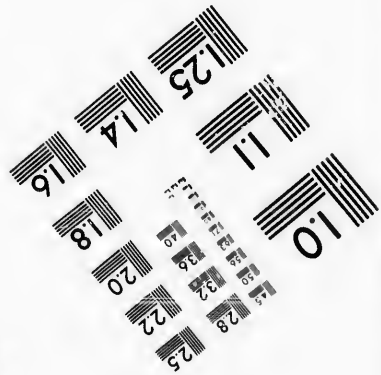
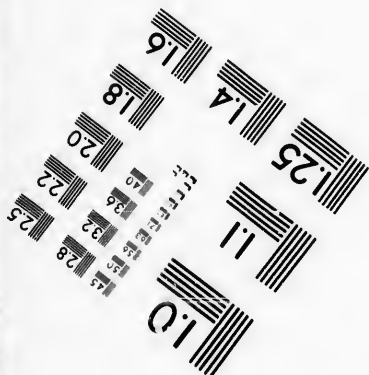
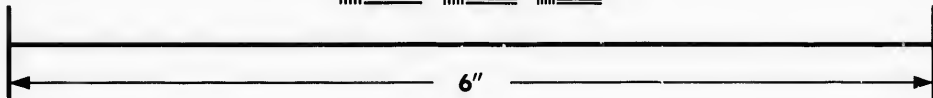
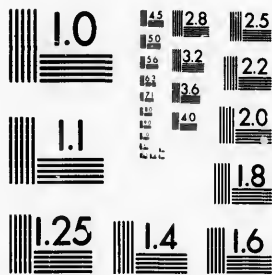


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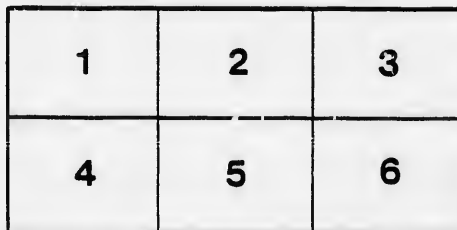
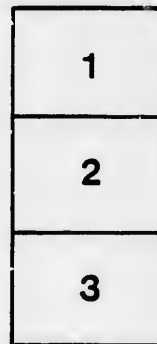
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MONTREAL
1880

• ITS • COMMERCIAL •

• AND • PUBLIC • INSTITUTIONS •

• ITS • PLACES • OF • INTEREST •
AND • COMPLETE •

• STREET • DIRECTORY •

• HOW • AND • WHERE • TO • FIND • THEM •

• COMPILED • AND • ALPHABETICALLY • ARRANGED •
BY •

• W • H • TAPSON •

HE • WHO • RUNS • MAY • READ •

PRICE 25 CENTS.

PROSPECTUS.

In offering this work to the public, and giving to them a complete Alphabetical List of the many Institutions and places of interest with which the City of Montreal abounds, I have endeavoured to place before them interesting, correct, and concise description of each, and in order to enable them to find any particular manufactory, public building or institution herein referred to without trouble or loss of time, I have added a complete STREET DIRECTORY, showing where every street in the city begins and ends, and their connections with each other.

I feel confident that such a book cannot fail to find favor, not only with strangers visiting the city who may use it as a guide, but also to those living here as a permanent book of reference, wherein they can so easily obtain information on a variety of subjects connected with Montreal, information which is continually required by persons of all classes, and which is not to be found combined in any other one work.

I have of course found it necessary to mention the names of many of our prominent business house, and I would have my

readers know that such mention is not in the form of advertisements (which can be found in their proper place as such), but from the fact that the founders of many of our large firms are the men who by their industry, energy, and perseverance, have helped to bring our city to its present state of prosperity, and therefore deserve mention in a work of this kind.

I hope to have the book ready by the beginning of May, and feel assured that I shall be well repaid for my trouble in preparing it by a quick and ready sale, and that the public will not be long in admitting that I have given them a work of enduring interest and use.

Herewith will be found a few specimens of what the work will be.

THE AUTHOR.

TO ADVERTISERS.

