield about 7 million gallons daily. Some of the water is very good, but some is saline and sulphurous.

The Montreal Tramways Company, which runs within the city boundaries and some of its suburbs, has 244 miles of track (single track) and the number of passengers carried in 1917-1918 was 160,000,000. This is at the rate of three-fifths of the whole population every day.

The Park & Island Railway Company and the Southern Counties Railway Company, both electric, operate outside the City Limits.

COMMERCE

The commercial importance of Montreal is threefold. It is not only the chief port, but also the financial and manufacturing centre of the country.

The St. Lawrence River, on which Montreal is situated 1,000 miles from the Atlantic at the Strait of Belle Isle, drains an area of 500,000 square miles—four times that of the British Isles. It forms part of one of the most remarkable inland waterways in the world, for it connects at Montreal with the St. Lawrence Canal System; this system is navigable between Montreal and Lake Erie for vessels of 14 feet draft, and thence to the head of Lake Superior for vessels of 20 feet draft—a distance in all of 1,600 miles.

The different Railway lines, too, of Canada, all converge at Montreal, which thus forms a natural distributing centre by land and water.

The following figures show the part borne by the Port of Montreal in the trade of the Dominion in 1918:

	Total Imports	Total Exports	Total Foreign Trade
Canada	\$916,443,432	\$1,207,613,806	*\$2,124,057,238
March 1, 1918 to March 1, 1919.			
Port of Mont- real	178,021,111	406,793,498	584,814,609
January to Dec., 1918.			

(These figures are exclusive of coin and bullion).

29.6% of the foreign trade of the Dominion passes through Montreal.

HARBOUR OF MONTREAL

The Harbour is under the control of the Dominion Government. It has been managed since 1907 by three commissioners, who have been keenly alive to the interests of the Port and have determined to make the facilities for handling freight equal to those of the best ports in Europe. The Commissioners have entire control over the harbour on both shores of the river from the Victoria Bridge to Bout de l'Isle, a distance of over 16 miles. The ship channel is under the control of the Department of Marine and Fisheries of Canada.

There is no rise and fall of tide, the latter not reaching farther than Three Rivers, 95 miles below Montreal. The river level fluctuates, however, to the extent of 12 ft. from high water in the spring to low water in the autumn. The fact that the River St. Lawrence is remarkably free from



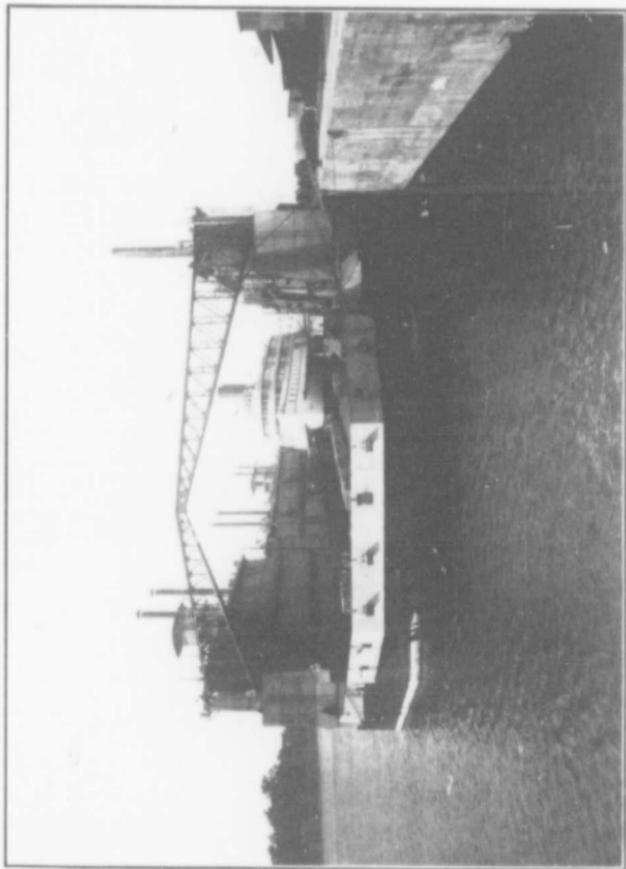
Montreal Harbour from Entrance to Lachine Canal—Showing Steel Sheds, Pier and Grain Elevator

sediment makes the problem of dredging a comparatively easy one.

At present there is a navigable channel from the sea to Montreal of 30 ft. at extreme low water, but the deepening of the channel to 35 ft. has been begun already. Opposite Montreal the St. Lawrence is divided by St. Helen's Island, but the greater part of the water passes on the Montreal side in what is known as the St. Mary's Current. The Commissioners have deepened the channel on the farther, or south, side, in order to lessen this current at the Harbour entrance.

An artificial embankment, parallel to the shore and $1\frac{1}{2}$ miles long, protects the whole upper part of the Harbour, including the entrance to the Lachine Canal, from the currents of the river and from the ice-shoves which occur in the early spring. For the next $2\frac{1}{2}$ miles downstream to the part of the city called Hochelaga, the river channel is too contracted to permit of the construction of piers or jetties; and this is developed as riverside quays.

Below Hochelaga where the river section is larger, piers have been built out into the river, inclined so as to give an easy angle of approach from the ship channel. Still farther down a **Dry Dock** has been installed. This dock, which is one of the largest yet built, is capable of lifting a ship of 25,000 tons, or simultaneously repairing three smaller ships, virtually making three dry docks out of one. Messrs. Vickers Limited built the dock in England and had it towed safely out to Montreal by Dutch tugs. Its construction is such as to make it suitable for lifting a modern British battleship, the pontoon deck being specially stiff-



Dry Dock

ened to allow it to support a large portion of the weight of the vessel on side, or bilge, as well as central, keels.

The following figures give the total tonnage of all the vessels entering the Harbour in 1918.

	Sea-going Vessels Arrived in Port		Inland Vessels	
	Number	Total Tonnage	Number	Total Tonnage
1918.....	674	1,932,482	6,102	3,313,908

Montreal's importance in the grain-carrying trade of the Northern part of the continent has been shown in the previous Chapter. About two-thirds of the grain comes to Montreal in steamers carrying 2,500 tons on the 14 ft. draft. These vessels cannot afford to wait, but must be unloaded at once if they are to be attracted to Montreal. The rest of the grain coming from the Georgian Bay ports by rail must also be unloaded quickly, as during the grain rush there is a constant railway car shortage. The storage and rapid handling of grain has thus become, in the last few years, a new factor in the problem of harbour economy. There are three modern grain elevators at present in the Harbour. Of these elevators, one belongs to the Grand Trunk Railway. It has a capacity of 2,100,000 bushels. The others belong to the Harbour Commissioners. No. 1 is capable of storing 4,000,000 bushels; while No. 2, erected

opposite Bonsecours Market, has a capacity of 2,662,000 bushels and can handle a million bushels a day. It is a conspicuous feature from many view points in Montreal, and should prove of considerable interest to engineers, as it is built entirely of reinforced concrete and is the largest of this kind in the world. The previous elevators were built in the early days of concrete and the superstructures are of steel with cylindrical steel bins. The concrete is especially advantageous; it is fire proof and the insurance rates are consequently less; it also keeps the bins dry and the grain cool, as the walls absorb moisture and are non-conductors of heat.

The unique feature with regard to the handling of grain in Montreal Harbour is the placing of the elevators in such positions, that by a system of conveyors, the longest in the world, the grain can be carried direct to the ships at their different berths, and delivered without interfering with their ordinary loading and unloading. In connection with elevators Nos. 1 and 2 there are 14 miles of rubber belting.

The Harbour revenue in 1900 was \$287,069.18 and in 1918 \$2,104,191.48.

The Harbour is open for only seven months and a half in the year. In that period 29.6% of the total yearly foreign trade of Canada is handled, or nearly 50% of the total trade of Canada for seven months. It is an interesting fact that Montreal is the second largest port in America; doing more in seven months than is done during the entire year by any other port on the continent, with the exception of New York.

The Port of Montreal being nearer Europe than any other large Atlantic seaport, as is demonstrated by the following distances to Liverpool, offers superior advantages not only to her immediate hinterland, but also to the American States, bordering on the Great Lakes—

Montreal	2,773 miles	Baltimore	3,324 miles
Boston	2,810 "	New Orleans	4,553 "
New York	3,010 "	Galveston	4,730 "
Philadelphia	3,160 "		

Eighteen vessels of 1,000 feet long could be berthed in the Harbour at one time.

Twenty-one large well-lighted double-storey transit sheds, about 500 feet long by 100 feet wide, are available for goods destined for shipment.

The Harbour of Montreal represents in round figures an expenditure of \$27,000,000, and the Commissioners have at their disposal for its further development a sum of \$6,000,000.

Mention must finally be made of the large passenger traffic at Montreal Harbour. As the beautiful and impressive scenery of the St. Lawrence route is becoming known, the voyage down the River is growing more and more popular.

MANUFACTURES

With the growth of Canada, manufacturing industries have been steadily gaining ground. Montreal has been in the forefront of this development, as the following figures,

taken from the last census report, will show:

	Capital 1900	Capital 1910
Canada.....	\$446,916,487	\$1,247,583,609
Montreal.....	57,148,661	132,475,802

An immense development has taken place since this date, but unfortunately statistics will not be available until after the next census in 1920. In 1917 the total capital invested in manufactures in the Dominion was \$2,772,517,680, and Montreal has well maintained her lead amongst the manufacturing centres.

In the president's address to the Canadian Manufacturers Association in September 1912, it was pointed out that in the ten-year period Canadian exports showed an increase of \$110,000,000, while manufactured articles showed an increase of \$683,000,000. Probably no other country in the world can show such a satisfactory record as this. And when it is considered that more than one-sixth of all the manufactures in the Dominion come from Montreal, the part which the city has taken in this great industrial evolution will be appreciated.

Montreal is most favourably situated with regard to obtaining cheap power. Canada is essentially a land of rivers and lakes, and her water power is undoubtedly her greatest asset. In 1911 the total electrical energy developed from Canada's water power was 1,016,521 HP., of which the province of Quebec developed 300,153 HP. At 22 tons of coal per HP. per annum, this is the equivalent of about 6½ million tons of coal. Eighty per cent of the power used in the province of Quebec is water power.

The wood pulp and paper industry have contributed very largely to the development of this kind of industry, but other industries have taken advantage of it, such as lumber mills, textile mills and rubber factories.

The following companies supply power in Montreal:

1. The Montreal Light, Heat and Power Co. Ltd. act as distributing agents in the City of Montreal for the Shawinigan Water and Power Co., whose plant is situated at Shawinigan Falls, on the St. Maurice River, 84 miles from Montreal. There is a fall of 135 feet, and 107,000 HP. has been developed. The electricity is transmitted to Montreal and the Eastern Townships; a large portion supplying the asbestos mines with power. Thirty thousand HP. is used in Shawinigan itself for the production of aluminum and carbide.

The Company also obtains power from Chambly on the Richelieu River, and from the Lachine Rapids and the Soulange Canal.

2. The Montreal Public Service Corporation act as distributing agents in the City of Montreal for the Canadian Light and Power Co., which has a plant at St. Timothée, where 30,000 HP. has been developed. Electrical and other power is also obtained from the Lachine Canal, where there is a total fall of 35 feet, to the extent of 4,642 HP. This is used for flour mills, rolling Mills, and many others.

There are, in addition, one or two other power plants in process of development.

The manufactures carried on in Montreal are very varied.

The city is also the centre of several industries, which though not actually situated in Montreal, are yet managed from it. The pulp industry is an example, yet there is not actually a single pulp mill in Montreal. Here again up-to-date statistics will not be available until after census of 1920. The following figures from 1910 will, however, give some indication of the manufactures now carried on in the city on a much larger scale. In 1910 the municipality of Montreal possessed 162 different industries. When grouped in the customary manner, their relative importance is as follows:

Kind of Industry	Capital	Annual Value of Products, 1910
Textiles.....	\$24,655,988	\$36,515,719
Food products.....	9,171,947	16,721,160
Leather and its finished products.....	13,947,991	15,351,669
Miscellaneous industries.....	12,089,852	14,696,169
Tobacco and its manufactures.	12,943,273	13,856,880
Iron and steel products.....	11,233,816	12,308,386
Vehicles for land transportation.....	5,218,078	9,771,302
Timber and lumber and their manufactures.....	5,758,414	7,332,275
Paper and printing.....	8,867,966	6,285,933
Chemicals and allied products.	4,957,099	6,351,442
Metals and metal products other than Steel.....	6,372,558	5,331,519
Liquors and beverages.....	3,957,123	2,202,641

Kind of Industry	Capital	Annual Value of Products, 1910
Clay, glass, and stone products.....	\$ 1,088,374	\$ 1,290,270
Hand trades.....	759,377	1,254,447
All other industries.....	14,442,976	15,677,928
<hr/>		
Total for Montreal.....	\$135,044,782	\$164,698,761
Suburb of Maisonneuve.....	7,919,080	20,813,774
Suburb of Lachine.....	7,496,612	6,295,716
Other suburbs.....	2,055,332	1,961,607
<hr/>		
Greater Montreal.....	\$152,515,806	\$193,769,858

Tobacco is the principal single industry, while boots and shoes come next in importance. Among food products, slaughtering and meat packing rank with flour, the largest flour mill in the British Empire being situated in Montreal. Of the miscellaneous industries, electric light and power and electrical apparatus and supplies are the chief.

Immediately outside of Montreal is a large business in iron and steel products. Among the largest are the Dominion Bridge Company's works at Lachine, the Montreal Locomotive Works and the Structural Steel Company's works at Longue Pointe, and Canadian Vickers ship-building works. Again, in Montreal are to be found the great car

and repair shops of the two chief railways: the Canadian Pacific Railway and the Grand Trunk Railway System.

Of chemical and allied products, paints and varnishes are the most important, and here again there are large works on the outskirts of the city. The Asbestos Works at Lachine are worthy of special notice because of the fact that the world's largest part of supply of asbestos (85% of which comes from Province of Quebec) is manufactured there.

One of the distinctive characteristics of Montreal Public Buildings viz: their solid and dignified appearance, is due to the abundant supply of the Trenton limestone which lies close at hand in many quarries about the city.

FINANCIAL INSTITUTIONS

The **Bank of Montreal** is one of the institutions of which the city whose name it bears has reason to be proud. Founded in 1817 by a company of merchants, it is the oldest organization of the kind in Canada. An Act of Incorporation was obtained in 1821, but, after the usual custom of that time, having been reserved for consideration by the home government, it was not proclaimed as law until 1822. The capital stock was fixed originally at £250,000 (current money), \$1,000,000, a sum which seems large for a town of 20,000 inhabitants. It now stands at \$20,000,000, with a rest of \$20,000,000.

The Bank has long been the official bank of the government of Canada and its yearly statement is taken as an indication of conditions generally in the Dominion.

Banks being members of the Montreal Clearing House:

	Paid-up Capital	Rest or Reserve
Bank of Montreal*	\$20,000,000	\$20,000,000
Bank of Nova Scotia	10,000,000	12,000,000
Bank of Toronto	5,000,000	6,000,000
Molsons Bank*	4,000,000	5,000,000
Banque Nationale	2,000,000	2,000,000
Merchants Bank of Canada*	9,000,000	8,000,000
Banque Provinciale	2,000,000	800,000
Union Bank of Canada	5,000,000	3,000,000
Canadian Bank of Commerce	15,000,000	15,000,000
Royal Bank of Canada*	16,000,000	17,000,000
Dominion Bank	6,000,000	7,000,000
Bank of Hamilton	4,000,000	4,000,000
Standard Bank of Canada	3,500,000	4,500,000
Banque Hochelaga*	4,000,000	4,000,000
Imperial Bank of Canada	7,000,000	7,000,000
Home Bank of Canada	2,000,000	300,000
Sterling Bank of Canada	1,500,000	350,000
City and District Savings Bank*	1,500,000	1,500,000

*Banks marked with asterisk have their Head Offices in Montreal.

Montreal ranks sixth among the cities of the United States and first in Canada in bank clearings: \$30,000,000 per day.

It should be remarked, *en passant*, that the Canadian banking system provides for comparatively few banks, most of which, however, are large and powerful corporations, each with a large number of branches. Thus, while there are today but twenty-six active chartered banks in the whole Dominion, these institutions control over three thousand branches which are scattered over the whole country, and fully meet its financial requirements.

INSURANCE

There are sixty Insurance Offices in Montreal; of these the leading Life Company, the Sun Life Assurance Co. of Canada, is strictly a Montreal institution, its head office on Dominion Square being one of the finest and most up-to-date business structures on the continent. It was incorporated in 1865 and has now become not merely the largest company in the Dominion, but one of the leading international companies of the world with agencies on every continent. It was brought into public notice by the unconditional form of its policy, which it introduced by clearing its contracts of numerous restrictions and thus did much toward making life assurance popular.

Assets 1918.....	\$ 97,620,378
Surplus 1918.....	8,027,378
Income 1918.....	21,651,000
Assurances in force 1918.....	340,809,656

Among the principal fire companies are the Royal, of Liverpool; the Guardian; the Liverpool and London and Globe, and the Commercial Union; all of which have their head offices for Canada in Montreal.

RAILWAYS

Canadian Pacific Railway

There is probably no more thrilling story in the industrial undertakings of the last century than the building of the Canadian Pacific Railway; and Canada owes a great debt of gratitude to those few men who with wonderful financial ability and remarkable courage were willing to risk their reputation in an effort to bring to a successful conclusion the construction of that railway. It stands to-day as a monument to their foresight and their conviction of the immense latent possibilities of the Canadian West.

The Canadian Pacific is to-day the largest transportation company in the world. The following figures show the present mileage statistics:

Mileage included in C.P.R. traffic returns	13,388.5
Mileage of other lines worked	383.6
Mileage of Minneapolis, St. Paul and Sault Ste. Marie Railway	4,227.8
Mileage of Duluth, South Shore and Atlantic Railway	625.8
Grand total mileage	18,576.4

The length of the main line from Montreal to Vancouver is 2,885.8 miles.

Besides its immense line of railway the company also possesses fifty-seven ocean and coastal steamships and thirty on the Great Lakes and British Columbia Lakes and rivers. It especially prides itself on having a service which

embraces more than half the circuit of the globe, a journey being possible in its ships and trains from Great Britain to Hong Kong.

Its headquarters are in Montreal, in the massive stone structure on Windsor Street, which is also the west end station (**Windsor Station**). Trains run from here easterly to the Atlantic Coast and westerly to the Pacific. For Atlantic points the railroad crosses the St. Lawrence at Lachine by a bridge which is a triumph of engineering. So heavy has the traffic out of Montreal become that the Company has found it necessary to double track their bridge. This, work which has cost in the neighborhood of \$2,000,000, has made necessary the removing of the old structure and the replacing of it by a new bridge twice as wide and over four times as heavy.

The bridge is 3,657 feet long and contains 19 piers. 28,072,252 pounds of steel have already been used in the reconstruction work.

The east end or **Place Viger Station** faces Place Viger Square. From here trains leave for the north of Montreal and the Laurentian Mountains as well as for Quebec and intermediate points along the north shore of the St. Lawrence. **The Place Viger Hotel** is situated here. It is an excellent house and modelled after the Chateau Frontenac at Quebec.

The company has for sale in Western Canada over six million acres of good agricultural land, the residue of the land subsidy made by the Government for the construction of a transcontinental railway.

The accounts for the year ended December 31, 1918, showed the following:

Gross earnings.....	\$157,537,698.05
Working expenses.....	123,035,310.38
<hr/>	
Net earnings.....	\$ 34,502,387.67
Deduct fixed charges.....	10,177,512.98
<hr/>	
Surplus.....	\$24,324,874.69

The **Grand Trunk Railway** is the pioneer railway in Canada, having been incorporated in 1852.

It has a mileage of 3,616 miles, linking up the principal cities of Canada and connecting them in turn with many of the great producing centres of the United States. It carried in 1918 more than ten million passengers and twenty-four million tons of freight. No railway in the world operates such a length of continuous double track as does the Grand Trunk in its main line from Montreal to Chicago.

The accounts of the company for the year ending December 31st, 1918, were:

Gross earnings.....	£12,655,224
Working expenses.....	10,979,959
Net earnings.....	2,269,833

The station commonly known as the **Bonaventure** station is on St. James Street, opposite Windsor Street. The railway crosses to the south bank of the St. Lawrence by the **Victoria Bridge**, which, when completed in 1859, was tubular and considered the eighth (engineering) wonder of the world.

In 1899 the tubular bridge was replaced by the present open steel work structure, and enlarged. It is now a double-track, open-girder bridge, with carriage-ways and foot-walks on either side of the main trusses. The Montreal and Southern Counties Railway also operates an electric line over this bridge between Montreal, St. Lambert, Montreal South, Longueuil and Chambly.

The Headquarters of the Grand Trunk System are in Montreal, being situated on McGill Street in the fine buildings opposite Youville Square.

Canadian Northern Railway.—This line has arisen as if by magic. At first a bit of line here and there with no apparent connection; it has gradually been linked until it stands to-day one of the most remarkable undertakings in the annals of railway engineering.

Its success has been due to the business and financial ability of two men, Sir William Mackenzie and Sir Donald Mann; it is noteworthy that until recently it has been built entirely without Government assistance.

In order to gain entrance to Montreal, the company has bored a double-track tunnel, three and a quarter miles long through Mount Royal and incidentally opened up the whole country behind the mountain for settlement, where a model city is to be erected. The entrance of the tunnel from the city side, and the arrival and departure of trains, may be witnessed from the bridge at Dorchester Street, as the great cut approaching the passenger terminals is open to view, the tracks being laid nearly 50 feet below the level of the bridge.

At the Montreal end there will be a large station and palatial hotel, and to gain an entrance to the harbour an overhead line is to be constructed from the Montreal end of the tunnel to the wharves. This will also connect with the eastern line from Quebec, which enters Montreal at the present station on Moreau Street.

The famous Maritime Express and Ocean Limited of Canadian National Railways at present utilize the Bonaventure Station in connection with their operation between Montreal and Atlantic coast points. It is expected, however, that the tunnel terminal will be utilized by all Montreal trains of Canadian National Railways, and it is understood that plans are under way to effect that result.

The **Intercolonial Railway**, which connects Montreal with Quebec and the Maritime Provinces, extending to Sydney Cape Breton, is owned by the Government. The total mileage of the Intercolonial system is 1186½ miles, and it touches at six Atlantic ports.

The Canadian Northern Railway and Intercolonial Railway are now operated by the Canadian Government as "The Canadian National Railways," which system comprises 14,000 miles from Atlantic to Pacific and serves every province, the chief centres and ports, and the great producing areas of the Dominion.

Other railroads entering Montreal are, the New York Central; The Delaware & Hudson; the Central Vermont; the Rutland.

United States railway administration offices: 238 St. James Street.

CHAPTER III.

EDUCATION, LEARNED SOCIETIES, LIBRARIES

As was stated in the introduction, education in Canada is subject to Provincial control. In the Province of Quebec, up to but excepting the Universities, the whole system is under the direction of the Council of Public Instruction. This consists of two Committees; one, Roman Catholic; the other, Protestant.

In Montreal there are two distinct school systems, each with its separate Board of Commissioners: a Roman Catholic Board, and a Protestant Board, which receive and administer the entire school-tax collections from their respective denominations. The Protestant rate is one-half of 1%, the Catholic, two-fifths of 1%. Joint stock companies of all kinds pay their tax into what is termed the "Neutral Panel", and the money thus collected is divided between the two Boards, approximately in proportion to the numbers of the Protestant and Roman Catholic population.

Under the Protestant Commissioners, there are now about twenty-eight schools. Of these the three chief are, the **High School for Boys**, the **High School for Girls**, and the **Commercial and Technical High School**. Boys and girls enter these schools, after leaving the elementary schools, at the age of thirteen or fourteen. The two former are situated on University street in two sections of

the same building. The courses here are mainly classical, and are given with a view to subsequent University education. The latter occupies a striking building near the corner of Sherbrooke and Ste. Famille streets. The façade and returns are built of pressed brick and Ohio sandstone, and the main entrance is adorned with massive stone columns. The courses here are of a scientific nature. Practical instruction in domestic science is given to girls; and the boys are taught subjects which may be of use to them in the various trades.

Since its foundation in 1843, the High School has outgrown four buildings. The fifth, open for the session of 1914-15, a magnificent edifice costing \$2,000,000, far surpasses its predecessors in size, convenience of arrangements and completeness of equipment. It occupies a large block of land facing the McGill University on University street and extending backward to Shuter street.

The building, which is 350 by 500 feet, possesses the best of accommodation and equipment for both pupils and teachers, and has in addition two gymnasiums and a swimming bath. For higher education, the chief institution is McGill University.

McGill University owes its origin to a private endowment. It was founded by the Hon. James McGill, a leading merchant and public-spirited citizen of Montreal, who died in 1813. By his will, dated January 8, 1811, he bequeathed his property of Burnside, consisting of 46 acres of land with the dwelling house and other buildings thereon, and a sum of £10,000 in money, to found a college in a provincial uni-

versity, the erection of which had already been provided for by the British Government. The four trustees appointed under his will were directed to convey the property of the bequest to the Royal Institution for the Advancement of Learning, a body which, in 1802, had been incorporated by the Legislature "for the establishment of Free Schools and the Advancement of Learning" in the Province of Quebec. The conditions upon which the property was to be transferred, were, that the Royal Institution would, within ten years after the Testator's decease, erect and establish on his estate of Burnside a university or college for the purposes of education and the advancement of learning in this province, and that the College, or one of the colleges in the university, if established, should be named and perpetually be known and distinguished by the appellation of "McGill College." Owing to persistent opposition by the leaders of one section of the people to any system of governmental education and to the refusal by the Legislature to make the grants of land and money which had been promised, the proposed establishment of the provincial university by the British government was abandoned.

In so far as the McGill College was concerned, however, the Royal Institution at once took action by applying for a royal charter. Such a charter was granted in 1821, and the Royal Institution prepared to take possession of the estate. But owing to protracted litigation this was not surrendered to them till 1829, when the work of teaching was begun in two faculties, Arts and Medicine. The record of the first thirty years of the University's existence is an unbroken tale of financial embarrassment and administrative diffi-

culties. The charter was cumbersome and unwieldy, and unsuited to a small college in the circumstances of this country, and the University, with the exception of its medical faculty, became almost extinct. But after thirty years the citizens of Montreal awoke to the value of the institution which was struggling in their midst. Several gentlemen undertook the responsibility of its re-organization, and in 1852 an amended charter was secured. The Governor General of Canada for the time being, Sir Edmund Head, became interested in its fortunes, and in 1855, with the advent of a new Principal, an era of progress and prosperity began.

