









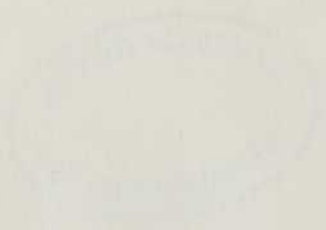
ARTWORK

OF

MONTREAL

CANADA

Published in Twelve Parts.



ART WORK

... ON ...

MONTREAL

CANADA



Published in Twelve Parts.



BY

WILLIAM H. CARRE

1898





LACHINE RAPIDS.

MONTREAL.

BY ARTHUR WEIR.

FROM the summit of Mount Royal the observer surveys a prospect difficult to rival. Beneath his feet stretches a vast extent of city, with interminable streets, which in the upper levels are traced out in summer by the interlacing foliage of their trees. Beyond, gleams a river, two miles wide, spanned by two gigantic bridges, and in the adjoining harbor and canal basins lie dozens of vessels from over sea and the upper lakes. Dome and spire, huge elevators and towering business blocks break the sky line of the city, while on every hand is a fertile plain, dotted with towns and hamlets and an occasional solitary mountain.

Descending into the city, the observer is usually first impressed by a sense of its solidity. There are few cottages or villas, even in the suburbs. Architecture here displays no flight of graceful fancy. All is solid hewn stone, with but a slight leaven of brick, and artistic

effects are usually secured by elaborate carvings. The houses are as a rule planted close to the street, and if there is room for a fence at all, there will a fence be found, plainly informing the world that here is forbidden ground, the Englishman's castle.

The effect of massiveness, solidity, permanence and the absence of graces depending upon color or form which the exterior of the city has upon the visitor, is perhaps a fairly accurate indication of the nature of the people. Art, indeed there is in the city, and of a very high grade. Paintings by the most celebrated men of this or any other time adorn the walls of the merchant princess. Literature flourishes, and Montreal is the home of one of the leading sculptors of the day, whose works have frequently adorned the Salon at Paris. But art, literature and science go forward in Montreal without vehemence. The city is enterprising without enthusiasm. A forceful progress, a self contained energy have developed the metropolis from an Indian hamlet on the banks of a beaver pond to one of the commercial powers of the western continent.

From the beginning of time Nature was working to prepare the site of this leading Canadian city. Destiny placed her finger upon the map and said "there shall arise Montreal." In the midst of a fertile plain, at the head of ocean navigation, at the foot of inland navigation, where for the last time in its flow the St. Lawrence affords a gigantic water power, Montreal is so circumstanced that were it to be levelled with the dust a new city would perforce arise like Phœnix from its ashes. Before the coming of the white man a city was already established here, a city which was a commercial centre and whose people were a power in the land. There are evidences that they traded as far west as the Missouri; it is known that they traded from the Gulf of St. Lawrence to the Great Lakes and down the Hudson river. They are thought to have been in communication with Mexico. Jacques Cartier in 1535 visited this town of Hochelaga. Seventy-six years later, in 1611, when Champlain visited the spot, the city had vanished in some tribal overturn, and he established Place Royale, a trading post only, it is true, but which was never afterwards entirely abandoned, and from which if we wished might be dated the foundation of the present city.

But the romance which lies at the heart of all men leads Montrealers to date the birth of their city from the 18th May, 1642, when a company of devout souls taking their lives in their hands for the glory of God took possession of the island and founded Ville Marie to be a missionary centre for the conversion of the Indians of the Ottawa and contiguous parts of New France. The story of de Maisonneuve's life is recorded in imperishable bronze by Phillipe Hébert on Place D'Armes where is thought to have taken place the hero's memorable conflict with the Indian chief.

The New England states properly boast of their pilgrim fathers. It is somewhat remarkable that two cities so much alike in inner life as Boston and Montreal should have had for their founders men whose religious faiths though differing widely as the poles gave then a sturdiness of character, a contempt of danger and hardship and a determined energy which conquered all obstacles and laid the basis of the solid prosperity of today. The first colonists of Montreal

found it a castle dangerous. Between it and the town of Quebec the waters of the Richelieu joined the St. Lawrence, and often poured down past its umbrageous and beautiful banks a sanguinary tide of Iroquois, bent upon slaughter. But, like the Moslems, the Montrealers had declared a holy war. Death was to them the door to heaven, and torture was to be repaid by greater joys in eternity. The men were enrolled, in 1663 into a corps styled the Comrades of the Holy Family, and Lambert Closse who had come out to Canada to die, as he declared, in the cause of Christ had his wish granted only too soon.

As the town prospered, however, religious zeal was not always shared equally by all, and much friction was caused. When the young ladies, for instance, began to feel reasonably sure that they would waken in the morning with their tresses still on their heads and not at the belt of some tawny savage, they began also to indulge in certain styles of hair dressing, against which the priest thundered in vain from his pulpit. On this one point alone dissension was sown so strongly that the communion was refused to women who wore a "frontage," anglicé a bang. A young military officer, La Hontan has left us a gossip account of Montreal in the seventeenth century. "During a part of the winter," he says, "I was hunting with the Algonquins; the rest of it I spent here (at Montreal) very disagreeably." One can neither go to a pleasure party, nor play a game of cards nor visit the ladies without a curé knowing of it and preaching about it publicly from his pulpit. The priests excommunicate masqueraders, and even go in search of them, to pull off their masks. They watch more closely over the women and girls than their husbands and fathers." The course of true love did not run smooth in Canada in those days, for not only seemed the priests opposed to courting, but on the other hand the king was trying his best to encourage marriage, and a young officer could not pay attention to a pretty girl without the whole matter being at once chronicled in official documents, which read not unlike the diary of a farmer who has interest in his stock.

La Motte Cadillac, the founder of Detroit, has left us a further account of conduct, in early Montreal, which will be read with interest by the Montrealers of today with their "Sohmer Park and their Sunday ball games. He says that the gentlemen of the Seminary kept a "Jericho" in the shape of a house built to shut up, as they said, girls who caused scandal. The priests and Count Frontenac fell foul of one another because the Count would not allow the theologians to take soldiers at midnight and carry off wives from their husbands and whip them till the blood flowed, for having been to a ball. The curés were wont to go the rounds on summer nights and order all women and girls into the house at nine o'clock, the only cool portion of the day outside, and the hottest inside. But to do justice to the gentlemen of the Seminary, whose order still exists and does a great and good work today, it must be acknowledged that La Motte Cadillac had no love for the priesthood, and that when the statue of Maisonneuve was unveiled in 1895, the Seminary threw open to women for the first time in several centuries their charming garden in the very heart of Montreal, a fact which indicates that the Montreal women of today are regarded by the priesthood, as by the laity, as free from any taint of original sin.



PART TWO.

ART WORK

—ON—



MONTREAL



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BY
WILLIAM H. CARRE

1898





DORCHESTER STREET.



DORCHESTER STREET.



SIR JOHN A. MACDONALD MONUMENT.



MAISONNEUVE MONUMENT.



VIEW SHOWING WHARFS & ALLAN LINE ROYAL MAIL S. S.



WINDSOR HOTEL.



MONTREAL FROM MOUNT ROYAL.



SAULT-AU-RECOLLET ON BACK RIVER.



STE. ANNE'S FROM C. P. R. BRIDGE.



CITY HALL.



VIEW FROM INDIAN MOUNTAIN.



VIEW OF ST. JAMES STREET.



McGILL UNIVERSITY.



Y. M. C. A. BUILDING.



Y. W. C. A. BUILDING.



DRIVE ON ST. HELEN'S ISLAND.



VIEW ON ST. HELEN'S ISLAND.



PART THREE.

ART WORK

—ON—



MONTREAL

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BY
WILLIAM H. CARRE

1898





DRIVE ON MOUNT ROYAL.



COURT HOUSE.



DOMINION LINE S. S.



McGILL UNIVERSITY BUILDINGS.



CANADA LIFE BUILDING.



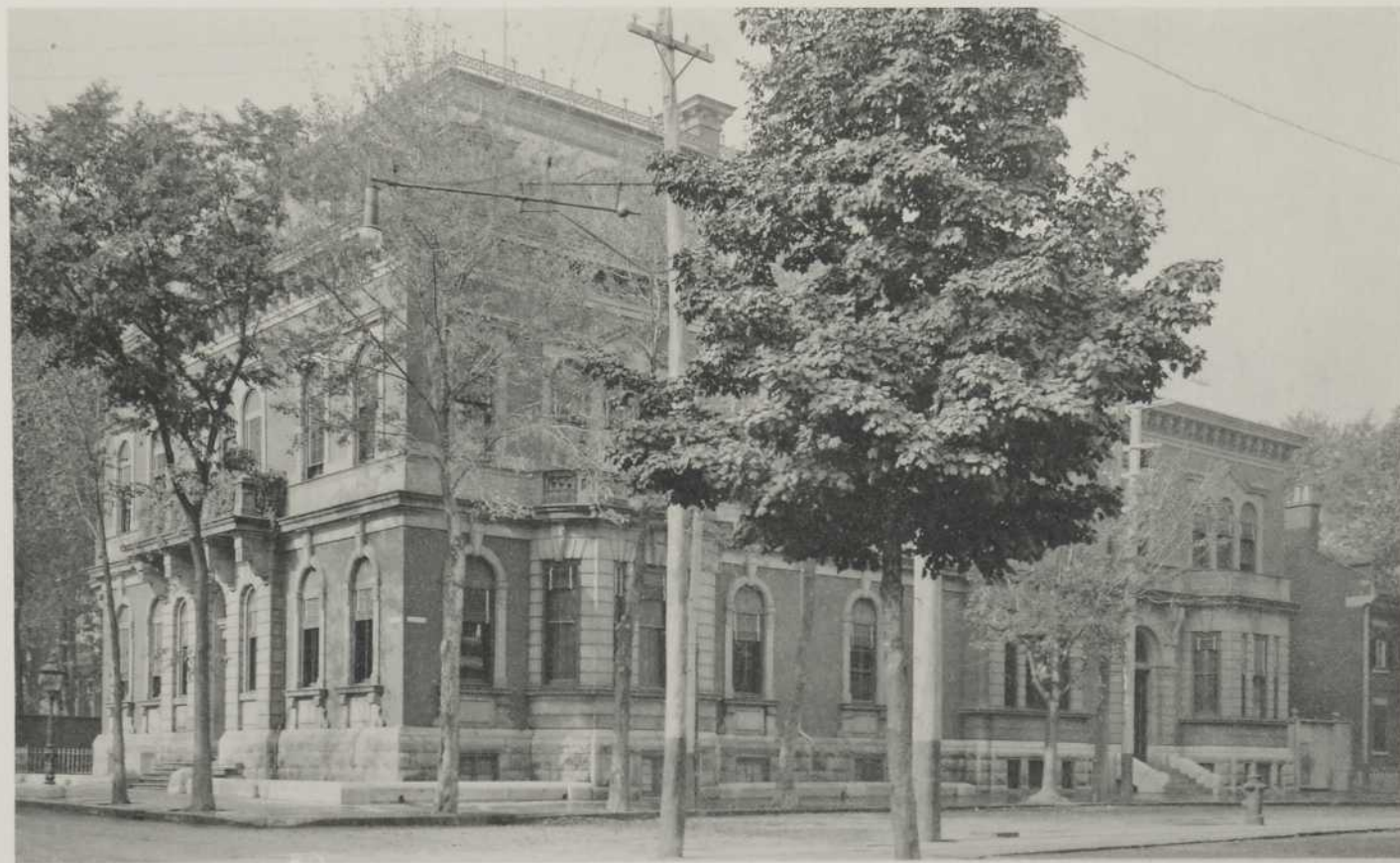
DOMINION SQUARE.



