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PUBLISHED EVERY YEAR SINCE 1842

BY

JOHN LOVELL & SON, LIMITED

Established 1835

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The first printing from movable type in the English language was done in London in 1477. Newspapers appeared in the early part of the seventeenth century—as did also the first real City Directory, which was published in London, England, in 1640. Prior to this there was a publication hardly called a Directory. It was issued in 1595 during the reign of Queen Elizabeth, and entitled "The names of all such Gentlemen of Accompts as were residing within the City of London."

Paris had its first Directory in 1691; Liverpool, England, in 1766; Dublin, Ireland, 1770; Edinburgh, Scotland, 1773; Hamburg, Germany, 1787; Philadelphia, Pa., 1785; New York City, N.Y., 1786, followed by Boston, Mass., 1789, and Baltimore, Md., in 1796.

One of the difficulties of Directory publishing in the early period was the lack of house numbers. Because of this, many houses were known as "The Black Bear," "The White Swan," "The Six Golden Lights"—or on such and such a road next door to the Goldsmith's.

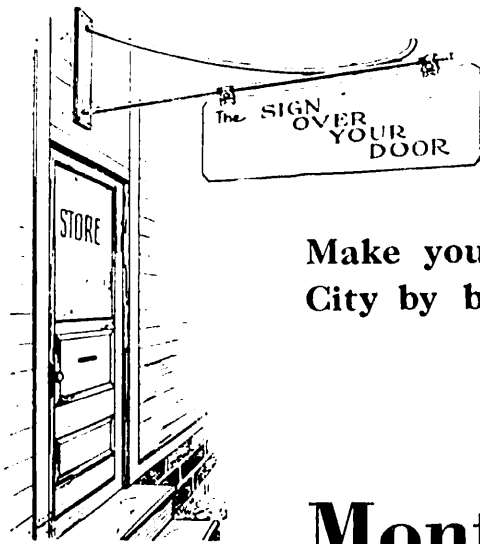
It was not until 1800 that house numbering became general. Difficulties had to be overcome gradually until the present system was evolved. Directory publishers have always been—and still are—of great assistance to the authorities in the house numbering problem.

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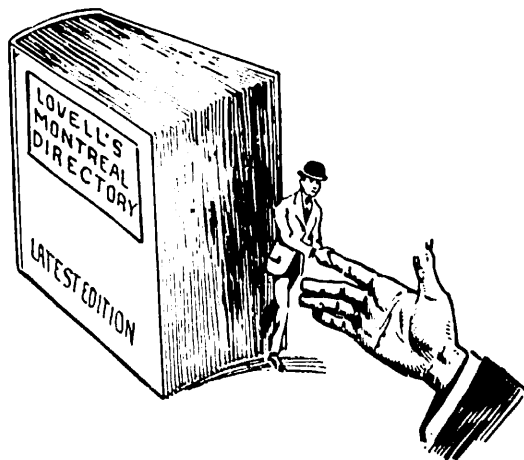
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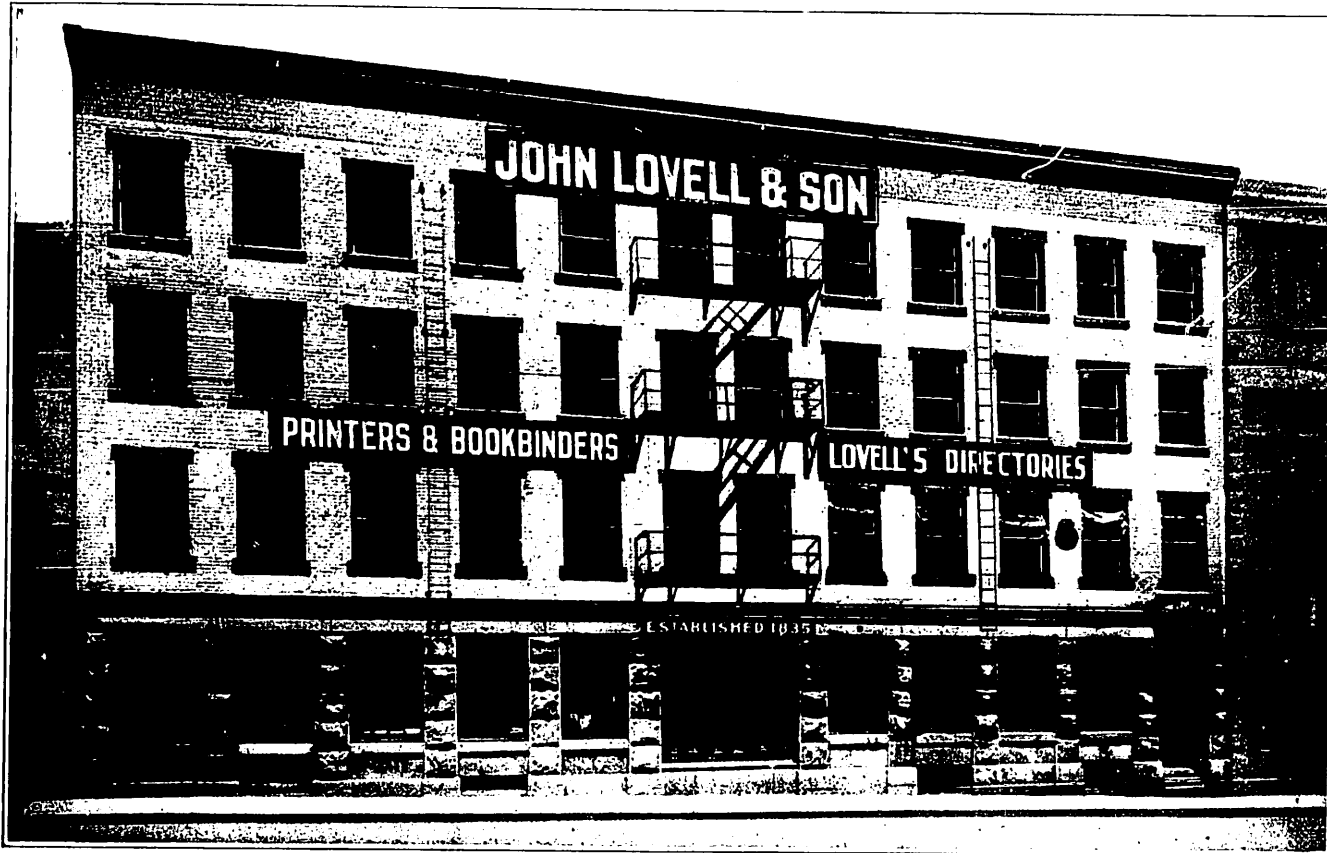
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PUBLISHERS AND PRINTERS

Established 1835

MONTREAL

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LOVELL'S MONTREAL DIRECTORY

1931-1932

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ALPHABETICAL AND STREET DIRECTORIES

of BUSINESS FIRMS and CITIZENS in

GREATER MONTREAL

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LA SALLE
LONGUEUIL
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MONTREAL, SOUTH

MONTREAL WEST
OUTREMONT
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JOHN LOVELL & SON LIMITED

Established 1835

Publishers of Directories Since 1842

MONTREAL

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The publishers cannot and do not guarantee the correctness of all information furnished them nor the complete absence of errors and omissions, hence no responsibility for same can be or is assumed.