The principal was John William, afterwards Sir William, Dawson, who was born at Pictou, Nova Scotia, October 13, 1820. He early developed a love for natural science, and, while still at school, made large collections of fossil plants from the Nova Scotia coal measures so well exposed about his native place. On leaving school he studied at the Pictou College and subsequently at the University of Edinburgh.

In 1850, at the age of thirty, having already attracted attention by the publication of a number of papers on scientific and other subjects, he was appointed Superintendent of Education for Nova Scotia.

This position obliged him to travel continually through all parts of the province; and on these journeys he accumulated that immense fund of information concerning the geology and mineral resources of Nova Scotia which was embodied in his largest work and that by which he is best known, *Acadian Geology*.

When he accepted the Principalship of McGill University the Chair of Natural History was also assigned to him, and his lectures inspired with enthusiasm all who heard him. Sir William Dawson's work as an educationalist was by no means limited to the university. It embraced the entire educational system of the Province. His influence was felt not only in every town and village of the Dominion, but it extended to various parts of the United States and Europe. Possessed of a versatile and comprehensive mind, he carried on numerous and exacting researches in the midst of the multiform and perplexing cares incident to administering a growing university, the routine of the classroom and the demands of public affairs, in all of which he took an active interest, lending his influence whenever and wherever it would advance the public good. Yet numerous as his talents and achievements were, it is as a geologist and an educator that he will continue to be best and longest remembered. When he came to McGill as principal in 1855, he found it a feeble little college with about eighty students. He left it with almost eighty professors and lecturers, and a thousand students. To the two original Faculties—Arts and Medicine—and the rudiments of a Faculty of Law—he added a Faculty of Applied Science, then a Faculty of Comparative Medicine and Veterinary Science; and all five Faculties had a remarkable development while he was Principal. As far back as 1870 he began to plan for the higher education of women, founding the Ladies Educational Association and the Girls' High School, so that in 1883, when means were forthcoming, he was in a

position to open the Donalds Department in the Faculty of Arts, which, after his resignation, developed into the Royal Victoria College.

To illustrate a many-sided growth by increase in material equipment, during his régime the Central Arts Building was completed, a building was erected on the campus for the Faculty of Medicine, and later came the Observatory, the Redpath Museum, the first Macdonald Engineering Building, the Macdonald Physics Building, and the University Library.

The most casual reference to McGill University would hardly be justifiable without some attempt to record, however imperfectly, the extent of the University's debt to Sir William Dawson.

In 1892, after holding office for 38 years, Sir William retired; and in September 1895, William Peterson, LL. D., who had recently resigned the post of Principal of the University of Dundee, was appointed Sir William's successor. The new principal, a distinguished Latinist, and classical scholar, has found time, like his predecessor, in the intervals of administering the affairs of the University, to make important contributions to the subject in which he has specialized, and to take part in a great number of movements for the promotion of education, and of the public welfare in general. To his lot it has fallen to guide events up to the realization of the Founder's vision of a university consisting of several colleges. The addition of one of these (Macdonald College) enlarged the curriculum, by the equivalent of three new Faculties. Moreover, not

to speak of such developments as the Graduate school, the School of Commerce and the Department of Architecture, he has initiated the Department and Conservatorium of Music. The social life of the student has also been especially cared for by the establishment of the Student's Union. Sir William Peterson having resigned owing to ill health, the Governors in May, 1919, appointed Sir Auckland Geddes, Principal, who will take up his duties as soon as he is released by the Imperial Government.

The Founder, as has been said, looked forward to a University which should consist of several colleges. Three such are already in existence; the first and original one being that which still bears its founder's name.

McGILL COLLEGE

It comprises the following Faculties and Departments which include hundreds of separate courses.

1. Faculty of Medicine. This, with the Faculty of Arts, is the oldest Faculty of the University. It is the direct outcome and continuance of a teaching body known as the "Montreal Medical Institution," organized as a medical school in the years 1823-1824. It was united with McGill University as a Faculty in 1829.

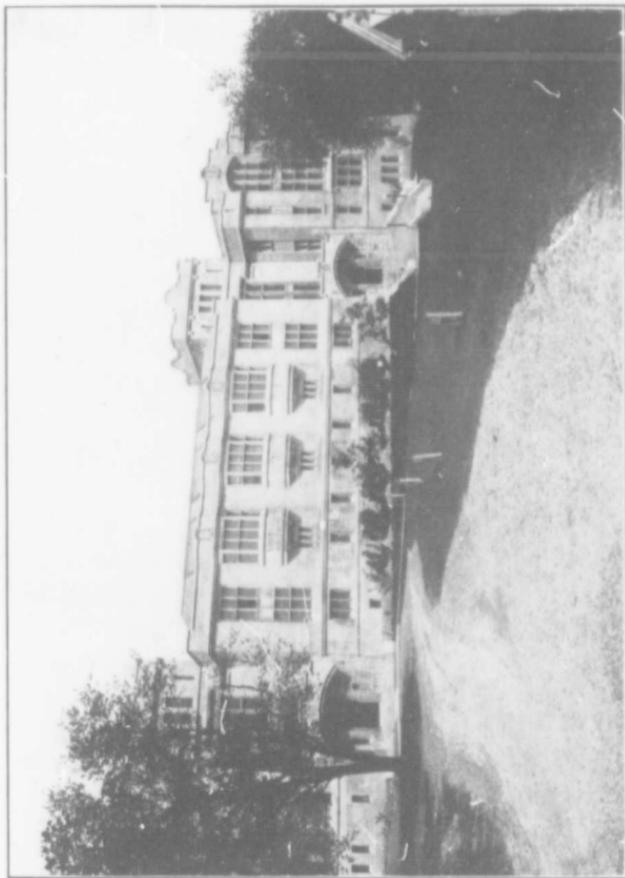
2. Faculty of Arts. This Faculty, with that of the Faculty of Medicine, was inaugurated in 1829. It had a chequered existence for more than twenty years, but that was long ago.

3. Faculty of Law. A course in Law was begun, in connection with the Faculty of Arts, in 1848, and the department was established as a separate Faculty in 1853. Some years ago, in order to offset certain detrimental conditions, inseparable from the conduct of a Law School in the Province of Quebec, Sir William Macdonald provided a liberal endowment.

4. Faculty of Applied Science. An engineering school was begun in the early years of Sir William Dawson's principalship. From the out-set it attracted students, but finally had to be suspended. In 1871 the experiment was revived by initiating the Faculty of Applied Science as a Department of the Faculty of Arts. In 1878 the Faculty was regularly organized; in 1893 the Macdonald Engineering Building and the William Workman shops were opened; and the present quarters were first occupied in 1909.

5. Graduate School. Graduate instruction was for many years offered in the various departments of McGill University without definite organization. In 1906 a Graduate School was established. In it are enrolled all the graduate students of the university who are following advanced courses of study in subjects which in the undergraduate work fall within the scope of the Faculties of Arts, and Applied Science.

6. Conservatorium of Music. The Conservatorium was opened in 1904 and now works in conjunction with the Department of music of the university. The university



Medical Building, McGill University

course leads to the degrees of Bachelor of Music and Doctor of Music.

7. Course in Military Science. On the suggestion of the department of Militia at Ottawa, the University drew up, six years ago, a scheme for taking part in the education of gentlemen desirous of entering the British Army and the Permanent Force in Canada. Since its institution such instruction is now regularly given at McGill University.

In addition to the foregoing divisions, which may all appropriately be ranked as Faculties or Schools, whatever their precise appellation, there are others less extensive, though perhaps in their own fields equally important. Among these may be mentioned the School of Commerce. There are also several summer schools.

It will have been observed that there is no Faculty of Theology.

Under the control of no particular church, and perfectly open in the offer of its benefits to all, McGill is Protestant but non-sectarian. It is affiliated, however, as to its courses in Arts, with the schools of four of the leading Protestant denominations,—the Presbyterians and Congregationalists on the one hand, and the Episcopalians and Wesleyans on the other. And the noteworthy movement on the part of these four bodies, which has just resulted in establishing a Union Theological College, will, it is reasonable to believe, tend to promote the already effective co-operation between the university and its sister institutions, and at the same time to emphasise the fact that the university itself keeps aloof from denominationalism.

ROYAL VICTORIA COLLEGE

In point of age this is the second of the three colleges of McGill University. Its origin has already been briefly described in the course of the remarks regarding Sir William Dawson. It was opened in 1899, and was founded and endowed by Lord Strathcona, at a cost of one million dollars. The object of Lord Strathcona had been to establish an institution which should afford the opportunity of residence and college life to women students of McGill University, working in accordance with the system previously organized, in the Special Course in Arts, but under greatly improved conditions. The general aim of the college is the higher education of women and to qualify them to take degrees in Arts (including pure science). The courses are parallel to those offered to men in the same subjects. Women students who are not in residence in the college are admitted to many of its privileges.

MACDONALD COLLEGE

The youngest, though by no means the least, of the separate foundations, which, together, compose McGill University, dates from 1907. It is incorporated with McGill University and was founded, erected, equipped and endowed by Sir William C. Macdonald for the advancement of education, and the carrying on of investigations and illustrations in many branches of agricultural and domestic sciences, practices, and arts, all with particular regard to the needs of the rural population.

The property is situated at Ste. Anne de Bellevue, and contains five hundred and sixty-one acres, with about twenty buildings. The endowment amounts to over \$2,000,000.

The College is divided into three schools. (1) The school of Agriculture. (2) The School for Teachers. (3) The School of Household Science, in which young women receive training which will make for the improvement and better enjoyment of home life.

Accordingly, apart from its magnificent equipment, Macdonald college has virtually supplied the university with three new Faculties.

In addition to the work she carries on in her own halls of learning, McGill University is affiliated, as to numerous courses, with Oxford and Cambridge and with several Canadian universities. Space permits no more than the mere record of this fact.

THE UNIVERSITY IN GENERAL

Materially, the university is now represented by about forty buildings and approximately 700 acres of land; and the total value of the entire "plant," if one may be pardoned the expression in such a connection, is probably not far from eighteen million dollars. The principal collections of books, museum specimens, apparatus and other equipment, required in connection with the educational work of the various faculties and schools, are housed in the University Library, in the Faculty and Departmental Libraries, in the Redpath Museum of Natural History, and in laboratories of every description. Of these latter, some have attained world-wide celebrity by reason of the research work conducted in them.

BUILDINGS IN MONTREAL

The Centre Building.—This is the oldest building of the group. It contains the lecture rooms of the Faculties

of Arts and Law, as well as the botanical and zoölogical laboratories and the offices of the administration.

The **Conservatorium of Music** is situated at the corner of University and Sherbrooke streets, adjoining the University grounds. On the ground floor are the offices of the Director and of the Secretary, the library and a concert hall where recitals by the staff and students are given during the session and where orchestral and choral practices are held, (the more important concerts take place in the large assembly hall of the Royal Victoria College). The second and third floors contain a number of studios and lecture rooms.

The New Medical Building.—This building, erected at a cost of over \$600,000, stands at the corner of Pine avenue and University street.

Of the central part of this building, the greater portion is set aside for the accommodation of the library, the whole of the front of the second and third floors and a portion of the ground floor being thus used. On the third floor is a large students' reading room, 76x24 feet, exceptionally well lighted and capable of accommodating 100 readers. On this floor also are the staff journal room and the private offices of the librarian. The second floor is occupied by the stack room, with accommodation for sixty thousand volumes, also by individual research and reading rooms. A portion of the ground floor is set aside for storage.

Besides the library, the central portion of the building contains also three lecture rooms, the private museum and offices of the professor of anatomy and the administration office, research and preparation rooms of the museum staff.

To the rear of the central building is the museum, probably the most complete of its kind, in connection with a medical school, on this continent. It is built in the form of a cross, three stories high, splendidly lighted by ample window space on three sides and by a large central light-well. Each floor is furnished with free stacks and wall cases made of steel and plate glass, thoroughly dust-proof. The anatomical collections are placed on the third floor, while the first and second floors are devoted to pathology. In both the anatomical and pathological sections of the museum the specimens have been prepared and classified with a view to their being made use of in the teaching of these important subjects.

The east wing gives accommodation for the departments of anatomy, pathology and bacteriology, the dental department, the faculty rooms and administration offices, the mortuary and preparation room for dissecting material, as well as ample space for students' lockers and lavatories and a large, well lighted students' reading and smoking room.

On the ground floor of this wing will be found the mortuary, in which there is provision for the storage of 80 subjects, and leading from this the preparation room. On this floor also is the large locker room, containing 400 steel lockers, the students' lavatory and the students' reading room, this latter being provided with newspapers and magazines and being under the control of the students themselves.

On the first floor is the Faculty room with a series of rooms for administrative work. The northern half of this floor is occupied by the dental department, comprising offices, lecture rooms and modern, well equipped laboratories.

The second floor is wholly occupied by the department of pathology and bacteriology.

The third floor is taken up wholly by the Department of Anatomy, and contains the large dissecting room, 88x40 feet, lighted and equipped.

The Old Medical Building.—The Laboratory or North Wing of the old medical building contains the laboratories for medical-chemistry, physiology, histology and junior zoology.

The Macdonald Engineering Building.—This replaces the building destroyed by fire in April, 1907. It is designed to provide accommodation for 600 students. The Departments of Civil Engineering, Architecture and Transportation are permanently provided for in this building, while the departments of Electrical and Mechanical Engineering are given temporary accommodation until such time as independent buildings can be provided for the growing numbers in these departments. The ground floor is given up to the Civil Engineering, Geodetic, Electrical and Mechanical Engineering Laboratories, and is for the most part 23 feet in height. Mechanical and Electrical Engineering Laboratories and the Workshops also occupy the three lower floors of the Workman Building. The central portion of the second floor is used for purposes of administration (faculty room, offices, library room, etc.). The front parts of the second and third floors are occupied by eight class rooms which contain 470 sittings, while the upper floors of both the Engineering Building and the Workman Building are devoted to drafting rooms, containing over 500 tables.

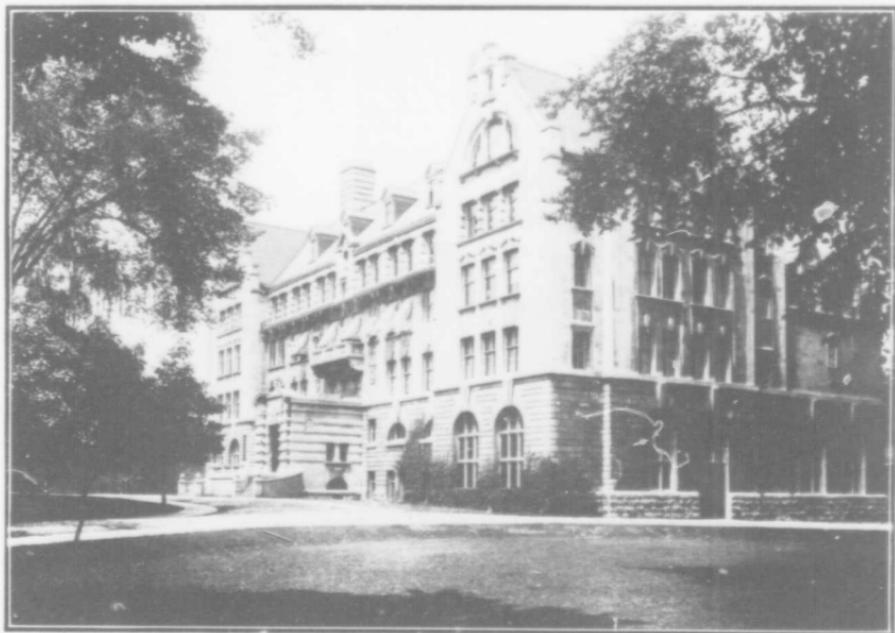
The building throughout is of the most approved fire-proof construction, not only in the matter of materials, but in arrangement as well, the second floors being divided by fire walls and fire doors into separate sections. It has been erected at a cost of about half a million dollars.

The Macdonald Chemistry and Mining Building.

In addition to the large lecture theatre, which seats about 250 students, there are four lecture rooms for smaller classes and a number of offices. There are also three large general chemical laboratories (each with a floor space of about 2,000 square feet and accommodation for 200 students at a time), large laboratories for assaying, ore dressing and metallurgy, with a very complete equipment and a number of smaller rooms and laboratories for special purposes, including research work. The reference library contains over 1,400 volumes.

The Macdonald Physics Building.—This building is five stories in height, each floor having an area of 8,000 square feet. Besides a lecture theatre and its apparatus rooms, the building includes an elementary laboratory nearly 60 feet square, large special laboratories, a range of rooms for optical work and photography, separate rooms for private work, and two large laboratories arranged for research, provided with solid piers and the usual standard instruments. There are also a lecture room for mathematical physics, a special physical library and convenient workshops. The equipment of the Physics Building is exceedingly valuable and complete.

The Redpath Museum.—The museum occupies a commanding position at the upper end of the campus, and



Macdonald Engineering Building, McGill University

besides its central hall and other rooms devoted to the collections, it contains a large lecture theatre, class rooms and work rooms. The collections in botany, palæontology, geology and zoology are very fully and admirably arranged for teaching purposes.

The University Library was founded in 1857 by Sir William Dawson, but the building it now occupies was erected in 1893 by the late Mr. Peter Redpath, with additions by Mrs. Redpath in 1900. It comprises the general collection and departmental libraries, and now contains about 167,000 volumes, besides about 30,000 valuable pamphlets. The libraries of the several affiliated colleges in the vicinity possess about 42,000 volumes. The University therefore has over 200,000 volumes at its disposal, and the collections of books is one of the largest and best in the Dominion of Canada.

About 500 current periodicals, both literary and scientific, are subscribed for. Besides these, the library regularly receives many serials, Transactions and Proceedings of Societies. The building affords ample accommodation for 200 readers, the reading room being exceptionally spacious and convenient. The latter is open in the evening and contains a reference library and English and Foreign periodicals. Books newly received are displayed for about two weeks on special shelves in the reading room, where they may be inspected by all who enter the library.

Strathcona Hall is the home of the Young Men's Christian Association of the University. The building is 55 feet by 100 feet and five stories in height. The three upper stories are arranged to afford residential accomoda-



McGill University Library

tion for about sixty students. On the ground floor are the Secretary's offices, sitting rooms, cloak rooms and a hall capable of seating 350 persons. The second floor contains a large reading room.

The Roman Catholic School Board has jurisdiction over about fifty schools and six colleges, which latter are of the nature of high schools.

Probably none of these institutions is better known than the **Ecole Normal Jacques Cartier**, or Jacques Cartier Normal School, on Sherbrooke street east. It was long under the direction of the Rev. Abbé Verreau, whose remarkable library and profound knowledge of Canadian history were so often made use of by Francis Parkman. The present head, Rev. Abbé Dubois, continues the traditions of the school, whose library still contains a large and very choice collection of Canadiana.

The Montreal College on Sherbrooke street, west of Guy, is for boys and is referred to under the heading Catholic institutions.

The Grand Seminary is situated close by, and higher up the hill stands the Seminary of Philosophy.

All these are branches of the Seminary of St. Sulpice.

LAVAL UNIVERSITY

As the Protestant public schools lead up to McGill University, so those of the Roman Catholic faith lead to **Laval University of Montreal**. Laval University was founded at Quebec in 1852 by the Seminary of this latter city, which bestowed upon the university the name of Mngr. François de Montmorency-Laval, the founder of the Sem-

inary. The Governors of the institution then obtained from Her Majesty Queen Victoria, a Charter which confirmed the rights and privileges that they had hitherto possessed and conferred upon them, in addition, university privileges for the instruction of youth in secondary and professional studies.

In 1876, as the result of a request by Mngr. Bourget, Bishop of Montreal, who desired to obtain a Catholic university in his episcopal city, the Sacred Congregation of the Propaganda commissioned Laval University to establish a Branch at Montreal, which would give there the same courses of instruction as had been given in Quebec. These courses were inaugurated in 1878, in the Faculties of Theology and Law; in 1879, in the Faculty of Medicine, and in 1887, in the Faculty of Arts. By virtue of the Apostolic Constitution *Jam dudum* of February 2, 1889, the Branch became to all intents and purposes independent of the parent establishment of Quebec. It receives its degrees from the University Council of Quebec, but it has complete control of its local administration.

The Branch includes four faculties: those of Theology, of Law, of Medicine, and of Arts; and eight affiliated schools: the Polytechnic School, the School of Comparative Medicine and Veterinary Science of Montreal, the School of Dental Surgery, the Laval School of Pharmacy, the Agricultural Institute at Oka, the School of Higher Instruction for Girls, the Institute of Marist Brothers, and the Institute of the Brothers of Christian Instruction. French is used in the teaching of all these schools, except in that of Theology, in which Latin is the language employed.

The **Faculty of Theology** is constituted by the Grand Seminary of Montreal, directed by the priests of St. Sulpice.

The ordinary course lasts for three years and three months; a few students remain in the faculty six months longer in order to prepare for their doctor's degree. But the greater number, after having completed the ordinary course at Montreal, proceed for their degrees, to Rome where the Gentlemen of the Seminary of St. Sulpice of Montreal have opened a College for Canadian students.

The **Faculties of Law and Medicine** are installed in the University building on St. Denis street, which affords ample lecture rooms and departmental libraries. The Faculty of Medicine, in addition, has an amphitheatre, a dissecting room, and chemical, histological, and bacteriological laboratories, besides one for medical electricity.

The present Faculty of Medicine is a continuation of the "Ecole de Médecine et de Chirurgie de Montréal," which was founded in 1845 and was at first affiliated with the Victoria University of Coburg, Ontario, from which latter it received its degrees until 1890. At this time the school obtained an amended charter from the Quebec Government and united with the Montreal section of the Faculty of Medicine of Laval University; these now form a single faculty.

The **Faculty of Arts**, has not yet obtained its full development. As scientific and literary education, which form the ordinary purpose of the courses of this faculty in English universities in the Province of Quebec, is imparted to Catholics by the classical colleges and seminaries affiliated with Laval University, in which students obtain the degrees



Laval University

of Bachelor of Letters, of Science, and of Arts, it is unnecessary for the University itself to undertake full instruction of this nature.

Three courses, however, are given in this Faculty. The first, in French literature, founded in 1898 by the late Abbé Colin, Superior of the Seminary of St. Sulpice in Montreal, is entrusted to a Fellow of the University of Paris. The second course is upon Public Ecclesiastical Law; and the third is upon Aesthetics and the History of Art. The other professors, whether ecclesiastics or laymen, of the Faculty of Arts, conduct the regular courses in the colleges affiliated with the University; in addition to which they occasionally give public lectures in the University itself.

The Faculty of Arts, moreover, promotes and maintains effective control over the classical instruction given to girls in the School for Superior Education, directed by the Ladies of the Congregation. The Faculty has also organized among certain orders of Brothers a university course, modelled upon modern secondary education in France.

The Library of the Faculty contributes generously to the intellectual development of students and of the public in general; for it receives the best current publications as the result of liberal annual expenditures. A decidedly popular Review, which is conducted by a group of university professors, contributes to the same result.

The **Montreal Polytechnic School**, founded in 1874, and enlarged in 1908 by the addition of a department of Architecture, has also been annexed to the Faculty of Arts since the year 1887. This School, which has been generously subsidized by the Provincial Government and

by the chief railways of the Dominion, gives instruction corresponding with that offered by the Faculties of Applied Science of American universities. It prepares students for the several branches of Civil and Industrial Engineering, such as public roads, railway, mechanical and mining engineering, bridge building, and metal construction. The Polytechnic is housed in large buildings suited to its special needs, in which an equipment admirably adapted to scientific training, both theoretical and practical, places it in the front rank of similar institutions.

School of Comparative Medicine and Veterinary Science, which has only this year been installed in a fine building on De Montigny street, has been in existence since 1886. Although affiliated with the University, it is under the control and subject to the inspection of the Minister of Agriculture of the Quebec Government, from which latter it receives a subvention. The courses extend over three years, and lead to the degree of Doctor of veterinary medicine. It includes numerous clinics, which are held at the Infirmary of the School, Craig street east. The School possesses fine lecture rooms, an interesting pathological museum, a laboratory of bacteriology, a laboratory of chemistry, and others. The number of students, who are almost all from the Province of Quebec, is as yet small; but it is increasing inasmuch as farmers are beginning to understand the value of the services which well-trained veterinary surgeons can render them.

The **Montreal School of Dental Surgery**, which is a continuation of the French Section of the Dental College of the Province of Quebec (the latter founded in 1894), was

affiliated with Laval University in February, 1904, and obtained legal standing through an Act of the Quebec Legislature, passed in the month of May in the same year. This School, which is intended primarily for young Franco-Canadians, was rendered necessary by the rapid progress which has latterly been made in dental surgery. It started, relying solely on its own resources and upon the devotion of its professors. It has grown rapidly, and its courses annually attract a certain number of students from Europe. Instruction covers a period of four years and leads to the degree of Doctor of dental surgery. The theoretical courses, clinics, and demonstrations are given in a spacious building situated on St. Hubert street. In it are also magnificent operating rooms with dental chairs, and thoroughly equipped laboratories. The Infirmary, in the same building, is open every day from 9 a.m. till noon, and in it those who cannot afford to pay the full fee are treated by competent practitioners at rates merely sufficient to reimburse the institution for the cost of material supplied.

The Laval School of Pharmacy, incorporated by a special Act of the Legislature of Quebec adopted on March 9, 1906, was affiliated with Laval University in the same year on May 11th. It aims to give instruction in and to promote all branches of pharmaceutical science. Owing to its affiliation with Laval University, the School is enabled to grant university degrees. The courses are given in the university building, and last from the beginning of October to the beginning of April.