WESTERN SQUARE.



MONTREAL HUNT CLUB.



ST. JAMES CLUB.

The social life of Montreal today is one of the brightest on the continent. It may interest this Four Hundred to read the comment of a priest, written under date Feb. 4th, 1677, in reference to the first ball in Canada "God grant that nothing further comes of it," a comment which would scarcely have pleased a matron with marriageable daughters. And when the early Montrealers indulged in a play which partook nothing of the ballet of today, something very like apoplexy exhibited itself, as physicians say, in the heirarchy. Of a truth, cities were founded by Cain, and in their prosperity show the hereditary taint.

In 1660 a few citizens of Montreal performed a deed of heroism in kind and result equal to that of Leonidas and his Spartan comrades. In May of that year a captured Indian revealed a startling plot to annihilate New France. A junction was to be formed between eight hundred Iroquois on the St. Lawrence below Montreal and four hundred who were to descend the Ottawa, and the united forces were to attack the French settlements. A young man, commandant of the garrison at Montreal, Adam Daulac or Dollard by name, resolved to prevent the union of the two forces, and having enlisted the enthusiasm of a number of others, the party secured the consent of Maisonneuve and set out. Entrenching themselves upon the Ottawa just below the Long Sault rapids, the seventeen Frenchmen aided by five Indian allies successfully held at bay some seven hundred enemies for several days, but their rude fort was ultimately carried by assault, and of all the brave band but one was carried away alive, and he was dying. The Iroquois, however, had enough of fighting, and reasoning that if seventeen Frenchmen behind a few logs could make so brave a fight, there was no hope of success in attacking the fortified towns, they abandoned the contemplated campaign. Nine years afterwards, however, took place the terrible massacre of Lachine, and for many years the history of Montreal is the history of frightful bloodshed, amid which the colonists displayed extraordinary prowess.

One of the reasons why Montreal took so important a position in the Indian wars was its exposed position, which made every boy a warrior when in his teens. Another and almost more important cause was the fact that the town did not long remain devoted entirely to mission work, but engaged in the fur trade, producing a band of venturesome, intrepid men well fitted by training and blood to cope with their savage enemies. As early as 1659 d'Argenson, Governor of Quebec complained that the Montrealers were seeking to monopolize the fur trade, and although every effort was made to prevent this trade from passing away from Quebec, the natural advantages of Montreal were not long in settling the question. Montreal lies at the junction of the Ottawa and St. Lawrence rivers, a highway to the interior, and the only highway of the kind with the exception of the Saguenay, which was for many years an important stream for this reason.

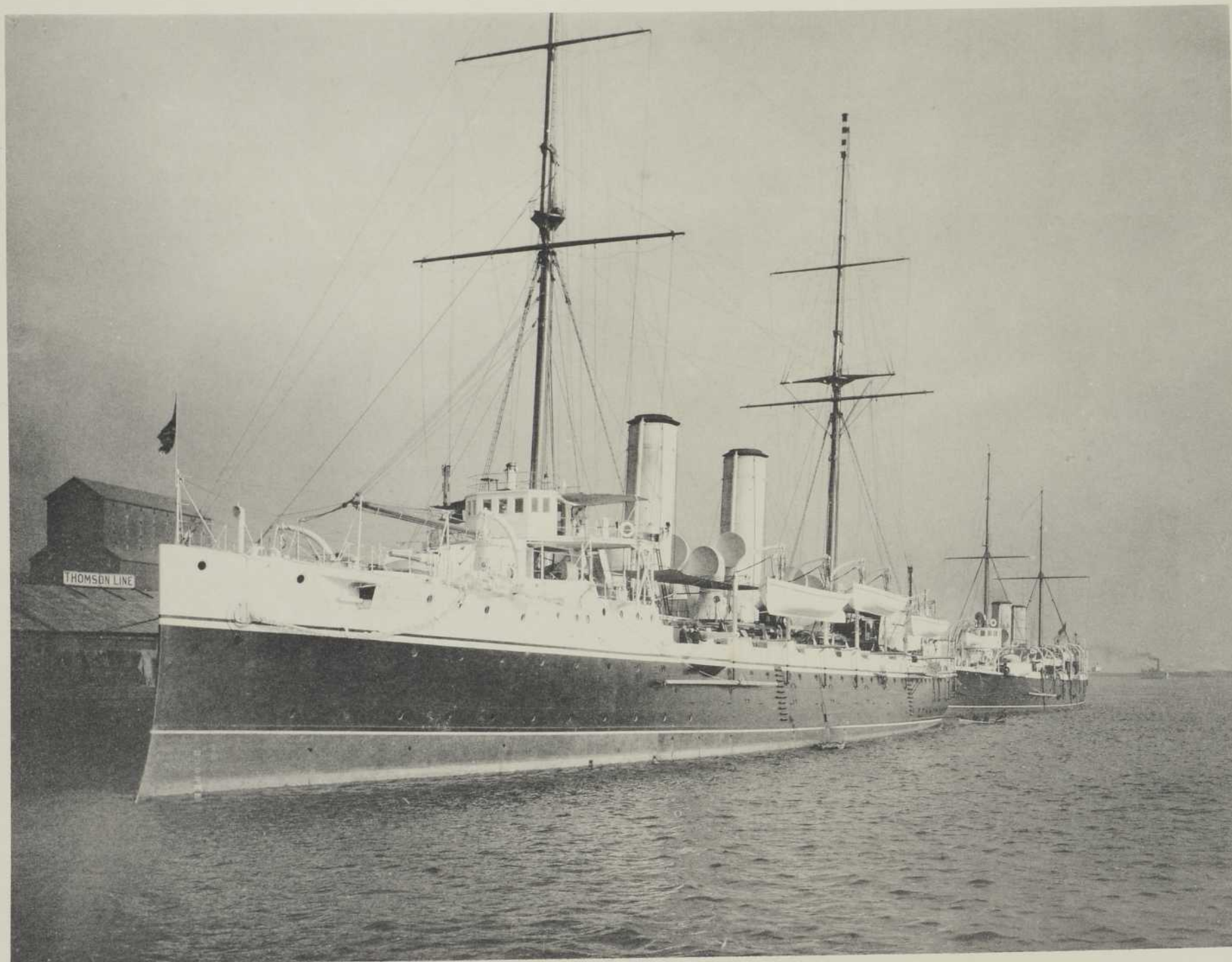
The most severe laws were enacted to restrain the trading instinct of the Canadians, not merely to keep Montreal in a subordinate position but because the priesthood was opposed to the life of freedom, or rather license, which the courier de bois made his own; but the conduct of the government nullified all these enactments by making beaver skins a staple of trade with a fixed price, like gold. If one considers what a temptation would lie for the youth of any

country in the knowledge that within certain confines, not far remote, there lay, awaiting the gathering, an almost unlimited supply of the precious metal, the value of which would never decline, no matter how great the output, one can get a fair idea of the temptations which at one time led one tenth of the population of Canada to venture into the wilds. If one adds that at home the habitant was surrounded with worse than paternal government, that his walk in life was mapped out for him not only by state but by church, until he could scarcely call his body, much less his soul his own, while he well knew that, once within the shadow of the woods, a totally different code of ethics prevailed, a liberty of the individual, for example that has no parallel in history, it is not difficult to realize that the most condign punishment could not prevent an exodus from the settlements. It may be said without much exaggeration that the North-American continent was overrun despite all earthly and heavenly anathema.

The Indians hunted in winter chiefly, and in the spring brought their packs down to the settlements. The consequence was that the towns that lay upon their route were most advantageously situated for the peltry trade. Montreal shortly established a yearly fair, to which the redskins flocked in large numbers, and their orgies were often so extravagant, that it soon became necessary that they should be locked outside the walls of the town each night. The fair was held on the common between the river and what is now St. Paul street, and was inaugurated by state ceremonials, at which the Governor was usually present. But there was a constant tendency among the traders to meet the Indians higher up the river on their way to the fair and by offering them fire water, which no Indian could resist, wheedle their furs from them at a figure far below their market value. And to make matters worse, the traders who most contravened the law were usually protected by dishonest government officials who had an interest in the venture, and whose income was frequently vastly augmented by winking at such transgressions. One governor of Montreal whose salary was only one thousand crowns per annum is reported to have accumulated fifty thousand crowns within a few years from this source.