The publishers earnestly request the bringing to their attention of any inaccuracy so that it may be corrected in the next edition.

PREFACE

TO

LOVELL'S MONTREAL DIRECTORY

This is the 1931-32 edition of Lovell's Montreal Directory, the 89th Volume.

The several features of the work which have given such satisfaction to our patrons in former issues have been retained.

The Publishers' estimate of population presented in this Preface is impressive as indicating the growth of the City and of the territory of which Montreal is the centre.

The Introduction (pages 13 to 22) gives a brief outline of the history of Montreal and statistics of its trade, commerce, and transportation facilities.

The names of the residents of Lachine, Longueuil, Montreal East, Montreal South, Montreal West, Outremont, St. Lambert, Town of Hampstead, Town of Mount Royal, Verdun, Ville La Salle, Ville St. Laurent, Ville St. Pierre and Westmount will be found in the Street and Alphabetical Directories.

The information in this book is gathered by actual door-to-door canvass, and is compiled by a system developed from long years of experience, which ensures maximum accuracy. While the Publishers will in no way be held responsible for any errors that may occur, they will appreciate having any inaccuracies brought to their attention, that they may be corrected in the next edition.

LOVELL'S MISCELLANEOUS DIRECTORY (pages 23 to 36) contains a fund of valuable information respecting the Government, Public Institutions, Courts, etc.

LOVELL'S MONTREAL STREET DIRECTORY (pages 41 to 660). Much care has been taken to make this feature of the Directory complete and accurate in every detail. Names of residents are numerically arranged on the streets shown.

LOVELL'S MONTREAL BUYERS' GUIDE (pages 665 to 688). This section of the Directory, printed on tinted paper, includes advertisements of the leading manufacturing, business and professional interests of Montreal.

LOVELL'S MONTREAL ALPHABETICAL DIRECTORY of citizens, business concerns, commercial, professional and industrial organizations extends through pages 693 to 1,892.

LOVELL'S MONTREAL BUSINESS DIRECTORY follows the Alphabetical section, and on pages 1,895 to 2,134 sets forth the various manufacturing, mercantile and professional occupations, compiled in alphabetical order under headings appropriate to the class of industry pursued or profession followed. In a manufacturing city like Montreal the need for this kind of information readily at hand is very great, and the general appreciation of this is evidenced by the patronage the Directory enjoys in many and varied lines of trade.

POPULATION

The Publishers' estimate of the population of the City proper is 1,127,949, and, adding the population of the following places: Lachine, Longueuil, Montreal East, Montreal South, Montreal West, Town of Hampstead, Town of Mount Royal, Outremont, St. Lambert, Ville La Salle, Ville St. Laurent, Ville St. Pierre, Verdun and Westmount (165,143) GREATER MONTREAL has a population of 1,293,092.

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OF
LOVELL'S MONTREAL DIRECTORY
EVERY YEAR SINCE 1842.

JOHN LOVELL & SON, LIMITED,
PUBLISHERS,
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INTRODUCTION

TO

LOVELL'S MONTREAL DIRECTORY FOR 1931-1932

HISTORY OF MONTREAL AS A TRANSPORTATION CENTRE

Montreal gets its name from Mont-Royal or Mont-Réal, the title given this height by Jacques Cartier, who discovered Hochelaga in 1535, the year he explored the St. Lawrence River probably as far as the rapids, now called Lachine. The mountain, 769 feet high, stands nobly in the middle of an island, which is the largest of the group of islands formed by the confluence of the Ottawa and St. Lawrence Rivers. This island is 30 miles long and 7 to 10 miles wide, with an area of 194 square miles. The present municipality covers over 32,155 acres, having, by annexation, especially in 1883, grown from the 5,000 acres of 1860. It occupies one-quarter of the island and is 50 square miles in area.

Its growth is due to its position as the greatest inland port in the world. It is at the foot of the great fresh water navigation and canal systems of the Dominion of Canada and even of those tributary to the Great Lakes in the United States for about 1,600 miles. It is at the head of the Atlantic Ocean navigation, being about 1,000 miles up the St. Lawrence River from the open sea. The distance from Montreal to Liverpool is 2,747 miles, thus making the journey 372 miles less than from New York. The waterway to New York is by the Richolieu River, Lake Champlain, Lake George and the Hudson River. Thus inland craft, coasting vessels and Atlantic Liners fill the harbour and Port of Montreal.

Montreal is also a great centre of transportation by rail and by automobile highways and highway bridges. The two greatest railway systems of the world have their termini here, the Canadian Pacific Railway, with a mileage of over 23,000, and the Canadian National Railways, with a mileage of over 23,700. Montreal is reached from the United States by the New York Central and the Delaware & Hudson Railways. Montreal, being the centre of a system of good roads, is a parking place for the automobiles of North America.

In order to supplement the following statistical history of our modern city of to-day, a few historical facts will reveal the main lines of the growth of the city as a centre of transportation and commerce.

For this purpose, the site of Montreal was well chosen, for, at the Kingdom of Hochelaga visited by Jacques Cartier, the Indians had built a fortified town on the slope of Mount Royal to have command of the waterways. In 1611 Champlain chose Place Royale (that of to-day) at the water's edge for the site of his trading post till his death in 1635. In 1642, Chomedey de Maisonneuve, as the executive officer and governor of the Société de Notre Dame de Montréal, a religious body of clergy and laity founded in Paris about 1638, chose the same site and carried out its charter, ratified December 17th, 1640, by the Company of the 100 associates, conveying most of the Island of Montreal for the purpose of a French permanent settlement. It was to be a missionary centre for the evangelization and domiciliation of the Indians of the upper country.

The first colonists, about fifty, arrived at Place Royale on May 18th, 1642. Near by a fort was built and within it all lived in deadly fear of the Iroquois. It was thought the colony would have to return to France, but a reinforcement in 1653 gave it a new birth, and from that time on, the little colony grew into a fortified town and became the home or starting place of the explorers, missionaries, fur traders and war leaders of the French regime. The names of some of those who lived here—LaSalle, Duluth, Cadillac, LeMoyné, d'Iberville, Jogues, and others—are known to all North America, and lend romance to the story of this Continent.

The city, at the end of the struggle between France and England for supremacy of North America, capitulated on September 8th, 1760. During the American Revolution, the city was held by the Congress troops from the capitulation of November 13th, 1775, until evacuated by Benedict Arnold in June, 1776. After this trade began to develop: the Northwest Company, fur traders, was established at Montreal in 1783-4, the "X. Y." in 1795-1804, and both amalgamated with the Hudson's Bay Company in 1821. British traders were consolidated before and during the last decade of the eighteenth century. In 1804 the Phoenix Fire Insurance Company, the first insurance company in Canada, started here. In 1809 the S.S. "Accommodation" was built by John Molson, of Montreal, for river traffic, the second steamer on North American rivers, and three years before any such steamer plied in England. The Bank of Montreal opened for business on November 13th, 1817. The Committee of Trade, the predecessor of the Board of Trade of 1842, was organized in 1822. The Lachine Canal, begun on July 17th, 1821, was finished in 1825. The first Harbour Commission was appointed in 1830. In 1831 the "Royal William" was fitted with its engines in the yards of Bennett & Henderson, of St. Mary's Foundry, Montreal, and in 1833 it was the first vessel to cross the Atlantic entirely under its own steam. In 1832, the city received its first municipal charter, being properly incorporated in 1840. In 1835 John Lovell founded the firm who are still publishing this Directory.