The Agricultural Institute at Oka was affiliated with Laval University on March 26, 1908. As a matter of



Polytechnic Schcol, St. Denis Street

fact, it had been in existence already at that time for several years. Its regular activities date from March 8, 1893, when it was opened by the Reverend Trappist Fathers of Notre Dame du Lac at the request and with the liberal support of the Provincial Government. Under a more modest name—the School of Agriculture—it had been increasingly successful, until, during the winter of 1907, it was completely reorganized; its equipment was modernized and improved and its courses of study extended.

In addition to a preparatory course lasting for one year, the Institute offers a three years' course leading to academic degrees. Special instruction, which includes several partial courses, has also been arranged for in favour of persons who are prevented from taking the full regular courses. The Institute is liberally provided with books, museums, and laboratories. For practical advantages and professional facilities it would have been very difficult, if not impossible, to find anything comparable to the eighteen hundred acres of land which compose the famous agricultural establishment of the Trappists of Notre Dame du Lac. The Agricultural Institute is situated about thirty miles from Montreal on the Lake of Two Mountains.

In the month of September, 1908, the University Council affiliated with the University the **School of Higher Education for Girls**, which was formally opened on October 8th, of the same year.

The aim of this foundation is to meet the exigencies of the present time. No one, however slight attention he may have given to the progress of contemporary ideas, can have failed to observe the movement for the higher and the

broader education of women. This movement is quite legitimate, notwithstanding the fact that it should be carefully guided. The Course of secondary modern education, to which we referred above, was begun in 1909, with special regulations and a very extended programme. Until the year mentioned, the advantages of this university organization accrued solely to Brothers, who had already obtained a junior teacher's certificate of High School grade, and belonged to a teaching body affiliated with the University.

The Institute of the Marist Brothers was the first to take advantage of this new foundation, and it became affiliated on December 15, 1909.

The Brothers of Christian Instruction of the diocese of Montreal and the Brothers of the Cross of Jesus of the diocese of Rimouski promptly followed in their steps.

The University has reason to be gratified at having inaugurated this forward movement, which will, doubtless, involve important consequences to education in the Province of Quebec and throughout Canada.

All the faculties and schools above mentioned enjoy great liberty of initiative and of action in everything which concerns their internal regulations and their courses of study.

The Archbishop of Montreal, in his quality of Vice-Chancellor, controls the appointment and removal of professors, and exercises general supervision in matters of doctrine and discipline. He is ex-officio President of the Administrative Board, which holds the University property and directs its finances. The suffragan bishops of the ecclesiastical province of Montreal, representatives of all the

colleges and affiliated seminaries of the same province, representatives of faculties and of graduates, also have a seat in this body, which, as a general rule, acts through the Board of Governors, composed of eminent financiers and professional men. A Vice-Rector, chosen by the bishops of the province of Montreal, represents the University Council, the Administrative Board and the Board of Governors in matters of discipline and general administration. An Executive Committee of four members, appointed by the latter board, assists him in regard to current financial questions.

Technical Schools. A large, splendidly housed and equipped undenominational technical school—the Ecole Technique de Montréal, or the **Montreal Technical School**—has recently been opened on Sherbrooke street west, opposite Ste. Famille street. The school has a French division and an English division, and is maintained jointly by the City and the provincial government, each contributing \$40,000 annually for its support. Students enter after having attended the high schools; and higher instruction is given in all kinds of trades. Evening technical classes are provided, and the accommodation for practical instruction is unsurpassed.

The **Commercial and Technical High School**, supported by the Protestant School Board and by the Montreal Technical Institute, which is composed of Montreal business men, is another excellent institution, which supplies practical training, both by day and evening classes.

A third large institution, under Catholic, as the former is under Protestant, direction has been opened recently on

Place Viger Square. It is named **L'Ecole des Hautes Etudes Commerciales**. The tuition extends over a period of three years and includes instruction in general commercial affairs, banking, stock exchange and insurance business, and, in the third year, industrial and maritime business. It is intended mainly for men who plan to go into business; and it is believed that, as the prospectus says, it will help to supply men of initiative and action, having the knowledge necessary to enable them to find and open up markets for the ever increasing products of Canadian industries.

The Private Schools of the City are numerous and efficient. Among those for protestants, may be mentioned Lower Canada College for boys, and the Trafalgar Institute and Miss Edgar's for girls and young ladies. The "College" is situated in Notre Dame de Grace, and is conducted on the same lines as are the English public schools. It prepares for entrance to McGill, Queen's and Toronto Universities. The other two are "finishing" schools for young ladies.

Among Roman Catholics, the Sisters of the Congrégation de Notre Dame, Sisters of the Sacred Heart, Sisters of the Holy Name, and Sisters of Ste. Anne, give a large proportion of the private instruction for girls; while the Brothers of the Christian Schools and other orders perform a like office for boys.

The Sisters of the Congregation, the great teaching order, have a magnificent convent, described elsewhere, on Sherbrooke street west, near Greene avenue. Just to the east is a smaller building which is really the girl's branch of the Jacques Cartier Normal School on Sherbrooke street east.

Villa Maria, a boarding school for young ladies, is on the mountain side, above and about one mile west of the Mother house on Sherbrooke street. The large and fine grounds of Villa Maria, called Monklands after the family (Monk) which owned them in early times, constituted in the "forties" the private gardens of the Governor General, whose residence stood in the midst of them.

Similar to the preceding institutions are: La Société de Marie Reparatrice, Mount Royal avenue, and The Hochelega Convent, Mount St. Mary, and Convent of the Holy Name (Outremont). A number of American pupils are boarders. The curriculum consists chiefly of the accomplishments: Music, Sewing, Religious Instruction and Department.

The number of such convents and of church schools for boys is legion, and include provisions for English speaking Catholics as well as for French. Only one other can be mentioned here, viz: Ste. Mary's College, a large school for boys on Bleury street, presided over by the Jesuit Fathers. The archives of the College are renowned for their magnificent historical manuscripts and documents, presided over by the accomplished Father Jones.

Learned Societies. Among these may be mentioned The Natural History Society, with an honourable record extending back over sixty years or more. It publishes "The Record of Science." Just now, pending arrangement for a new building, the museum specimens are packed and stored.

The Numismatic and Antiquarian Society is another

organization which has been long in existence. Its interesting Museum is housed in the Chateau de Ramezay and its "Journal" contains many useful contributions to the history of Canada.

The Montreal Society for historical studies. Its earlier publications are now rare and much in request.

The Archaeological Society.

The McGill University Oriental Society, though originated by the Department of Hebrew in McGill University, is now more than a McGill institution, and has a considerable membership. It provides a certain number of lectures each winter, to which the public is admitted by invitation.

Libraries.—Conditions in Montreal, have for many years proved unfavourable to the establishment of a public library commensurate with the size and importance of the city. However, in 1917, a magnificent building was erected on Sherbrooke Street, East, at Lafontaine Park, perfect in architectural beauty and equipment. There are in the city about thirty libraries to which the public has more or less unrestricted access; one of which, the McGill Library University, is probably the best, and except the Library of Parliament at Ottawa, certainly the largest reference library in the Dominion. The Fraser Institute, and the Westmount Public Library, The Mechanics Institute (new building on Western Square, just completed), are all doing much good work, to which still other libraries contribute. The following are the more important libraries:

McGill University Library.....	167,000	volumes
affiliated with the Presbyterian, Congre- gational, Diocesan, and Wesleyan College whose libraries aggregate about.....	42,000	"
Laval University Library (Law and Medicine only).....	25,000	"
Collège de Montréal, Sherbrooke street.....	60,000	"
St. Mary's College (Society of Jesus) with very valuable archives.....	40,000	"
Seminary of St. Sulpice, with valuable archives.....	60,000	"
Sulpician Library.....	100,000	"
Ecole normale Jacques Cartier (rare Canadiana).....	19,300	"
Fraser Institute.....	86,000	"
Westmount Public Libra	35,500	"
Civic Library (without the Gagnon Collection).....	10,605	"
Mechanics Institute, Western Square.	11,500	"

CHAPTER IV.

FINE ARTS

The **Art Association of Montreal** is perhaps the most active organization of its kind in the Dominion. It has just erected a new gallery at the corner of Ontario avenue and Sherbrooke Street west. Although the building is planned as merely the eastern wing of what is to be ultimately a more ambitious structure, it is even now large and effective. The material used in constructing the exterior is a Vermont (U. S. A.) marble, which is quite appropriate to the style of architecture—a free treatment of the Greek Ionic. The recessed portico is supported by four fine monolithic Ionic columns, each of which weighs 32 tons. The most striking feature of the interior is the grandiose entrance hall (lined with Bottichino marble) and staircase; but the numerous galleries and rooms are handsome, and all the appointments, including those of the art school in the upper storey, are excellent and in good taste.

The collection of pictures and objects of art is very good and well worth inspection. And the Association arranges each year for special exhibits as additional attractions. None of these surpasses in interest the Annual Loan Exhibition, which is made possible by the owners of the many private galleries of Montreal, who lend to it very generously. And as Montreal is said by connoisseurs to possess more fine paintings than any city on this Continent except New York, there is an abundance of material for the Loan Exhibitions.

Lectures by specialists in various artistic and allied subjects are also delivered in the gallery every winter under the auspices of the Art Association.

MUSIC AND THE DRAMA

Montreal lost some years ago a Philharmonic Society, which during twenty years had given faithful interpretations of the great oratorios. She has also had cause to deplore the cessation of her Mendelssohn Choir Concerts, which, with their exquisite, unaccompanied part-singing, were un-failingly the chief event of the musical year, regardless of all other attractions. But she now has a regular season (8-12 weeks) of grand opera, with weekly orchestral matinéés. The Ladies' Morning Musical Club gives to and through its large membership an interesting weekly series of private concerts, and also arranges each year for one or two public concerts by artists of world-wide reputation, who are secured for the occasion. The Beethoven Trio gives several good chamber concerts annually, and the unusually interesting organ recitals at Christ Church Cathedral have gradually become an important feature in the musical season. Apart from these and other local performances, Montreal is visited at least once in the season by most, if not by all, of the leading European artists who come to America year by year.

Nearly the same thing may be said of the drama. Despite the popularity of vaudeville, which here, as elsewhere, draws large houses at many theatres, serious drama, from Shakespeare to Ibsen and more recent authors, is presented

in the leading theatres, by the best English and American Companies, each year.

SOCIAL SERVICE WORK

Montreal is fortunate in possessing a large number of societies which have for their object the improvement of social conditions and of the general welfare of the city. Such are the Citizens' Association, which deals mainly with the amelioration of municipal politics, and the City Improvement League. **Woman's Work**—The prominent and effective part taken by women in social and civic movements is especially noteworthy. The Local Council of Women, which is the Montreal branch of the National Council of Women, has done much valuable work in the way of bringing various evils to the public notice and in devising and securing the adoption of remedies. To its influence is to be traced the origin of such bodies as the Victorian Order of Nurses, the Charity Organization Society, and the Canadian Handicrafts' Guild. The Montreal Women's Club, a large organization with numerous sub-committees, has accomplished, and is accomplishing, much in the way of improving social conditions and of general culture. The Women's Art Society, also, is doing good work in stimulating a taste for Art.

Among the French are equivalent societies: Société St. Jean Baptiste composed of men, and the Fédération Nationale composed of women. The United Irish League corresponds among Irish Catholics to the Local Council. The local branch of the Dominion Alliance and the Woman's

Christian Temperance Union both fight for morality and temperance.

Social settlements in Montreal are of comparatively recent origin, but their growth and increase of usefulness in their particular neighbourhoods has been surprisingly rapid. Among those now doing good work are Chalmer's House on St. Catherine Street East, Iverley House on Richmond Square, and the University Settlement on Dorchester street close to Dufferin Square.

ATHLETICS AND SPORTS

The chief Athletic Club is the Montreal Amateur Athletic Association, whose members number over two thousands. The headquarters are situated in a luxurious building on Peel street, a little below Sherbrooke, with a swimming pool, billiard rooms, bowling alleys, reading rooms, and other accessories. The extensive grounds at Westmount are used, in summer, for tennis, lacrosse, cricket, football, and for track athletics; while in winter the greater part is flooded, and converted into an open air rink, which is generally crowded with a merry throng of skaters.

Summer Sports.—First among these must be mentioned **Lacrosse**, the national game. Matches, almost every Saturday afternoon, are played on the Shamrock Athletic grounds, at the head of St. Denis Street. The league games afford the finest exhibitions of play.

Football.—Rugby football is played mainly in the Autumn. The game differs from both English Rugby and American Rugby.

Golf.—The “ancient and royal game” is very popular. The Royal Montreal Golf Club has an excellent 18-hole course at Dixie, ten or twelve miles west of Montreal; other clubs are: The Beaconsfield Golf Club, with links at Pointe Claire; The Montreal Country Club, with links at St. Lambert; The Outremont and Kanawaki Golf Club, with a fine course at Caughnawaga and a sporty 9-hole course at Outremont; the Westmount Golf Club, with links at Westmount. Still other good courses are somewhat less accessible.

Boating and Yachting are largely indulged in. Lake St. Louis, extending from Lachine some twenty miles up the River St. Lawrence, affords an ideal sheet of water for sailing purposes.

Fox-hunting.—The Montreal Hunt, founded in 1820, is the oldest association of its kind in America. The fine club house and grounds (with Kennels) are on Queen Mary's Road, Outremont.

Horse racing, takes place at Delorimier Park and at Blue-Bonnets, at which latter are the headquarters and race course of the Montreal Jockey Club.

Winter Sports are as numerous and as much in favour as those which are indulged in during the Summer months.

The Montreal Skating and Toboggan Club is a branch of the Montreal Amateur Athletic Association, which has the management of the (open air) rink.

The Park Toboggan Club owns the Park Slide, situated on the western slopes of the mountain. The run is over half a mile long; and, when the weather is propitious, the speed

attained is astonishing, and, for those who enjoy a sensation, most exhilarating.

Ski-ing.—The Montreal Ski Club (jumping on Côte des Neiges road at the back of the mountain) is becoming more popular every year.

Skating.—The Winter Club has a magnificent skating rink on Drummond street, just below Sherbrooke street, and the Victoria Skating Club has for years been established at 49 Drummond street. Perhaps the most popular resort is the large open-air rink at the grounds of the Montreal Amateur Athletic Association, Westmount.

Hockey.—The fastest and most exciting of games, is to be seen at its best in Montreal.

Ice Yachting is also indulged in by many votaries.

Curling.—Three of the best known clubs are: The Caledonian, rink, 101 Burnside Place; the Montreal, rink, 56 St. Luke street, and the Thistle, rink at 74 Fort street.

Snowshoeing.—There are many clubs. Information regarding them may be obtained upon application to the Secretary of the Amateur Athletic Association.

CHAPTER V.

DESCRIPTION

The Numismatic and Antiquarian Society have erected tablets at various historic sites and on historic buildings in Montreal. These tablets will often be referred to in the description which follows.

The Place d'Armes—the centre of the city's life. At no other spot do so many interests—English, French, business, historical, religious—meet. In the centre stands the beautiful statue of Maisonneuve, designed by a native sculptor, Louis Hébert. It is of bronze, and represents him in the cuirass and French costume of the 17th century, holding the fleur-de-lys banner. The pedestal of granite bears the inscription: "Paul de Chomédy de Maisonneuve, Fondateur de Montréal, 1642." It rests upon a fountain, and displays several bas-reliefs, representing respectively (1) Maisonneuve killing the Indian chief, (2) the founding of Ville-Marie, (3) the death of Lambert Closse, Town Major of the devoted band, who had hoped for a death fighting the heathen, and who, in fact, so died, defending his own enclosure near St. Lambert Hill; (4) the still more heroic death of Dollard, who fell with his companions at the Long Sault of the Ottawa, and so saved the colony. At the four corners of the base are four life-size bronze figures representing respectively an Indian, a colonist's wife, a colonist, with the legendary dog Pilote, and a soldier.

Facing the square from Notre Dame Street stand the tall and stiff façade and towers of the Parish Church, **Notre Dame de Montréal**, a building not beautiful, but which all admit to be impressive. The style is a composite Gothic, an adaptation of different varieties to one severe design, a French trend. The interior, from its breadth, its amplex, its rich decorations, and the powerful appearance of its two great tiers of galleries, is still more impressive than the front. The wealth of the adjoining Seminary, its proprietors, has been freely spent upon it, as well as the revenues of a vast congregation, and, holding as it sometimes does at great celebrations, not far from 15,000 people, it is the chief temple of a whole race. Among the objects to be noticed are: The Baptistery, to the right on entering, especially its exquisite stained glass windows, the small altar-picture of the black Virgin, the original of which is attributed by legend to the brush of St. Luke, and is claimed to be miracle-working; the beautiful wood-carving under it of the Entombment of Christ; a small marble statue, given by Pope Pius IX, on the pillar near the Grand Altar, and for praying before which the inscription promises an indulgence of one hundred days from purgatory; the bronze St. Peter at the opposite pillar, whose foot is kissed by the faithful in the same manner as the original statue in St. Peter's at Rome; and others in great variety. The Grand Altar proper is a fine piece of work from the artistic point of view, and the white carved groups upon it, representing the Redeemer's sacrifice in various forms, are notable. They are by a modern German master. Some Venetian figures at the sides, above the choir, are, however, in very

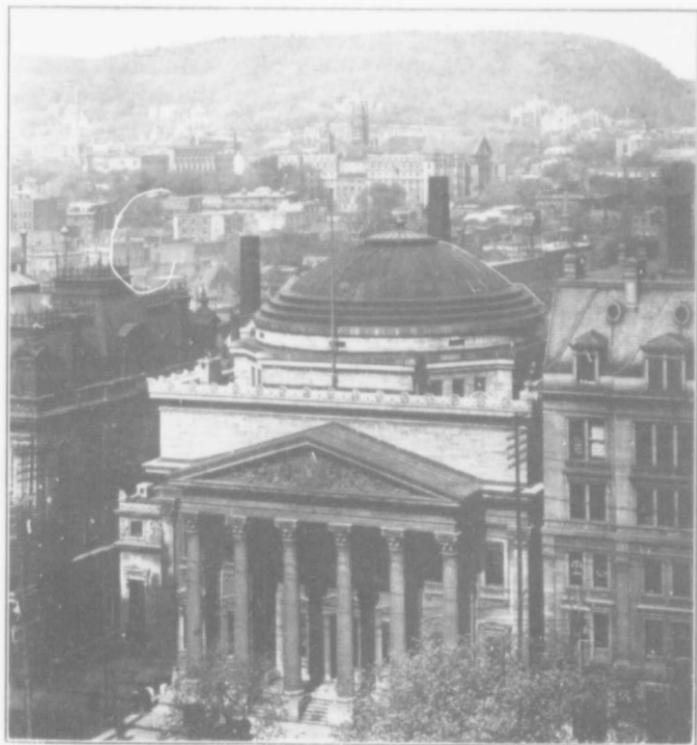


Notre Dame Church, Place D'Armes Square

bad taste. The richly-carved new Gothic Lady-Chapel in the rear, which is reached by passing through the doors near at hand, though somewhat overgilt, well merits inspection. The organ, a new one, built by the Brothers Casavant, of St. Hyacinthe, is claimed to be the finest on the Continent, and the splendid orchestra and choir make it a rare musical treat to attend one of the great festival services, Christmas, Epiphany, Easter, and others. The towers are 227 feet high. The ascent part way is made by means of an elevator in the west tower as far up as the great bell, "Le Gros Bourdon," which is only sounded on the most solemn occasions, and is the largest bell in America. Its weight is 24,780 pounds. Ten other large bells are found in the opposite tower; eighteen men are required to ring them. Ascending farther, to the top of the west tower, the finest views of the harbour and city are obtainable.

To the north of the square is the **Bank of Montreal**, a fine Corinthian structure noted for its classic purity of line. The sculpture on the pediment in front is the work of John Steele, R.S.A. The arms of the bank with the motto "Concordia salus" form the centre of the group. A tablet upon the building commemorates the fact that "the stone fortification of Ville Marie extended from Dalhousie Square through the site to McGill Street, thence south to Commissioners Street, and along the latter to the before-mentioned square. Begun 1721 by Chaussegros de Léry. Demolished 1817."

To the east of the Bank of Montreal is the new **Royal Trust Building**, a handsome building of white granite,



View from Place d'Armes, Bank of Montreal in foreground

quarried at Iberville, Que. It marks the spot where the founders of Ville Marie first encountered the Iroquois, whom they defeated, de Maisonneuve killing the chief with his own hand, March 30, 1644.

To the west of the Bank of Montreal is the **Post Office**, a building in the Renaissance style. The bas-reliefs in the portico originally belonged in the façade of the first building of the Bank of Montreal and are after designs by Flaxman.

Farther west along St. James Street are several fine buildings of which may be mentioned in order, The Dominion Express Building, The Royal Bank, The Bank of British North America (now amalgamated with Bank of Montreal), The Bank of Commerce, The Molsons Bank, and The Merchants Bank.

At the southeast corner of Place d'Armes Square, a large office building has just been erected. It is appropriately named the Duluth Building, as on this spot in 1675 lived Daniel de Grésolon, Sieur Dulhut, the famous explorer of the Upper Mississippi, after whom the City of Duluth was named.

South of Notre Dame Church extended the original settlement of Ville Marie and the lover of old houses and old associations would be well repaid by a stroll in this part of the city.

Going down St. Sulpice Street to St. Paul Street and then turning east to St. Jean Baptiste Street, one of the oldest houses in the city may be seen. It is now occupied by the National Drug and Chemical Company.

Continuing along St. Paul Street to **St. Gabriel Street**, a little way up may be seen a little old sloping roofed building dating back to 1687. The cellars and next floor are



St. James Street
Liverpool, London & Globe Insurance Co. Post Office Bank of Montreal Royal Trust Building

very heavily vaulted and were no doubt used for the sorting of furs, etc. This street was laid out in 1680 when the population of the town was only 1,000; it is one of the oldest streets in Montreal.

Going up St. Gabriel Street to St. Thérèse, and then turning to the east and going down St. Vincent to St. Amable and along the latter street to Jacques Cartier Square several old houses may be seen. In one, on St. Vincent Street, erected in 1693, lived de Catalogne, who was the engineer of the first Lachine Canal.

Jacques Cartier Square is the scene on market days of one of the quaintest gatherings in Montreal; an open-air market is held on Tuesdays and Fridays. The Square is pregnant with old memories, some of which are referred to on tablets which have been placed there.

The upper part of the Square was in early times the **Place des Jesuites**. Here lodged the celebrated historian Charlevoix, to whom a tablet erected runs: "The Père Charlevoix, Historian of La Nouvelle France, 1725." In this Square, too, four Iriquois suffered death by fire in 1696; and in later days the town pillory stood here. Just across Notre Dame Street which bounds the north of the square stand the **Court House** on the west and the **City Hall** on the east. Between the buildings one gets a peep at the foliage of Mount Royal with the Royal Victoria Hospital on the slopes below.

In front, at the end of the square, is **Nelson's Column**, surmounted by a statue of the one-armed hero, Lord Nelson himself, strangely enough, with his back to the water! It was erected in 1809, by subscription both among English



Transportation Building

and French residents. The inscriptions may be read for complete information.

The **City Hall** is externally a large and rather effective example of modern French architecture, built of grey cut lime-stone, surmounted by heavy square corner turrets. The interior has a tolerably elegant appearance, produced by ranges of substantial Corinthian columns and galleries. The Council Chamber is small and ineffective, however, and none of the offices are remarkable for convenience. The Civic debates are conducted in a mixture of French and English speeches, and the officials are nearly all French. The ground floor is given up to the police headquarters and the Recorder's Court. The tower affords one of the best views obtainable of the harbour and surroundings.

Opposite, is a long, low, cottage-built building of antique appearance, situated behind an old-fashioned stone fence. It is the **Château de Ramezay**, full of Canadian historical relics, a veritable treasure-house for the Antiquarian, the Historian, the Statesman, and the Politician. It was erected in 1705 by Claude de Ramezay, Governor of Montreal, and occupied by him as his official residence for nearly twenty years. In 1745, some time after his death, it became the property of "La Compagnie des Indes." For a number of years it was the headquarters of this great fur company, and hither came, twice annually, large crowds of *coureurs des bois* and Indians to exchange their products for other merchandise. After the conquest it was leased to the British Government and became the residence of the Governors.



Chateau de Ramezay

When the American revolutionary army occupied Montreal in 1775, Montgomery made the Château his headquarters and from it issued his manifesto to the Canadian people, urging them to cast off their allegiance to Great Britain. Benjamin Franklin came here at the time, bringing his printing press which was set up in the vaults of the Château. In 1778 the Gazette was started as a morning paper and has continued to the present day. It is the third oldest paper in America.

When Montreal was the political capital the Château was used for departmental offices, and, after that, as the Court House, until the completion of the present one. The first branch of Laval University opened in Montreal took up its quarters here, and after other vicissitudes it was purchased by the city in 1893. The **Numismatic and Antiquarian Society** now have charge of it, and it is today one of the most interesting and instructive places in Montreal. It contains a unique collection of old prints, pictures, coins, arms and relics of every description. The old council-chamber, kitchen and massive vaults can still be seen, the latter being as perfect as when first built.

The Court House, opposite the west side of the City Hall, is large, but uninteresting architecturally. In it are held the principal courts for the District of Montreal, and Americans usually experience some surprise on seeing the robes and cocked hats of the Judges, the antique court costume and side sword of the Sheriff, the gowned bar, and the Royal Arms, and in hearing the French cases. Events connected with the historical tablets on the edifice are mentioned in describing Jacques Cartier Square. In the vaults

underneath, old and valuable historical records are kept, with the general mass of judicial documents.

The system of law in the Province of Quebec, it may be remarked is, substantially, the highly developed and scientific jurisprudence of the Roman Empire, improved by grafting upon it the best parts of modern French and English law.

To the south of Jacques Cartier Square the Harbour wharves can be seen and the new reinforced concrete grain elevator No. 2, belonging to the Harbour Commissioners, towers up. Here is Victoria Pier where the ferry leaves for St. Helen's Island, and also the steamer for the upper and lower St. Lawrence.