De Maisonneuve retired in 1664, being succeeded by de la Touche, commandant at Three Rivers. In 1667 the population of the town was 766, already three hundred in excess of the population of Quebec. La Touche was succeeded by Perrot in 1669, under whom the first regular survey of Montreal took place by the surveyor Bénigne Basset, who laid out the streets. In 1694 took place the first play in the city, a number of amateurs producing *Nicomede* and *Mithridate*, urged thereto by a successful venture in the fur trade by which a valuable accumulation of furs at Michillimackinac was diverted to Montreal.

Marguerite de Bourgeoys, founder and first superiores of the congregation of Notre Dame died in 1700, the same year in which de Casson, superior of the Seminary, closed a contract for the construction of the first Canadian canal, that of Lachine, a project which from that year onward was never to entirely sleep until by its accomplishment Montreal took her first step towards becoming the metropolis of the Dominion. In that year also the fortifications were improved and peace was made with the Indians, who in the following year visited Montreal



ENGLISH CRUISERS ("TALBOT" AND "PALLAS.")



PART FOUR.

ART WORK

—ON—

MONTREAL

Canada

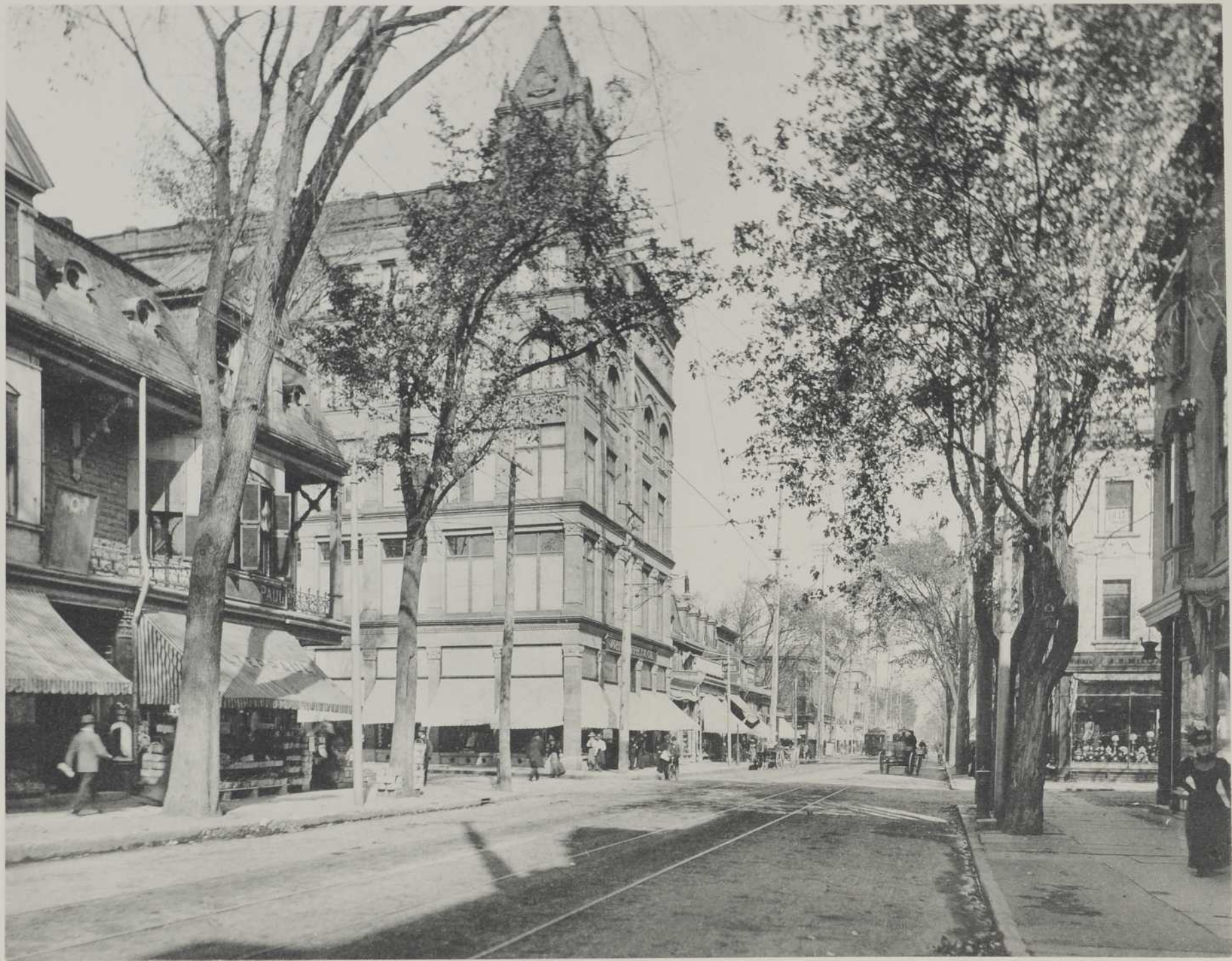
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1898





ST. CATHERINE STREET.



VIEW OF LAKE AT STE. AGATHE.



BOARD OF TRADE BUILDING.



HUTCHISON STREET.



CRESCENT STREET.



STE. ANNE FROM SIR JOHN ABBOTT RESIDENCE.



VIEW AT STE. ANNE'S.



ST. MARY'S COLLEGE AND JESUITS' CHURCH.



DRUMMOND STREET.

service such as the Allans, Dominion, Beaver, Donaldson, Thompson, Hamburg American Packet Co., and others. Some of these vessels considerably exceed a burden of five thousand tons. The total ocean tonnage entered at Montreal last year, 1897, was 1,307,900 tons as compared with 782,473 tons in 1888, and 46,156 tons in 1850. The imports of merchandise at the port last year were valued at \$47,036,000, as compared with \$1,744,772 in 1850. The wharfage is nearly seven miles as compared with a mile and a half in 1847, and one little wharf on the opening of the Lachine canal. When the grandsires of the present generation debarked at the port, they stepped from their little sailing vessels into carts that drove them ashore. Thus rapid is the progress of a city on this continent. The exports of the city are on a scale equal to the imports, but to quote them is only to quote figures which in a sketch of this nature would be old and out of date in a brief period. The bulk of Canada's foreign trade passes through the city, and that is saying much when the immense development of the grain and ranching provinces is considered. The exports of cheese alone afford employment to a large number of ships and merchants.

Up to recent years the enormous water powers in and about the city were permitted to run almost to waste. A number of mills it is true, have taken advantage of the power derivable from the Lachine canal since the opening of that work; but the rapids of Sault St. Louis have only recently been dammed by the Lachine Hydraulic power, which develops electric energy thereby sufficient to light the whole city and supply a large portion of its horse power. At Chambly some miles from the city a rival corporation is completing similar works. The two companies can readily supply twenty thousand horse power, without utilizing the full power at their disposal. It is only a matter of time and reasonable prices when electric power will displace the steam engine in Montreal. The Street Railways adopted the overhead trolley system some years ago.

The shipping interests have as a natural corollary a vast network of railways, and an extensive inland navigation to distribute the imports and gather up the produce intended for export. Of the sixteen odd thousand miles of railway in the Dominion the head offices of over ten thousand miles are in Montreal. The Grand Trunk system has a mileage of 4,186, of which 3,512 belongs to the Grand Trunk proper. The Canadian Pacific has a mileage of 7,251 miles. The Intercolonial Railway has recently been extended from its former terminus at Levis, opposite Quebec, to Montreal. As to inland navigation, over \$50,000,000 has been expended in improving the St. Lawrence system of canals which connect the great lakes with the metropolis and the sea. These canals will shortly be completed to a depth of fourteen and a half feet, an achievement which cannot fail to divert a large amount of traffic from the Erie canal, thereby augmenting still more the trade of Montreal.

The history of Montreal has been written in a more or less able manner in volumes almost encyclopædic, and was by no means exhausted in these. It is not to be expected, therefore that so brief a sketch as this can do it justice. Where is there space to record the names of

the Richardsons, the Allans, the Frobishers, the Le Moynes, the Nelsons, the Papineaus, the Greys the Auldjos and the host of men all famous in the annals of Montreal? Where is there space to note the art galleries of incalculable value, the private galleries exceeding in importance the excellent collection of the Art Association? Where is there space to speak of the suburban resorts of the citizens, of Lachine the old Voyageur depot, Dorval, Ste. Anne, haloed by Thomas Moore, St. Bruno, St. Agathe, the Canadian Adirondacks, Beloeil, Rougement, St. Hilare? How can one speak of the vast and novel fields opening for the tourist from the wharves or depots of Montreal, and why should the geological curiosities of the locality be neglected? Pompeii has no stranger site than this, the crater of an extinct volcano. Here one finds rocks and minerals usually hidden in the very bowels of the earth. Here the glaciers of prehistoric time have left their deep scratches upon the rocks. The very laborers in the streets wonder as they excavate boulder drift, and shudder with superstitious horror as they uncover the remains of some Indian warrior where once was Hochelaga. And who dare say that the complex conditions of modern times when every man is a specialist can be grasped by one writer in the treatment of the life and pulsations, the hopes, fears, struggles, failures and triumphs of a city of over three hundred thousand souls of divers faiths and blood, united only in a firm faith in their own land and a determination to leave no stone unturned that may lead to the upbuilding in this greatest of British colonies of the greatest city that it possesses.



PART FIVE.