The year of 1837 is memorable for the Civil Rebellion of Canada, with Montreal as its centre, but it also heralds the steam railway era in Canada with the first line of 16 miles opened between Laprairie and St. John; and the first lighting by gas on November 2nd, 1837, oil lighting having prevailed from 1815, electric light being introduced in 1879. By 1842, Montreal had become the commercial and political metropolis, but it lost its political prestige in 1849 by a riotous crowd burning the first Union Parliament Buildings. 1847 saw the first telegraphic communication between Montreal and Quebec. In 1853 Atlantic navigation was opened by the arrival of the Allan Line S.S. "Genova" on May 3rd. The Street Railway was opened in 1861 and was transformed to electricity in 1892.

Transportation was enhanced by the building, in 1854-1859, of the Victoria Tubular Bridge across the River St. Lawrence (one of the wonders of the world at the time), succeeded by the Victoria Jubilee Bridge 1897-1900; and by the Lachine Bridge 1881-1886. The new Harbour Bridge, now open for traffic, is acclaimed as a worthy structure of inestimable value to all sections of the community as a connecting link to the South Shore, and to the ever-increasing throng of people who, in crossing over it, can enjoy an unequalled view of the City, the harbour and the St. Lawrence River.

By 1854 there was railway communication to Portland, Maine, and by 1856 to Toronto. In 1857 there was a great commercial depression, but the modern growth of Montreal, prepared for by the railway era and by the enterprise in navigation, was soon to be evident; for after the "Trent" affair of 1861 and the beginning of the American Civil War, Montreal boomed by furnishing supplies to both North and South. Money was easy and circulated freely. From 1860 the city, then only 5,000 acres, began to expand. The enterprising merchants of Montreal had laid their bases of transportation well.

Confederation of the Provinces into the Dominion of Canada in 1867 consolidated the general prosperity, and Montreal has moved ahead steadily until it has become a world city, the second largest port on the continent, and one of the largest French-speaking centres of the world. It has a great future before it.

PROMINENCE AS A PORT

By reason of being at the junction of inland and ocean transportation Montreal occupies, and must long continue to occupy, an unique position among the ports of this continent. This port constitutes the funnel through which must pass to Europe the harvests from millions of acres of wheat and grain lands of the West and the agricultural, mineral and forest products of a great country still only in its infancy. It has become one of the model ports of the world as well as one of the largest, being second in size, on this continent, only to New York. Its equipment and facilities are nowhere surpassed. It can transfer a cargo of grain more speedily than any other port and in its season of navigation (May 1 to November 30) it handles a greater tonnage of grain than any other port in the world in twelve months.

GRAIN STORING AND HANDLING FACILITIES

During the year 1930 there was expended upon the grain elevator system of the port upwards of \$437,416.23, while the entire expenditure on improvements was \$2,056,649.95, of which \$1,224,618.67 was on wharves and piers. This brought the total capital expenditure on the port to the vicinity of \$60,000,000, and the total grain storage capacity to 15,162,000 bushels.

The present elevator capacity of the port may be set forth as follows:—

Grain Elevator No. 1.....	4,000,000 bushels
Grain Elevator "B".....	3,500,000 "
Grain Elevator No. 2.....	2,662,000 "
Grain Elevator No. 3 (including new extension).....	5,000,000 "
Total.....	15,162,000 "

In addition to the grain handling facilities afforded by the extensive conveyor belt system, the Commissioners have installed car dumping mechanism which operates in a most satisfactory manner.

The machines, by an ingenious and simple arrangement, raise and simultaneously tilt a carload of grain so as to completely empty it in less than ten minutes.

CUSTOMS AND EXCISE REVENUE AT MONTREAL

Comparative Statement of Revenues collected at the Port of Montreal by the Department of National Revenue—Fiscal Year, April 1st to March 31st.

Year	Customs Revenue	Excise Taxes	Excise Duty	Sundry Collections	Total Revenue	Ocean Vessels	Net Tonnage
1930-31...	\$36,292,851.41	\$11,782,807.68	\$40,093,259.99	\$138,850.21	\$ 88,307,769.29	1,197	4,434,589
1929-30...	47,206,465.33	16,520,924.33	41,482,209.61	129,247.13	105,338,846.40	1,283	4,637,800
1928-29...	45,970,896.36	20,155,464.42	39,219,159.37	116,661.06	105,462,181.21	1,607	5,494,062
1927-28...	40,651,452.89	23,466,072.13	35,517,312.47	120,282.18	99,755,119.67	1,610	4,992,686
1926-27...	39,627,296.89	25,338,158.74	30,817,445.25	110,076.35	95,892,977.23	1,421	4,221,730
1925-26...	36,717,038.14	23,405,002.67	27,750,223.53	106,591.16	87,978,855.50	1,255	5,104,313
1924-25...	31,545,755.08	21,840,745.46	25,513,550.91	173,534.46	79,073,585.91	1,222	4,096,216
1923-24...	37,523,006.01	27,035,395.79	26,518,604.08	167,978.77	91,228,163.85	1,082	3,683,720
1922-23...	38,910,982.02	21,178,204.79	26,675,118.67	174,147.19	86,938,452.67	1,194	3,932,637

HARBOUR OF MONTREAL

Statement showing the dates of the Opening and Closing of Navigation, the First Arrival and the Last Departure for Sea; also the greatest Number of Vessels in the Port at one time, during the past ten years.

Year	Opening of Navigation	Closing of Navigation	First Arrival from Sea	Last Departure for Sea	Greatest number of Vessels in Port at one time			
					Seagoing		Inland	
					No.	Date	No.	Date
1921.....	March 29	December 14	April 21	December 8	78	September 7	43	July 16
1922.....	April 13	December 6	April 24	December 2	91	October 24	55	August 21
1923.....	April 29	December 18	May 3	December 1	63	May 23	52	August 4
1924.....	April 18	December 12	April 24	December 3	80	November 4	43	June 17
1925.....	April 10	December 10	April 16	December 8	62	August 19	46	October 6
1926.....	May 2	December 6	May 3	December 6	60	May 19	66	September 7
1927.....	April 10	January 4/28	April 12	December 6	80	October 20	44	May 1
1928.....	April 26	January 6/29	April 26	December 9	61	November 19	43	August 13
1929.....	April 10	December 10	April 20	December 7	53	July 3	47	October 7
1930.....	April 12	December 12	April 21	December 12	50	May 14	41	September 12

STEAMSHIP SERVICES

For seven months in the year frequent and very efficient steamship services are maintained between Montreal and ports throughout the world. Canada and Europe is served from towards the end of April to the end of November, with Montreal as the Canadian terminal, by the Canadian Pacific, Cunard Line, Anchor-Donaldson Line and White Star Line, who operate passenger liners direct to Liverpool, London, Southampton, Cherbourg, Havre, Antwerp, Hamburg, Glasgow, Belfast, Cobh and Plymouth.