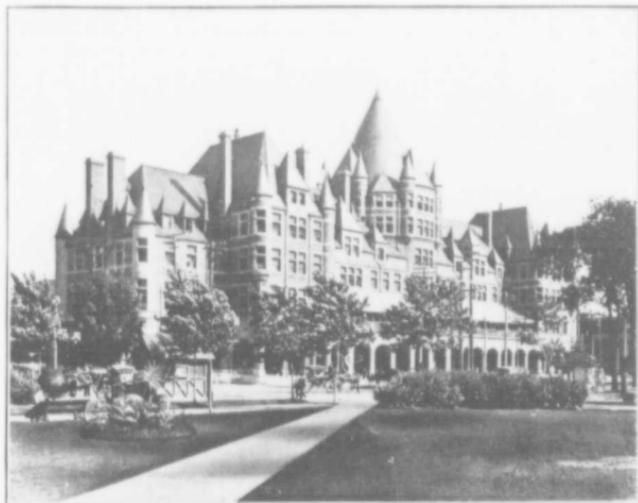
Looking across Commissioners Street to the pier stands the **Bonsecours Market**. This too, like the open market, is one of the town sights on a market day because of the scenes of French Canadian provincial life. Thither on Tuesday and Friday the country *habitants* flock, with their little carts and their homespun clothing. Amid the noise of Norman patois, and a preposterous haggling, worthy of Italy, over the "trente sous," the "neuf francs," or the "un écu," one catches glimpses, through the jostling crowds, of piles of native tobacco, maple sugar, ducks, chickens and garlic, straw hats and home-made rocking chairs, rosaries, and cheap jewellery. At Easter-tide the display of enormous beeves, decorated with paper roses, green, yellow, and red, delights the hearts of the children, the peasants, and those who can still be both. The lover of human nature will observe a thousand studies of character in an early morning's push through these crowds. The building is a mas-



Bonsecours Church

sive one of somewhat imposing aspect. The upper story was formerly the City Hall. It is surmounted by a well-proportioned dome. It stands partly on the site of a house of Sir John Johnson, commander of the Indians during the American Revolution, and son of Sir William Johnson, the Indian baronet and the site is also that of the Palace of the French intendants. Many houses of the French period exist in this neighbourhood.

Notre Dame de Bonsecours, near the Bonsecours Market, is historically the most attractive of the local churches, except Notre Dame. In 1657, a wooden chapel, 30 by 40 feet, was erected here on a stone foundation, part of which remains to the present day. The land was given by Chomédy de Maisonneuve, founder of Ville Marie, who also felled the first trees for the building and pulled them out of the forest. The church was built by order of the Sister Marguerite Bourgeois, the earliest schoolmistress of the colony. The spot was then 400 yards outside of the limits of the town. In 1675, the chapel being too small, another was built on the same site and of the same dimensions as the present one. The name Bonsecours was given on account of the escapes of the colony from the Iroquois. In 1754, a fire destroyed the second chapel, and in 1771 the present church was constructed upon its foundations. The stone foundations, therefore, of the present building go back to 1675. Till a few years ago it was a fine specimen of an old French provincial church, especially the elegant open tin-covered spire and gracefully-curved roof. The restoration-fiend, however, has played sad havoc with its outlines, putting on a new front, roof, and spire, and im-



Place Viger Hotel and Station, Viger Square



Commercial High School (French) Place Viger Square

proving away most of its beauty and uniqueness. There are still left a few suggestions of what it was—the inward-sloping walls, the statue of the Virgin on the rear peak of the roof, looking toward the water, a couple of the old paintings and altars. The image of the Virgin is very old, and is supposed to have miraculous powers for the aid of sailors, many of whom yet pray to it. It was acquired by Sister Marguerite Bourgeois from the Baron de Fancamp, a noble of Brittany, where it had been reputed for miracles. She, in consequence, brought it over, had the chapel built for it, and set it up where it stands, and where it has remained the patron of the French sailors for nearly two centuries and a half.

One block further east the town walls ended with the Quebec Gate, a name which still clings to the locality, and close by is the eastern terminus of the Canadian Pacific Railway, with its hotel.

The Square opposite is named after Commander Jacques Viger, the first Mayor of Montreal. The statue on the western side represents Chenier, one of the "patriotes" of 1837-1838, who died fighting furiously in the church of St. Eustache, 18 miles north of Montreal where he had taken refuge.

Returning west along Craig Street the **Champ de Mars** is reached in rear of the Court House and City Hall. This was the military parade ground during the days of the British garrison, but is now seldom used. The old city walls ran parallel with Notre Dame Street through the middle of the square; the foundations still remain, although hidden from view below the ground.

Crossing Jacques Cartier Square and going west along St. Paul Street, the visitor traverses another portion of the old town. At the corner of St. Paul and St. Sulpice a tablet bears the following inscription "Here lived Robert Cavalier, Sieur de la Salle, 1668." La Salle was one of the most attractive and chivalrous characters of those days and



City Hall and Court House

was born of a rich and ancient merchant family of Rouen. Hearing of the Mississippi his imagination was fired, and he threw himself into the project of following the river to its mouth, which, he contended, must lead into the Gulf of Mexico. Parkman's "La Salle and the Discovery of the Great West" relates at length the brilliant story of his discoveries.

Farther along St. Paul Street and on the south side is the Inland Revenue Office, an old square building situated in a little square on the river front, the **Place Royale**. Opposite this building on the north side of St. Paul Street stands the warehouse of Frothingham & Workman, built around a court. This was the site of the first manor house in Montreal, a tablet on the wall recording the facts as follows: "Upon this foundation stood the first manor-house of Montreal, built 1661, burnt 1852, rebuilt 1853. It was the Seminary of St. Sulpice from 1661 to 1712; residence of de Maisonneuve, Governor of Montreal, and of Pierre Raimbault, Civil and Criminal Lieutenant-General."

Within a few yards of the square on the river front stands the Custom House, a handsome triangular building, almost on the water edge. To Montrealers this ought to be the most sacred spot in the whole city, as it was on this very piece of land that Champlain established the trading post which marked the first white man's settlement on the island. Maisonneuve also landed near this place; an obelisk standing in the middle of Foundling Street marks the spot.

In front of the Custom House a monument is erected to the Hon. John Young, to whose energy and foresight Montreal owes not a little of her importance in the shipping world to-day. He was also one of the foremost men who brought about the erection of the Victoria Bridge.

Foundling Street received its name from an occurrence of the year 1755, when an unfortunate infant which had been stabbed, was found floating amidst the ice of the little river which ran there. This it was which excited the com-

passion of Madame d'Youville, foundress of the Grey Nunnery, and led her to add to the work of that institution the care of abandoned infants, which has now become its principal function.



Head Offices, Grand Trunk Railway System

Farther to the west, where Foundling Street runs into McGill Street, will be seen the spacious premises occupied by the General Offices of the Grand Trunk Railway.

Opposite the Grand Trunk offices is **Youville Square**. This is the site of the parliament buildings which stood here

when Montreal was, for a few years, the capital of Canada. They were burnt in 1849, amid great uproar, by the same angry crowd who rotten-egged Lord Elgin for his assent to the Rebellion Losses bill. The oil portrait of Queen Victoria was loyally cut out and saved during the fire by a young man named Snaith and is now in the Parliament Buildings in Ottawa.

Retracing our steps to St. Peter Street, and then turning north, the **Board of Trade building** is seen at the corner of St. Sacrament Street. The present building, replacing one burnt in 1901, contains two hundred and fifty offices, and was put up at a cost of \$600,000.

Continuing along St. Peter to Notre Dame Street, a tablet at the corner marks the site of Montgomery's headquarters in 1775 as follows: "Forretier House. Here General Montgomery resided during the winter of 1775-6."

On St. Helen Street, just adjoining the corner of Notre Dame Street, there stood, till a few years ago, a church and a monastery, which gave its name to a gate and a whole quarter of the French town—the quarter and gate of the Recollets. A tablet erected there bears the words: "Here stood until 1866 the Church and Monastery of the Recollet Fathers, 1692, in which the Anglicans from 1764 to 1789 and the Presbyterians from 1791 to 1792, worshipped." It was also the first parish church for the Irish Catholics of Montreal, 1830 to 1847.

Farther to the west at the corner of Notre Dame and McGill Streets, is the site of the Western Boundary of the old city palisades.



Victoria Square

A tablet on the northwest corner of the crossing reads as follows: "Récollets Gate: By this gate Amherst took possession, 8th September, 1760, General Hull, U.S. Army, 25 officers, 350 men, entered prisoners of war, 20th September, 1812."

Passing northward along McGill Street to **Victoria Square**, we see in the centre the beautiful bronze statue of Queen Victoria, by the English sculptor, Marshall Wood. A glimpse is obtained here of Mount Royal in the distance, while nearer by is a range of church spires. The upper half of this square was the old-time haymarket, and being situated in the heart of the city its pleasant shade is particularly agreeable. It was formerly the northwest corner of the city, and the sloping land extending back to Mount Royal, now a maze of streets and buildings, was then dotted with the country houses of the more wealthy traders. The **Eastern Townships Bank Building** and the **Toronto Bank** are two more of the large buildings on St. James Street, the latter is especially fine.

Crossing the square and walking up Beaver Hall Hill we see on the right, what used to be the Unitarian Church. A tablet on this building reads: "Here stood **Beaver Hall**, built 1800, burnt 1848. Mansion of Joseph Frobisher, one of the founders of the North-West Company which made Montreal for years the fur-trading centre of America."

Opposite is **St. Andrew's Church** a fine specimen of Scottish-Gothic architecture, whose spire, one hundred and eighty feet high, is second only to Christ Church for grace and beauty of proportion. It dates back to 1805,

but the building is now vacant, the congregation having united with St. Paul's Church, Dorchester street.

A little way to the east along Lagauchetière Street at the corner of St. Alexander is **St. Patrick's Church**. It is a beautiful specimen of Gothic architecture. The interior is very richly decorated and, besides the gold and ivory tinted high altar, there are six marble altars. The sanctuary lamp is very elaborate and a life-like figure of St. Patrick reposes within the sanctuary. In the oak wainscotting are fitted the stations of the cross by Patriglia, a Roman artist. There are also some very elegant stained-glass windows. The church is identified with the worshippers of Irish descent in Montreal, and is the centre of the outward religious life of the English-speaking Catholics.

Turning westward again, and ascending Beaver Hall Hill, crossing Dorchester Street through Beaver Hall Square with the **Engineers Club** on the right, we come to **Phillips Square** and **St. Catherine Street**. St. Catherine Street, one of the main thoroughfares, is, with the side streets opening out of it, the chief shopping centre of the City. On the west stands Birks' jewellery store with a large annex on the lower side of Cathcart Street. On the north is Morgan's department store, a fine structure in red sandstone. Opposite Morgan's on the west side of Union Avenue is a gem among churches—**Christ Church Cathedral**. It is the most perfect church in Canada architecturally, and, it is claimed with considerable reason, even in the whole of North America, is an exquisite example of the style known as Fourteenth Century or Decorated Gothic. It was erected in 1859 under the guidance of the late Bishop Fulford, whose

enthusiasm in matters of taste led him also to found the Art Association. A marble bust of him in the left transept perpetuates his connection with the cathedral, and a beautiful spired monument, modelled after the celebrated Martyrs' Memorial at Oxford, keeps his memory green in the churchyard. From every point this edifice is a delight, so charming in each part and so perfectly harmonious the whole. It is built of rough grey limestone, embellished with facings of yellow Caen sandstone imported for the purpose, and carved in mediæval gargoyles, corbels, pinnacles, and other ornamental forms. It may be viewed from all sides with equal pleasure and artistic profit. The principal feature is the elegant stone spire, 211 feet high, with clock. The front with carved porch, is also, though low, exceedingly attractive, and the octagonal Chapterhouse is in good taste. Internally, the massive carved pillars, well-pitched nave, deep choir, and a number of excellent stained-glass memorial windows, are worthy of notice. Likewise the exquisite stone font. The organ is a very fine instrument. It was built originally by Willis of London and enlarged by Casavant Frères of St. Hyacinthe, who added a celestial and echo organ.

A short distance east stands **St. James Methodist Church** with sufficient ground around it to permit its proportions to appear to advantage. Built of red and yellow sandstone with a large rose window over the main doorway and ornamented pinnacles surmounting the towers and windows, it is architecturally one of the best churches in the city.

Passing west along St. Catherine street and turning south

at Windsor Street, the visitor reaches what some world-wide travellers say is one of the most beautifully situated squares in the world. This is called **Dominion Square**.

It is a plain open square with turf and beds of flowers. At the centre are placed two Russian cannon taken in the Crimean war. In the lower half of the square a statue has



Sir John A. MacDonal Monument Sun Life Assurance Building
Dominion Square

been erected to Sir John A. MacDonal, Prime Minister of Canada for more than twenty years (1867-1872 and 1878-1891), and in the centre of the upper half of the Square, a monument in memory of the Canadians who fell in the South



Dominion Square looking North

African war of 1899-1900. In front of this is a drinking-fountain commemorating the notable dates and incidents in the reign of Queen Victoria.

On the west is the **Windsor Hotel**, one of the most extensive hotels in Montreal, with a large auditorium and concert hall in the rear.

On the other side of the square, opposite the C.P.R. station, is **St. George's Church**, one of the most influential Episcopal Churches in the City. It is an example of the



St. James Cathedral, Dominion Square

Decorated Gothic style, and possesses a number of excellent stained-glass windows and a good carved front porch. The old flags of the Montreal Light Infantry (1837) are hung within. It has a square tower with a fine set of chimes. The service is Low Church, which may be said of nearly all the churches of the Episcopal communion in the city.

On the eastern side of the square stands **St. James Cathedral**, designed to surpass all other temples in America in size and magnificence. It is a copy of St. Peter's of Rome, of which it is half the dimensions. The idea was conceived by the late Archbishop Bourget, after the burning, in 1854, of his Cathedral of St. Jacques, then on St. Denis Street. The architect was Victor Bourgeau, who went to Rome to study the original. The foundations were commenced in 1870. Even after it had been fairly begun, the enterprise seemed for a number of years to threaten failure on account of the expense; but by assessing every head in the large diocese, this was ultimately met. The Cathedral is built in the form of a cross, 330 feet long and 222 wide. The masonry works of the great dome are 138 feet in height above the floor. The chief respects, besides size, in which the design differs from St. Peter's of Rome, are that the roof is inclined, on account of our snowfall, and the sides are both similar, whereas one side of the Roman Cathedral is elaborately columned in cut stone. The differences may be examined on a model in wood which is exhibited in the interior. The stonework of the façade is the handsomest portion of the Cathedral, the carving of the immense blocks used for the capitals of columns being very fine. To obtain perfect stones large enough for these pieces occasioned many months of delay in the erection of the portico. Over the portico will be noticed thirteen statues in bronze. These were donated by different parishes under the care of the Archbishop. The names of the statues are as follows: St. James, St. Joseph, St. Anthony of Padua, St. Francis of Assisi, St. Vincent of Paul, St. John the Evangelist,

St. Paul, St. Thomas Aquinas, St. Patrick, St. Charles Borromée, St. John the Baptist, St. Hyacinth, and St. Ignatius. The dome, which is, of course, the most striking feature, dominates all parts of the city. It is 70 feet in diameter at its base and its summit is 210 feet from the spectators on the floor of the Church. It is an exact copy of its famous prototype in Rome, and is 250 feet in height to the top of the cross—46 feet higher than the towers of Notre Dame. Above is a huge gilt ball on which is placed a glittering cross, 18 feet high and 12 feet long. Four smaller domes surround the main one.

A very artistic Baldechin (canopy) is placed over the high altar. This is also an exact reproduction of the one in St. Peter's at Rome. It is made entirely by hand, of bronze, costing about \$12,000, and is the work of Arthur Vincent, a resident of Montreal. It was presented to the Cathedral by the priests of the Seminary of St. Sulpice.

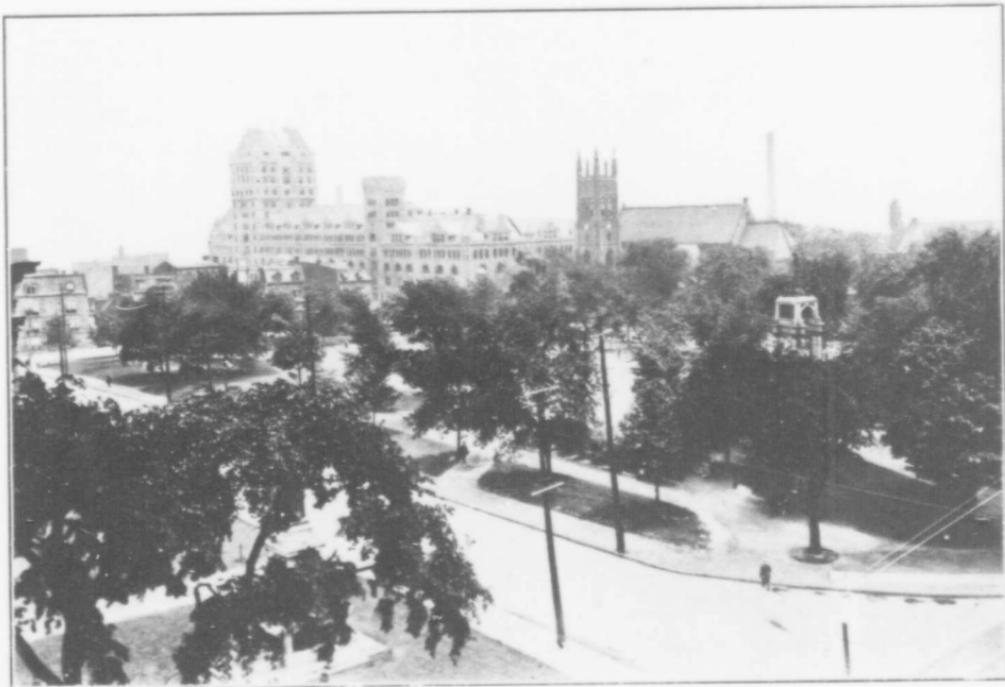
The sanctuary railing is also worthy of notice. It is made of white marble and onyx, and was erected to the memory of Father James Callaghan, by his friends. A tablet just to the right of the sanctuary reads as follows: "This sanctuary railing is erected to the memory of Father James Callaghan, P.S.S., by his friends. They mourn his loss, treasure the impressions of his most exemplary life, and rejoice in the hope of his eternal reward. Died February 7th, 1901." At the northwest corner of the Cathedral is a statue of Monseigneur Bourget, Second Bishop of Montreal.

Close by is the Palace of the Roman Catholic Archbishop of Montreal, a plain brick building with chapel. The present Archbishop is Monseigneur Bruchesi.

In the southwest corner of the square the Canadian Pacific Railway have their West End Station (**Windsor Street**) an immense grey stone building of massive design. The Terminal is complete in every way, a vast concourse, spacious waiting rooms, numerous ticket offices, and well-appointed dining rooms afford the public every convenience, and will compare favourably in the convenience and comfort of passengers and the facilities for handling a large traffic with any in U.S.A. or Europe. The building is also the headquarters of the Company with over 2000 employees.

At the foot of Windsor Street is the **Bonaventure Station** of the Grand Trunk Railway. This was the first railway in Montreal and existed before the great growth of the town. Numerous level crossings occur in consequence in the western part of the city.

Retracing our steps up Windsor Street and crossing **Dorchester Street**, which divides Dominion Square, and, because of its uniformly good buildings and fine trees, is one of the best streets in the city, we reach St. Catherine Street. From Dorchester Street Windsor Street becomes Peel Street and continues towards the Mountain, crossing Sherbrooke Street (two blocks above St. Catherine) until at Pine Avenue, it leads to the **Peel Street approach to Mount Royal Park**. We are now at the north-eastern angle of the choicest residential district of Montreal—a



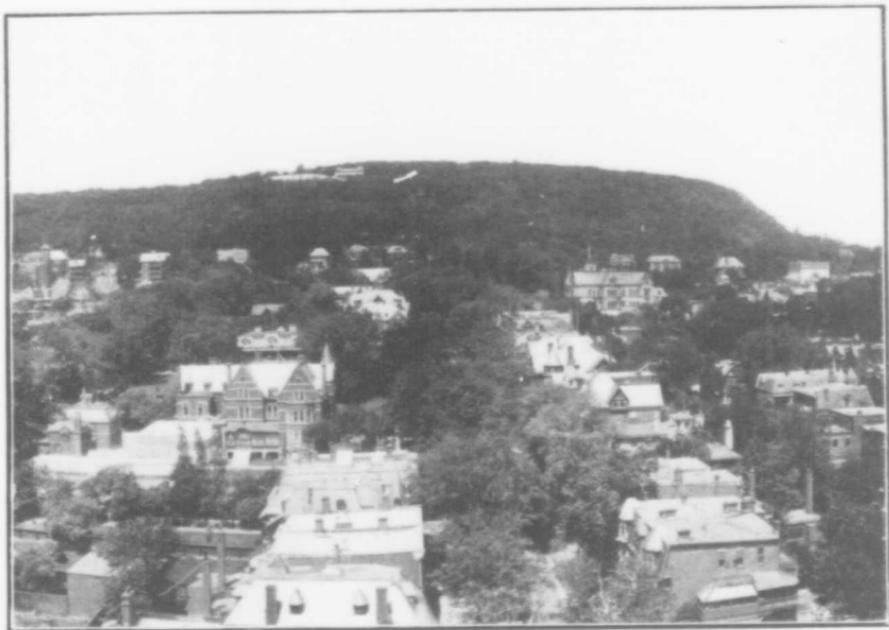
DOMINION SQUARE (looking South)
Windsor Station, C.P.R. Headquarters St. George's Church

small tract of about three hundred acres, bounded by Peel Street on the east, Pine Avenue and Mount Royal Park on the north, Guy Street and Cote des Neiges Road on the west and Sherbrooke Street on the south. Within these



G. T. R. Station

limits, protected from heavy traffic by the steepness of the hill, in the midst of trees and fine gardens, are to be found many very beautiful places. It will be worth while to walk west along Pine Avenue for a couple of hundred yards to the temporary wooden steps on the left which lead to Drummond Street, and continue down the hill as far as Sherbrooke Street in order to form an idea of the character



Fine Residences above Sherbrooke Street with Mount Royal Park in background

of the district. At the corner of Drummond and Sherbrooke we reach the **Ritz-Carlton Hotel**. This is the latest addition to Montreal's hotels, having been opened on New Year's Day, 1913. It belongs to the Ritz-Carlton system. In addition to its fine situation, equipment and cuisine, it possesses the attraction of a roof garden and garden café.

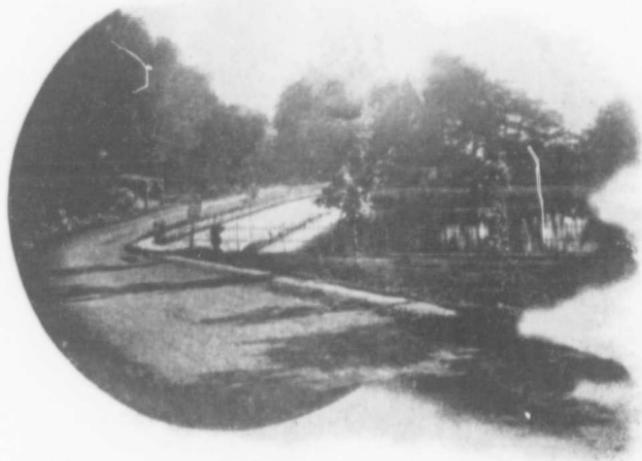
Many beautiful walks may be taken in Montreal, but undoubtedly the most charming of all are to be found upon **Mount Royal**. Rising in the rear of the city to a height of 763 feet, "The Mountain" is dedicated to the people in perpetuity, having been acquired for park purposes in 1860. Four hundred and sixty acres on the top have been laid out with drives, and there are footpaths leading in every direction, following which one can wander far amidst a luxuriant undergrowth of ferns and flowers; for the aim has been to preserve the natural wildness of the mountain as far as possible. Near the summit are two special "look-outs" and from these may be obtained views which can hardly be surpassed for varied beauty.

"On one side, far away below, stretches the city, with its glittering domes and spires, its chimneys and warehouses indicative of its active commercial life, its massive public institutions, its long line of shipping, its many churches, its fine tall office buildings and comfortable homes—in short with its aesthetic, commercial, religious and home life blended in a harmonious whole; and beyond are the



Sherbrooke Street, Lady Drummond's Residence

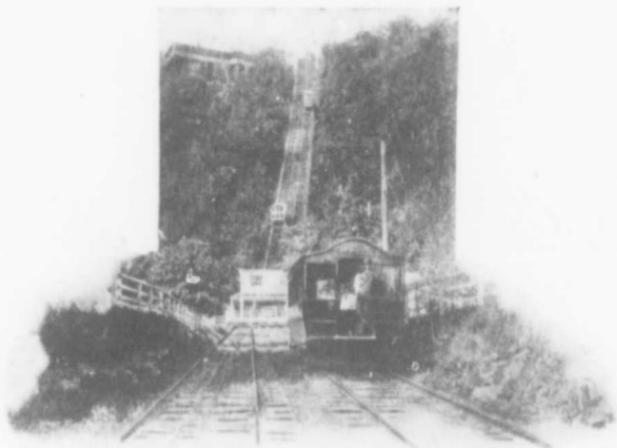
gleaming waters of the St. Lawrence, flowing quietly, but irresistibly, onward. In the background a line of hills rises up from the plain. These are the Monteregian hills, intruded at the same time and composed of the same kind of rock as Mount Royal. They are, in order from left to



Driveway—Mount Royal Park

right, St. Bruno, Beloeil, (St. Hilaire) Yamaska, Rougemont, Shefford, Mt. Johnson, Brome. Back of these appear, in the distance, the Green Mountains of Vermont, while in the dim haze of the horizon to the South, the Adirondacks may be faintly descried.

“Changing its hue with the changing skies,
The River flows in its beauty rare;
While across the plain eternal, rise
Boucherville, Rougemont, and St. Hilaire.
Far to the Westward lies Lachine,
Gate of the Orient long ago,
When the virgin forest swept between
The Royal Mount and the River below.”



Mountain Elevator

The park is approached usually from the southeast and northeast sides, in each case by a series of winding drives intersected by more direct footpaths. On the latter side (by Fletcher's Field), the **“Mountain Elevator”** carries

passengers in specially-constructed cars some distance up toward the foot of the chief ascent, and then climbs a precipitous steep to the crest. But to thoroughly appreciate the charms of the Mountain, one should follow the course of the drives which wind around and over it, and which were designed, together with the general plan of develop-



The Park Toboggan Slide

ment of the park, by the celebrated landscape gardener, Frederick Law Olmsted, of New York.

