

J. LOVELL'S

MONTREAL DIRECTORY, FOR 1895--96.

CONTAINING AN

Alphabetical and Street Directory of the Citizens

TOGETHER WITH THE CITIZENS OF

St. Henri, St. Cunegonde, Westmount, Cote St. Paul, St. Louis of Mile-End, Maisonneuve, Delorimier Municipality and Petite Cote (formerly Cote Visitation), Coteau St. Pierre, Longue Pointe, Montreal West, Mount Royal Vale, Notre Dame de Grace, Notre Dame des Neiges, Notre Dame des Neiges Ouest, Outremont, Petit Village Turcot and Verdun.

AN

ADVERTISERS' CLASSIFIED BUSINESS DIRECTORY,

AND A

MISCELLANEOUS DIRECTORY,

TO WHICH IS ADDED

Directories of Lachine, Laprairie, Longueuil, Montreal South, Sault au Recollet and St. Lambert.

CORRECTED TO 25th JUNE, 1895.

Montreal:

PRINTED AND PUBLISHED BY JOHN LOVELL & SON

19 TO 25 ST. NICHOLAS STREET.

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EMPRESS (Iron)

DAILY

SOVEREIGN (Steel)

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The names of the residents of other places will be found in the Alphabetical portion of the City Directory.

ADDENDA.

See Page 427.

Entered according to Act of Parliament of Canada, for the year one thousand eight hundred and ninety-five, by JOHN LOVELL & SON, in the office of the Minister of Agriculture.

PREFACE.

CARRYING out the promise made last year, the Publishers have added the names of those residing in Coteau St Pierre, Delorimier Municipality and Petite Cote (formerly Cote Visitation), Longue Point, Montreal West, Mount Royal Vale, Notre Dame de Grâce, Notre Dame des Neiges, Notre Dame des Neiges Ouest, Outremont, Petit Village Turcot and Verdun in the Montreal Directory proper. Subscribers will not now have to refer to separate portions of the Directory in search of a name, as all names (except those residing in Lachine, Laprairie, Longueuil, Montreal South, Sault au Récollet and St. Lambert, will be found in the Alphabetical portion of the Directory. The total number of names in the Directory this year, not including those found in the Outskirts, is by actual count 68,223.

It need hardly be said that the same labor and effort to secure accuracy which the Publishers have always put forth have not been withheld in the preparation of the present edition. The wish of the Publishers is to give the latest and most correct information, and with that end in view no expense or labor is spared on the book ; but it has to be taken into account that the whole of the work—compilation, printing and binding—is done between the 4th of May and the 27th of June, a period of eight weeks, so that some allowance should be made for errors or omissions.

As usual, the book is divided into four parts, viz. : (1) The Advertisers' Classified Directory ; (2) The Street Directory ; (3) The Alphabetical Directory ; (4) The Miscellaneous Information.

This book is respectfully dedicated to its generous patrons—THE PUBLIC.

MONTREAL, June 27, 1895.

La Presse

REVIEW OF THE PAST YEAR

The past twelve months have displayed a quiet and generally uneventful progress of Montreal, but have not been quite so uneventful for Canada in general. The sudden death in Windsor Castle, just after having been sworn in as one of Her Majesty's Privy Councillors, of the Right Hon. Sir John Thompson plunged the country in a grief which it had not experienced since the death of the Right Hon. Sir John A. Macdonald. The body of the dead statesman was brought to Canada by H. M. S. Blenheim, and buried in Halifax, his native town, with all the pomp of a state funeral. His family being left not well provided for, a testimonial was gotten up for them, which has reached respectable proportions. Hon. Mackenzie Bowell was called to the head of the government, and was knighted last May. Another political occurrence of the year was the negotiations carried on between the Dominion and Newfoundland with the view to rounding off Confederation by the inclusion of the ancient colony. A series of financial disasters in St. John's resulting in the suspension of the banks, and apparently in the serious embarrassment of the entire colony, the government included, was the cause of the negotiations, and it is to be regretted that these have, for the time being at least, been discontinued without a satisfactory conclusion being reached.

The Manitoba School question has also been the cause of some anxiety throughout the country, and the outcome of it is not yet determined. Acting according to the spirit of the highest court of the Empire, the Dominion Government has called upon Manitoba to modify the School Act of that province in a direction more favorable to the Roman Catholic minority. This Manitoba has declined to do, suggesting a commission of enquiry; and as the present government of the Dominion has supporters on both sides of the question who feel intensely, it is apparently placed in a very embarrassing position. The Colonial Conference, which met in Ottawa during the year, was one of the most significant and important congresses of the world, indicating the unity of the British Empire.

With regard to the record for Montreal proper the year has been one of slightly renewed activity in general business, although the effects of the crises in the United States have not yet entirely passed away. There was, notwithstanding this dullness, a steady progress in building, and while there were some severe fires, the city has not experienced that frequent and heavy loss which fell upon Toronto, and was ultimately traced to incendiarism.