The St. Lawrence is a magnificent seaway, which three hundred years ago was the only white man's route into the interior of the North American Continent, and which not only still remains one of the principal gateways to that rich domain, but serves now as the chief stage in the route between Europe, the Orient and Australia through the connection it provides with the trans-continental railway services and the ports on the Pacific Ocean. While located within the borders of Canada, that waterway has been and continues to be of vital service to the progress and the prosperity of the United States. Important factors in the potential supremacy of the St. Lawrence Seaway over the New York route as a highway to the American Metropolis are (1) the shorter distance between Cherbourg and Quebec, which is 2,685 miles, as against 3,008 miles from the French to the American port, as well as either Liverpool, Southampton or Cherbourg being nearer to Montreal than is New York, the saving being a half a day's steaming by the fastest liner; (2) the sheltered two days spent on the waters of the St. Lawrence Seaway; and (3) a rapid railway journey from either Quebec or Montreal.

The Atlantic fleet of the Canadian Pacific Steamships comprises a total of 18 ships, 13 of which are passenger liners, and 5 fast cargo vessels. During the winter season, from the end of November to towards the end of April, the Canadian terminal of the Canadian Pacific liners is the port of Saint John, N.B. The recent addition to the Canadian Pacific fleet of the largest and fastest steamships across the Pacific Ocean is the luxurious Empress of Japan, 39,000 tons displacement, 26,000 tons gross register. This new ship holds the Blue Riband of the Pacific, formerly held by the Empress of Canada, and has set new speed marks between Vancouver, Victoria, Honolulu, Yokohama, Kobe, Hong Kong, Shanghai and Manila. The Empress of Japan maintains her schedule together with the Empress of Canada, Empress of Asia and Empress of Russia.

The Canadian Pacific have now acquired a joint ownership of the Canadian Australasian Line, together with the Union Steamship Company of New Zealand. A fast service is maintained by the liners Aorangi and Niagara, between Vancouver, Honolulu, Suva, Auckland, N.Z., and Sydney, Australia.

Other services which the company maintains is the Bermuda service providing two sailings a week from January till the end of April, by the *Duchess of Atholl* and *Duchess of York*, which sail from New York direct to Hamilton. They are sister ships, 20,000 gross register tons, and particularly suited to this semi-tropical route.

The new service offered by the splendid 42,500 ton *Empress of Britain*, which commenced in service June, 1931, between Southampton, Cherbourg and Quebec, is probably the most outstanding event of the year as far as steamship services are concerned. This luxurious first class liner now holds the World's trans-Atlantic record, and incidentally the Blue Riband, and still continues to set new fast times between these ports in both directions. On August 10, 1931, the *Empress of Britain* crossed from Father Point, where the pilot is dropped and mails taken on, to Cherbourg in the remarkable time of four days, nine hours and forty-five minutes, breaking her own previous Eastbound record.

An extensive cruise programme has again been prepared by the Canadian Pacific for the 1931-32 season. The Round-the-World Cruise will be made by the new *Empress of Britain*. This cruise will leave New York on December 3, 1931, crossing the Atlantic and continuing through the Mediterranean, the Suez Canal and the Red Sea, across the Indian Ocean, and back to New York via the Orient, the Pacific Ocean and the Panama Canal, occupying 128 days, and ending on April 8, 1932. Eighty-one ports and places in 23 countries will be visited, with Christmas in the Holy Land, and New Year's Eve in Cairo.

The Mediterranean Cruise will be made by the *Empress of Australia*, former Canadian Pacific world cruise ship, and will leave New York, February 3, 1932, and will occupy 73 days. Countries visited will include Madeira, Casablanca, Spain, Gibraltar, Algeria, Majorca, Malta, Sicily, Italy, Jugo-Slavia, Greece, Turkey, Syria, Palestine, Egypt, Monaco and France, terminating the Cruise at Southampton on April 8. The Cruise fare includes return Atlantic passage by any Canadian Pacific steamship, including the new *Empress of Britain*, tickets being valid until December 31, 1932.

The *Duchess of Bedford* will make two 28-day cruises, one 12 and one 14-day cruise from New York to the West Indies, sailing January 9, February 10, March 12, and March 26. The *Empress of Australia* will make three 18 or 19-day cruises to the West Indies, sailing from New York, December 2, December 22 and January 13.

The *Duchess of Richmond* will make a cruise, leaving Liverpool on January 21, 1932, and calling at Avonmouth, to ten ports in the West Indies, the Panama Canal Zone and South America, returning via Madeira to Plymouth and Liverpool, where she will conclude her tour on March 8.

Nine liners of the Canadian Pacific Atlantic fleet will be engaged on the Company's winter schedule of crossings between Saint John, N.B., and British and Continental ports during the 1931-32 season. These are the *Duchess of Atholl*, *Duchess of Bedford*, *Duchess of Richmond*, *Duchess of York*, *Montcalm*, *Montrose*, *Montclare*, *Melita* and *Minnedosa*. The first sailing, on December 4, will be that of the *Duchess of Bedford*.

Three ships will be used to maintain a service to the English Channel and Continental Ports: the *Montcalm*, *Montrose*, and *Montclare*. On the conclusion of her Round-the-World Cruise, the *Empress of Britain* will make one voyage to Cherbourg and Southampton from New York, leaving that port on April 10. Similarly the *Empress of Australia* and *Duchess of Bedford* will follow the termination of their cruises with a voyage each from New York to a British and Continental Port.

The Cunard and Anchor-Donaldson Lines maintain regular weekly passenger and freight services between Canada and Europe—a sailing every week from Montreal and Quebec to Plymouth, Havre and London; and also a sailing every week to Belfast, Liverpool and Glasgow. Westbound weekly sailings are from the three last named ports and from Southampton and Havre. The St. Lawrence season commences at the end of April and lasts until the end of November. During the winter, arrivals and departures are at Halifax. Special Christmas sailings are the last departures from Montreal and the first two December sailings from Halifax, with a special Christmas excursion sailing from Saint John, N.B.

The Cunard-Anchor cruise programme which was mainly confined to the winter months has now been extended throughout the summer, and includes summer cruises from New York to the Gulf of St. Lawrence, Saguenay, Halifax and Bermuda, and short "week-end" cruises (originated by the Cunard Line) from New York to Halifax, or to Bermuda. There are also short cruises to Bermuda, Nassau and the West Indies during the winter and fall.

The winter cruise programme has been tentatively arranged, at time of going to press, as follows:—

AROUND-THE-WORLD-CRUISE:—S.S. *Franconia* from New York on January 9, 1932, ending at New York on May 27, 1932. Itinerary includes many out of the way ports not called at by any other cruise liner. Under the auspices of the Cunard Line and Thos. Cook & Son. Minimum rate \$1,750.00.

MEXICO, SOUTH AMERICA AND WEST INDIES CRUISE:—S.S. *Samaria* from New York on February 6, 1932, and ending at New York on April 4, 1932. Itinerary includes Mexico City, the Caribbean, Panama, Rio de Janeiro, Buenos Aires, Montevideo, Santos, Sao Paulo, Bahia, Bermuda. Under the auspices of Raymond & Whitecomb Co. Minimum rate \$1,000.00.

MEDITERRANEAN CRUISES:—S.S. *Mauretania* will make a series of five 17-day cruises to the Mediterranean from New York, under the auspices of the National Tours of New York. Departure dates from New York are: December 17, 1931 (Christmas and New Year's cruise), January 8, January 27, February 15 and March 6. Itineraries will include Cadiz, Gibraltar, Algiers, Villefranche, Monte Carlo, Nice, Cannes. Minimum rates \$245.00.