The approach from the southeast side may be made from upper Peel Street. Hard by, near the High Level Reservoir, stands a column which marks the **grave of Simon McTavish**. At the beginning of the 19th Century,

he was the chief partner in the Northwest Company which founded the modern commercial greatness of Montreal. Following the drive westward, one reaches a most picturesque part of the mountain and one of interest to geologists from the excellent examples of dykes which may be seen cutting the limestone. Where the drive turns to the north a beautiful view is obtainable and a short distance below may be seen an excellent example of one of the raised marine beaches of Mount Royal. Continuing, the framework of the **Park toboggan slide** is passed on the right; and just beyond we reach cross roads where the winter crowds watch skiers shooting down from the hill above. One of the cross roads leads to the beautiful vale of **Mount Royal Cemetery** and the other to the southerly viewpoint, or "outlook." The higher road from the latter point takes one around the back of the mountain. Here may be seen the broad and flat St. Lawrence plain stretched out before one with the **Rivière des Prairies** in front; and far away the **Laurentian Mountains** may be dimly discerned on the horizon.

The visit of Jacques Cartier to the summit of the mountain has been described in the historical section. The early records say that de Maisonneuve too, made a pilgrimage to the top, bearing a large cross on his shoulders, in January of 1643, in fulfilment of a vow made in the winter on the occasion of a great flooding of the river, which swept up to the foot of the town palisades, and was, he believed, stayed by prayers. "The Jesuit Du Peron led the way, followed in procession by Madame de la Peltrie, the artisans, and soldiers, to the destined spot. The commandant, who,

with all the ceremonies of the Church, had been declared First Soldier of the Cross, walked behind the rest, bearing on his shoulders a cross so heavy that it needed his utmost strength to climb the steep and rugged path. They planted it on the highest crest, and all knelt in adoration before it.

. . . Sundry relics of saints had been set in the wood of the cross, which remained an object of pilgrimage to the pious colonists of Ville-Marie."*



View from Mount Royal

The mountain has been the occasional theme of numerous versifiers, but it has its poet in Mr. Walter Norton Evans, to whom it was a delight and comfort during a

*Parkman: "The Jesuits in North America," p. 263-4.

period of recovery from loss of sight. In his volume, "Mount Royal," he says, with deep feeling:

"O, Royal Mountain! Holy Mount to me,
I come to thee as in bright days of yore;
That by thy pure and calming ministry,
In reverence and deep humility,
I may be brought nearer the heart of God,
And hear His voice in Nature's voice around.

Further on he describes the usual winter revels in certain localities:

"Here, as I lie beneath the maple shade,
How glorious a view is spread for me,
There are 'The Pines', where many a wild halloo
On moonlight nights in winter, has aroused
The sleeping echoes; when the snowshoers—
In blanket suit, with brightly-colored sash,
And tuque of red or blue: their moccasins
Of moose-skin, smoothly drawn on well-socked foot,
And snowshoe firmly bound with deer-skin thong—
Wound up the hill in long extended files.
Singing and shouting with impetuous glee.

* * * * *

While yonder lie the hill and meadow-land,
Now emerald green, but on bright winter nights,
Upon whose snowy bosom happy crowds
Fly on the swift toboggan down the hill,
And o'er the broad expanse."

The suburbs of Westmount and Outremont constitute other beautiful residential sections in most delightful situations. A trolley ride from the corner of Guy and St. Catherine Streets (in a Boulevard car) up the former street and along Westmount Boulevard is strongly recommended, while an equally agreeable trip may be taken by boarding an Outremont car going north, on Park avenue, and continuing along St. Catherine Road.

Another attractive park is—**St. Helen's Island**, named affectionately by Champlain after his young wife, Helène Boullé, and lying like a gem in the wide St. Lawrence. In the days of British garrisons this was a gay place. It is now the resort, on hot days, of the crowded masses, to whom its shades and breezes are an inestimable boon. For their use it is provided with merry-go-rounds, refreshment-houses, games, an open swimming-bath at the lower end, and pleasant paths. The island was remarked upon by Champlain, on his 1611 visit, as a site for a strong town. He so greatly fancied it, that he purchased it, a little later, with money out of his wife's dowry. The registers of Notre Dame record that, on the 19th of August, 1664, two young men, Pierre Magnan and Jacques Dufresne, were slain here by Iroquois.

It seems to have been used sometimes by the French as a military station; for in June, 1687, the Chevalier de Vaudreuil posted both the regular troops and the militia there in readiness to march against the Iroquois. Thither the Marquis de Lévis, commanding the last French army, withdrew, and here burnt his flags in the presence of his army the night previous to surrendering the colony to the English. Louis Honoré Frechette, the national French-

Canadian poet, bases upon this his poem, entitled "All Lost but Honour."

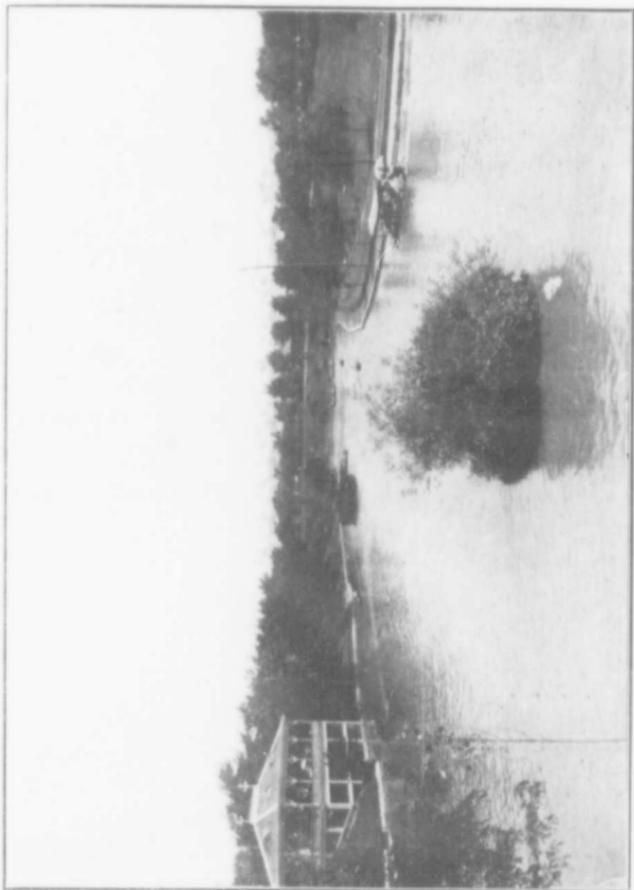
In 1688 the island was acquired by Charles Le Moyne, Sieur de Longueuil, who gave the name of Ste. Hélène to one of his most distinguished sons. During the eighteenth century (from before 1723), his descendants, the Barons of Longueuil, whose territory lay just opposite, had a residence here, the ruins of which, once surrounded with gardens, are to be seen upon it on the east side, near the present restaurant. The Government acquired it from them by arrangement during the war of 1812, and later by purchase in 1818, for military purposes. It ceded the park portion to the city in 1874.

Almost adjoining it, at the lower extremity, is **Ile Ronde**, a small low island.

Both islands are interesting geologically from the occurrence there of a remarkable breccia containing inclusions of Devonian Limestone, and also from the existence of some rare types of dyke rock.

A ferry leaves for St. Helen's Island every half hour from Victoria Pier.

Lafontaine Park, in the northeastern portion of the city on Sherbrooke St. East, is large, well laid out, with fine driveways and a pretty artificial lake. It is resorted to by thousands during the summer. Overlooking the south end of the Park is the new Public Library of Montreal, a magnificent building which is well worth a visit. In the same district, but on St. Denis Street above Sherbrooke, may be seen **St. Louis Square**, which is decidedly attractive. It is small, but is embellished by a large rectangular pond,



Lafontaine Park

occupying its centre, the bright flat mass of which with a distant view of Mount Royal, good trees around and picturesquely turreted houses of cut stone lining the surrounding streets give it much beauty. In the centre stands a statue of Octave Crémazie, the French-Canadian poet. When in this neighbourhood the visitor would do well to visit the remarkable church of **Notre Dame de Lourdes**. It stands near the corner of St. Denis and St. Catherine Streets, and its façade is of marble. Concerning this church, one cannot do better than condense the description given by a very competent critic, Dr. S. E. Dawson, heretofore Chairman of the Board of Arts: "This church has been built and adorned with one idea—that of expressing in visible form the dogma of the Immaculate Conception of the Virgin Mary. The architecture of the church is Byzantine and Renaissance, such as may be seen at Venice. It consists of a nave with narrow aisles, a transept and a choir. The choir and the transept are terminated by a circular and domed apsis, and a large central dome rises at the intersection of the transept. The large dome is 90 feet high, the total length of the church 102 feet. . . . The first picture on the roof of the nave represents the promise of the Redemption made to Adam and Eve. They are prostrated before the Lord, who addresses the Serpent—'She shall bruise thy head.' The next panel is the sacrifice of Abraham. The third represents the arrival of Rebecca before Isaac. The fourth, which is over the choir, is Jacob blessing his children. On the right of the nave are the prophets who have prophesied of the Virgin—Isaiah, Jeremiah, David, Micah. On the left are

types of the Virgin—Sarah, Rebecca, Rachel, Ruth. The artist then proceeds to show the Roman view of the realization of these promises—the Salutation of Elizabeth and the Nativity—in the transepts, with the Greek and Latin Fathers respectively who have magnified Mary. The choir contains the exposition of the Dogma proper. The statue over the altar, and which strikes the eye immediately on entering the church, is symbolic of the doctrine. It represents the Virgin in the attitude usually attributed to this subject by the Spanish painters—the hands crossed on the breast. She is standing on the clouds, and the text illustrated is Rev. xii., 1: 'A woman clothed with the sun, and the moon under her feet.' The light, thrown down from an unseen lamp is to represent the clothing of the sun."

"The artist, M. Bourassa, must have the credit," says Dr. Dawson, "of working out his exposition with force and unity. Some of the painting is exceedingly good. The decoration of the church in gold and colours, arabesque and fifteenth-century ornament, is very beautiful and harmonious. . . . We have dwelt at length upon this building, because it is the only one of its kind in America."

Beneath the church is a chapel representing the alleged apparition of the Virgin to the young girl, Bernadette Soubirons, in a grotto near Lourdes, France, in 1858, at which time a miracle-working fountain is said to have commenced to gush out of the rock and still continues to make miraculous cures.

CATHOLIC INSTITUTIONS

A visitor to Montreal is generally impressed by the large number of Roman Catholic colleges and homes. But considering the origin of the City, the number is not surprising. The various religious orders have invariably been large holders of real estate, and their property has become so valuable during the past hundred years that they are now remarkably wealthy bodies.

The earliest institution, as related in the historical part, was the **Congrégation de Notre Dame**, founded by Marguerite Bourgeois. Its home is now the immense building on the south of Sherbrooke St. and east of Elm Avenue. Its dimensions are imposing and the general effect of the structure, standing as it does in the midst of large grounds, is very pleasing. The order is the largest teaching order in America, it has convents in most of the large villages of the Province and many others throughout Canada and the United States.

The **Seminaire de St. Sulpice**, or Grand Seminary, has been referred to already in connection with Notre Dame Parish Church, which is in its charge, and Laval University. Its revenues are immense. The business offices, archives, and quarters of the officiating clergy, though largely demolished, still adjoin the Parish Church. The Seminary at Paris, of which this is a branch, obtained the island from de Maisonneuve's Association in 1663 under the charge of keeping up church services and providing for education.

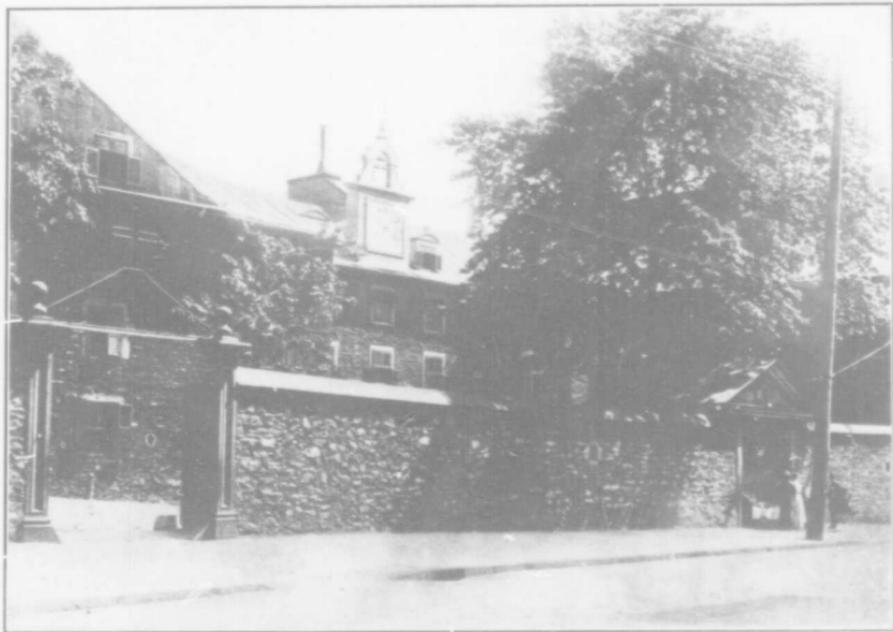
The **Montreal College** is an offshoot of the Seminary. It is situated in one of the most historic spots in all Mon-

treil, i.e. at the site of the old "Fort de la Montagne" referred to in the historical section.

The **Fort de la Montagne**, now represented by two historic towers, standing as relics of a mediæval past, was a large, rough old edifice of plastered stone, three stories high in the centre and two elsewhere, surmounted by roofs resembling those of the present Grand Seminary, pinnaced and curved in the inimitable old French roof-curves. An extensive stone wall enclosed it for purposes of fortifications, while the pair of towers formed part of the wall in front, and between them was the entrance. In a walled enclosure adjoining, to the eastward, lay the Indian village; in another, to westward, large gardens. One of the old towers, in very early times, was used as a chapel of the Indian mission established here, the other being used as a school. A tablet in the former reads in French: "Here rest the mortal remains of François Thoronhiongo, Huron; baptized by the Reverend Père Brèbœuf. He was by his piety and by his probity the example of the Christians and the admiration of the unbelievers; he died, aged about 100 years, the 21st April, 1690."

What untold histories, traditions, and reminiscences doubtless died with this centenarian savage! And baptized by Père Brèbœuf! The latter was a hero of one of the most dreadful martyrdoms recorded. In 1649 he and Father Lallemand, both Jesuits, were tortured to death by Iroquois with every cruelty devisable.

In the other tower, "the Schoolmistress of the Mountain," an Indian sister of great repute for sainthood, taught; and to her a memorial reads as follows: "Here rest the



Seminary of St. Sulpice

mortal remains of Marie Thérèse Gannensagouas, of the Congregation of Notre Dame. After having exercised during 13 years the office of schoolmistress at the Mountain, she died in reputation of great virtue, aged 28 years, the 25th November, 1695."

Over the door of the western wing one reads: "**Hic evangelibantur Indi.**"

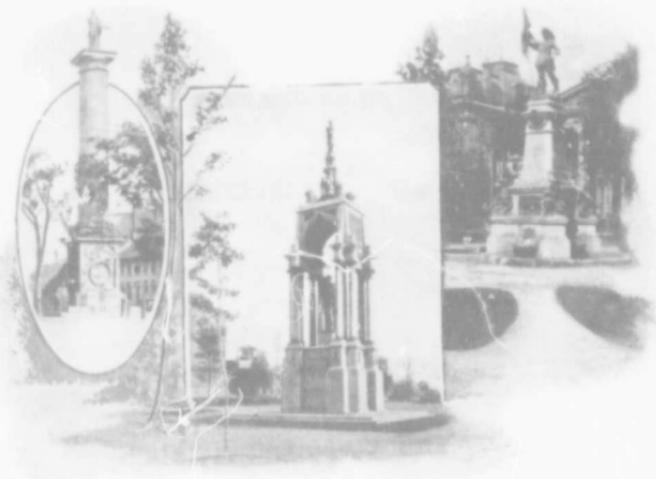
A tablet on the wall in front, on Sherbrooke Street, records the founding of the Indian mission in 1677, and the facts concerning the Towers.

Some distance along the wall eastward is still another tablet, marking the position of General Amherst's army at the time of the surrender of the town to the English.

Within the grounds may often be seen crowds of boys uniformed in black frock coats, blue sashes, and peaked caps, playing ball or tennis in their high stationary tennis court, or discoursing music as a well-equipped band. The college theatre would be found an important amusement. The curriculum is divided into two parts: Theology and Philosophy. Boys are taken from early years upward. In the last years they choose either to study for the priesthood or for other occupations, and thus separate.

On the hill above stands another large building which is a branch of the college. This, the "**Seminary of Philosophy**" is the scientific school of the College.

The **Hôtel Dieu**, one of Montreal's earliest institutions, is situated on Pine Avenue, between St. Urbain Street and Fletcher's Field. It consists of a central chapel with a hospital on one side and a nunnery on the other. It was founded about 250 years ago, in 1644, by the Duchesse de



Nelson's, Macdonald's and Maisonneuve's Monuments

Bullion, one of the aristocratic circle of the Company of Montreal, who gave it a sum of 42,000 livres. The original building stood on St. Paul Street, not far from Customs House Square. The "religieuses" of the order are known as the "Black Nuns."

At the corner of Guy and Dorchester Streets is the **Grey Nunnery**, which impresses one by its monastic vastness and severity of outline, extending over a great part of a large four-square street block. It was founded in 1774 by Madame d'Youville (Marie Marguerite du Frost de la Jammerais), the widow of an officer. Many curious objects, made by or belonging to her, and illustrating the state of her times, belong to the institution, such as delicate embroidery and her enamelled clasp-knife.

The building, which contains over 300 rooms, is used as an asylum for deserted infants, and the sick, infirm, and destitute of all sects. The nuns are glad to receive visitors at noon-day. Every New Year's Day they have an old-fashioned formal reception. The sisters do a great amount of good in the city, and have no less than sixteen different institutions under their charge.

In the corner of the grounds at Dorchester Street, a tall cross of red-stained wood is to be seen, to which a history attaches, called **The Story of the Red Cross**. The popular narrative is that it marks the grave of a notorious highwayman, who robbed and murdered *habitants* returning from Montreal to St. Laurent and the back country by way of Dorchester Street, which was, in French times, the only highway west of St. Lawrence Street through the forest. This story is somewhat incorrect. Belisle, the man in

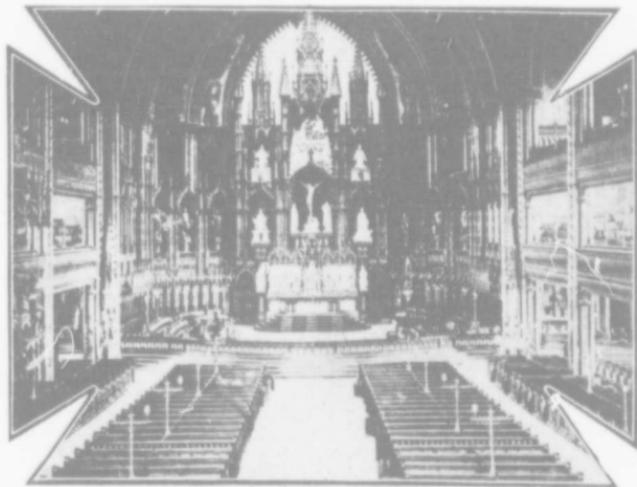
question, was not a highway robber; his crime was house-breaking and a double murder. He lived on Le Grand Chemin du Roi, now called Dorchester Street, near this spot. On the other side of the road, and a little higher up, Jean Favre and his wife, Marie Anne, lived, who were reputed to have money in their house and to be well off. Belisle formed the envious project of robbing his neighbour, and accordingly, one dark night, broke into the house and fired his pistol at Favre, which, however, only wounded him; he then stabbed him to death with a large hunting knife. Favre's wife rushed in to help her husband. Belisle plunged the knife into her breast, and then despatched her by a blow of a spade. He was suspected, and soon after arrested, tried, and convicted. The terrible punishment of *breaking alive* was then in force under French law. Belisle was condemned to "torture ordinary and extraordinary," and then "to have his arms, legs, thighs, and reins broken alive on a scaffold to be erected in the market-place of this city" (the present Custom House Square); "then put on a rack, his face toward the sky, to be left to die." The awful sentence was carried out to the letter, his body buried in Guy Street, and a red cross erected to mark the spot. The present cross has been moved back a few feet because of a widening of the street.

There are several other orders in and around the city. The **Sisters of Providence** have charge of many institutions in the city, which, to a large extent, are connected with the care of the sick and the aged poor. They also conduct the Roman Catholic Insane Asylum at Longue Pointe and the Asile de la Providence.

Other institutions are:

Notre Dame Hospital, 351 Notre Dame East, which, like the General Hospital, has an open door for all creeds, though it is managed by Roman Catholics.

St. Paul's Hospital, Sherbrooke St. East, is for contagious diseases.



Interior of Notre Dame Church

The Institution for Deaf Mutes, 1941 St. Dominique.

The Deaf and Dumb Institution, St. Denis and Royal Streets.

The Bon Pasteur Convent, Sherbrooke Street.

The Roman Catholic Orphan Asylum, St. Catherine Street.

Churches. Many have been referred to in the text, more especially may be mentioned:

St. James Cathedral, Dominion Square.

Notre Dame Parish Church, Place d'Armes.

St. Patrick's Church, Dorchester and St. Alexander.

Church of the Gesu, Bleury Street, a little below St. Catherine Street; it has very good singing.

In addition, there are many churches connected with the various convents.

Several communities of old-world monks and cloistered nuns are represented in Montreal.

The Trappists, though only occasionally seen as single members on the streets, are a most interesting order, exhibiting a perfect picture of a mediæval community of monks. They wear a long coarse brown woolen robe and cowl, shave the head and observe perpetual silence, except when spoken to by their Superior. Their specialty is agriculture, and their headquarters, their monastery and beautiful farm of 1,800 acres are at Oka, some 30 miles above the city. There every person is hospitably received and kept as long as he desires to stay, on the understanding that he does so for religious meditation. The curious mediæval meals of bread and vegetables twice a day, the wondrous old psalters used by each monk in the chapel, the strange silence, the flagellation scourges, cells, rude beds, and the intense absorption of some of the devotees fairly fascinate the visitor. A strong old-world flavour pervades the quiet and peaceful spot and its beautiful surroundings.

The monastery may be reached from Como on the C.P.R., whence a ferryboat crosses the Lake of Two Mountains to Oka. It is situated on the foot hills of the Laurentian Mountains. There is an intrusion of a rare rock called **almorte** close to the monastery.

The order of the **Franciscans** is on Dorchester Street.

The **Carmelite Nuns** have their convent at the head of St. Denis Street. Its walls are very high and the sisters (who are few in number) have by the vows of their Order renounced the sights of the outside world for the remainder of their lives.

PROTESTANT INSTITUTIONS

Several churches have already been described. Among Anglican churches are:

Christ Church Cathedral, St. Catherine and University Streets.

St. George's—Windsor and Osborne Streets.

St. John the Evangelist (High Church), St. Urbain and Ontario Streets.

St. James the Apostle, St. Catherine and Bishop Streets.

St. Martin's, St. Urbain and Prince Arthur Streets.

St. Stephens, Trinity, St. Luke's, St. Jude's, St. Mary's, St. Thomas, St. Stephen Chapel, Church of the Advent, and L'Eglise du Redempteur (French.)

Presbyterian Churches:

Old St. Gabriel Church, which many years ago stood on St. Gabriel Street, adjoining the Champ de Mars and the Court House, had the honour of being the first Protestant

Church erected in Montreal. A stone, recently removed, bore the date of erection, 1792. In its first years the Anglicans also worshipped here, the Protestant community of the small town being small and feeble. The congregations were largely military, from the garrison close by. Previous to its erection, the Presbyterians for several years wor-



Erskine Church

Christ Church Cathedral

St. James Methodist

shipped in the Church of the Recollet Fathers. In 1909 the congregation united with that of Chalmers Church and is now known as the First Presbyterian Church. But it should be said that the congregation of Knox Church is more nearly representative of the old St. Gabriel.

St. Andrew's and St. Paul's (Dorchester Street West) possesses a beautiful pair of pinnacled towers, resembling those of Magdalen College at Oxford.

Knox Church, Crescent Street, farther westward along Dorchester Street, is large and in early French Gothic, with fine spire.

Erskine, on Sherbrooke Street, opposite Crescent Street.

First Presbyterian Church, corner Prince Arthur and Mance Streets.

The American Presbyterian, near the Windsor, on the same street, is a modern building and is a favourite resort of American visitors to the city.

The Presbyterians have three French Churches: St. John's on St. Catherine Street, east of St. Lawrence Street; L'Eglise du Sauveur and L'Eglise de la Croix.

There are many other churches of all denominations, among which may be mentioned:

St. James Methodist Church, St. Catherine and Alexander Streets.

Douglas Methodist Church, corner of St. Catherine and Chomedey Streets.

Emmanuel Congregational Church, 171 Drummond Street.

Calvary Congregational Church, Dorchester and Greene.

Church of the Messiah (Unitarian), Sherbrooke and Simpson Streets.

First Baptist Church, Sherbrooke W. and Union Ave.

Olivet Baptist Church, corner of Dorchester and Guy.
The First Church of Christ Scientist, 41 Closse Street.
St. John's Church (Lutheran, German) Mance and
Prince Arthur Streets.

The Salvation Army, corner of University and Cathcart.
The charitable institutions in the city are innumerable.

There are several hospitals, and of these the **Royal Victoria Hospital** must have first place.