The absorption of the Coates Gas Company by the old Montreal Gas Company created a good deal of discussion and hard feeling. While competition existed, a lower rate prevailed for gas; but immediately after the completion of the transfer, prices were again advanced, and the public seemed powerless to secure rates comparable with those of other large cities. Constant agitation, however, has induced the City Council to move in the direction of insisting upon better terms for the citizens, and demand dollar gas. It is probable that a compromise will be effected before the contract of the company with the city will be renewed.

The past winter has been noteworthy in social life, through the fact that the Governor General, departing from the usual custom of holding court only at the Capital, visited the city, and remained here for some time. During his stay there was one continual round of gaiety, and he departed for Ottawa greatly regretted both for his social kindness and his extensive charities. None were more pleased than the citizens of Montreal at the recent signal honor conferred upon the Earl of Aberdeen by his Sovereign. The knighthood conferred on Sir Wm. Hingston, M.D., of this city, was also received with approbation.

It is to be regretted that as the city has grown, it has not escaped from those crimes which characterize all large centres. The city is, on the whole, law abiding, and is remarkably free from riots and strikes; but crimes of considerable atrocity have taken place, and many citizens have disappeared without a trace of them being seen. In many cases—in fact, in nearly every case—the detective service seems to have been unable to unravel the mystery of these crimes or disappearances, and during the year, at the urgent request and insistence of a large body of the community, an investigation was held into the management of the police and detective forces of the city. This investigation, unfortunately, met with such opposition from those who might have been expected to have assisted it, that it proved virtually abortive; but as there is a growing interest on the part of the community in municipal affairs, it is likely that, through the selection of capable councilmen and constant watchfulness over their votes, the city will soon be placed in a better condition in all its departments.

The Treasurer's report for the past year has not yet appeared; but from the report of 1893, it will be seen that Montreal is no longer small, and that its management is a matter for wise and disinterested men. The total receipts of the city in 1893 were \$9,670,000, and the expenditure \$9,293,000; the revenue was \$2,650,000. The city has been contracting large bonded debts in the past, and prudent financiers have had to interest themselves to check this course. The borrowing power of the city amounts to \$26,200,000, and up to the close of 1893 it had borrowed \$21,600,000.

Although, as already stated, there seems to be every reason to think that trade has improved in Canada, the year 1894 was not altogether bright. The coal and railway strikes in the United States affected our railway traffic unfavorably, and possibly indirectly led to the change in the directorate and presidency of the Grand Trunk and the long continued depression of Canadian Pacific Railway stock, both lines showing a decline in traffic in that year. The failure list for 1894 was also large, larger in fact than in 1893, as will be seen from the following table:

STATISTICS OF FAILURES IN CANADA (INCLUDING NEWFOUNDLAND), FROM 1887 TO 1894.

	According to BRADSTREETS.			According to R. G. DUN & CO.		
	No. of Failures.	Assets.	Liabilities.	No. of Failures.	Assets.	Liabilities.
Ontario.....	794	\$2,922,631	\$6,584,304	830	\$5,380,266	\$6,473,435
Quebec.....	700	2,563,262	7,130,066	605	5,728,516	7,836,198
New Brunswick.....	40	931,977	1,637,803	80	684,224	1,451,712
Nova Scotia.....	111	300,358	561,417	117	393,127	589,580
Prince Edward Island.....	7	31,060	48,280	7	39,816	63,013
Manitoba.....	68	423,104	773,307	82	637,060	604,984
N. W. Territories.....	12	37,190	67,433			
British Columbia.....	63	590,751	920,993	79	1,609,033	1,452,150
Newfoundland.....	22	4,146,950	6,260,550	2	2,323	8,957
Total 1894.....	1,573	\$11,947,254	\$23,985,283	1,862	\$14,424,385	\$18,490,029
Total, 1893.....	1,781	7,388,692	15,000,404	1,754	\$11,502,764	\$16,763,103
1892.....	1,682	4,646,095	11,863,210	1,688	9,420,983	13,766,191
1891.....	1,846	6,014,000	14,364,000	1,889	.....	17,100,649
1890.....	1,626	6,745,000	12,482,000	1,847	.....	18,289,935
1889.....	1,616	6,118,585	13,147,910	1,777	.....	14,713,223
1888.....	1,780	7,173,744	15,498,242	1,677	.....	14,081,169
1887.....	1,315	8,407,000	17,054,080	1,252	.....	10,386,884

N. B. -The figures of Assets are reported as approximates only, the amount realized differing widely from their estimated value.