S.S. *Transylvania* from New York on January 26, 1932, and ending at New York on March 22, 1932. Under the auspices of James Boring. Minimum rate \$600.00.

S.S. *Carinthia* from New York on January 30, 1932, and ending at New York about April 8, 1932. Itinerary includes Madeira, French Morocco, Gibraltar, Spain, Algeria, Sicily, Tunisia, Tripolitania, Egypt, Holy Land, Cyprus, Rhodes, Istanbul, Greece, Dalmatia, Venice, Naples, etc., Corsica, the Riviera, Southampton. Minimum rate \$950.00.

WEST INDIES CRUISES:—A series of thirteen cruises to the West Indies of varying duration is projected by the Cunard Line for the winter of 1931-32. Rates from \$120.00 up.

HAVANA SERVICE:—Regular service by the S.S. *Carmania* and S.S. *Caronia* between New York and Havana during the winter. Low rates, inclusive of short stay in Havana, quoted.

SUMMER CRUISES:—To the North Cape, around Europe, West Indies, and to Nova Scotia and the Gulf of St. Lawrence.

The Cunard, Anchor and Anchor-Donaldson Lines Atlantic Fleet is as follows:—

CANADIAN SERVICE:—*Aurania*, *Ascania*, *Ausonia*, *Athenia*, *Letitia*, *Alaunia*, *Antonia*, *Andania*, maintaining a weekly service to Plymouth, Havre, London, Belfast, Liverpool, Glasgow from Canadian ports.

NEW YORK SERVICE:—Frequent express sailings to Plymouth, Cherbourg, Southampton by the *Aquitania*, *Berengaria* and *Mauretania*; and to Glasgow via Londonderry by the *Transylvania*, *Caledonia*, *California* and *Cameronia*. Regular service to Cobh and Liverpool via Boston on the *Laconia*, *Samaria*, *Scythia*, *Franconia*, *Carinthia*. To Plymouth, Havre, London, a regular service by the *Tuscania*, *Lancastria*, *Carmania* and *Caronia*.

Cargo service from Montreal, Quebec, Halifax, Saint John, to all above ports and to the Bristol Channel; also from United States Atlantic ports to the above European ports. Transshipment facilities to all ports of the world.

Montreal is also the headquarters of the Canadian National Steamships, operated in conjunction with the Canadian National Railways. Their fleet consists of 42 steamers with a total dead-weight tonnage of 299,727, which operate on the following services:—

FROM THE ATLANTIC

WEST INDIES—From Montreal and Halifax, fortnightly freight service to Kingston and Belize. Fortnightly freight service to Bermuda, Porto Rico, St. Kitts, Antigua, Guadeloupe, Martinique, St. Lucia, Barbados, Grenada, Trinidad and Demerara.

NEW ZEALAND AND AUSTRALIA—Joint monthly service to various New Zealand and Australian ports.

INTERCOASTAL—Monthly service to Vancouver.

SOUTH AMERICA—Monthly service to South American ports.

FROM THE PACIFIC

The Canadian National Steamships have operated a very successful tourist service on the Pacific Coast of Canada for many years, and three new vessels were specially built for the service this year. The new ships are Prince Henry, Prince David and Prince Robert, and were constructed by Messrs. Cammell, Laird & Co. Ltd., Birkenhead, England.

The service is seasonal, and in summer is between Vancouver and Skagway, Alaska, while during the winter months the northern terminal port is Stewart. The Canadian National Steamships also inaugurated last summer a twice daily tri-city service between the ports of Vancouver, Victoria and Seattle, Washington.

The new vessels are both larger and faster than those previously on this service, and in speed, size and comfort excel any similar vessels on the Pacific Coast. The principal particulars of the ships are:—Length overall, 384 ft. 6 ins.; breadth moulded, 57 ft.; depth moulded to main deck, 20 ft. 8 ins.; load draft, 16 ft. 6 ins.; speed, 23 knots.

The three new ships are distinctive in appearance. They have six decks in all and are of steel construction built under the special survey of the British Corporation, and the ships are classed B. S. with freeboard. In addition, all requirements of the British Board of Trade, Home Office Factory Act, and Canadian Steamships Inspection Service Laws, have been complied with.

Although the new vessels are primarily intended for passenger trade, a considerable amount of cargo space is provided forward of the machinery space.

A special feature of these vessels is the transport of motor cars, which are carried in No. 2 main 'tween decks.

The passenger accommodation is arranged on the upper, bridge and promenade decks, and is very spacious, well-lighted and decorated in very good style. The whole of the passenger arrangements have been designed to meet the requirements of tourist passengers, the pre-eminent features being comfort and service. In all, 334 first-class passengers are carried.

Among other rooms on the upper deck are twenty de luxe cabins, each with two beds and private plunge bath and toilet, and twenty cabins each with two beds and separate shower bath and toilet.

The service of the new ships also demands the provision of some third-class accommodation, and to provide for this the forward main 'tween deck is fitted with seventy portable berths on the starboard side. The third-class entrance consists of a companion on the bridge deck, and lavatories are arranged on the port side of the upper deck.

INTERCOASTAL—Monthly service to and from St. Lawrence ports, in summer; but to and from Halifax and Saint John in winter.

In addition to the foregoing freight services, the Canadian National Steamships are operating to the West Indies five passenger, freight and mail steamers, R.M.S. Lady Nelson, R.M.S. Lady Hawkins, R.M.S. Lady Drake, R.M.S. Lady Rodney, R.M.S. Lady Somers, which are the very latest product of modern achievement in sea transportation, containing every feature for the comfort, safety and pleasure of their passengers. They operate fortnightly along two routes from Canada to the West Indies. Three of these ships have been allocated to what is commonly referred to as the "Eastern Route," sailing all the year round from Halifax, Nova Scotia, and calling, in the order named, at Boston, Mass., Bermuda, St. Kitts, Nevis, Antigua, Montserrat, Dominica, St. Lucia, Barbados, St. Vincent, Grenada, Trinidad, Tobago and British Guiana. Northbound the ships reverse the order of calls as scheduled above, but instead of returning to Halifax direct, go from Bermuda to Boston, Mass., and thence to Saint John, New Brunswick, where they land all passengers and such freight as is consigned to and through that port, after which they proceed to Halifax to load for the voyage south.

The other two ships have been placed on what is known as the "Western Route," and during the months of May to November inclusive, sail from Montreal, and for the balance of the year from Halifax, for Jamaica, calling en route, both north and southbound, at Bermuda and Nassau. They turn at Kingston, Jamaica, for the homeward voyage. Connection with Belize, British Honduras, is made at Kingston by a smaller boat, the S.S. Connector of the Canadian National Steamships.

During the winter season when these two liners sail from Halifax, they call at Boston, Mass., both southbound and northbound.

At several points these services afford connection, both ways, with New York and other American ports, as well as with Great Britain and the Continent.

The steamers have been designed with the factors of safety and comfort foremost, for all aids to steadiness. They are propelled by twin screw turbines, oil-fired, and in every respect represent the highest standard of ocean transport.

The hulls are painted white, with red boot topping, and the funnel is painted in three bands of red, white and blue.