The gift of two citizens, Lord Strathcona and Lord Mount-Stephen, it dominates the city from the top of University Street, on Pine Avenue. It is a huge and most picturesque building of uncut limestone resembling some castellated Scotch palace. The cost was over \$1,500,000, apart from the land, which was contributed by the city; it is heavily endowed. The Hospital with the Ross Memorial Pavillion, donated by J. K. L. Ross, in 1916, providing the most modern accommodations for private patients and the Nurses Home occupies one of the most commanding situations possible. On approach, it is found to consist of a magnificent main building situated across a courtyard, the sides of which are formed by long, tall, narrow wings boldly standing forward, their appearance of height enhanced by a pair of tall turrets at the front corners of each, and also by the slope of the hillside. The interior is constructed and managed on the most modern hospital plans and principles.

Other institutions supported by public subscription are:—

The **General Hospital** on Dorchester Street, at the corner of St. Dominique, is the most widely venerated

establishment. Its tradition, though supported almost entirely by Protestant contributions, is that of an open door, and kind relief to all sufferers, without regard to race or creed. It was established in 1821.

The Homœopathic Hospital, on McGill College Avenue, though not large, is exceedingly attractive and homelike.



Royal Victoria Hospital

The Western Hospital, Dorchester Street West, has recently been enlarged to meet the growing needs of that part of the city.

The Alexandra Hospital, Charron Street, recently erected for the care of contagious diseases.

The Samaritan Hospital for Women, Dorchester Street.

The Maternity Hospital, corner of St. Urbain and Prince Arthur Streets.

The Protestant Hospital for the Insane, Verdun.

The **Protestant House of Industry and Refuge** is the head centre for distribution of relief to the Protestant poor, and is carried on by a committee of citizens. It has a country home for the aged and infirm at Longue Pointe. It is situated on Dorchester Street, east of Bleury.

The Mackay Institute for Protestant Deaf Mutes (also for the blind), on Cote St. Luc Road, Westmount; incorporated 1869. One of the most beneficent and interesting of institutions.

Children's Memorial Hospital, Cedar Avenue.

The Hervey Institute, Westmount, is a children's home. So are the Protestant Infants' Home, Cote St. Luc Road, and the Protestant Orphan Asylum, Cote des Neiges Road, established 1822, and the Day Nursery, Belmont Park.

The Boys' Home, Mountain Street, does an excellent work of rescue training.

The Royal Edward Institute at 47 Belmont Park, for Tuberculosis is noteworthy, as it was opened by the late King Edward VII on Oct. 21, 1909, by cable in London.

The Young Men's Christian Association is very active in Montreal. There are five branches altogether. The Central Branch is a magnificent building recently put up on Drummond Street below Sherbrooke Street, at a cost of \$400,000 for the building alone and about \$150,000 more

for internal furnishing, etc. Among the attractions are a swimming pool 75 ft. by 25 ft., a gymnasium, excellently fitted out with changing rooms, etc., an auditorium, and a library. There are 152 rooms for young men and there is a cafeteria in the building. At present the membership is 3700.

The Young Women's Christian Association is also very flourishing, having a membership of about 2000. Their headquarters are on Dorchester Street near Dominion Square and are equipped with dormitories, gymnasium, swimming pool and cafeteria.

An excellent work is being done among boys in the Boy Scout movement. There are about 1000 boy scouts in Montreal.

Other Protestant institutions are: St. Andrews Home (Scotch), Aqueduct Street; St. George's Home (English), Lagauchetière Street; the Ladies Benevolent Society, 31 Berthelet Street; the Canadian Society for Prevention of Cruelty to Animals; the Irish Protestant Benevolent Society; St. Margaret's Home, 21 Sherbrooke Street West; Montreal Sailors' Institute; and a host of others.

JEWISH INSTITUTIONS

The Hebrew population of Montreal is increasing rapidly. It now amounts to about six per cent of the whole. There are about a dozen synagogues in the place. That of the Spanish rite on Stanley Street is remarkable as a specimen, especially within, of Aegypto-Judean architecture. Four magnificent stone Egyptian columns support the portico.

The Jews maintain many institutions for their own people. Noteworthy among them is the **Baron de Hirsch Institute**.

A large sanatorium for tuberculosis has recently been built at St. Agathe by the Jews for their own people and called the Mount Sinai Sanatorium.



Steamer "Empress" in Lachine Rapids

POINTS OF INTEREST

- Place d'Armes.
Seminary of St. Sulpice.
Church of Notre Dame. (Ascend tower.)
Bank of Montreal.
Post Office.
Quebec Bank Building. (Ascend tower.)
City Hall. (Tower.)
Château de Ramezay.
Place Jacques Cartier, with site of Château de Vaudreuil, etc.
Admiral Nelson's Monument.
Court House.
City Hall.
Champ de Mars.
Commercial High School, Place Viger.
Bonsecours Market. (Tuesdays and Fridays, early in the morning.)
Bonsecours Church.
Old French Buildings on St. Vincent, St. Gabriel, and St. Jean Baptiste Streets.
La Friponne.
Viger Garden.
The Harbour.
St. Helen's Island Park.
Lachine Rapids.
Custom House.
La Place Royale.
Victoria Bridge.
Technical School.
Site of La Salle's residence, St. Paul Street, West cor. St. Peter Street.
- Site of Du L'huts residence, Notre Dame Street, cor. St. Suplice and on Jacques Cartier Square.
Site of Bienville's birthplace, St. Paul Street. (See Index.)
Site of La Mothe Cadillac's house, Notre Dame Street.
Montgomery's headquarters in 1775, Notre Dame St., cor. St. Peter.
Victoria Square, with Statue of Queen Victoria.
St. Andrew's Church.
Church of the Messiah.
St. Patrick's Church.
Art Gallery.
English Cathedral.
St. James Methodist Church.
Fraser Institute and Free Library.
St. Paul's Church.
Dominion Square, Sun Life Bldg., St. James' Cathedral, Windsor Hotel, Strathcona Monument.
C. P. R. Head Offices, St. George's Episcopal Church and Dominion Square Methodist Church.
American Presbyterian Church.
Crescent Presbyterian Church
Residence of Lord Strathcona.
Sherbrooke St. with residences.
Pine Avenue.
Mount Royal Park.
Mount Royal Cemetery.
Roman Catholic Cemetery.
Athletic Club House.
Priests' Farm, with ancient round towers and Collège de Montréal.

Grey Nunnery.
 Villa Maria Convent.
 Amateur Athletic Grounds.
 Church of the Gesù.
 McGill University—Library, Museum, Macdonald Technical School, etc.
 Laval University.
 Notre Dame de Lourdes Church.
 General Hospital.
 Royal Victoria Hospital.
 Hotel Dieu Hospital.
 Notre Dame Hospital.
 Royal Edward Institute.
 Western Hospital.
 Lafontaine Park
 And the localities bearing Antiquarian Society Tablet Inscriptions.

IN THE ENVIRONS

Running the Lachine Rapids.
 Take G. T. R. train or electric cars in the morning or evening

(see time table) to meet steamer at Lachine Wharf, and return to town via Rapids.
 Caughnawaga Indian Village, with French town walls of 1721, opposite Lachine.
 Chambly, with Fort Pontchartrain (1711) reached by steamer via Sorel and the Richelieu River, or by C. P. R. train.
 Varennes (miracle chapel and "Calvaire"), Vercheres (old French windmill and legend of heroine, Madeleme de Vercheres), and Laprairie are quaint villages, reached by steamers of Richelieu & Ontario Co.
 St. Anne de Bellevue (Macdonald Agricultural College). Point Claire and Dorval are summer resorts along the head of the Islands, reached by G. T. R. and C. P. R.

SIDE TRIPS & WEEK END EXCURSIONS

Montreal offers many beautiful side trips and pleasant excursions. We can only outline them. The various transportation companies will give full information and booklets upon request.

WEEK-END.—For the cool Laurentian Mountains and trout fishing take Canadian Northern Quebec Ry., new direct line to Quebec, runs for 40 miles along picturesque St. Lawrence shores.

AFTERNOON RAMBLES ON THE ST. LAWRENCE.—Take steamer "Berthier" for trip to Vercheres and return; or steamer "Boucherville" for Boucherville.

WEEK-END OUTING.—Take steamer "Rapids King" or "Rapids Queen," leaving Montreal Saturdays at 1.00 p.m., for trip to Prescott, returning Sunday morning and arriving Montreal Sunday evening, after running all the Rapids.

Also trip to Quebec and the Saguenay. For picturesqueness and variety of scenery, this trip has no equal.

For further particulars, apply to 9 & 11 Victoria Square.

One of the most pleasant day trips is up the Ottawa River to Carillon. Leave G.T.R. station to connect with boat at Lachine at 8 a.m., returning via Lachine Rapids to the city about 6.30 p.m.

Side trips by rail may also be made to the Ste. Agathe district (C. P. Ry.), the Adirondacks of Quebec. Beautiful lakes, good fishing, fair accommodation.

Special week-end excursions are arranged on all railways during summer at reduced rates.

RAILWAY STATIONS

BOVAVENTURE.—St. James Street. For trains of Grand Trunk Ry., Intercolonial R.R., Canadian National Railways, Central Vermont R.R., Rutland R.R.

WINDSOR STATION.—Windsor Street. For trains of C.P.R., New York Central R.R., and Delaware & Hudson R.R.

PLACE VIGER STATION.—Craig Street. Canadian Pacific R.R. trains for Quebec, North Shore and Ste. Agathe.

CANADIAN NORTHERN QUEBEC.—Lagauchetiere Street, Canadian National Railways.

BAGGAGE.—Transfers meet all trains and boats, and deliver baggage to any part of the city at minimum charge.

CUSTOMS.—Travellers leaving for the United States by rail should have their checked baggage examined at R.R. depots before boarding the cars, and thereby avoid a lot of trouble and annoyance when crossing the line. Those arriving from the United States must have their baggage examined at depot, otherwise it will not be delivered.

ELECTRIC RAILWAYS traverse the city in almost all directions. Fares—5 pink tickets for 25c.; green, 6 for 25c., the latter good only between 6 and 8 a.m. and 5 and 7 p.m., week days only. Between midnight and 5 a.m., 15c. silver fare only. Transfers granted to all routes.

"Observation Cars" pass along St. Catherine going round the mountain at short intervals, during the summer. Fare 25c.

TICKET OFFICES

Canadian Pacific R.R.	141 St. James
Grand Trunk R.R. (and Central Vermont R.R.)	120 St. James
Canadian National R.R.	230 St. James
(Canadian Northern R.R., Intercolonial R.R.)	
U.S. R.R. Administration	238 St. James
Canadian Pacific Ocean Service Limited / Corner Common and Foundling	
.....	141 St. James

Canada Steamship Lines	11 Victoria Square
Thos Cook and Sons	530 St. Catherine St., West
W. H. Henry	286 St. James
Jules Hone	9 St. Lawrence Blvd.

TAXI TARIFF

Extract of By-Law concerning Taxi Cabs and Automobiles for hire.

Art. 12.—Chauffeurs or drivers of taxi-cabs shall not have the right to charge or receive for the conveyance of passengers and their baggage, higher fares than those hereunder enumerated:

From point to point within the City limits:

First half mile or fraction thereof, for one or two persons.	\$0.40
Each quarter mile thereafter10
Each additional person for the whole journey20

No charge shall be made for children under 10 years of age.

Nevertheless if there be more than two children under 10 years of age, a charge equivalent to that of one person will be made for each additional child. Waiting time shall be paid at the rate of \$2.00 per hour.

AUTOMOBILE FOR HIRE

Art. 27.—The authorized fare for automobiles for hire other than taxi-cabs shall be as follows:

Seating capacity or car:

1 to 4 persons:	\$1.00 for a trip of a quarter of an hour or less;
	\$2.00 for a trip of more than a quarter of an hour and of not more than half an hour;
	\$3.00 for a trip of more than half an hour and of not more than three quarters of an hour;
5 persons or more:	\$3.50 for a trip of more than three quarters of an hour and of not more than one hour.
	\$1.25 for a trip of a quarter of an hour or less;
	\$2.25 for a trip of more than a quarter of an hour and of not more than half an hour;
	\$3.25 for a trip of more than half an hour and of not more than three quarters of an hour;
	\$4.00 for a trip of more than three quarters of an hour and of not more than one hour.

When a trip shall last more than one hour a charge, based on the above price, shall be made pro-rata for every additional quarter of an hour. Waiting time shall be paid at the same rate as is charged when the vehicle is in motion.

CAB TARIFF**ONE-HORSE VEHICLES.**

Time allowed—Fifteen minutes.	
For one or two persons.....	50 cts
For three or four persons.....	75 cts
Time allowed—Thirty Minutes.	
For one or two persons.....	75 cts
For three or four persons.....	\$1.00
Time allowed—Forty-five minutes.	
For one or two persons.....	\$1.00
For three or four persons.....	\$1.25
By the Hour.	
For one or two persons.....	\$1.25
For three or four persons.....	\$1.50

TWO-HORSE VEHICLES.

Time allowed—Fifteen minutes.	
For one or two persons.....	75 cts
For three or four persons.....	\$1.00
Time allowed—Thirty Minutes.	
For one or two persons.....	\$1.00
For three or four persons.....	\$1.25
Time allowed—Forty-five Minutes.	
For one or two persons.....	\$1.50
For three or four persons.....	\$1.75
By the Hour.	
For one or two persons.....	\$1.75
For three or four persons.....	\$2.00

HOTELS

Ritz-Carlton, rooms, \$3.50 and upwards. Every room has a bath. Windsor, Dominion Sq., room, \$2.50 and upwards (European). Place Viger Hotel, Craig St., opposite Place Viger Sq., \$4.00 and upwards (American). The Corona, Guy Street, room, \$1.50 and upwards, St. Lawrence Hall, Craig Street, \$2.50 to \$4.00, rooms only, \$1.00 and upwards. Freeman's, St. James St., rooms, \$1.50 per day and upwards. Queen's Hotel, St. James Street, opposite G. T. Ry. Depot, \$3.00 to \$4.50. St. James Hotel, opposite G. T. Ry. Depot, \$2.00 up-

wards. The Welland, 17 McGill College Avenue, \$2.50 and \$3.50; Rooms, \$1.00 per day. Grand Union Hotel, Notre Dame Street, \$2.00 to \$2.50.

BOARDING HOUSES.—Good board may be obtained from \$1.50 to \$3.00 per day, or \$10.00 per week and upwards.

The "Wilhelmina" 238 Mountain Street.

The Dorchester, Corner Dorchester and Stanley St.

Ladies travelling alone will find good accommodation at the Y.W.C.A., Dorchester Street, opposite the Windsor Hotel.

RESTAURANTS

Besides the dining-rooms in the R. R. Stations and Hotels, a number of good restaurants will be found throughout the city.

Amongst which may be especially recommended: The Edinboro Cafe, 436 St. Catherine St. W., The Castle Blend Tea Rooms, 547 St. Catherine St. W.

NEWSPAPERS

Morning.—The Gazette, 3c.; Le Canada, 2c.

Evening.—Star, 2c.; Herald, 1c.; La Presse, 2c.; La Patrie, 2c.; Le Devoir, 2c.

CONSULATES

United States.—263 St. James Street. France.—71 Viger Ave. Switzerland, 511 St. Catherine Street West. Italy.—69 Osborne Street. For complete list of consulates, see Lovell's Montreal Directory.

EXPRESS COMPANIES

Canadian Express—for Grand Trunk R.R. 95 McGill Street.

Dominion—for Canadian Pacific Ry., 141-143 St. James Street.

Canadian National—Mansfield St.

American Express Co., 231 St. James Street.

DRIVES

The many beautiful drives in and about Montreal are among its attractions, the principal being through the Mountain Park, the Cemeteries, and, if one has time, around the top of Westmount mountain.

The glimpses of the city on the one side, and the fine apple orchards and farm lands on the other, are extremely restful and pleasing. The range of mountains seen on the northern horizon are the Laurentians.

The drive to Lachine, going the upper road and returning the lower road, is also very popular. On the return the road skirts the river almost all the way. A short distance below the C. P. Ry. Bridge is the scene of the Massacre of Lachine, which took place in 1689. A little farther, on the left, is the ruins of the homestead of La Salle. Still a little farther, and the large buildings of the Lachine Hydraulic Works are passed. A good view of the Rapids may also be had. A very pleasant afternoon may be spent by making a combination of electric cars and drives. Take electric car to Cartierville, then drive (cabs in attendance) across the river and down about three miles to Ahuntsic, thence, by electric car back to the city.

THEATRES

The leading ones are:—

His Majesty's, 451 Guy Street. High Class Plays and Opera.

The Princess, 290 St. Catherine, W. Vaudeville.

Orpheum (Stock Company), 289 St. Catherine, W.

Loews, St. Catherine St. W. Vaudeville and Moving Pictures.

The Gaiety. Burlesque.

And many Moving Picture Theatres.

CLUBS

Following are a few of the chief social clubs:

The Mount Royal Club, 537 Sherbrooke W.

The St. James Club, corner of Dorchester and University Streets.

The University Club, 401 Dorchester Street, W.

The Engineers' Club, 9 Beaver Hall Square.

The St. Denis Club, 137 Sherbrooke Street, E. and the Club Canadien, 350 Lagauchetiere, E., are the leading French clubs.

The Canadian Club of Montreal, meets weekly during the autumn and winter months to hear addresses, delivered after a simple luncheon, by leaders in various spheres of activity.

POST OFFICES

General.....	St. James & St. Francois Xavier Sts.
Station B.....	324 St. Catherine St., West
" H.....	688 St. Catherine St., West
" N.....	620 St. Catherine St., East

LEGAL HOLIDAYS

DOMINION

New Year's, 1st January	Dominion Day, July 1st.
Good Friday	Labor Day, 1st Monday in September
Easter Monday	ber
Victoria Day, May 24th	Thanksgiving Day
King's Birthday, June 3rd	Christmas, 25th December.

QUEBEC (Additional)

Epiphany, 6th January	All Saints' Day, 1st November
Ash Wednesday	Conception Day, 8th December
Ascension Day.	

SOME OF THE PRINCIPAL STORES

Antiques

R. Watson, 606 St. Catherine St., West.
B. M. & T. Jenkins, Phillips Square

Pictures

Scott & Sons, 99 Notre Dame St., West.
Johnsons, 634 St. Catherine St., West.

Booksellers

Foster Brown & Co., 472 St. Catherine St., West.
Librairie Beauchemin, 79 St. James St.
Chapman's Book Store, 190 Peel St.
Granger Freres, 43 Notre Dame St., West.
F. E. Phelan, 437 St. Catherine St., West.
Miss Poole, McGill College Ave.
Librairie St. Louis, 288 St. Catherine St., East.
Deom Frere, 257 St. Catherine St., East.

Department Stores

Dupuis Freres Ltd., 447 St. Catherine St., East
Goodwin's Ltd., St. Catherine corner of University Sts.
Morgans Ltd., " " Union Ave.
Murphys Ltd., " " Metcalfe St.
Ogilvy's, " " Mountain
Almys " " Bleury St.

Furriers

Fairweathers, 487 St. Catherine St., West.
Holt Renfrew & Co., 401 St. Catherine St.
John Henderson, 517 St. Catherine St.
Chas. Desjardins & Co., 130 St. Denis St.
Robertson & Co., 233 St. James St.

Jewellers & Silversmiths

Henry Birks & Sons, St. Catherine St. & Phillips Square
Mappin & Webb, St. Catherine St. corner of Victoria St.
Cochenthaler, 448 St. Catherine St., West.
Richard Hemsley Reg'd., 255 St. James St.

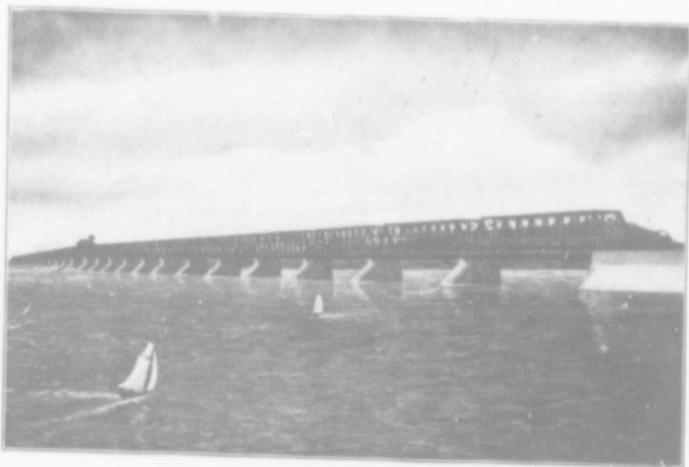
Souvenirs

The Wigwam, 134 Peel St.
G. W. Clarke's and Co., 370 St. Catherine St., West.
Canadian Handicraft Guild, 598a St. Catherine St., West.

For other well recommended stores, see our advertising pages.

SHORT LIST OF BOOKS RELATING TO MONTREAL

- Bosworth, Newton.—Hochelaga depicta. Montreal, 1846. Reprinted in facsimile, Toronto, Briggs. 1901.
- Cartier, Jacques.—Voyage au Canada en 1534. Nouvelle éd. par M. H. Michelant. Paris, Librairie Tross. 1864.
- Colby, C.W.—Canadian types of the Old Régime. New York, Holt, 1908. (Consult index for references to Montreal.)
- Dawson, S. E.—Handbook for the city of Montreal and its environs. Montreal, 1888.
- [Dollier de Casson, François.]—Histoire de Montréal. 1640-1672. Montréal, 1869. (Mémoires de la Société historique de Montréal, 4me livraison.)
- Faillon, Etienne M. (Abbé).—Vie de Madame D'Youville, fondatrice des Sœurs de la Charité de Ville Marie. Ville Marie, Sœurs de la Charité. 1852.
- Vie de Monsieur Olier, fondateur du séminaire de St. Sulpice. Paris, 1841. 2 vols.
- Histoire de la colonie française en Canada, 1799-1863. Villemarie, 1865-66. 3 vols.
- Hart, Gerald E.—Fall of New France, 1755-1760. Montreal, Drysdale, 1888.
- Lighthall, W. D.—Montreal after two hundred and fifty years. Montreal, Grafton. 1892.
- Parkman, Francis.—Pioneers of France in the New World. New ed. Boston, 1902.
- Jesuits in North America. New ed. Boston, 1902.
- The Old Régime in Canada. New ed. Boston, 1902.
- Pepper, Mary S.—Maids and Matrons of New France. Toronto, 1902.
- Rousseau, P.—Histoire de la vie de Paul de Chomédy, Sieur de Maison-neuve, 1640-76. Montréal, 1886.
- Sandham, Alfred.—Montreal past and present. Montreal, Bishop, 1870.



Victoria Jubilee Bridge



Ice Shove in Harbour in Spring Time

INDEX

- "Accommodation" (Steamboat), 37.
Agricultural Institute at Oka, 98.
Amherst, General Lord, occupies Montreal, 135.
Art Association, 107.
- Bank of Montreal, 116.
Banks, 65.
Beisic, 164.
Bigot, 35.
Black Nuns, 164.
Board of Trade, 40; building, 133.
Bonaventure Station (G. T. R.), 71; 143.
Bonsecours Church, 126.
Bonsecours Market, 125.
Bréboeuf, Rév. Père, 160.
British North American Act, 5; 6.
Bullion, Madame de, 16.
- Cabot, John, 10.
Cab Tariff 182.
Callière, Hector de, 27.
Canada, Constitution and Government, 6-9.
Canadian Northern Railway, 71; tunnel through Mount Royal, 72; 73.
Canadian Pacific Railway, 68-70; Stations, 69.
Carmelite Nuns, 168.
Cartier, Jacques, 10.
Catalogue, De, 120.
Cathedral, Christ Church, Anglican, 136.
Champ de Mars, 129.
Champlain, Samuel de, 13-15; 131.
Churches, Protestant, 167-170.
Churches, Roman Catholic, 167.
Citizen's Association, 109.
City Hall, 122.
City Wall, Old, 129; western boundary, 133.
Commercial and Technical High School, 102.
Company of Our Lady of Montreal, 16; 19.
Congrégation de Notre Dame, 159.
Convents, 103; 104.
Court House, 124.
Custom House, 131.
- Dauversière, Sieur de la, 15.
Dawson, Sir John William, 76-78.
De Lauzon, opposes trade with West Indies, 21.
Devil's Bible, 35.
Dollier de Casson, 23.
Dominion Square, 139.
Drama, 108.
Dress, Extravagance in, 27.
Dry Dock, 56.
- Early Dwellings, 23-24.
Ecole Normale Jacques Cartier, 92.
Elevator to Mountain, 149.
Evans, Walter Norton, 152.
- Fédération nationale, 109.
Five Nations of New York, 13.
Fort, first building of Montreal, 18.
Fort de la Montagne, 160.
Fortifications of city, 22; 129; 133.
Foundling Street, origin of name, 130.
Frobisher, Joseph, 135.
Fur Trade, 29-30.
- Lannensagouas, Marie Thérèse, 162.
Golf, 111.
Grand Trunk Railway, 70-71; offices, 132; station, 70.
Grey Nunnery, 164.
- Harbour of Montreal, 55-58.
Hochelaga, 10-13.
Hospitals, 166.
Hôtel Dieu, 18; 24; 162.
Hubert la Croix, house, 24.
Hull (U. S. General), 135.
Hurons, 13.
- Ile Ronde, 155.
Institutions, Jewish, 174.
" Protestant, 167.
" Roman Catholic, 164.
Insurance, 67.
Intercolonial Railway, 73.
Iroquois, 13; 16.
- Jacques Cartier Normal School, 92.
Jacques Cartier Square, 120.
Jewish Institutions, 174.
- Keewatin, district of, 5.