Those wishing to advertise in the pages of this book, I beg to inform them that they may obtain all information concerning the same by calling at my office, 163 St. James street, and I hope in a few days to call either myself or by my agent, to show the size and nature of the book, with the charges for a standing advertisement and business and professional cards, and will thank them in the meanwhile to take into consideration its value as an advertising medium, and to remember that any notice of their business they may think proper to insert will not be thrown away immediately after it is produced, but will be seen and read by many people many times and in many places. The following are a few of the subjects that will be found in this work :—Manufactories, Public Buildings, Churches, Colleges, Seminaries and Schools, Places of Amusements, Clubs and Lodges, Brokers, Banks, principal Wholesale and Retail Houses of Business, Railways, Steamboat and Shipping Companies, both Ocean and Inland, Charitable Institutions, Parks and Cemeteries, and various others.

Where practicable, the book will be placed on board Steamboats, Railway Waiting Rooms, Hotels, and all public places, thus attracting the notice of all travelers, excursionists and strangers to any advertisements that may appear at the beginning or end of the book.

Tobacco Works of W. C. McDonald. situated on Ontario street, between Iberville and Dufresne streets. It is the largest and finest establishment on this continent engaged in the manufacture of Cavendish Tobacco, as a specialty, and with perhaps one exception in the United States, there is no other of the kind showing an equal annual production of Cavendish Tobacco, notwithstanding that the population of the United States is forty millions and that of Canada only four millions. The average number of persons employed daily from the first of August when the works were opened until the end of December, 1876, was about eleven hundred, and at this date about the same number is employed. The capacity of the machinery is more than double, the capital is also more than double that of any similar establishment in Canada; and the business, as nearly as can be ascertained, is considered to be greater than that of all the other Cavendish Tobacco manufacturing in Canada put together. A detailed description may be interesting to some. An entire block of ground bounded by four streets and measuring nearly eight acres is devoted to the uses of the establishment. Ground was broken and part of the foundation was laid between the latter part of October and the middle of November, 1874. In the spring of 1875 work was resumed and progressed steadily until August, 1876, when the works were opened for business. The foundation and the basement are of Montreal stone. The four stories of the main building and the adjoining buildings are of red brick with yellow brick trimmings. A novel method has been adopted in the construction to make the building fire proof, or as nearly so as possible, with the materials of the country. The joists were all sawn three inches thick at the top edge, six inches thick at the lower edge, and nine inches deep. These joists were placed one foot apart from centre to

centre and notched into the girders. It will be perceived that the intervening space between the joists is V shaped. This space has been filled with concrete made of plaster of Paris and sand, excepting a small core in the centre to lighten it. The concrete has become nearly as hard as an ordinary brick. This precaution renders it almost impossible for a fire resulting from accident to gain any headway before being discovered, and as its progress would necessarily be very slow it could be extinguished with ease. The floors of each of the three upper stories are constructed in this manner, and the spaces between the joists of the street floor are filled solid. The spaces between the joists of the roof are filled in the same manner as those of the three upper floors, making it warmer for winter and cooler for summer. The roof is made to slope inwards from the eaves on all sides, the rain leaving the roof by six six-inch iron conductors connected with the sewers, which allow a constant current of warm air through the conductors, thereby preventing any accumulation of snow or ice at the mouth in winter. This form of roof presents no entrance for fire at the eaves. The covering is of tin, soldered and painted. The main building is four stories in height besides the basement, making in all five floors each two hundred and sixty-four feet in length and one hundred and twenty feet in breadth. The wing which is used as a press-room is two hundred feet in length by one hundred and twenty feet in width, and most perfectly lighted in every part by forty-eight sky-lights. The engine-house is eighty feet by forty feet, and contains two engines of seventy-five horse-power each, and the hydraulic pumps. The boiler-house is fifty feet by fifty and twenty-five feet high, and contains four tubular boilers, each sixteen feet long by six feet in diameter, representing three hundred horse-power. The machine shop is eighty-