ART WORK

—ON—



MONTREAL



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BY
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1898

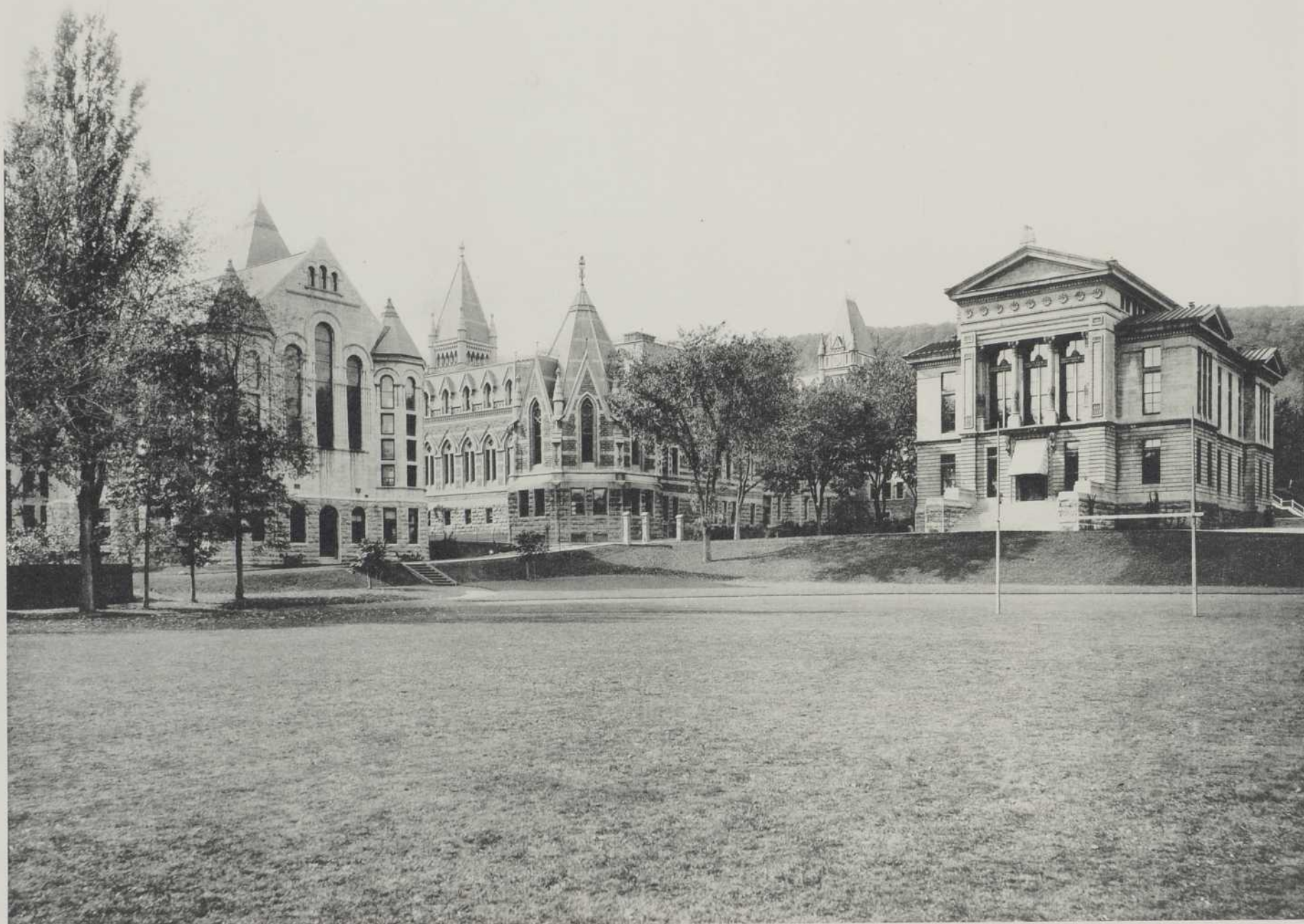




VIEW FROM BONSECOURS CHURCH.



VIEW NEAR STE. ADELE.



McGILL UNIVERSITY BUILDINGS.



LACHINE CANAL FROM G. T. R. OFFICES.



VICTORIA BRIDGE, G. T. R..
IRON WORK 6592 FEET INCLUDING APPROACHES 9144 FEET.



FOOT PATH UP MOUNT ROYAL.



DRIVE UP MOUNT ROYAL.



SHERBROOKE STREET.



SHERBROOKE STREET.

to the number of thirteen hundred and held a solemn conference with the Government. During this visit that famous warrior The Rat died, almost in the midst of an impassioned appeal for peace.

Montreal has ever been an exposed city in the event of war, although not without means of defense. The key to the city lies in the contour of the surrounding country as has been shown in several campaigns, and in 1709 when the British contemplated an attack, de Vaudreuil wisely threw forward a column of fifteen hundred men which checked the advance. The United Statesians were similarly foiled by de Salabury over a century later, at Chateauguay. But in the early days of mankind, and before the science of artillery had developed, stone walls were an almost impregnable defense, and in 1813, after the treaty of Utrecht the wooden palisades, which had constituted the defenses were considered inefficient and the king's engineer, M. Chaussegros de Lery was entrusted with the task of replacing them with stone. The funds were supplied by the king, and the works as completed, with thirteen bastions cost 445,000 livres. The work was begun in 1717, discontinued, and begun once more in 1721, being completed only twenty years later. These walls were a solid mass of masonry surrounded by a moat.

The year 1721 was however, marked by a greater event even than the resumption of work upon the fortifications. The city was visited by a disastrous fire, which led to more strict regulations regarding the style of buildings and their material. In that year also a regular mail was established between Montreal and Quebec. A description of the city written in 1721, gives a pleasant idea of the quaint old town. "The town of Montreal" says an old volume "has a very pleasant aspect, and is also very conveniently situated. The streets are well laid out, and the houses well built. The beauty of the country around it and its prospects inspire a certain cheerfulness, of which every one is perfectly sensible. It is not fortified, having only a simple palisade with bastions." In 1749 Peter Kalm the celebrated Swedish naturalist, describes Montreal as being well fortified, and characterizes its women as handsome, a trait they have evidently transmitted to their daughters.

Meanwhile France and Great Britain were closing in a death grapple for the new world, and while little of the glory of the struggle can be claimed for Montreal, the city did not escape the stern hardships which a people experience when a victorious foe is slowly driving them back and hemming them in. De Levis was for a time in command at Montreal, and from his journals we gather that gaunt eyed famine stalked the streets, that mutiny was imminent among the soldiery, and that the inhabitants were reduced to eating horse flesh, and that not of the best. This was in 1757. The scene changed when Fort William Henry was captured. Indian allies poured into the town bringing with them their unfortunate captives some of whom were slain in the streets and cooked as food for the shuddering survivors, a refinement of Indian cruelty. Again the scene changed, when Quebec having surrendered to Wolf's victorious army, de Vaudreuil retreated to Montreal, there to be pent in by Amherst and to sign the capitulation



PART SIX.

ART WORK

—ON—



MONTREAL



Canada

Published in Twelve Parts



BY
WILLIAM H. CARRE

1895





VIEW OF STE. AGATHE AND LAKE.



ST. JAMES CATHEDRAL.



BELISLES MILLS ON C. P. R.



INTERIOR OF ST. JAMES CATHEDRAL.



ST. PAUL'S PRESBYTERIAN CHURCH.



EMMANUEL CONGREGATIONAL CHURCH



SCENE ON BACK RIVER.



SCENE ON BACK RIVER.

which gave the North American continent to what we term the Anglo-Saxon race. The British entered Montreal on the 7th September 1760, and brought with them the death sentence of many evils under which the country had been groaning, notably card money.

The secret of Britain's colonial success is that wherever the British flag floats there is no attempt made to set one race by law above another. The French Canadian found his rights guaranteed, if not always respected. He found himself as free as his neighbors and in a position to influence the country and develop the national character as well under the union jack as the fleur de lys, if not better. Paternalism, which is the curse of all colonies, and from which Canada suffered greatly, received its death blow; and while there were many abuses still requiring to be remedied, and which were remedied only after scenes of bloodshed, Canada became a progressive country, and with the progress of Canada that of Montreal became more and more pronounced. Once more, and once more only, the citizens were fated to submit to foreign occupation. The American Revolution found Canada inclined to stand firmly under the British flag, and an army under the ill-fated Montgomery was dispatched to try what moral suasion could do to convince the people that the tyranny of monarchical government ought to be overthrown. Montreal capitulated, its public stores were laid under contribution to clothe and feed the ragged army of invasion, and Montgomery passed on to die before the impregnable walls of Quebec.

In the closing years of the eighteenth century Montreal was a famous fur trading centre. The Hudson Bay Company, established in 1670, had long occupied the northwestern wilds, including a large portion of what is now the United States. Montrealers had long and keenly competed with this company for the rich peltry trade, but always in a desultory way, rendered less effective through many rivalries. About 1783, however, the North West Company was established by the amalgamation of several rival Montreal firms, and for many years this Company carried on a keen competition with that of Hudson's Bay, a rivalry frequently attended by bloodshed and inhuman cruelties. Under the ægis of this Company Sir Alexander Mackenzie traversed the continent to the Pacific ocean, and by 1812 it was estimated that it had some 1,300 employes and carried on a trade of over one hundred thousand pounds sterling per annum. Lachine, nine miles from the city was the depot of trade, and many a bustling scene the little hamlet witnessed in those early days. The foaming cataracts of the Ottawa in spring and fall were alive with voyageurs and batteaux, coming or going, and the annual meetings of the potentates of this Company, which were held at Fort William on Lake Superior, were accompanied by a pomp such as could be paralleled only by the barons of feudal times.

Almost in the twinkling of an eye the scene changed. Insensate competition between the rival companies from 1808 to 1814 wasted their profits. Good sense then prevailed and amalgamation took place in 1821, under the historic name of the older organization, which possessed the more valuable charter. The trade drifted from Montreal to Hudson's Bay, and the epoch of the Montreal fur trader was closed.

At the close of the eighteenth century Montreal was a town of about twelve hundred houses of which seven hundred were within the fast crumbling fortifications. The streets were narrow and the houses largely of stone with iron shutters as a protection against fire. Not a street lamp shed its warning light to show the pedestrian his way by night, nor was there a night watch. It was not until 1815 that the first dim glow of lamps on St. Paul and Notre Dame streets indicated the awakening of the citizens in regard to lighting, and in 1818 a primitive police force was formed, consisting of a night watch of twenty-four men.