The first-class public rooms consist of dining saloon, lounge, smoking room and garden lounge, together with their entrance halls, and with the exception of the dining saloon, all are situated on the promenade deck and have unusually large windows.

Each of the first-class cabins contains two large, handsomely finished beds, and some of the cabins are provided in addition with a Pullman berth. There are two dressing tables in each cabin, which together with large wardrobes and locker cupboards, give ample accommodation for clothing. Each cabin has a basin with hot and cold running water, toilet shelves, two chairs, and adjacent to each bed is a shelf for accommodating a tray of morning tea. A large number of the cabins have adjoining shower baths and toilet facilities.

There are two special suites on the bridge deck, each containing a bedroom, sitting room, bathroom with shower, verandah-vestibule and luggage room. The verandahs are situated at the extreme forward end of the bridge deck and are enclosed with sliding glass windows which give a wide outlook forward and on the beam.

There are also a number of two-berth and single-berth de luxe cabins, with private bathroom and showers.

Other features of particular interest to passengers are a dark room for photographic purposes, a laundry equipped with modern apparatus, a hospital, and a barber's shop for ladies' and men's hairdressing.

WHARF ACCOMMODATIONS

The extent of the Wharves and Piers at the end of the season of 1929 is as follows:—

For 30 ft. depth and over at ordinary low water.....	35,254 lin. ft. or 6.6768 miles
For 25 to 30 ft. depth.....	14,869 lin. ft. or 2.8161 miles
Total deep draught.....	50,123 lin. ft. or 9.4929 miles
For 20 ft. depth and under.....	1,824 lin. ft. or 0.3454 miles
Total Wharfage end of 1928.....	51,947 lin. ft. or 9.8383 miles

or

For vessels of 500 feet in length, and drawing 30 feet of water.....	40 berths
For vessels about 400 feet long, with draught of 25 to 30 feet of water.....	36 berths
For vessels 300 feet long, with draught of 20 feet.....	17 berths
For vessels 200 feet long, with draught of 10 feet and over.....	19 berths

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

FLOATING CRANE

For the handling of heavy freight, such as locomotives, boilers, machinery, etc., the port of Montreal is equipped with a floating crane, with a lifting capacity of 75 tons at a 54 ft. radius.

The crane has a length of 200 ft. and a breadth of 43 ft., with a height of lift above water of 100 ft.

Several smaller floating cranes are also part of the port equipment.

HARBOUR RAILWAY TERMINALS

Montreal is the converging point of the two Canadian Transcontinental Railway Systems, which connect with the Harbour Terminal Railroad, 65 miles in length, owned and operated by the Harbour Commission and affording access to the Harbour to every railroad upon equal terms. Every shed and berth in the Harbour, as well as every industry adjacent thereto, is served by this railway. This Terminal Railway handled in 1907, in which year it was established, 70,000 cars. It now handles, in round figures, 250,000 cars per season, or from 1,000 to 1,800 cars per day.

The switching charge in the port is the lowest of any port in North America.

The Harbour Railway Terminals have been electrified and are being operated with electric locomotives.

DISTANCE TO LIVERPOOL

The port of Montreal being nearer Europe than any other large Atlantic sea-port, 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.....	2,747 miles	Baltimore.....	3,324 miles
Boston.....	2,810 "	Panama Canal.....	4,530 "
New York.....	3,119 "	New Orleans.....	4,553 "
Philadelphia.....	3,160 "	Galveston.....	4,730 "

WAREHOUSE AND COLD STORAGE PLANT

The Harbour Commissioners operate a large modern cold storage warehouse with a storage capacity of 4,628,000 cubic feet. It is situated adjoining a dock where any ocean liner reaching Montreal may berth. Ten refrigerator cars may be switched into the house adjoining the trucking platform; ten others may be located or unloaded from a track just outside the warehouse. Motor trucks or teams to the number of thirty, all under cover within the walls of the building, may handle goods directly at the trucking platforms.

It is built of massive reinforced concrete with brick curtain walls and is ten storeys high, 440 ft. long and 110 ft. wide. Every known modern convenience for efficiency and excellence has been provided.

Four water towers are located on top of the building for the automatic sprinkler system, and a feature of the plant is an artesian well, 1,100 ft. deep, which furnishes water of a temperature of 42° in summer.

The power house and mechanical equipment is situated 50 ft. distant from the warehouse. All important machinery is in duplicate, to provide against contingencies.

An ice-making machine is also a feature of the equipment.

1,500,000 cu. ft. of dry storage and 450,000 cu. ft. of natural cool storage space are also provided in this building, on floors 440 ft. long by 110 ft. wide.

The building is equipped with four freight elevators, each of 13,000 lbs. capacity, and one passenger elevator of 2,000 lbs. capacity.

Four mechanical platform conveyors with gravity or belt connection to or from the ocean vessels are being designed.

Nine compartments, each connecting directly with the main corridor, which is 280 ft. long and 20 ft. wide, are provided on each cold storage floor, with the different temperatures approved for eggs, cheese, fruits, butter, fish, poultry and meats.

FREIGHT HOISTS

Electrically driven hoists have been installed on every pier in the port, affording access to the upper floors of transit sheds—making the second storey as convenient for the reception and delivery of cargo as the ground floor.

The hoists are so located that any contiguous shed can make use of the same without interference with the next shed.

Each hoist can lift to the upper deck of the sheds two loaded trucks of a total weight of 20 tons at a time.

COAL UNLOADING PLANTS

Several large plants of the above kind are operated in the port of Montreal. The largest are those of the Dominion Coal Company, which have an unloading capacity of 18,000 tons per ten-hour day. The towers travel on a trestle along the front of the pier or wharf, so as to be adjusted to the position of the ships' hatches. A hinged boom is lowered to project horizontally over vessels and on this runs a hoisting trolley, with a self-loading grab bucket or clam of three tons capacity.

FLOATING DRY DOCK

Opposite Maisonneuve, 30 acres was reclaimed in the harbour and leased to Canadian Vickers, Ltd. A basin was provided for a floating dry dock, and on land a shipbuilding and repairing plant was installed.

The floating dock, named the "Duke of Connaught," was built in England and towed across the ocean. It is capable of accommodating the largest existing vessel of the British Navy. Its dimensions are as follows:

Length, 600 ft.	Height of side walls, 59 ft.
Width, 135 ft.	Draught of vessel for docking, 30 ft.
Length of side walls, 470 ft. 6 ins.	Lifting capacity, 25,000 tons.

LABOR

In no port in North America can more efficient labor be found than in the port of Montreal. Too much praise cannot be given to the splendid services of our Canadian longshoremen, freight handlers, grain elevator operators, and employees in general, who, when the need arises, through the bunching of vessels, work almost continuously until the same are loaded and despatched.

The following statement of salaries and wages paid by the Harbour Commissioners yearly for the past decade also demonstrates without comment the benefits derived by Labor from the works carried out by the Commissioners in the development of the facilities of the port.

1915.....	\$1,024,300.45	1923.....	\$1,880,935.02
1916.....	858,715.17	1924.....	2,398,606.05
1917.....	1,015,578.09	1925.....	2,502,949.62
1918.....	946,259.71	1926.....	2,341,903.62
1919.....	1,305,900.56	1927.....	2,645,990.89
1920.....	1,486,378.87	1928.....	2,543,020.35
1921.....	1,339,596.28	1929.....	2,254,000.75
1922.....	1,306,862.45	1930.....	2,220,815.10

SHEDS

There are in the port of Montreal twenty double-deck and six single storey transit sheds with a total length of 13,000 ft. each approximately 100 ft. wide, capable of handling in all 400,000 tons of cargo weekly.