A serious drawback to the trade of Canada was the continued low price of wheat, which in 1894 declined even below the quotations for 1893 or any previous year. This particularly affected Ontario and Manitoba, which are large producers. But for the sympathy existing between the trade of the various provinces, the decline of wheat would have been advantageous to Quebec province, which is now a consumer and not a producer of this cereal. The harvest was good. The export of hay did not equal that of 1893, although double that of 1892. This trade, in which a large number of traders in this province are interested, has not been remunerative for some time, owing partly to the way in which it is conducted. The lumber trade suffered from the continued lack of South American demand, while the cattle trade has not yet recovered from the unjust exclusion of Canadian beasts from the privileges of fattening in Great Britain which they once enjoyed. The cheese trade was good and prices were satisfactorily maintained throughout the season. The season was characterized by a marked falling off in the exports of grain, the figures being 8,869,743 bushels against 22,545,748 bushels in 1893. Over half of this decrease was in corn.

The following table will give some idea of the shipping of Montreal for 1894 :

YEARS.	Sea-going Vessels arrived in Port.	Total Tonnage.	Value of Merchandise Exported.	Value of Merchandise Imported.	Customs Duties Collected.
1894.....	734	1,096,909	\$40,710,700	\$42,514,597	\$6,088,412.56
1893.....	804	1,151,777	48,205,531	53,796,061	7,038,403.51
1892.....	735	1,036,707	45,648,310	47,067,308	6,812,063.60
1891.....	725	938,657	39,464,783	48,418,569	7,297,228.51
1890.....	746	930,332	32,027,176	44,102,786	9,201,426.86
1889.....	695	823,165	32,638,270	47,191,888	9,321,981.91
1888.....	655	782,473	24,049,638	39,866,627	8,778,201.32
1887.....	707	870,773	29,891,798	48,100,183	8,745,526.11
1886.....	703	809,699	28,078,830	40,469,942	8,362,618.04
1885.....	629	683,854	25,274,808	37,413,250	6,672,971.26
1884.....	626	649,374	27,145,427	42,366,793	6,772,675.68
1883.....	660	664,263	27,277,159	43,718,549	7,098,796.12
1882.....	648	554,692	26,334,312	49,749,461	8,396,054.07
1881.....	569	631,620	26,601,188	43,546,821	7,072,266.17
1880.....	710	628,271	30,224,904	37,102,869	6,231,783.80
1850.....	211	46,156	1,744,772	7,174,108	1,009,266.80

The first steamer up arrived 27th April, and the last out was on the 24th November.

The following tables will give a fair idea of the export trade of Montreal during 1894 :

TOTAL RECEIPTS OF PRODUCE AT MONTREAL DURING THE YEAR 1894, WITH COMPARATIVE FIGURES FOR 1893.

	Wheat. bush.	Corn. bush.	Peas. bush.	Oats. bush.	Barley. bush.	Rye. bush.	Flour. brls.	Meal. brls.	Ashes, Pots and Pearls, brls.	Butter. pkgs.	Cheese, boxes.	Meats, Hams & Bacon, pkgs.	Leather, rolls.	Eggs, cases.
Per Grand Trunk Railway	52,850	14,298	575,560	1,140,494	90,046	8,155	256,003	9,040	460	81,727	812,580	46,422	34,646	121,447
Per Canadian Pacific Railway	76,754	4,313	356,278	493,361	6,692	4,931	441,882	16,274	1,084	82,372	734,480	10,526	25,537	49,525
Via Lachine Canal and the Riv.	6,573,689	2,166,753	316,082	36,329	40		159,097	245	257	9,294	129,524		162	4,671
Total, 1894	7,103,293	2,185,364	1,228,020	1,656,184	96,748	13,080	857,571	25,559	1,401	166,293	1,696,594	56,951	60,345	175,943
Total, 1893	8,257,087	9,311,755	1,724,918	4,227,656	306,178	233,156	899,597	38,777	1,370	111,692	1,493,469	50,206	47,627	134,601
Increase or Decrease	1,153,794 Decrease.	7,126,391 Decrease.	506,898 Decrease.	2,641,472 Decrease.	209,430 Decrease.	220,067 Decrease.	47,974 Increase.	13,218 Decrease.	431 Increase.	55,201 Increase.	197,095 Increase.	6,745 Increase.	12,718 Increase.	11,342 Increase.

TOTAL SHIPMENTS OF PRODUCE FROM MONTREAL DURING THE YEAR 1894, WITH COMPARATIVE FIGURES FOR 1893.