In the opening years of the nineteenth century Montreal began to lay the foundations of her remarkable progress. The Hon. John Molson launched the first Canadian Steam boat in 1809, the Accommodation, which was second on the continent only to Fulton's famous Claremont. The Trinity House was established in 1805, with control of the navigation of the St. Lawrence. The first sod of the Lachine canal was turned by Hon. John Richardson in 1821, and in 1825 the citizens petitioned that work should be commenced to deepen the lake St. Peter channel. Here we have the origin of Montreal's supremacy as a shipping port. From a depth of eleven feet at low water the St. Peter channel has been dredged at enormous cost to a depth of twenty-seven feet and a half, and a further deepening is now required to keep pace with the enlargement of the vessels frequenting the harbor. Plans have just been adopted to afford the port a magnificent wharfage, while from being merely a barge canal the Lachine canal has been deepened several times until now the magnificent system of inland communication of which it is Montreal's key is projected upon a fourteen feet basis and already there is a cry for a still deeper waterway so that the great lake vessels may descend to the very harbor of Montreal. In the first quarter of the century was established the first bank in Canada, an institution very necessary to the development of commerce. Railways were not introduced until 1836, when a connecting line was opened between the St. Lawrence and the Hudson river navigation, namely from Laprairie to St. John's P. Q. There was also in very early days a short line from Montreal to Lachine, to connect with the stages to New York. The Grand Trunk Railway was opened to Portland in 1853, securing to Montreal the advantage of a winter port, while connection was made with Toronto in 1856, the chain of railway communication being completed across the St. Lawrence by the opening of the Victoria bridge in 1860 by H. R. H. the Prince of Wales. This is the most gigantic tubular bridge that has ever been built. It is almost two miles in length, and is now being reconstructed with open spans and widened for a double track. It is a proud record for the company that during the past thirty-eight years, while scores of trains have been running daily in both directions over the single track of this bridge there has not once been a collision.

The telegraph was invented in 1844, and in 1847 the Montreal Telegraph Company was organized, a line to Toronto being open in 1849. Montreal had at last laid a firm grasp upon the trade of Canada, both outland and inland, and it only remained for her citizens to develop the policy laid down by their predecessors.

That frightful plague the cholera visited Montreal in 1832, and again in 1834, carrying off



PART SEVEN.

ART WORK

—ON—



MONTREAL



Canada

Published in Twelve Parts



BY
WILLIAM H. CARRE

1898





LA PRAIRIE, ON RIVER ST. LAWRENCE.



CRAIG STREET.



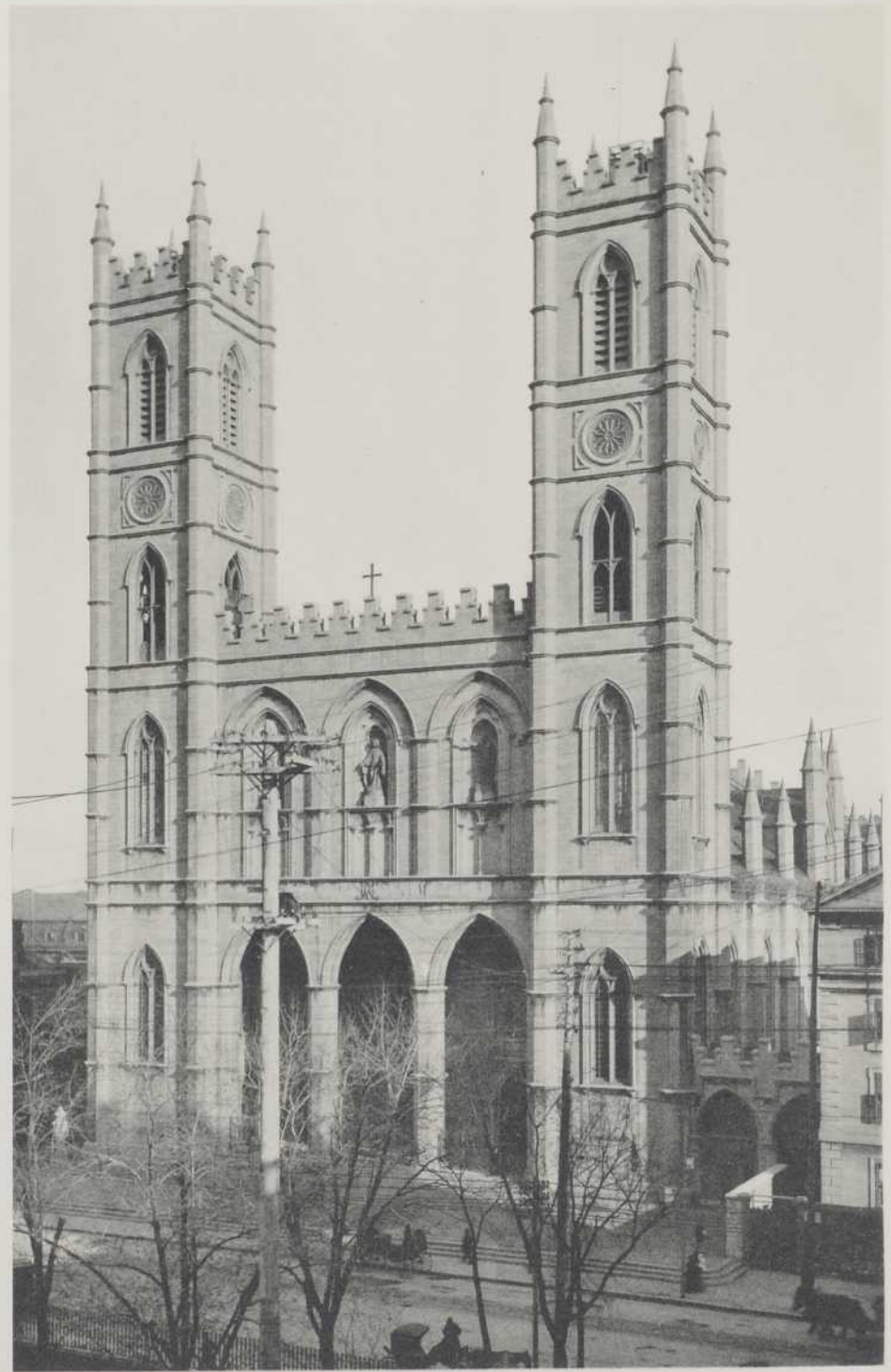
LAC-A-DAISY—MOUNT BRUNO.



INTERIOR OF NOTRE DAME CHURCH.



CENTRE METHODIST CHURCH.



NOTRE DAME CHURCH.



VIGER GARDENS.



ST. LOUIS SQUARE.

several thousand victims. In 1847 the ship fever carried off six thousand immigrants who had been quartered in sheds at Point St. Charles. On all these occasions the scenes of misery and suffering were frequently heartrending, but the citizens were not backward in deeds of kindness and heroism. In 1885 smallpox was brought to the city by a Pullman car porter, and its ravages were very serious, although the advance of science now afforded a weapon to the physician in the practice of vaccination, which enabled the city to stamp out the plague, not however, without some rioting on the part of the lower classes who did not approve of vaccination, and whose passions were stirred by race troubles arising through the rebelling that had just been put down in the Canadian North West.

Montreal has been a frequent sufferer from fire. The first extensive fire that ravaged the city was in 1721. In 1765 two hundred families were rendered homeless by a fire, the loss amounting to one hundred and seventeen thousand pounds sterling. Another fire in 1768 destroyed ninety houses, two churches and a charity school. About a century later, on 15th June, 1850 a fire broke out in a shop at the corner of Ottawa and Nazareth streets and before it was subdued two hundred and seven houses were destroyed and five hundred families rendered homeless. Two months later, on 23rd August, another fire began in a livery stable on Craig street and spread rapidly up St. Lawrence street, devouring one hundred and fifty houses. On the 7th June 1852 a third fire broke out in a carpenter shop on St. Peter street, and caused a loss of eight hundred thousand dollars. But the most destructive fire the city ever experienced was in July 1852, when eleven hundred houses were burned, the entire heart of the city being destroyed.

For many years Montreal was a city prone to rioting. Here were congregated French and British, Irish Roman Catholics and Irish Orangemen. National and religious feuds were either imported or readily engendered on the spot, and the history of the city until comparatively recent years is in this respect not one the self respecting citizen cares to dwell upon. In Montreal took place the first skirmish of the rebellion of 1837 and for days afterwards the city was an armed camp. Election riots were very common, for in olden times it was a customary thing for the strongest party to take possession of the polls. The orange riots of more recent times are still fresh in the memory of the present generation. Today, however, Montrealers of all sects and races have come to know each other better, to appreciate each other's characteristics, and to unite in every good work for the progress of the city and the development of her destiny.

It is not within the purpose of this short sketch to give any detailed account of the history of Montreal. Two hundred and fifty years in America cannot be condensed into a paragraph. But it is hoped that sufficient has been given to show the origin of the city, the influences which were about its cradle, the trials and conquests which drew together its heterogeneous population, producing a broad cosmopolitan tolerance rare in a new land, and to show also how began the developement of ocean and inland commerce which has now reached so vigorous a



PART EIGHT.

ART WORK

—ON—



MONTREAL



Canada

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BY
WILLIAM H. CARRE

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SEIGNIORIAL LAKE—MOUNT BRUNO.