The shed structures are of steel, having floors and roofs of reinforced concrete, with a carrying capacity outside of their own weight of 600 lbs. per square foot for the floor and 120 lbs. for the roof.

The sheds are walled with corrugated metal sheets protected with treated asbestos paper. Brick and concrete rooms used as offices, lunch-rooms, workshops, stores and latrines are provided in each shed.

A TRANSPORTATION CENTRE

Montreal is served by the Canadian Pacific Railway and the Canadian National Railways, the head offices of which are located here. The latter is owned by the government and comprises the Canadian Northern Railway, the Grand Trunk Railway, the Grand Trunk Pacific, the National Transcontinental, Intercolonial and others. A number of American railways reach the city by means of the facilities afforded by the Canadian roads.

The Headquarters of the Canadian Pacific Railway Company is located in its Windsor Station. This transportation system, the largest in the world, owns and controls over 23,000 miles of track, owns and operates its own Telegraph System of over 223,000 miles; 24 Ocean Steamships in Trans-Atlantic and Trans-Pacific Services; 21 Coastal Steamships; 5 Great Lakes Steamships; 10 Lake and River Steamships; 14 Hotels; 13 Bungalow Camps; and constructs its own Sleeping, Parlor and Dining Cars and other passenger equipment in the Angus Shops which are located in this City.

Among the many principal trains which are operated from Windsor Station are the "Trans-Canada Limited," which leaves each day between May and September for the Pacific Coast, while the "Imperial Limited" provides a second daily train throughout the summer months and maintains its service throughout the entire year. These trains operate through the most important cities of Canada, terminating their journey at Vancouver on the Pacific Coast after a trip of 2,885 miles.

Four Express trains operate between Montreal and Toronto, two of these, including the famous "Canadian," operate through to Chicago daily.

The service to Quebec is maintained by three Express trains, including the "Frontenac," which leaves Windsor Station, and the "Viger," which leaves Place Viger Station in the East end of the City.

Ottawa, the capital of Canada, is located 112 miles from Montreal and reached in two and a half to three hours—a very fine service provided by five daily trains between Windsor Station and that City.

The "Red Wing" and "Alouette" maintain a night and day train service to Boston.

The Soo Express travels between Montreal and Minneapolis daily.

Connecting with the Canadian Pacific Empress Liners at Quebec, an "Empress Special" is run from Windsor Street Station.

The Delaware & Hudson Railroad operates trains daily from the Windsor Street Station to New York.

The Algonquin Hotel at Saint Andrews, N.B., well-known social headquarters in the season, is reached by a daily train service during the summer. There is also daily train service throughout the year to Saint John, with connections there for Digby and other Nova Scotia resorts, including the New Pines Hotel at Digby, the Cornwallis Inn at Kentville, and the Lakeside Inn near Yarmouth.

The Canadian Pacific Railway operate the Place Viger Hotel in this City.

The head office of the Canada Steamship Lines, one of the largest owners of inland vessels in the world, is also in Montreal.

PUBLIC SERVICE CORPORATIONS

The public services of the city are supplied by the Bell Telephone Co., the Montreal Light, Heat & Power Consolidated and the Montreal Tramways Co. with their affiliated companies. The Tramways Company is the only street car company operating in the city, though the Montreal and Southern Counties Co. enters the city via the Victoria Bridge from the South Shore.

Gas and electricity are supplied throughout Greater Montreal by Montreal Light Heat & Power Consolidated.

This company owns and controls gas properties having an annual capacity of 9,000,000,000 cubic feet of gas and 450,000 tons of domestic and metallurgical coke.

It also owns and controls electric generating plants with installed capacities aggregating over 280,000 h.p., as follows: Lachine Rapids, 16,300 h.p.; Cedars Rapids, 206,400 h.p.; Soulanges, 16,650 h.p.; Chambly, 22,575 h.p.; and Lasalle (steam auxiliary) 22,000 h.p. In addition, has some 400,000 h.p. purchased energy from plants as follows: Shawinigan Falls, 135,000 h.p.; Riviere des Prairies, 20,000 h.p.; and Beauharnois (1932) 150,000 h.p. These resources and reserves, totalling over 700,000 h.p. against present requirements of 350,000 h.p., can be increased almost indefinitely.

Gas and electric services are maintained at high efficiency and at rates which compare favourably with those anywhere on the continent. The rate for gas is 10½c. per 100 c.f., graduating downwards to 5c. per 100 c.f. for quantity consumption. The rate for electric lighting is 3c. per K.W.H., graduating downwards to 1½c. per K.W.H. for quantity consumption. Rates for electric lighting have been consistently reduced on an average of once every year and half during the past 22 years.

Power rates are correspondingly low varying according to demand, viz: 550-volts, 1.9c. per K.W.H. for first 50 K.W.H. per h.p. and .95c. per K.W.H. for excess (24 hrs. service: 1.9c., .95c. and .6625c.) plus fixed charge of \$1.00 per connected h.p. Primary power, 1.425c. per K.W.H. for first 50 K.W.H. per h.p., .6625c. per K.W.H. for next 50 K.W.H. per h.p. and .475c. for excess, plus fixed charge of \$1.00 per h.p. of demand. Special rates for large demand high load factor industries apply according to requirements.

MONTREAL AS A FINANCIAL CENTRE

Montreal Clearings are the largest of any city in Canada, and are about one-third the total of the largest clearing houses of Canada, the figures being 1926, \$5,646,347,421; 1927, \$6,771,872,658; 1928, \$8,072,843,473; 1929, \$8,279,414,820.

Montreal clearings are as follows for a period of years:—

	1925	1926	1927	1928	1929	1930
January	\$460,698,109	\$411,663,291	\$474,437,219	\$634,110,058	\$755,624,464	\$583,962,698
February	339,509,784	414,316,192	417,159,787	573,849,769	572,449,609	501,699,565
March	343,905,723	433,275,704	477,826,779	633,871,482	651,452,845	600,555,371
April	393,691,945	480,523,707	504,480,586	613,929,191	613,489,301	572,504,610
May	425,614,140	480,735,065	580,729,450	832,188,212	704,771,135	653,945,548
June	379,018,987	465,322,592	559,136,532	692,999,926	605,822,961	607,204,377
1st half-year	\$2,342,438,688	\$2,685,836,551	\$3,013,770,353	\$3,980,948,638	\$3,903,610,315	\$3,519,872,169
July	\$413,705,600	\$448,554,042	\$526,598,746	\$627,027,841	\$753,447,231	\$593,163,989
August	411,042,747	464,463,790	492,518,250	614,305,313	668,783,816	523,667,385
September	399,208,343	436,330,004	546,641,308	540,516,260	633,071,450	486,455,552
October	503,011,769	512,363,135	653,718,715	788,284,630	842,924,717	693,938,878
November	510,356,034	546,639,645	713,005,433	789,430,280	824,660,681	532,743,207
December	563,487,613	552,160,254	825,619,853	732,330,511	652,916,610	568,116,618
2nd half-year	\$2,800,812,106	\$2,960,510,870	\$3,758,102,305	\$4,091,894,835	\$4,375,804,505	\$3,398,085,629
Year's totals	\$5,143,250,794	\$5,646,347,421	\$6,771,872,658	\$8,072,843,473	\$8,279,414,820	\$6,917,957,798