two feet by thirty, and contains blacksmiths' forge, lathe, drilling, planing, grinding, and polishing machines. The carpenter's shop is forty-eight feet by thirty-three. All the windows, except those of the basement, are of the English pattern, both top and bottom sashes being balanced by weights. The double windows are made in the same manner and remain up the year round. The tower, in which is the entrance and the main stair, is thirty-three feet deep by twenty-four feet wide, and rises to a height of about one hundred and forty feet. Is surrounded on top by an iron railing and is surmounted by a flag-staff. The stairs and the risers are of heavy cast iron, with hard wood treads. The three circular stairs leading from the fourth story to the clock in the tower are entirely of iron, as a further precaution against fire. The clock has four dials, their diameters being six feet. Owing to the great width of the building viz: 120 feet, it was considered desirable to have a second stairs apart from the stairs in the tower, and it was placed at the rear wall back from the tower. The frame and risers of this are also of iron with hard wood treads. The doors leading to the various rooms from the tower are in pairs, and move on universal hinges, the outside doors opening outwards. In case of panic amongst the employees, there is, therefore, no obstruction between any room and the street. There are two patent three ton elevators, having platforms six feet by seven, running from the basement to the top, both being constantly employed during the working hours. The extent of the building may be best understood by stating that the superficial measurement of all the floors throughout added together, is about five acres and three-eighths.

Street Railway—Is one of the greatest conveniences and accommodations to the city. Tracks are laid and cars (drawn by horses) run through

different districts of the city. The first from Hochelaga or east end to the western limits and Tanneries, a distance of five miles, passing through St. Mary, Notre Dame, St. James and St. Joseph streets. The second district from Mile-End through St. Lawrence street south to Craig street, to Bleury street, to St. Catherine street, west to city limits or Côte St. Antoine, a distance of four miles. The third district starting from Hochelaga or east end, running west the whole length of St. Catherine street to Côte St. Antoine, a distance of three miles. The fourth district from Craig street, near Côté street east to Viger Garden, and thence north up St. Denis street to city limits, being a distance of two and a half miles. Busses also run every half hour from the Post Office through St. James, McGill and Wellington streets to Point St. Charles, near the Grand Trunk Railway offices, on the other districts the cars pass from every ten to fifteen minutes. The fare on either or each of these routes is five cents. The charter with the city expires at the end of the present year. The Company are negotiating with them for a new charter and term, which if they succeed in obtaining, about fifteen miles of additional track will be laid.

The City Hall—Is situated on Notre Dame street, adjoining the Court House, on the corner of Jacques Cartier Place. After several years in building it was completed in 1878, and counts amongst the many handsome buildings in this city, from the designs of Mr. H. M. Perrault, architect, assisted by Mr. A. C. Hutchison. It is built of Montreal grey stone in the style of the modern French Renaissance, a style peculiarly adapted to this climate, from the cornices invariably having great projections, and thus by casting deep shadows which tend greatly to set off a building to advantage. The sloping Mansard roof of

this style, being also very necessary in a country so beset with snow; these features, together with the general light and elegant character of its detail, has brought this kind of architecture into great popularity for the best class of private dwellings, and to Mr. Perrault is due the credit of having first introduced into this country, a style of architecture which has added so much to the beauty of our buildings, and met so thoroughly the requirements of our climate. The whole building is 220 feet long by 120 feet deep, and cost somewhere about \$450,000. It contains in the basement the Recorder's Court, with the offices belonging to that department, and also the office of the Chief of Police, guard-room, cells, &c. The ground floor is entirely occupied by the Treasurer's, Assessors' general revenue offices, and the Water department. The second floor contains the Mayor's, Surveyor's and Engineer's offices, also the Council Cham-

ber, a magnificent room occupying two entire stories in height, and running nearly the whole length of the building. The third story is taken up with the carekeeper's room and other minor offices. The main tower is occupied with the Company's Fire Alarm Battery, which connects with all the Fire Stations, Churches and alarms in the city. This is well worth a visit to any one interested in seeing the ingenious manner in which our fire alarm system is worked. The whole building is well lighted, with the large skylight in the upper story being so arranged as to leave large spaces for light in every floor, thereby adding greatly in appearance to the really great height of the building which is about 140 feet to the top of the main tower. The interior of the building is finished throughout with extremely well designed wood work, and the heating and ventilating are certainly all that could be desired.