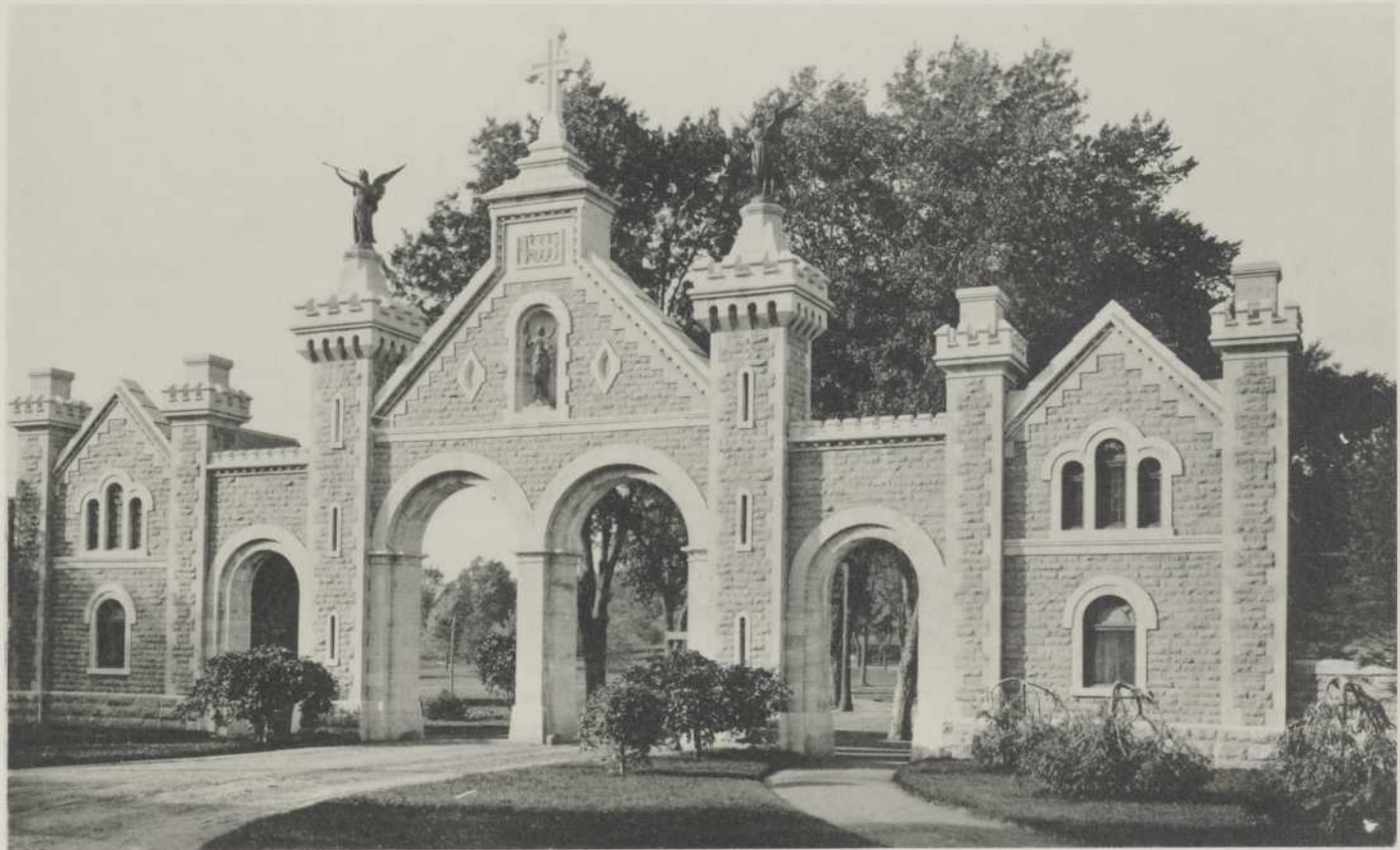
ROYAL VICTORIA HOSPITAL.



DOMINION SQUARE.



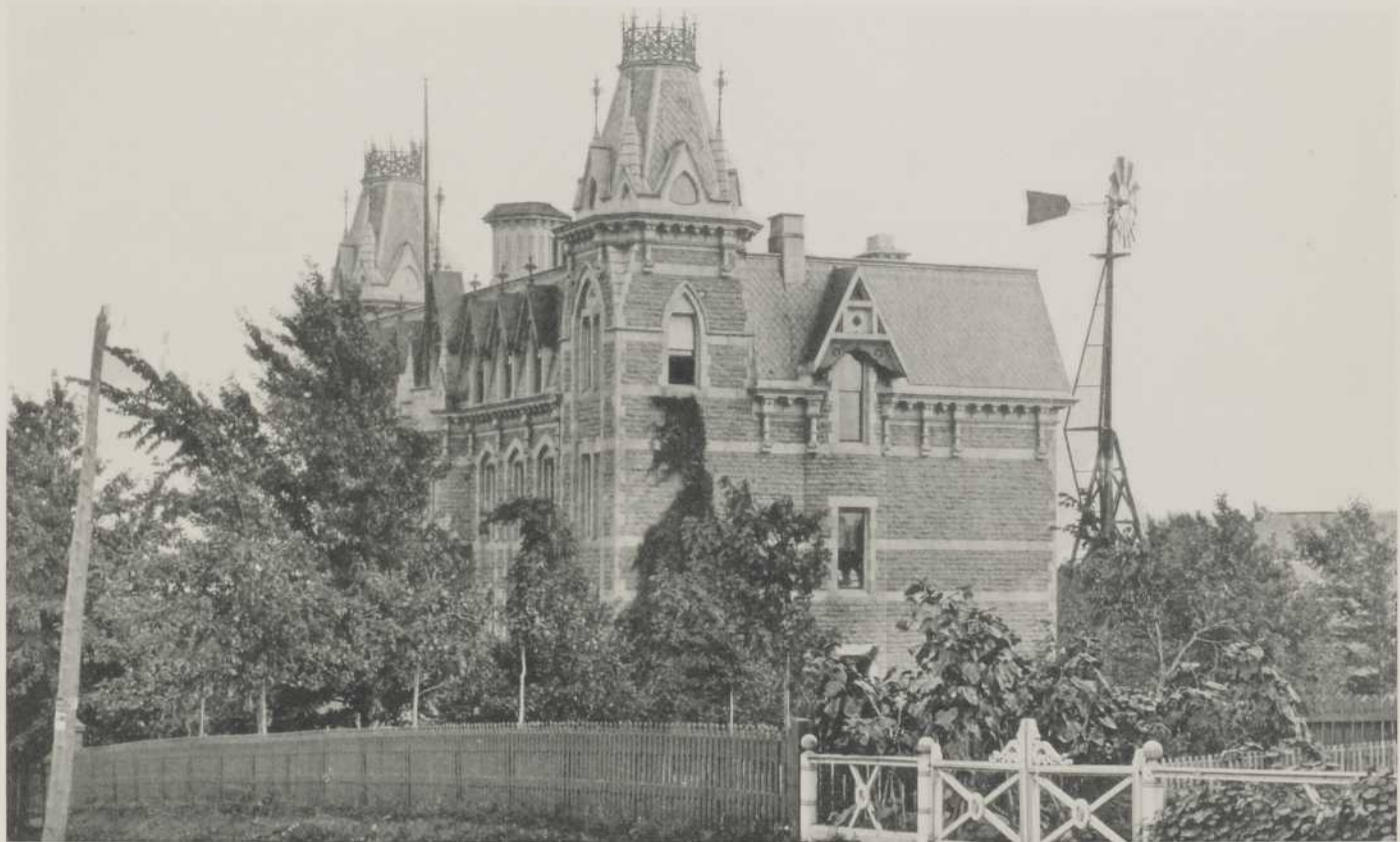
NOTRE DAME STREET.



ENTRANCE TO NOTRE DAME DES NEIGES CEMETERY.



ENTRANCE TO MOUNT ROYAL CEMETERY.



MACKAY DEAF AND DUMB INSTITUTE.



PROTESTANT ORPHAN ASYLUM.

youth and promises so magnificent a maturity. Montreal has seen her fur trade wax till it extended to the Arctic ocean and the surf beaten strand of the Pacific; and she has seen it wane. But from the territories where once she brought the skins of the bison and others of greater value, she now brings the golden wheat by millions of bushels; and does not feel her loss. She suffered from plague, earthquakes, famine, floods and fire, sold slaves in her market places, flogged women half nude in her streets, and was the epitome of her old world contemporaries. The plague she alleviated by science, floods she defied by extensive embankments, fire she subdues by the finest brigade in the world, if not the best equipped, slaves she long since declared free, and the beauty, physique and healthfulness of her women show that here as elsewhere in America the fairer sex is sheltered and defended. One error of her youth however, Montreal cannot recall, the burning of the Parliament buildings. Of all places in the Dominion none was or is so fit to be the capital as this inland seaport. Here the waves of diverse races meet and mingle, here commerce is concentrated, and here is the terminus of every important railroad in the country. But when, on the 25th of April 1849, an insensate mob—which nevertheless many still hold to have been right in their opinion respecting the Rebellion Losses Bill—set fire to the parliament buildings and made the honorable members scurry like rats for their lives, she lost forever her position as the political centre of the Dominion.

The Montreal of today is a very complex organism. As a city of brick and stone it extends colloquially east and west along the banks of the St. Lawrence on the island of Montreal, and is hemmed in on the north by Mount Royal, around the flanks of which it is now steadily growing. According to compass the city really runs northeast and southwest. Its streets frequently traverse almost the entire length of the city, with others crossing at right angles, and the stranger finds little difficulty in making his way about. The streets were once narrow, gloomy, and ill paved, but of recent years and after the expenditure of much money, miles of house fronts have been torn down, the streets widened and asphalted until the main thoroughfares are now quite equal to those in any other city of its population. One characteristic of the city is its density; it covers less ground than any other American city of the same number of inhabitants, but this result is attained not so much by cheap and towering apartment houses as by a kind of economy, accentuated by high taxation which does away with lawns and side gardens such as beautify Toronto and Ottawa. The city is not well provided with parks, but such as it possesses are usually very fine. Victoria Square, in which is the bronze statue of the Queen, is in the heart of the city. Dominion Square is on a higher plateau, opposite the Windsor Hotel, and here is the statue to Sir John A. Macdonald under the shadow of the vast dome of St. James, commonly known as St. Peter's from its resemblance to St. Peter's at Rome, after which it is designed. Richmond Square, now lost amid the business interests, was once the fashionable square of the city. Place Royale, overlooking the harbor is perhaps the most interesting to the antiquary as, according to legend, it was here that Champlain landed in 1611 and De Maisonneuve laid out the site of Montreal in 1642. Place D'Armes square, surrounded

by corporations representing hundreds of millions of dollars is occupied by the Statue of de Maisonneuve, and is also historic. Nor will history forget the Champ de Mars where for many decades the troops have drilled and the excited politician has harranged the swaying crowd.