FINANCIAL STATISTICS OF CITY

	1929	1930
Assessed valuation of city, for taxation	\$920,489,012	\$961,961,641
Exemption not included above	268,803,402	283,784,818
Tax Rate, 1929		
Municipal Tax, 13.5 mills		
Loan Tax, 0.4 mills		
Paving Tax .16 mills		
Schools—Catholic 7 mills		
Protestant 10		
Neutral 12		
'Total accumulated tax arrears of prior years due at end of fiscal year (Taxes become arrears three months after they are due)	4,044,023.06	4,591,649.60
Amount of year's tax levy	22,739,994.22	24,919,754.99
Amount of year's tax levy, uncollected	7,696,719.59	8,397,936.98

ASSETS AND LIABILITIES

	1929	1930
Value of Municipality's Assets at December 31	224,199,663.58	236,264,856.81
Total Debenture Debt	173,365,149.83	188,248,427.91
Total Sinking Fund	18,153,406.46	20,194,645.28
Amount Sinking Fund in arrears	None	None

ANALYSIS OF DEBT AND SINKING FUND DIVIDED AS FOLLOWS:

	1929		1930	
	Debentures Outstanding	Sinking Fund on Hand	Debentures Outstanding	Sinking Fund on Hand
PUBLIC UTILITIES				
Waterworks (Cost)	\$50,070,490.44	In General Fund	\$52,281,091.87	In General Fund
Underground Conduits	3,930,000.00	"	3,930,000.00	"
LOCAL IMPROVEMENTS				
Ratepayers Share	\$23,692,036.42		\$36,392,036.42	
Municipality's Share (In General Fund)				(In General Fund)
General Debentures (not included above)	95,670,806.54	\$18,153,406.46	95,277,299.62	20,194,645.28
Totals	\$173,363,333.40	\$18,153,406.46	\$188,180,427.91	\$20,194,645.28
Amount of the total outstanding bonds, as indicated above, issued by the instalment method		None		None
Amount of the total outstanding bonds issued by the Sinking Fund method		\$104,222,385.80		\$110,984,899.19
Amount of unsold debentures included in above		None		None

AMOUNT OF DEBENTURES, NOT INCLUDED IN ABOVE, FOR WHICH MUNICIPALITY LEVIES TAXES

	1929	1930
Current revenue	35,762,920.17	38,466,180.77
Expenditure	35,042,680.86	37,924,111.32

PUBLIC UTILITIES

Results for year ending December 31—	1929	1930
Waterworks Plant—Revenue	\$6,024,705.97	\$6,041,100.41
Expenditure, operation only	1,106,495.75	1,111,778.69
Underground Conduits Revenue (Rental)	179,857.60	209,535.02

GENERAL STATISTICS

	1928	1929	1930
Area of municipality	32,155 acres	32,155 acres	32,155 acres
Streets opened	849.5 miles	850.3 miles	851.8 miles
Streets owned by city	661.4 "	667.8 "	680.3 "
Streets paved	400 "	423 "	477 "
Streets macadamized	63.5 "	55 "	40 "
Permanent sidewalks	891 "	937 "	953 "
Sewers	668.5 "	692.2 "	702.7 "
Public parks	83	92	92
Area of public parks	1,709.5 acres	1,728.2 acres	1,684.3 acres

The city was incorporated in 1832.

The Roman Catholic School Board has 225 schools with 110,000 pupils; and the Protestant School Board has 49 schools with 36,038 pupils. McGill University has 2,982 students and Montreal University and affiliated colleges, 7,268 students.

The principal manufactures of the city are: textiles, flour, sugar and food products, leather and tobacco products, iron and steel, locomotives and railway cars, glass, timber and lumber, wood pulp and paper, printing, and many others.

HOW MONTREAL IS ADMINISTERED

The City has an area of some fifty square miles and is divided into 35 wards, each electing one Alderman. (For names and divisions of wards see beginning of Street Directory.)

The Mayor is elected by vote of all the electors.

Election day is the first Monday in April.

The Mayor represents the City at civic functions, presides at Council meetings and has casting vote only, save when majority of whole Council is required—namely, the Council is composed of 36 and a majority is 19, and when such is needed the Mayor will vote as an Alderman, and, naturally, there will be no casting vote.

Executive is composed of 5 members having powers parallel with those of the Executive of a legislature. This will be the only Executive, but the Council may also appoint committees of study. The members of the Executive will retain their seats in the Council as Alderman, and the Mayor may not be a member of the Executive.

The basic principle of the operation of the Executive is that to carry on it must have the confidence of a majority of the Council in the same way as a government in the Provincial or Federal Fields.

COMPARATIVE STATEMENT OF REVENUE COLLECTIONS FOR THE YEARS 1929 AND 1930

Sources of Revenue	1930	1929
Assessments.....	\$16,353,839.95	\$15,043,274.63
Water Rates.....	4,193,018.72	4,036,847.09
Business.....	2,504,596.85	2,363,228.94
Meter Rates (and Arrears).....	1,446,299.08	1,399,758.77
License and Permit Department.....	1,315,099.05	1,376,013.87
Recorder's Court and Traffic Department.....	211,351.07	251,483.22
Markets.....	213,834.91	197,592.93
Rents and Privileges.....	25,988.89	15,733.66
Sale of Materials.....	11,917.21	9,716.15
Miscellaneous.....	150,854.54	217,126.72
Interests.....	3,067,742.07	3,096,264.52
Insurance Companies Contribution.....	79,534.26	76,634.45
Montreal Tramways Co.:		
Franchise Rentals on Account.....	442,694.05	442,694.05
Underground Conduits Rentals.....	209,535.02	179,857.60
	<hr/>	<hr/>
Less Refunds.....	\$30,226,305.67	\$28,706,226.60
	54,737.77	79,108.72
	<hr/>	<hr/>
Total Current Year.....	\$30,171,567.90	\$28,627,117.88
ARREARS:		
Assessments.....	\$ 6,901,232.97	\$ 6,554,827.66
Water Rates.....	408,748.42	414,765.87
Business Tax.....	129,257.67	108,902.81
	<hr/>	<hr/>
	\$7,439,239.06	\$7,078,496.34
MISCELLANEOUS RECEIPTS:		
Montreal Tramways Co.:		
Franchise Rentals—1928 Balance.....	57,305.95
1929 Balance.....	57,305.95
CONTESTED SCHOOL TAXES:		
Transferred to Revenue Account in accordance with judicial decision for years 1926—1929.....	77,828.55
	<hr/>	<hr/>
	\$ 7,574,373.56	\$ 7,135,802.29
	<hr/>	<hr/>
TOTAL GENERAL REVENUE.....	\$37,745,941.46	\$35,762,920.17

**MORE GOODS
 ARE BOUGHT AND SOLD
 THROUGH THE
 CLASSIFIED BUSINESS LISTS
 OF LOVELL'S
 MONTREAL DIRECTORY
 THAN
 ANY OTHER MEDIUM
 IN MONTREAL**