- La Salle, Sieur de, 130.
 Lachine Canal, 39.
 La Croix, Hubert, house, 24.
 Lacrosse, 110.
 Ladies' Morning Musical, 108.
 Lalontaine Park, 155.
 Lahement, Rev. Père, 160.
 Laurentian Mountains, 151.
 Lauzon, De, opposes trade with West Indies, 21.
 Laval University, 92; government, 101.
 Le Ber, Pierre, 26.
 Le Haroard, 19.
 Le Moyne, Charles, Sieur de Longueuil, 155.
 Lévis, Marquis de, 154.
 Libraries, 105-106.
 Local Council of Women, 109.
- MacDonald, Sir John A., statue of, 138.
 Macdonald College, 83-84.
 McGill College, 79-82.
 McGill University, 74-92; affiliated theological colleges, 82; library, 91.
 McGill University, Young Men's Christian Association, 90.
 McTavish, Simon, grave of, 150.
 Maisonneuve, de, lands at Ville Marie, 16; pilgrimage to Mountain top, 150, residence, 131.
 Mance, Jeanne, 16; 17.
 Manufactures, 60-65.
 Markets, 120.
 Molson, John, 37.
 Mountain elevator, 149.
 Monteregian Hills, 148.
 Montreal, fortifications, 22; 129; 133.
 Montreal, early society, 22-23.
 Montreal, statistics, 50-53; commercial importance of, 53; magnetic declination, 50.
 Montreal and Southern Counties Railway, 71.
 Montreal College, 19; 159.
 Montreal Island, 50.
 Montreal Polytechnic School, 96.
 Mount Royal, 11-12.
 Mount Royal Park, 144; 146.
 Music, 108.
- National Transcontinental Railway, 71.
 Natural History Society, 104.
 Nelson's Column, 120.
 Notre Dame de Bonsecours, Church, 126.
 Notre Dame de Lourdes, Church, 157.
 Notre Dame de Montréal, Church, 114.
 Numismatic and Antiquarian Society, 104.
- Olier, Jean Jacques, 15.
 Oka, Agricultural Institute, 98; 167.
- Parc Lafontaine, 155.
 Park Toboggan Slide, 151.
 Parliament buildings, burned, 135.
 Peltrie, Madame de la, 17.
 Peterson, William, 78-79.
 Phillips Square, 136.
 Place d'Armes, 113.
 Place des Jésuites, 120.
 Place du Marché, 19.
 Place Royale, 14; 17.
 Place Vieux Station (C.P.R.), 69.
 Post Office, General, 118.
 Postal Service, early, 32.
 Priests' Farm, 28.
 Protestant Churches, 168-171; institutions, 168.
 Queylus, Abbé, 23.
- Ramezay, Château de, 122.
 Recollet, Church, 133.
 Red Cross, Story of the, 164.
 Ritz-Carlton Hotel, 146.
 Rivière des Prairies, 151.
 Roman Catholic Cathedral, 141.
 Roman Catholic Churches, 177; institutions, 166.
 Royal Edward Institute, 173.
 Royal Victoria College, 83.
 "Royal William" Steamship, 38.
- St. Amable Street, 120.
 St. Andrew's Church, 135.
 St. Gabriel Street, 118.
 St. George's Church, 130.
 St. Helen's Island, 15; 154.
 St. James Cathedral, Roman Catholic, 141.
 St. James Methodist Church, 137.
 St. Lawrence Canals, 53.
 St. Louis Square, 155.
 St. Patrick's Church, 136.
 St. Sulpice, Seminary of, 18-19.
 Schoolmistress of the Mountain, 162.
 School system of Montreal, 73.
 Schools, 28; 73; 74; 92; 100-104.
 Séminaire de St. Sulpice, 159.
 Seminary of Philosophy, 162.
 Sisters of Providence, 165.
 Six Nations of New York, 13.
 Social Settlements, 110.
 Société historique de Montréal, 104.
 Souart, Abbé, 23.
 Story of the Red Cross, 164.
 Strathcona Hall, 90.
 Taverns, 28.
 Taxi-Cab Tariff, 191.
 Technical Schools, 102.

Thoronblongo, François, 160.
 Tobogganing, 111.
 Trappist Fathers, 100; 167.
 Trade, early, 36.

Union Theological College, 82.
 United Irish League, 109.

Vaudreuil, Chevalier de, 154.
 Victoria Bridge, 71.
 Viger Square, 129.
 Villa Maria Convent, 104.
 Ville Marie, 16; 18.
 Vimont, Rev. Père, 17.

West Indies, trade with, 32.
 Windsor Hotel, 140.
 Windsor Station (C.P.R.), 69.
 Woman's work, 109.

Young, Hon. John, statue; promotes
 Victoria bridge, 131.
 Young Men's Christian Association,
 173.
 Young Women's Christian Association,
 174.
 Yourville, Madame D', foundress of
 Grey Nunnery, 132; 164.



Statue of Maisonneuve



Art Gallery, Sherbrooke Street

OLD CHUM TOBACCO

On its quality alone has
its popularity been built
up and its name become
known all over the country



**SWEET
CAPORAL**



CIGARETTES

*"THE PUREST FORM
IN WHICH TOBACCO
CAN BE SMOKED."*

Lancet.

MAP INDEX

TO

Streets, Principal Churches, Hotels, Stores, Etc.

Abbott.....	4-C	Birks, H. & Sons.....	6-F
Aberdeen.....	3-D	Birmingham.....	1-G
Acorn.....	4-B	Bishop.....	5-E
Addington.....	2-B	Bleury.....	6-F
Albani.....	1-E	Bloomfield.....	4-H
Albert.....	5-C 7-I	Bonaventure Station (G. T. R.).....	6-E
Alexandra Pier.....	7-F	Bond.....	5-A
Alexandra Hospital.....	8-C	Bonssecours Market.....	7-G
Almy's Dept. Store.....	6-F	Bonssecours.....	7-G
American Presbyterian Church.....	6-E	Bordeaux.....	5-J
Amherst.....	6-H	Boucher.....	3-J
Amity.....	6-J	Boulevard Avenue.....	2-D
Anderson.....	6-F	Boulevard St. Joseph.....	3-H
Angers.....	5-A	Boulevard Ste. Marie.....	1-F
Angus Shops.....	5-L	Bourbonnière.....	8-M
Ann.....	7-E	Bourget.....	5-C
Apple.....	1-E	Boyer.....	4-1
Aqueduct.....	6-E	Breboeuf.....	4-J
Archibald.....	4-A	Brewster.....	5-C
Arena.....	4-D	Britannia.....	8-D
Argyle.....	3-D 5-E	Bruce.....	4-C
Arlington.....	3-C	Buller.....	1-J
Art Gallery.....	5-E	Bulmer.....	3-B
Ash Avenue.....	7-C	Burnett.....	7-1
Atlantic.....	1-1	Burnside Place.....	5-F 5-F 5-E
Atwater Avenue.....	5-C	Burton.....	3-B
Aylmer.....	5-F	Butler.....	6-B
Bagg.....	5-H	Cadieux.....	6-G
Baile.....	5-E	Campbell.....	3-B
Baldwin Park.....	5-K	Canadian Northern Ry. Station.....	6-F
Ballantyne.....	6-B	Canadian Pacific Ry. (Place Viger Station).....	7-H
Barre.....	6-E	Canadian Pacific Ry. (Windsor Station).....	6-E
Basin.....	6-D	Canadian Pacific Ry. (Mile End Station).....	2-J
Beaubien.....	2-J	Canadian Pacific Ry. (Westmount Station).....	3-B
Beauce.....	2-J	Canning.....	5-D
Beaudoin.....	1-B	Carleton.....	2-D
Beaudry.....	7-H	Carlton Road.....	5-F
Beaver Hall Square.....	6-F	Carrière.....	3-1
Belair.....	5-C	Cartier.....	6-1
Belgrave.....	2-A	Casgrain.....	3-1
Bellevue.....	2-D	Cathart.....	6-F
Belmont.....	2-C	Cathedral (Anglican).....	6-F
Belmont Park.....	6-F	Cathedral (R.C.).....	6-F
Belvedere Road.....	3-D	Cathedral St.....	6-E
Berard.....	5-C	Cedar Avenue.....	4-E
Bernard.....	2-1		
Berri.....	6-7-H		
Berthelet.....	6-G		
Bickerdike Pier.....	8-E		
Bienville.....	4-1		

- Centre 6-C
 Chaboillez 6-E
 Chambord 4-J
 Champagneur 1-H
 Champ de Mars 7-G
 Champlain Avenue 1-E
 Champlain 7-I
 Chapleau 5-K
 Charlevoix 6-G
 Charron 7-G
 Chateaubriand 2-J
 Chateauguy 6-G
 Chateau Ramezay 7-G
 Chatham 6-D
 Cherrier 5-H
 Cherry 1-F
 Chesterfield 2-B
 Comedy 4-D
 Christ Church Cathedral
 (Anglican) 6-F
 Christophe Colomb 5-I
 Church 6-G
 Church Avenue 6-A
 Churchill 3-C
 City Councillors 6-F
 City Hall Avenue 6-G
 Clandeboye 4-D
 Claremont 3-B
 Clarke Ave. 4-D
 Clarke 5-G
 Claude 6-A
 Clifton 2-A
 Close 4-D
 Colborne 7-E
 Colbrooke 1-B
 Coleraine 6-B
 College 4-B
 Columbia 4-C
 Commercial and Technical
 High School 5-G
 Common St. 7-F
 Comte 2-J
 Concord 5-G
 Conde 7-F
 Congregation 7-D
 Congregation of Notre
 Dame, Convent 4-D
 Convent 4-G
 Conway 8-D
 Côte des Neiges Road 2-E
 Côte St. Antoine Road 2-C
 Côte St. Luke Road 1-D
 Côte St. Paul Road 4-A
 Coursol 5-D
 Court House 7-G
 Couture 7-I
 Cowan 2-J
 Craig E. 7-G
 Craig W. 6-F
 Crawford 5-A
 Crémazie Park 4-J
 Crescent 5-E
 Customs 7-F
 Cuvillier 8-L
 Dagenais 4-B
 Dalhousie 7-E
 D'Argenson 6-B
 Darling 8-K
 Davaar 1-G
 Davidson 8-L
 Deaf & Dumb Institute 5-H
 Decarie Boulevard 2-B
 Decelles 1-E
 De Courcelle 4-B
 De Fleurimont 3-J
 De La Roche 5-I
 De Lasalle 8-M
 De l'Épée 2-H
 De Levis 3-L, 7-J
 De Linelle 4-B
 De Lisle 5-C
 De Lorimier 5-J
 Demers 3-I
 De Montigny 6-H
 Des Erables 5-J
 De Sevigny 1-E
 Desjardins 8-M
 Desery 8-K
 Dominion 5-D
 Dominion Cotton Mills 8-K
 Dominion Square 6-F
 Dorchester E. 7-H
 Dorchester W. 6-F
 Dorion 7-H
 Douglas Methodist
 Church 4-D
 Draper 1-A
 Drill Hall 7-G
 Drolet 3-I
 Drummond 3-F
 Dufferin Avenue 4-C
 Dufresne 3-L
 Duluth Avenue E. 3-I
 Duluth Avenue W. 4-H
 Dunlop 1-G
 Durocher 2-H, 5-G
 Duvernay 5-C
 Duke 7-E
 Eadie 4-A
 Ecole Technique 5-G
 Edna 6-A
 Eleanor 6-E
 Elm 4-D
 Elmire 3-I, 4-I
 Emmanuel Church 5-F
 Emery 6-H
 Erie 7-I
 Erskine Church 5-E
 Esplanade 2-I, 4-H

Lanouette.....	5-A	Metcalfe.....	5-F
Lansdowne.....	3-C	Metcalfe Av.....	3-C
Laporte.....	4-C	Mill.....	7-D
Laprairie.....	6-C	Milton.....	5-G
Lariviere.....	6-J	Minto.....	2-B
Lartigue.....	1-B	Molson.....	3-I
Lasalle Road.....	7-A	Monkland Av.....	1-B
Latour.....	6-F	Montcalm.....	7-H
Laurier Avenue.....	3-H	Montmorency.....	7-D
Laurier Pier.....	9-1	Montreal Amateur Ath- letic Assoc. Club House.....	5-F
Laval Avenue.....	5-H	Montreal Amateur Ath- letic Assoc. Grounds.....	4-C
Laval University.....	6-H	Montreal College.....	4-E
Leber.....	7-C	Montreal L.H.&P. Gas Works.....	7-J
Lemoine.....	4-B	M.W.W. Aqueduct.....	5-B
Lemoir.....	5-A	Montrose.....	3-D
Lesage.....	8-M	Moreau.....	7-K
Letourneau.....	4-C	Morgan H. & Co., Dept. Store.....	6-F
Levis.....	5-E	Mountain.....	6-E, 5-E
Lincoln Avenue.....	5-E	Mountain.....	3-D
Linton Apts.....	5-E	Mount Pleasant.....	4-D
Liverpool.....	7-C	Mount Royal Av. E.....	5-J
Loew's Theatre.....	5-F	Mount Royal Av. W.....	4-H
Logan.....	6-1	Mount Royal Cemetery.....	3-G
Longueuil.....	7-F	Mount Royal Club.....	5-F
Lorne.....	5-G	Mount Royal Park.....	3-F, 4-F
Low level Reservoir.....	5-F	Mount St. Louis Institute.....	6-H
Lusignan.....	6-E	Mount St. Mary Convent.....	5-E
McCord.....	7-E	Mullarky.....	6-B
McCulloch.....	3-G	Mullins.....	6-C
McEachran.....	2-G	Munro.....	7-I
McGill.....	7-F	Murray.....	3-C
McGill University.....	5-F	Murray.....	7-E
McGill College Ave.....	5-F	Murphy's Store.....	5-F
MaeGregor.....	4-E	Napoleon.....	5-1
Maekay.....	5-E	Nazareth.....	7-E
Maekay Pier.....	8-E	Nellada.....	7-J
McKenna.....	1-E	Newmarch.....	6-A
McTavish.....	5-F	New Victoria Pier.....	8-G
Magdalen.....	7-C	Nicolet.....	8-L
Maguire.....	3-1	Nolan.....	6-L
Maisonneuve Av.....	4-A	Normal School.....	4-D
Malborough.....	8-K	Normont.....	2-D
Mance.....	2-I, 5-G	Northcliff.....	2-B
Manfield.....	5-F	Northmount.....	1-E
Manufacturers.....	6-C	Notre-Dame Ch.....	7-F
Maplewood Av.....	1-F	Notre-Dame de Grâce.....	1-B
Marcil.....	2-A	Notre-Dame des Neiges, Cemetery.....	2-E
Marchad.....	1-E	Notre-Dame E.....	7-H
Marie-Anne.....	5-J	Notre-Dame W.....	5-C
Marlowe.....	2-B	Nuns' Road.....	7-C
Marquette.....	5-J	Ogilvy & Sons, Dep't Store.....	5-E
Martin.....	6-D	Old Orchard.....	2-A
Mathieu.....	6-1	Olier.....	7-D
Mayor.....	6-F	Olivier.....	4-D
Melrose.....	1-A		
Melville.....	3-C		
Melville Church.....	3-C		
Menai.....	8-D		
Mentana.....	4-1		
Messier.....	5-K		

Ontario Av.....	5-E	Richmond.....	6-D
Ontario E.....	6-H	Rioux.....	7-E
Ontario W.....	6-G	Ritz Carlton Hotel.....	5-F
Orleans.....	8-L	Rivard.....	4-I
Osborne.....	6-E	Rivet.....	7-1
Ottawa.....	7-E	Robin.....	6-H
Outremont.....	1-H	Rockland.....	1-G
Outremont Park.....	2-H	Ropery.....	6-C
Oxford.....	1-B, 4-C	Rose de Lima.....	5-C
Pagnuelo.....	2-G	Roslyn.....	3-C
Palm.....	4-B	Ross.....	6-A
Panet.....	7-H	Rossland.....	3-K
Papineau Av.....	4-J	Rouville.....	8-K
Papineau Sq.....	7-1	Roy.....	5-H
Paris.....	7-C	Royal.....	1-A
Park Av.....	4-K	Royal Victoria Hospital.....	4-G
Parthenais.....	6-J	Rozel.....	7-B
Peach.....	1-F	Rushbrooke.....	7-B
Peel.....	5-F	Ryde.....	6-D
Petite Côte Road.....	4-L	St. Ambroise.....	4-A
Phillips Sq.....	6-F	St. Andre.....	6-H
Pictou.....	1-E	St. Antoine.....	6-B
Pie IX.....	8-M	St. Augustin.....	5-C
Pine Av.....	5-H	St. Catherine E.....	6-H
Place d'Armes.....	7-F	St. Catherine W.....	4-D
Place Viger Hotel and Ry. Sta.....	7-H	St. Charles.....	6-C
Plateau Academy.....	6-C	St. Charles Church.....	6-C
L'Assis.....	7-1	St. Christophe.....	6-H
Pontiac.....	4-1	St. Cunegonde.....	5-C
Port.....	7-F	St. Cuthbert.....	5-H
Post Office (General).....	7-F	St. David.....	6-F
Poupart.....	3-L	St. Denis.....	4-1
Precieux-Sang Convent.....	1-C	St. Dizier.....	7-F
Prefontaine.....	8-K	St. Dominique.....	4-H
Prince.....	7-E	St. Elizabeth.....	6-G
Prince Albert.....	3-B	St. Emelie.....	5-G
Prince Arthur.....	5-G	St. Etienne.....	7-D
Prince of Wales Av.....	1-F	St. Famille.....	5-G
Princess Theatre.....	6-F	St. Ferdinand.....	5-B
Prospect.....	4-D	St. Francois-Xavier.....	7-F
Prudhomme.....	2-B	St. Gabriel.....	7-G
Quebec.....	2-H	St. Gabriel Church.....	6-G
Queen.....	7-E	St. George.....	6-G
Queen's Av.....	1-E	St. George's Church.....	6-E
Queen's Hotel.....	1-F	St. Germain.....	8-K
Querbes.....	2-H	St. Helen.....	7-K
Quesnel.....	5-D	St. Henry.....	7-F
Rachel E.....	5-1	St. Hubert.....	6-H
Rachel W.....	4-H	St. Jacques Church.....	6-H
Ramezay (Chateau de).....	7-G	St. James.....	6-H
Reading.....	6-B	St. James Cathedral (R.....	6-F
Redfern.....	3-C	Catholic).....	6-F
Redpath.....	4-E	St. James (Methodist).....	6-F
Reformatory Prison.....	6-H	Church.....	6-F
Regent.....	2-A	St. James the Apostle.....	5-E
Regina.....	6-A	Church.....	7-G
Reservoir, M. W. & P.....	1-E	St. Jean-Baptiste.....	3-H
Resther.....	4-1	St. Joseph Bvd.....	6-D
Richardson.....	6-C	St. Joseph Church.....	6-D
		St. Lawrence Blvd.....	5-H

St. Lawrence Sugar Refinery	8-L	Sunset	1-F
St. Leon	7-D	Sunnyside Road	2-D
St. Leon Church	4-C	Sussex	5-B
St. Louis de France Church	5-H	Sutherland Pier	9-L
St. Louis Sq.	5-H	Suzan	1-J
St. Luke	5-E	Swail Av.	1-E
St. Marguerite	5-B	Sydenham	2-D
St. Mary Bvd.	1-F	Tansey	7-I
St. Mark	5-E	Tarte Pier	9-L
St. Matthew	5-E	Technical High School	5-G
St. Maurice	7-F	Théâtre Français	6-G
St. Monique	6-F	Tracy	5-C
St. Norbert	6-G	Trafalgar	3-E
St. Patrick	6-C	Treherne	6-B
St. Patrick Church	6-F	Tupper	5-B
St. Paul	7-F	Turgeon	3-C
St. Paul Church	6-F	Union	3-D
St. Paul Hospital	6-1	University	5-F
St. Peter	7-F	University Club	5-F
St. Philippe	5-B	Upsala	6-B
St. Remi	4-A	Van Horne	1-1
St. Rose	7-1	Vendome	2-B
St. Sacrament	7-F	Verdun	6-A
St. Sulpice	7-F	Versailles	6-E
St. Timothy	6-H	Victoria	5-F
St. Urbain	5-G	Victoria Av.	3-C
St. Valier	2-J	Victoria Jubilee Bridge	9-E
St. Viateur	2-1	Victoria Pier	8-G
St. Zotique	1-1	Victoria Sq.	6-F
Sanguinet	6-G	Viger	7-H
Sebastopol	7-C	Viger Gardens	7-H
Seigneurs	6-D	Villa Maria Convent	4-C
Selby	4-C	Villeneuve	3-H
Selkirk	4-E	Vinet	5-C
Seminary	7-D	Vitre	7-G
Seminary of Philosophy	4-E	Waverley	2-1
Seminary of St. Sulpice	7-F	Wellington	7-B
Seymour	5-D	Wellington Basin	7-D
Shakespeare Road	3-E	Western Av.	3-D
Shamrock	2-H	Western Hospital	5-D
Shannon	7-E	Westmount Av.	3-D
Shaw	3-K	Westmount Park	3-C
Shearer	6-D	William	6-E
Sherbrooke Apts.	5-E	Wilson	1-A
Sherbrooke E.	6-1	Winchester	3-B
Sherbrooke W.	5-F	Windsor Ave.	2-C
Shuter	5-G	Windsor St.	6-E
Simpson	4-E	Windsor Hotel	5-E
Smith	7-E	Windsor Station (C.P.R.)	6-E
Somerville	3-B	Wiseman	2-H
Soulanges	6-C	Workman	5-A
Souvenir	5-D	Wolfe	6-H
Springfield Av.	3-C	Wood	4-D
Stadacona	8-K	York Av.	3-B
Stanley	5-F	Young	7-E
Staynor	4-D	Young Men's Christian Ass'n	5-F
Strathcona	3-C	Young Women's Christian Ass'n	6-E
Strathmore	6-A	Youville Sq.	7-F
Suurt	2-G		
Summerhill	1-E		
Sunmit Av.	2-D		

Bank of Montreal

Established Over 100 Years

Capital Paid Up	-	-	-	\$20,000,000
Rest	-	-	-	\$20,000,000
Undivided Profits	-		\$	1,661,614
Total Assets	-	-	-	\$489,271,197



BOARD OF DIRECTORS:

Sir Vincent Meredith, Bart., President

Sir Charles Gordon, G.B.E., Vice-President

R. B. Angus, Esq.	Lt.-Col. Molson, M.C.
Lord Shaughnessy, K.C.V.O.	Harold Kennedy, Esq.
C. R. Hosmer, Esq.	H. W. Beauclerk, Esq.
H. R. Drummond, Esq.	G. B. Fraser, Esq.
D. Forbes Angus, Esq.	Colonel Henry Cockshutt
Wm. McMaster, Esq.	J. H. Ashdown, Esq.
E. W. Beatty, Esq., K.C.	

Head Office: MONTREAL

Sir Frederick Williams-Taylor - *General Manager*



Branches and Agencies	}	Throughout Canada and Newfoundland.
		At London, England, and at Mexico City.
		In Paris, Bank of Montreal (France).
		In the United States—New York, Chicago,
		Spokane, San Francisco—British American Bank (owned and controlled by Bank of Montreal.)

A GENERAL BANKING BUSINESS TRANSACTED

1869

1919

THE ROYAL BANK OF CANADA

Head Office: - MONTREAL

*With our complete chain of 575
Branches throughout Canada,
Newfoundland, the West Indies,
etc., we offer the business public a*

Complete Banking
Service



Our Managers would be pleased
to have you call upon them

25 BRANCHES IN MONTREAL DISTRICT

Capital and Reserves - \$ 31,000,000

Total Resources - \$430,000,000

The Molsons Bank

Incorporated 1855

Capital Paid Up - - - \$4,000,000
 Reserve Fund - - - \$4,800,000

WM. MOLSON MACPHERSON
President

EDWARD C. PRATT
General Manager

Head Office: 200 St. James St., Montreal

Over 100 Branches in Canada

A General Banking Business
 Transacted



BRANCHES IN MONTREAL:

Main Office, 200 St. James Street

525 St. Catherine Street West - - - Cor. Stanley Street
 154 St. Paul Street East - - - Jacques Cartier Square
 Maisonneuve - - - Ontario Street, cor. Lasalle
 St. Henri - - - Notre Dame Street, cor. St. Remi
 St. Lawrence Boulevard - - - cor. Ontario Street
 Cote St. Paul - - 2002 Church Avenue, cor. Hadley Street
 1285 Cote des Neiges Road - - - Cor. Claude Avenue
 Park and Barnard Avenue - - - 202 Bernard Avenue
 St. Denis and Mount Royal Avenue - - 1199 St. Denis Street
 and
 Lachine - - - 18 Notre Dame Street, cor. 6th Avenue
 Ville St. Pierre - - - 217 St. James Street
 Montreal West - - - 60 Westminster Avenue

SAVINGS DEPARTMENT AT ALL BRANCHES

ADVERTISEMENTS



THE MOLSONS BANK
HEAD OFFICE

Canada's Leading Life Company

☛ The Sun Life Assurance Company of Canada with Assets of \$100,000,000 and Assurances in Force of over \$340,000,000 is the leading life assurance Company of the Dominion.

☛ Its present position of leadership it owes to its spirit of public service and the sound, progressive management it has enjoyed for half a century.

☛ The different policies issued by this Company are designed to meet life assurance requirements of all kinds. These policies are clearly worded and contain no ambiguous, small type restrictions. Their conditions are simple and generous.

☛ The Company's reputation for fair dealing in settlement of its undertakings has had much to do with its phenomenal success.

Sun Life Assurance Co. of Canada

Head Office: Montreal

The Company's Head Office on Dominion Square is one of the sights of Montreal, and visitors to the city are cordially invited to inspect it.

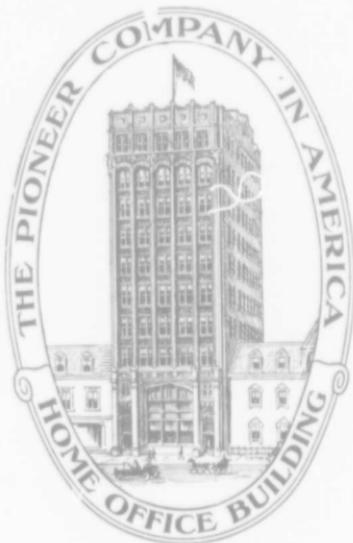
ADVERTISEMENTS

FIDELITY AND SURETY BONDS

THE GUARANTEE COMPANY
OF NORTH AMERICA

Founded by Edward Rawlings 1872

MONTREAL



HEAD OF BEAVER HALL HILL

Agencies in Canada and United States



*We cater to the
Particular Man*

The best dressed men in
Montreal patronize our
shop because we always
have the Latest Imported

Neckwear

Shirts

Collars

Gloves

Hosiery

Underwear

Pyjamas, etc.