	Wheat. bush.	Corn. bush.	Peas. bush.	Oats. bush.	Barley. bush.	Rye. bush.	Flour. brls.	Meal. brls.	Ashes, Pots and Pearls, brls.	Butter. pkgs.	Cheese, boxes.	Meats, Hams & Bacon, pkgs.	Eggs, cases.	Cattle Head.
European, via Riv. St Lawrence Lower Ports, via Riv.	5,391,306	2,034,920	1,171,540	77,569	46,811	46,811	646,828	32,356	1,077	29,939	1,693,310	64,867	6,229	87,604
Via Lachine Canal and River Steamers	819	1,650	11,037	3,544	52		249,708	2,679		6,721	1,364	2,679	496	26
By Rail	5,582	6,554	1,132	26,132	4,376		57,426	2,078						
	113,423	10,384	107,741	43,760			111,366	1,692		2,310	10,464	11,080	3,403	
Total, 1894	5,511,100	2,053,508	1,291,250	157,005	4,428	46,811	1,065,867	38,406	1,077	38,970	1,706,758	78,636	10,127	87,630
Total, 1893	7,068,157	9,670,774	1,805,613	3,218,961	60,355	220,361	984,365	50,437	1,395	84,481	1,651,737	62,785	6,353	83,322
Increase or Decrease	1,587,067 Decrease.	7,617,266 Decrease.	604,363 Decrease.	3,061,946 Decrease.	55,927 Decrease.	173,560 Decrease.	81,472 Increase.	12,032 Decrease.	316 Decrease.	45,511 Decrease.	54,021 Increase.	15,851 Increase.	3,774 Increase.	15,900 Increase.

Shipments of Live Stock from Montreal to particular Ports during Season of Navigation, 1894, 1893, 1892, 1891.

Port.	1894.		1893.		1892.		1891.	
	Cattle.	Sheep.	Cattle.	Sheep.	Cattle.	Sheep.	Cattle.	Sheep.
Liverpool	33,221	34,326	83,104	3,247	28,921	11,584	32,138	16,635
London	23,664	47,192	23,943	356	7,931	1,424	9,173	12,238
Glasgow	16,415	17,298	10,001	.....	29,702	103	31,647	50
Bristol	9,716	39,029	5,076	107	8,821	1,059	8,964	2,913
Newcastle	1,093	1,918	2,098	33	7,772	1,706	3,645	106
Antwerp	2,761	.....	100	.....	.....	.....	.....	.....
St. Malo	834	.....	.....	.....	.....	.....	.....	.....
Dundee .....	.....	.....	.....	.....	8,649	.....	12,013	.....
Aberdeen .....	.....	.....	.....	.....	6,654	.....	10,761	100
Leith .....	.....	.....	.....	.....	200	.....	748	.....
Southampton .....	.....	.....	.....	.....	181	.....	.....	.....
Hamburg .....	.....	.....	.....	.....	.....	.....	61	.....
Total shipments.....	87,604	139,763	83,322	3,743	98,731	15,932	109,150	32,042

The year was one of considerable interest on the local stock exchange, not that any events of importance took place, but that, partly on account of cheap money, the exchange and outside investors and speculators were enabled to indulge freely in experiments. Up to the hour of writing, stock prices have been well maintained, Canadian Pacific excepted. The following table gives the lowest and highest prices during 1894 :

LOWEST AND HIGHEST PRICES OF CANADIAN STOCKS IN MONTREAL DURING 1894.

STOCKS.	Lowest Price.	Highest Price.	STOCKS.	Lowest Price.	Highest Price.
Canadian Pacific	58	73	La Banque Jacques Cartier....	109	120
Duluth SS. & Atlantic.....	3½	8½	Merchants Bank	155	168
Do do Pref	9	20	Merchants Bank of Hall-		
Commercial Cable.....	132½	145½	fax	135	165
Montreal Telegraph.....	140	155½	Eastern Townships Bank	130	145
Rich. & Ont. Nav. Co.....	60	89	Quebec Bank	125	135
Montreal Street Ry.....	136½	169	Union Bank	160	.....
Montreal Gas Co	164	194½	Can. Bank of Commerce	135	142
Bell Telephone Co.....	135	155	Bank of Ottawa.....	170	180
Royal Electric.....	117	142	Hochelaga Bank	120	130
Bank of Montreal	218	230	Montreal Cotton	105	131
Ontario Bank	90	118	Canadian Colored Cotton Mills		
La Banque du Peuple.....	114	127	Co	50	75
Molson's Bank	155	170	Merchants Mfg. Co	110	130
Bank of Toronto	240	265	Dom. Cotton Mills Co.....	92½	120

The reports of the banks having their head offices in Montreal show that the year has been one of comparative financial quietude. They nevertheless show also that the banks have been able to maintain their dividends and to make a fair showing of earnings. It is a feature of the reports that none of the banks speak of unusual losses, and their reduced earnings may be attributed solely to the dulness of trade. From all indications it would appear that mercantile houses have been, on the whole, well managed, and are strong; and that just as soon as the revival of trade begins to be felt more strongly, Canada, and especially Montreal, will progress most satisfactorily. It would also appear that the branches of industry which have most suffered have been in the line of imports.