But the two great parks of Montreal are those of Mount Royal and St. Helen's Island, than which no other in the world is superior, not excepting the famous Bois de Boulogne. St. Helen's Island is the poor man's park, whereto on hot summer days he may repair by a short water journey and find himself in the pure air of an almost virgin woodland, somewhat marred to other tastes, it is true, by modern fauns Pans, dryads, and satyrs in the guise of merry-go-rounds, pedlars and *hoc genus omne*. Mount Royal, however, is still fairly free from these, and in its winding drives, its vales, knee deep in fern, its murmuring groves and flower spangled meadows nurses and children, and those older children whom the gods love may find delightful retreat. From spur and crag are to be seen landscapes equal to those from Arthur's Seat, and in the hollow of the hills, where the call of the peacock or hoarse cry of the raven alone breaks the silence, lies the greater city of Montreal, the city of its dead, with countless monuments. To this city of rest, on quiet summer Sundays flock large numbers of the populace, some to ponder upon their loved and lost, some in the fulness of life to murmur soft nothings, perhaps upon the grave of an erstwhile crusty old bachelor.

The buildings of Montreal afford a theme of interest to the student of architecture, particularly church architecture, for as Mark Twain once humorously remarked, "one cannot throw a stone in Montreal without hitting a church window." First in importance is probably "St. Peter's" already referred to, 300 feet long, 225 feet wide, and 250 feet high to the top of the dome. Its interior decorations are white and gold. Next is the Roman Catholic Parish church, of an older style, florid within, massive without, with two towers 227 feet high. It is capable of seating ten thousand people, and in one of the towers hangs Gros Bourdon, the largest bell in America, weighing 29,400 pounds. In its rear is a little chapel, a masterpiece of wood carving. Notre Dame de Lourdes and Notre Dame de Nazareth are interesting as examples of a school of Canadian church decoration, under Mr. Bourassa.

The English Cathedral is usually considered the finest church in the city, so far as interior architecture is concerned. A series of alternately octagonal and round columns, elaborately carved at the capitals, and supporting gothic arches forms the main feature of a cruciform edifice, whose delicate yet severe beauty is heightened by the white sandstone employed. The same stone is used with effect with Montreal lime-stone for the exterior of the church, but has not proved satisfactory in the Canadian weather, being too porous and apt to weather away through changes of season. St. James's Methodist church, on the same street, St. Catherine, is also a magnificent building, but in this case it is the exterior rather than the interior which is impressive. The Presbyterian churches of the city, which have a large attendance, are also handsome.

The business buildings of Montreal show very plainly the trend of architecture in



PART NINE.

ART WORK

—ON—



MONTREAL



Canada

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BY
WILLIAM H. CARRE

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JACQUES-CARTIERS SQUARE AND MARKET.



BONAVENTURE STATION—GRAND TRUNK R. R.



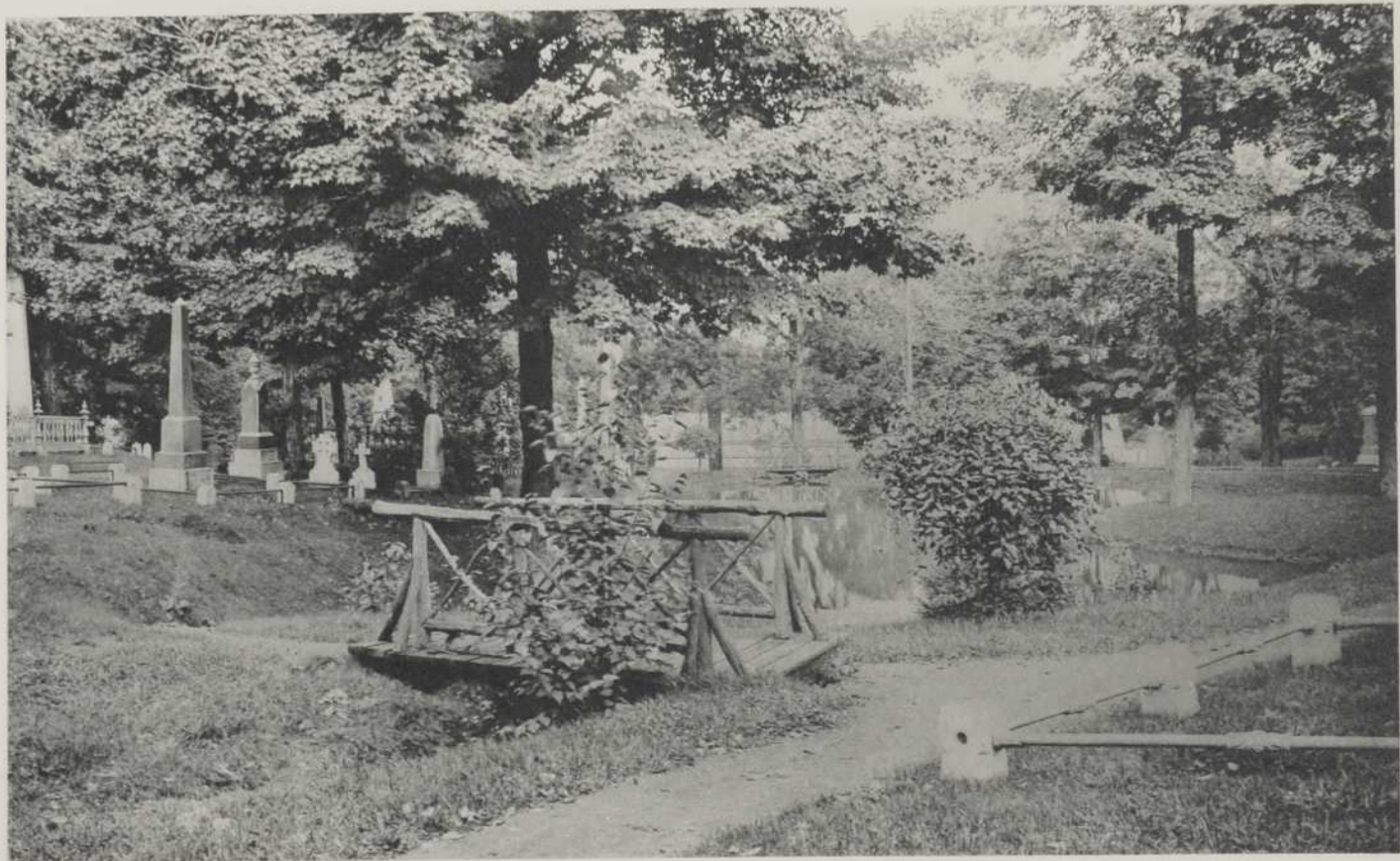
VIEW IN PARK—MOUNT BRUNO.



QUEEN'S HOTEL.



MOUNT ROYAL CEMETERY.



MOUNT ROYAL CEMETERY.



WESTMOUNT ACADEMY.



JACQUES-CARTIER NORMAL SCHOOL.

America. Here and there are to be found the old style, narrow windowed, solid edifices that are obviously relics of a British epoch. Then there is the beautiful simplicity of the Bank of Montreal with its Doric portico, relieved by an allegorical group at the top of the arch. And ultimately one sees many examples of the fully lighted modern block, towering to heaven, all windows, with but enough stone or iron to support the edifice. The Bell Telephone Company enjoys the distinction of a building built of artificial stone, a kind of firebrick, in a land where stone is abundant. Prominent among the business buildings of the city are the New York Life building, the Canadian Life Building, the Board of Trade, Canadian Pacific Stations, Y. M. C. A. and Y. W. C. A. Buildings. The buildings of McGill University, especially the Library and the science buildings, are magnificent examples of modern architecture, as also are many of the private houses, some of which have cost upwards of a quarter of a million dollars. The residential portion of the city includes Pine Avenue, on the slope of the Mountain, Sherbrooke street, on a lower level, Dorchester street, with a number of cross streets such as Park Avenue, Crescent Street and Hutchinson.

The hospitals of Montreal are reputed among the best equipped in the world. The Royal Victoria Hospital on Pine avenue is an elaborate pile presented to the city by Lords Mount Stephen and Mount Royal. The General Hospital grew, as most civic hospitals grow by donations from time to time from generous citizens. The Richardson wing was erected as a monument to the Hon. John Richardson. The Hotel Dieu is the legitimate successor of the first hospital of the city, when Jeanne Mance tended the sick and wounded colonists. The Notre Dame Hospital is eastward, near the wharves and Place Viger. The Western Hospital enjoys a fine airy situation on Dorchester west. There are also the usual homes and samaritan hospitals, which do much to alleviate the misery of the poor and unfortunate.

Montreal naturally contains the best hotels in Canada and the tourist traffic of the city is very large, it being estimated that travellers spend one or two millions here per annum. The best hotel is the Windsor, opposite Dominion square. Others are the historic St. Lawrence Hall opposite the Post Office on St. James Street, the Queens, Balmoral, Place Viger and Carslake's, the last being on the European plan. The rotunda of the Windsor is exceedingly well designed and ornamented, and the men who may be seen in the rotunda of the St. Lawrence hall during business hours, generally migrate to the Windsor in the evening.

Of theatres Montreal has not had too generous a supply since the day of the first play held here in 1694. The first theatre in Montreal was built in 1825 on a portion of the site now occupied by the Bonsecours market. It was burned in the fire of 1851 and in the same year the Theatre Royal was erected. Since then the Academy of Music, the Queens, the Theatre Francais and the Monument Nationale have afforded entertainment to the playgoing public, and the new Her Majesty's theatre on Guy street was opened by the Ballet Girl on November 7th of the present year. Troop managers differ as to the enthusiasm of Montrealers. Some complain that they are cold, others declare themselves surprised with their cordial appreciation



PLACE VIGER HOTEL AND C. P. R. STATION.



PART TEN.