*English and French
Gloves from \$2.00 up
for Men and Women*

—
*Rugs and Tourists'
Requisites*

—
Sole Agents for Burberry's and Imperial English Raincoats

HENRY MARKS

The Haberdasher

148 PEEL STREET (Near St. Catherine St.)

190 ST. JAMES ST.

WINDSOR HOTEL

Men's and Women's Shop

Telephone Uptown

927

Mr. Chapman
and orders



Telephone Uptown

928

Bookkeeper and
Library

ALWAYS *the* LATEST *in*
BOOKS *and* STATIONERY *at*

CHAPMAN'S

SOUVENIRS

POST CARDS, VIEW ALBUMS,
STATIONERY, PICTURES,
POSTERS, MOTTOES

THE BOOKSTORE PAR EXCELLENCE
AUTO BLUE BOOKS, GUIDES AND
MAPS CANADIANA, NEW AND OLD

No Tourist Book-Lover should miss a Visit to

CHAPMAN'S BOOKSTORE

190 PEEL ST., MONTREAL North of Windsor Hotel

Just above St. Catherine Street

Fragrant Flowers

permeating sweet sentiment
and charm for

EVERY OCCASION

Wedding Bouquets and Floral
Designs a specialty

PHONE ROCKLAND 2821

*Nothing lends itself so perfectly to the decorations of any room—for any occasion—
—as a Bouquet from*

MRS. C. M. SMITH

Florist

1886 Park Avenue, Montreal

2 Doors below Laurier

"WE STRIVE TO PLEASE"

ADVERTISEMENTS

Foster Brown Co.

Limited

Booksellers
Stationers

No better souvenir
than a book well
chosen. We offer one
of the best selected
stocks on the contin-
ent from which
to choose.



FOSTER BROWN CO. LIMITED

472 ST. CATHERINE STREET WEST

In the heart of the Shopping District

F. E. PHELAN

BOOKSELLER *and* STATIONER

STATIONERY—Leading lines of the best
S makers always on hand. Standard Works
in Sets, Current Fiction as soon as published.
Bibles and Prayer Books of all kinds. View
Books, Guide Books, etc. Gentlemen's Bill
Wallets and Purses. Pocket Books. Card Cases.

TELEPHONE UPTOWN 1490

437 ST. CATHERINE STREET WEST
Branch Store - - - - - 50a Park Ave.

Your Visit to Montreal

Should take in the Largest Manufacturers in Canada of



Trunks, Travelling
Bags and Harness

Tourists will find this establishment of special interest, and
they will be accorded a welcome, purchasers or not.

Look for the

"ALLIGATOR BRAND"

Jamontagne Limited.

BALMORAL BLOCK

338 Notre Dame Street West, MONTREAL, Can.
(Near McGill Street)



You Need No Guide to Mappin & Webb's

Practically everybody you meet on the street
is qualified to direct you to Mappin & Webb's

☛ In a few short years this branch of the world-famous English House has become a household word in Montreal. It stands for all that is best in Jewellery, Watches, Clocks, Silverware, English Plate, Fancy Leather Goods, China, Cut Glass

*MAPPIN & WEBB DIAMONDS ARE
WORLD FAMOUS*

Mappin & Webb

CANADA LIMITED

353 ST. CATHERINE STREET WEST
MONTREAL

Headquarters for Souvenirs

G. W. CLARKE & CO.

Registered

Importers of Fine Fancy Goods, Souvenirs,
Sterling Silver Novelties, Fine Jewellery
Art Metal Ware, etc., etc.

370 ST. CATHERINE ST. WEST Nearly Opposite
Victoria Street

Are you thirsty?

Drink "Gurds" Drinks

THEY SATISFY!

Gurds Dry Ginger Ale is a favourite beverage with
people of Exacting Taste.

At all Montreal Hotels and Restaurants



THE STORE FOR VISITORS!

"The Wigwam"

134 PEEL STREET

4th door North of the Windsor Hotel

Largest variety of Indian-made Moccasin Slippers in Montreal! Low Prices! Beautiful Indian Leather Goods! Indian Pillow-Cushions, Table Covers, Glove and Handkerchief Cases, Tie Racks, Pipe Racks, Book Covers, Correspondence Pads, Leather Shopping Bags, Indian Dolls, Manicure Sets, Ingersoll Watches, Souvenir Spoons, Pins, Brooches, Views of Montreal, Post Cards, Souvenir Playing Cards, etc.

OPEN EVENINGS UNTIL 10 P.M. NO BRANCH STORE IN THE CITY
AVOID PAYING HIGH PRICES

IT WILL PAY YOU TO VISIT "THE WIGWAM"

Branch on Mount Royal Park

R. J. INGLIS

LIMITED

Breeches Makers

Civil, Military and Livery Tailors
Custom Shirt Makers

DESIGNERS and Creators of :
Distinctive Dress Suits, Business Suits,
Country Club and Lounge Suits. Motor and
Travel Top Coats for all out door occasions.
Recognized authorities on Correct Riding
Attire. Liveries for House, Stable, Garage,
or Club. Uniforms for Officers in the ser-
vice of Great Britain, Canada and the U. S.



HEAD OFFICE :

138 PEEL ST., MONTREAL

WESTERN HEADQUARTERS :

291 GARRY STREET - - WINNIPEG, MAN.



BRITISH, "FOUNDED 1883"

Jaeger

Fine

Pure Wool Wear
for Tourists

Miltons
Limited

Retail Selling Agents

Of the well known "Jaeger" Specialties keep a well assorted stock at their different depots and solicit a visit when you are touring Canada

326 St. Catherine Street West
Montreal

352 Portage Avenue, Winnipeg 31 King St. West, Toronto
707 Yonge Street, Toronto

At all Jaeger Agents in all principal cities of the Dominion

THE LINEN STORE



The Dr. Deimel Underwear *(Linen-Mesh)*

allows the air to freely circulate around
the skin, giving the body a refresh-
ing and comfortable feeling.



HANDKERCHIEFS

All of Pure Linen. Hemstitched, Em-
broidered, Initialed. Irish, French,
Madeira, Bruxelles, Duchess,
Valenciennes, Princess,
Maltese, and Point
Laces.

TOWELS

Pure Irish Linen. Damask and Huck-
aback. Grass Bleached.

TABLE LINENS

Dinner, Tea and Luncheon. All Pure
Linen. Single and Double Damask.



The Deimel Linen-Mesh Co.

416 St. Catherine St. West

2 Blocks East of Peel Street

Branches and Agencies all Over the World



BY APPOINTMENT FURRIERS TO
HIS MAJESTY KING GEORGE THE V

A Famous Exhibition of Rare Furs



Authorities all agree that notable as have been Holt-Renfrew Fur Models in seasons past, this year's designs far surpass anything we have done heretofore.

Holt-Renfrew Furs have been famed the continent-wide for high and dependable quality during over three-quarters of a century. This, added to our magnificent designs for the forthcoming season, makes our Furs distinctly interesting. *May we show them to you.*

Holt, Renfrew & Co.
Limited.

405 ST. CATHERINE STREET - - MONTREAL

Birks

DIAMONDS

PHILLIPS SQUARE

53
7817 4

*Map to go in
packet*

THE MERCHANTS BANK OF CANADA

Head Office: MONTREAL

Established 1864

Paid-up Capital	- - - - -	\$ 7,000,000
Reserve Funds	- - - - -	7,574,043
Total Deposits	- - April 1919 -	138,000,000
Total Assets	- - April 1919 -	166,000,000

President:

SIR H. MONTAGU ALLAN, C.V.O.

Vice-President:

K. W. BLACKWELL

General Manager:

D. C. MACAROW

Supt. of Branches and Chief Inspector:

T. E. MERRETT

LETTERS OF CREDIT AND TRAVELLERS'
CHEQUES ISSUED,
AVAILABLE THROUGHOUT THE WORLD.

THE FOREIGN DEPARTMENT

at Montreal furnishes, upon request, carefully prepared and reliable information upon Industrial, Labour and Export conditions prevailing in Canada.

New York Agency: 63-65 Wall Street.

INDEX TO MAP

Abbott	4-C	Britannia	8-D	Commercial and Technical High School	5-G	Edna	6-A	Hazelwood	1-G	Lesbr	7-C	Mount Royal Ave. E.	5-J	Sole Technique	5-G
Aberdeen	3-D	Bruce	4-C	Common St.	4-B	Eleanor	6-B	Henri Julien	3-I, 5-H	Lemoine	7-F	Mount Royal Ave. W.	4-H	Edna	6-A
Acorn	4-B	Buller	1-C	Comte	2-J	Elm	4-D	Hibernia	7-C	Lenoir	4-B	Mount Royal Cemetery	3-G	Edna	6-A
Adlington	2-B	Bulmer	3-B	Concord	5-C	Elm	4-D	Hickson	6-A	Lesage	5-A	Mount Royal Club	5-F	Edna	6-A
Albani	1-B	Burnett	7-I	Conde	7-D	Elm	4-D	Highland	3-E	Letourneau	3-I, 4-I	Mount Royal Park	3-F	Edna	6-A
Albert	5-C	Burnside Place	5-F	Congregation	7-D	Emery	6-H	High Level Reservoir	4-F	Levis	4-C	Mount St. Louis Institute	5-F	Edna	6-A
Alexandra Pier	7-F	Burton	3-B	Congregation of N.D. Convent	4-D	Emmanuel Church	5-F	High School	5-E	Lincoln Avenue	5-F	Mount St. Mary Convent	5-F	Edna	6-A
Alexandra Hospital	8-C	Butler	6-B	Convent	4-G	Erie	7-I	Hillside Avenue	4-C	Linton Apts.	5-E	Mullarky	7-I	Edna	6-A
Almy's Dept. Store	6-F	Cadieux	6-G	Couway	8-D	Ethel	7-I	Hingston	4-A	Liverpool	5-E	Mullarky	7-I	Edna	6-A
American Presbyterian Church	6-E	Campbell	3-K	Côte des Neiges Road	2-E	Esplanade	2-I, 4-I	His Majesty's Theatre	5-B	Logan	6-I	Murphy's Dept. Store	5-F	Edna	6-A
Amherst	6-H	Canadian National Railway Station	8-D	Côte St. Luke Road	2-C	Everett	6-A	Hochelaga Convent	8-L	Longueuil	7-F	Murray	3-C	Edna	6-A
Amity	6-J	Canadian National Ry. (Place Station)	6-F	Côte St. Paul Road	1-D	Fabien	6-J	Hood	6-J	Lorne Avenue	5-G	Murray	7-E	Edna	6-A
Angers	5-A	Canadian National Ry. (Viger Station)	7-H	Cour St. Louis	4-A	Favard	5-C	Hospital	7-F	Lorne Crescent	5-G	Murray	7-E	Edna	6-A
Angus Shops	5-I	Canadian Pacific Ry. (Windsor Station)	6-E	Courthouse	7-G	Favard	7-C	Hôte Dieu Hospital	5-F	Lorne Crescent	5-G	Murray	7-E	Edna	6-A
Apple	1-F	Canadian Pacific Railway (Mile End Station)	2-I	Craig W.	6-F	Fletcher's Field	4-G	Hutchison	2-H, 5-I	Low Level Reservoir	5-F	Murray	7-E	Edna	6-A
Aqueduct	6-I	Carleton	2-D	Crawford	5-A	Forde	8-D	Incurables Hospital	6-J, 7-J	Low Level Reservoir	5-F	Murray	7-E	Edna	6-A
Archibald	4-I	Carleton Road	5-P	Cremazie Park	3-C	Forde	8-D	Inspector	6-E	Low Level Reservoir	5-F	Murray	7-E	Edna	6-A
Arena	4-I	Carrière	3-J	Crescent	5-E	Forde	8-D	Irène	4-C	Low Level Reservoir	5-F	Murray	7-E	Edna	6-A
Argyle	3-D	Casgrain	3-I	Customs	5-F	Forde	8-D	Irène	4-C	Low Level Reservoir	5-F	Murray	7-E	Edna	6-A
Arlington	5-E	Cathcart	6-F	Cuvillier	8-L	Forde	8-D	Irène	4-C	Low Level Reservoir	5-F	Murray	7-E	Edna	6-A
Art Gallery	5-E	Cathedral	6-E	Dagenais	4-B	Forde	8-D	Irène	4-C	Low Level Reservoir	5-F	Murray	7-E	Edna	6-A
Art Avenue	7-C	Cathedral (Anglican)	6-F	Dalhousie	7-E	Forde	8-D	Irène	4-C	Low Level Reservoir	5-F	Murray	7-E	Edna	6-A
Atlantic	1-E	Cathedral (R. C.)	6-F	D'Arcy	6-B	Forde	8-D	Irène	4-C	Low Level Reservoir	5-F	Murray	7-E	Edna	6-A
Atwater Avenue	5-C	Cedar Avenue	4-E	D'Arcy	6-B	Forde	8-D	Irène	4-C	Low Level Reservoir	5-F	Murray	7-E	Edna	6-A
Aylmer	5-F	Centre	6-C	Davidson	8-L	Forde	8-D	Irène	4-C	Low Level Reservoir	5-F	Murray	7-E	Edna	6-A
Bagg	5-H	Chabouze	6-E	Deaf & Dumb Institute	5-H	Forde	8-D	Irène	4-C	Low Level Reservoir	5-F	Murray	7-E	Edna	6-A
Baile	5-E	Chambord	6-D	Deaf & Dumb Institute	5-H	Forde	8-D	Irène	4-C	Low Level Reservoir	5-F	Murray	7-E	Edna	6-A
Baldwin Park	5-K	Champlain	7-I	De La Roche	5-I	Forde	8-D	Irène	4-C	Low Level Reservoir	5-F	Murray	7-E	Edna	6-A
Ballantyne	6-B	Chapleau	5-K	De La Roche	5-I	Forde	8-D	Irène	4-C	Low Level Reservoir	5-F	Murray	7-E	Edna	6-A
Barre	6-E	Charlevoix	6-G	De La Roche	5-I	Forde	8-D	Irène	4-C	Low Level Reservoir	5-F	Murray	7-E	Edna	6-A
Basin	6-D	Belgrave	2-A	De La Roche	5-I	Forde	8-D	Irène	4-C	Low Level Reservoir	5-F	Murray	7-E	Edna	6-A
Beaubien	2-J	Bellevue	2-D	De La Roche	5-I	Forde	8-D	Irène	4-C	Low Level Reservoir	5-F	Murray	7-E	Edna	6-A
Beauséjour	2-J	Belmont	2-C	De La Roche	5-I	Forde	8-D	Irène	4-C	Low Level Reservoir	5-F	Murray	7-E	Edna	6-A
Beaudin	1-B	Belmont Park	1-G	De La Roche	5-I	Forde	8-D	Irène	4-C	Low Level Reservoir	5-F	Murray	7-E	Edna	6-A
Boudry	7-H	Belvedere Road	3-D	De La Roche	5-I	Forde	8-D	Irène	4-C	Low Level Reservoir	5-F	Murray	7-E	Edna	6-A
Beaver Hall Square	6-F	Bernard	5-D	De La Roche	5-I	Forde	8-D	Irène	4-C	Low Level Reservoir	5-F	Murray	7-E	Edna	6-A
Belair	5-C	Berri	6-7-H	De La Roche	5-I	Forde	8-D	Irène	4-C	Low Level Reservoir	5-F	Murray	7-E	Edna	6-A
Belgrave	2-A	Berthelet	6-G	De La Roche	5-I	Forde	8-D	Irène	4-C	Low Level Reservoir	5-F	Murray	7-E	Edna	6-A
Bellevue	2-D	Bickerdike Pier	8-E	De La Roche	5-I	Forde	8-D	Irène	4-C	Low Level Reservoir	5-F	Murray	7-E	Edna	6-A
Belmont	2-C	Bienville	4-I	De La Roche	5-I	Forde	8-D	Irène	4-C	Low Level Reservoir	5-F	Murray	7-E	Edna	6-A
Belmont Park	1-G	Birks, H. & Sons	1-G	De La Roche	5-I	Forde	8-D	Irène	4-C	Low Level Reservoir	5-F	Murray	7-E	Edna	6-A
Belvedere Road	3-D	Birmingham	1-F	De La Roche	5-I	Forde	8-D	Irène	4-C	Low Level Reservoir	5-F	Murray	7-E	Edna	6-A
Bernard	5-D	Bishop	5-E	De La Roche	5-I	Forde	8-D	Irène	4-C	Low Level Reservoir	5-F	Murray	7-E	Edna	6-A
Berri	6-7-H	Bleury	6-F	De La Roche	5-I	Forde	8-D	Irène	4-C	Low Level Reservoir	5-F	Murray	7-E	Edna	6-A
Berthelet	6-G	Bonsaventure Station (G.T.R.)	4-H	De La Roche	5-I	Forde	8-D	Irène	4-C	Low Level Reservoir	5-F	Murray	7-E	Edna	6-A
Bickerdike Pier	8-E	Bond	6-E	De La Roche	5-I	Forde	8-D	Irène	4-C	Low Level Reservoir	5-F	Murray	7-E	Edna	6-A
Bienville	4-I	Bonssecours Market	7-G	De La Roche	5-I	Forde	8-D	Irène	4-C	Low Level Reservoir	5-F	Murray	7-E	Edna	6-A
Birks, H. & Sons	1-G	Bonssecours Market	7-G	De La Roche	5-I	Forde	8-D	Irène	4-C	Low Level Reservoir	5-F	Murray	7-E	Edna	6-A
Birmingham	1-F	Bonssecours Market	7-G	De La Roche	5-I	Forde	8-D	Irène	4-C	Low Level Reservoir	5-F	Murray	7-E	Edna	6-A
Bishop	5-E	Bonssecours Market	7-G	De La Roche	5-I	Forde	8-D	Irène	4-C	Low Level Reservoir	5-F	Murray	7-E	Edna	6-A
Bleury	6-F	Bonssecours Market	7-G	De La Roche	5-I	Forde	8-D	Irène	4-C	Low Level Reservoir	5-F	Murray	7-E	Edna	6-A
Bonsaventure Station (G.T.R.)	4-H	Bonssecours Market	7-G	De La Roche	5-I	Forde	8-D	Irène	4-C	Low Level Reservoir	5-F	Murray	7-E	Edna	6-A
Bond	6-E	Bonssecours Market	7-G	De La Roche	5-I	Forde	8-D	Irène	4-C	Low Level Reservoir	5-F	Murray	7-E	Edna	6-A
Bonsaventure Station (G.T.R.)	4-H	Bonssecours Market	7-G	De La Roche	5-I	Forde	8-D	Irène	4-C	Low Level Reservoir	5-F	Murray	7-E	Edna	6-A
Bond	6-E	Bonssecours Market	7-G	De La Roche	5-I	Forde	8-D	Irène	4-C	Low Level Reservoir	5-F	Murray	7-E	Edna	6-A
Bonsaventure Station (G.T.R.)	4-H	Bonssecours Market	7-G	De La Roche	5-I	Forde	8-D	Irène	4-C	Low Level Reservoir	5-F	Murray	7-E	Edna	6-A
Bond	6-E	Bonssecours Market	7-G	De La Roche	5-I	Forde	8-D	Irène	4-C	Low Level Reservoir	5-F	Murray	7-E	Edna	6-A
Bonsaventure Station (G.T.R.)	4-H	Bonssecours Market	7-G	De La Roche	5-I	Forde	8-D	Irène	4-C	Low Level Reservoir	5-F	Murray	7-E	Edna	6-A
Bond	6-E	Bonssecours Market	7-G	De La Roche	5-I	Forde	8-D	Irène	4-C	Low Level Reservoir	5-F	Murray	7-E	Edna	6-A
Bonsaventure Station (G.T.R.)	4-H	Bonssecours Market	7-G	De La Roche	5-I	Forde	8-D	Irène	4-C	Low Level Reservoir	5-F	Murray	7-E	Edna	6-A
Bond	6-E	Bonssecours Market	7-G	De La Roche	5-I	Forde	8-D	Irène	4-C	Low Level Reservoir	5-F	Murray	7-E	Edna	6-A
Bonsaventure Station (G.T.R.)	4-H	Bonssecours Market	7-G	De La Roche	5-I	Forde	8-D	Irène	4-C	Low Level Reservoir	5-F	Murray	7-E	Edna	6-A
Bond	6-E	Bonssecours Market	7-G	De La Roche	5-I	Forde	8-D	Irène	4-C	Low Level Reservoir	5-F	Murray	7-E	Edna	6-A
Bonsaventure Station (G.T.R.)	4-H	Bonssecours Market	7-G	De La Roche	5-I	Forde	8-D	Irène	4-C	Low Level Reservoir	5-F	Murray	7-E	Edna	6-A
Bond	6-E	Bonssecours Market	7-G	De La Roche	5-I	Forde	8-D	Irène	4-C	Low Level Reservoir	5-F	Murray	7-E	Edna	6-A
Bonsaventure Station (G.T.R.)	4-H	Bonssecours Market	7-G	De La Roche	5-I	Forde	8-D	Irène	4-C	Low Level Reservoir	5-F	Murray	7-E	Edna	6-A
Bond	6-E	Bonssecours Market	7-G	De La Roche	5-I	Forde	8-D	Irène	4-C	Low Level Reservoir	5-F	Murray	7-E	Edna	6-A
Bonsaventure Station (G.T.R.)	4-H	Bonssecours Market	7-G	De La Roche	5-I	Forde	8-D	Irène	4-C	Low Level Reservoir	5-F	Murray	7-E	Edna	6-A
Bond	6-E	Bonssecours Market	7-G	De La Roche	5-I	Forde	8-D	Irène	4-C	Low Level Reservoir	5-F	Murray	7-E	Edna	6-A
Bonsaventure Station (G.T.R.)	4-H	Bonssecours Market	7-G	De La Roche	5-I	Forde	8-D	Irène	4-C	Low Level Reservoir	5-F	Murray	7-E	Edna	6-A
Bond	6-E	Bonssecours Market	7-G	De La Roche	5-I	Forde	8-D	Irène	4-C	Low Level Reservoir	5-F	Murray	7-E	Edna	6-A
Bonsaventure Station (G.T.R.)	4-H	Bonssecours Market	7-G	De La Roche	5-I	Forde	8-D	Irène	4-C	Low Level Reservoir	5-F	Murray	7-E	Edna	6-A
Bond	6-E	Bonssecours Market	7-G	De La Roche	5-I	Forde	8-D	Irène	4-C	Low Level Reservoir	5-F	Murray	7-E	Edna	6-A
Bonsaventure Station (G.T.R.)	4-H	Bonssecours Market	7-G	De La Roche	5-I	Forde	8-D	Irène	4-C	Low Level Reservoir	5-F	Murray	7-E	Edna	6-A
Bond	6-E	Bonssecours Market	7-G	De La Roche	5-I	Forde	8-D	Irène	4-C	Low Level Reservoir	5-F	Murray	7-E	Edna	6-A
Bonsaventure Station (G.T.R.)	4-H	Bonssecours Market	7-G	De La Roche	5-I	Forde	8-D	Irène	4-C	Low Level Reservoir	5-F	Murray	7-E	Edna	6-A
Bond	6-E	Bonssecours Market	7-G	De La Roche	5-I	Forde	8-D	Irène	4-C	Low Level Reservoir	5-F	Murray	7-E	Edna	6-A
Bonsaventure Station (G.T.R.)	4-H	Bonssecours Market	7-G	De La Roche	5-I	Forde	8-D	Irène	4-C	Low Level Reservoir	5-F	Murray	7-E	Edna	6-A
Bond	6-E	Bonssecours Market	7-G	De La Roche	5-I	Forde	8-D	Irène	4-C	Low Level Reservoir	5-F	Murray	7-E	Edna	6-A
Bonsaventure Station (G.T.R.)	4-H	Bonssecours Market	7-G	De La Roche	5-I	Forde	8-D	Irène	4-C	Low Level Reservoir	5-F	Murray	7-E	Edna	6-A
Bond	6-E	Bonssecours Market	7-G	De La Roche	5-I	Forde	8-D	Irène	4-C	Low Level Reservoir	5-F	Murray	7-E	Edna	6-A
Bonsaventure Station (G.T.R.)	4-H	Bonssecours Market	7-G	De La Roche	5-I	Forde	8-D	Irène	4-C	Low Level Reservoir	5-F	Murray	7-E	Edna	6-A
Bond	6-E	Bonssecours Market	7-G	De La Roche	5-I	Forde	8-D	Irène	4-C	Low Level Reservoir	5-F	Murray	7-E	Edna	6-A
Bonsaventure Station (G.T.R.)	4-H	Bonssecours Market	7-G	De La Roche	5-I	Forde	8-D	Irène	4-C	Low Level Reservoir	5-F	Murray	7-E	Edna	6-A
Bond	6-E	Bonssecours Market	7-G	De La Roche	5-I	Forde	8-D	Irène	4-C	Low Level Reservoir	5-F	Murray	7-E	Edna	6-A
Bonsaventure Station (G.T.R.)	4-H	Bonssecours Market	7-G	De La Roche	5-I	Forde	8-D	Irène	4-C	Low Level Reservoir	5-F	Murray	7-E	Edna	6-A
Bond	6-E	Bonssecours Market	7-G	De La Roche	5-I	Forde	8-D	Irène	4-C	Low Level Reservoir	5-F	Murray	7-E	Edna	6-A
Bonsaventure Station (G.T.R.)	4-H	Bonssecours Market	7-G	De La Roche	5-I	Forde	8-D	Irène	4-C	Low Level Reservoir	5-F	Murray	7-E	Edna	6-A
Bond	6-E	Bonssecours Market	7-G	De La Roche	5-I	Forde	8-D	Irène	4-C	Low Level Reservoir	5-F	Murray	7-E	Edna	6-A
Bonsaventure Station (G.T.R.)	4-H	Bonssecours Market	7-G	De La Roche	5-I	Forde	8-D	Irène	4-C	Low Level Reservoir	5-F	Murray	7-E	Edna	6-A
Bond	6-E	Bonssecours Market	7-G	De La Roche	5-I	Forde	8-D	Irène	4-C	Low Level Reservoir	5-F	Murray	7-E	Edna	6-A
Bonsaventure Station (G.T.R.)	4-H	Bonssecours Market	7-G	De La Roche	5-I	Forde	8-D	Irène	4-C	Low Level Reservoir	5-F	Murray	7-E	Edna	6-A
Bond	6-E	Bonssecours Market	7-G	De La Roche	5-I	Forde	8-D	Irène	4-C	Low Level Reservoir	5-F	Murray</			