ART WORK

—ON—



MONTREAL

Canada

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BY
WILLIAM H. CARRE

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ST. JAMES STREET.



STE. ANNE'S FROM G. T. R. BRIDGE.



CRAIG STREET.



INCLINE R. R., MOUNT ROYAL.



CHRIST CHURCH CATHEDRAL.



NOTRE DAME DES NEIGES CEMETERY.



NOTRE DAME DES NEIGES CEMETERY.

of the productions. The explanation lies probably in the fact that Montrealers are very good critics, and have much patience but no applause when a poor production is inflicted upon them. Those who have seen a Montreal audience rise to its feet in a tumult of applause, as, for example when Plançon sang, or Albani, will never accuse Montreal of coldness.

In addition to the theatres Montreal is very devoted to music, possibly the result of the highly choral services of the Roman churches. Her church choirs Protestant as well as Roman are excellent. During the winter on Friday afternoons the Symphony concerts attract a large and fashionable, as well as appreciative audience, while the Philharmonic with its hundreds of trained voices and imported primos are a distinct feature in Montreal life, Organ music has also attained a high state of developement, and the organs of the city are of the best class, attracting at times organists from Europe, who have a world wide fame.

But Montreal is not alone enamored of indoor amusements. The city possesses the finest kennels in America, and the best hunting. It has several fine golf links, is the home of adept lacrosse clubs, football clubs, and has recently imported base ball. In winter the roaring game is in full swing, skating either in the open air on the M. A. A. grounds or in the Victoria rink with its immense roof is a popular amusement, with its natural corollary of hockey, the lightning game. Tobogganing was formerly all the rage, but being carried to excess, was preached against by the clergy, and fell from grace, the mighty slides over which humanity was wont to be carried at the rate of a mile a minute being removed or permitted to moulder to decay.

Snowshoeing is *par excellence* the winter sport of the young men of Montreal. They have sturdy muscles, these young men, and in them lies the spirit of their ancestors, who were wont to traverse the desert wilds for months at a time in pursuit of game. The Englishman gins at Canadians in that they prefer riding to walking, but the Canadian lives and uses his legs for his personal convenience, whereas the average Englishman seems to use himself for the pleasure of his legs. But let the Englishman try to keep up with a Montreal snowshoer, and he will find that his head has an insane desire to do the walking. Montreal can easily turn out over two thousand expert snowshoers, who could give a good account of themselves if needs were, as did the Capotes Bleue in de Tracy's day; and in the North West Rebellion of 1885 the marches of the Canadians were phenomenal for troops of any nation. The night climbs amid the pines of Mount Royal were not taken in vain.

The social life of Montreal does not differ greatly from that of any other important city. It is however, perhaps drawn more in upon itself that is usual in America. The outsider is not entertained just because he is an outsider, nor is there much lionizing. One feature of Montreal social life is its French Canadian society, to which belongs almost all that is dignified by years of local ancestry. One may meet in it descendants of the victors over Braddock. Here are those with the blood of the LeMoynes, who gave four great warriors to France. Scores of names, haloed in Canadian history are borne by youths as gallant and maidens as bewitching as their ancestors were famous. And so, as one of a contemplative mind moves amid such a throng,

ghosts glide into the chamber, the courtly minuet seems in harmony and one expects the card tables to be set out in the alcoves for Bigot and Madam Pean and others to gamble at and carry on their amours. Not that the English society is new, but it is new by comparison. It is solid, less witty and vivacious, English, reserved, but like the English if once one is admitted to the charmed circle a whole souled courtesy is displayed.

The club life of Montreal is on a scale consistent with the wealth and magnitude of the city. St. James's Club is probably the most fashionable. The Fish and Game club is important.

The intellectual life of Montreal is displayed in its numerous educational institutions as well as at the bar and by the clergy and the press. The bar of Montreal boasts several orators, men who can win a bad cause by making the jury weep? It boasts moreover men of almost European fame as jurists. The clergy of the city are not so remarkable for oratory as for a broad christianity produced by the commingling in daily life of divers sects. On one occasion a presbyterian congregation worshipped in a Roman Catholic church, and on departing to a church edifice of its own presented candlesticks and communion wine to its former hosts. It is not uncommon for all sects to share in doing honor to some distinguished divine. Such christianity is perhaps more edifying than flights of rhetoric. The press of Montreal will be referred to later, but it may be said here that the English press is a solid not very sensational body, while the French press is characterized as in France by being usually the organ of one man or a small party, which character gives a piquancy to the editorial columns that comes in no other way.

In literature Montreal enjoys no small distinction. There is a Skakespeare Club, an Antiquarian Society, a Folk lore Society, a Montefiore Club and debating societies. There is no literary clique. Each author seems more or less affected by the business atmosphere of the city and seeks fame by earnest effort. In some few cases a real fame has come. Heavysage, the author of *Saul* lived here, a journeyman printer, whose work competent critics have pronounced the best drama since Shakespeare's time. Sir William Dawson's scientific works have secured a wide circle of readers. He is one of the few remaining antagonists of the Darwinian theory and a firm believer in the fall instead of the rise of man, a tenet which his works ably support. Dr. Sterry Hunt, who forecast many recent developments in chemistry lived here, as also did Sir William Logan, father of the Geological Survey. John Reade, George Murray, W. McLennan, Geo. Martin, W. D. Lighthall, F. G. Scott, J. M. Oxley, "Rob Wanlock," S. A. Baylis; Gowan Lea and others uphold the dignity of Montreal as a literary centre, while a special mention must be made of Dr. W. H. Drummond whose verse in French dialect has had a wonderful vogue both locally and abroad. French Canadian literature is well developed, and at its head stands Dr. Frechette.

The most interesting newspaper in Montreal from an historical point of view is the *Gazette*, which owes its origin to Benjamin Franklin. When Franklin and his companions endeavored to incite the Canadians to join in the Revolution, they were accompanied to Montreal by one Fleury Mesplet, who set up a printing press in 1778 and although he was not able to



PART ELEVEN.

ART WORK

—ON—

MONTREAL

Canada

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BY
WILLIAM H. CARRE
1898





RIVER ST. LAWRENCE EAST FROM LACHINE AND C. P. R. BRIDGE.



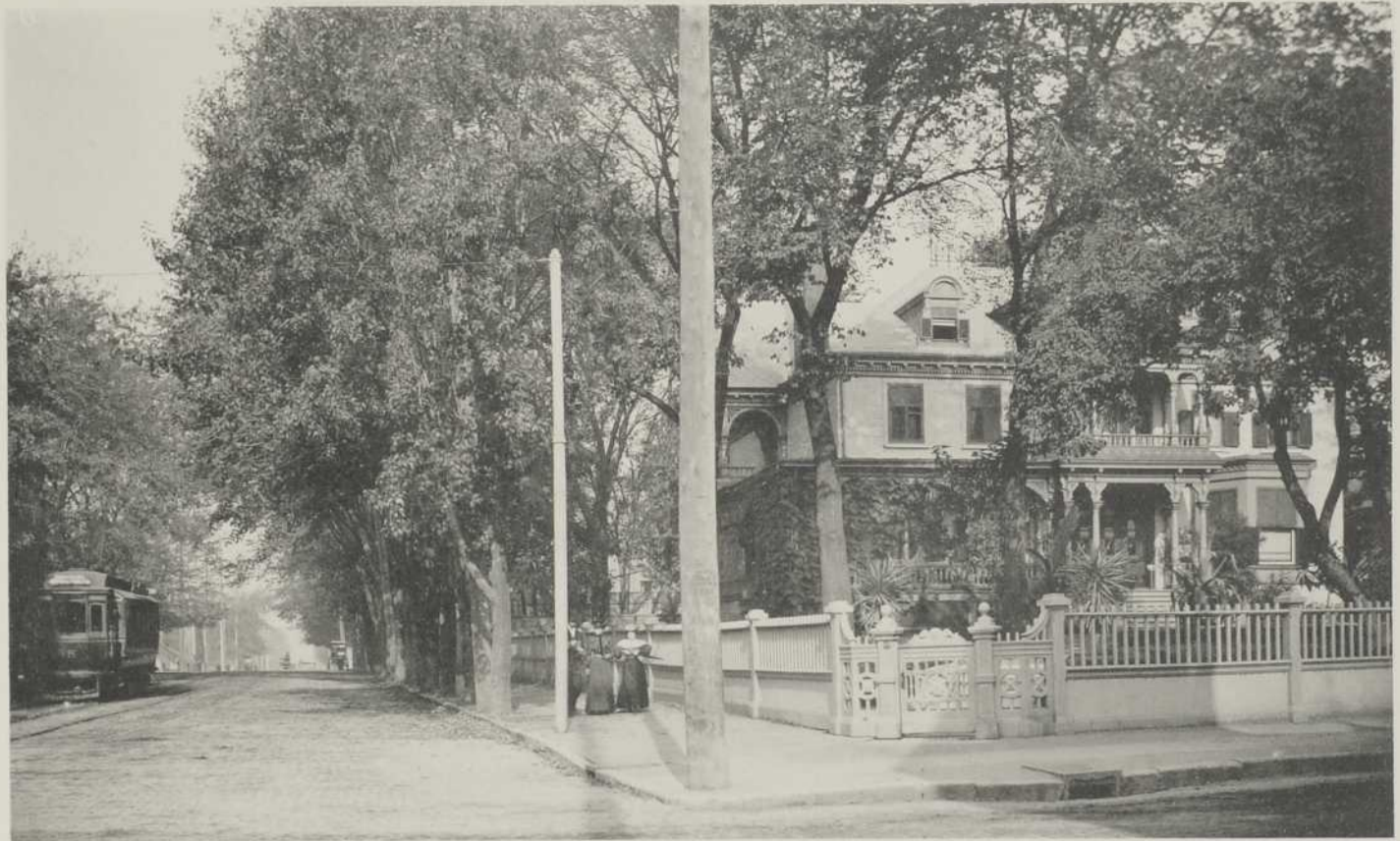
NOTRE DAME STREET.



RIVER ST. LAWRENCE WEST FROM LACHINE.



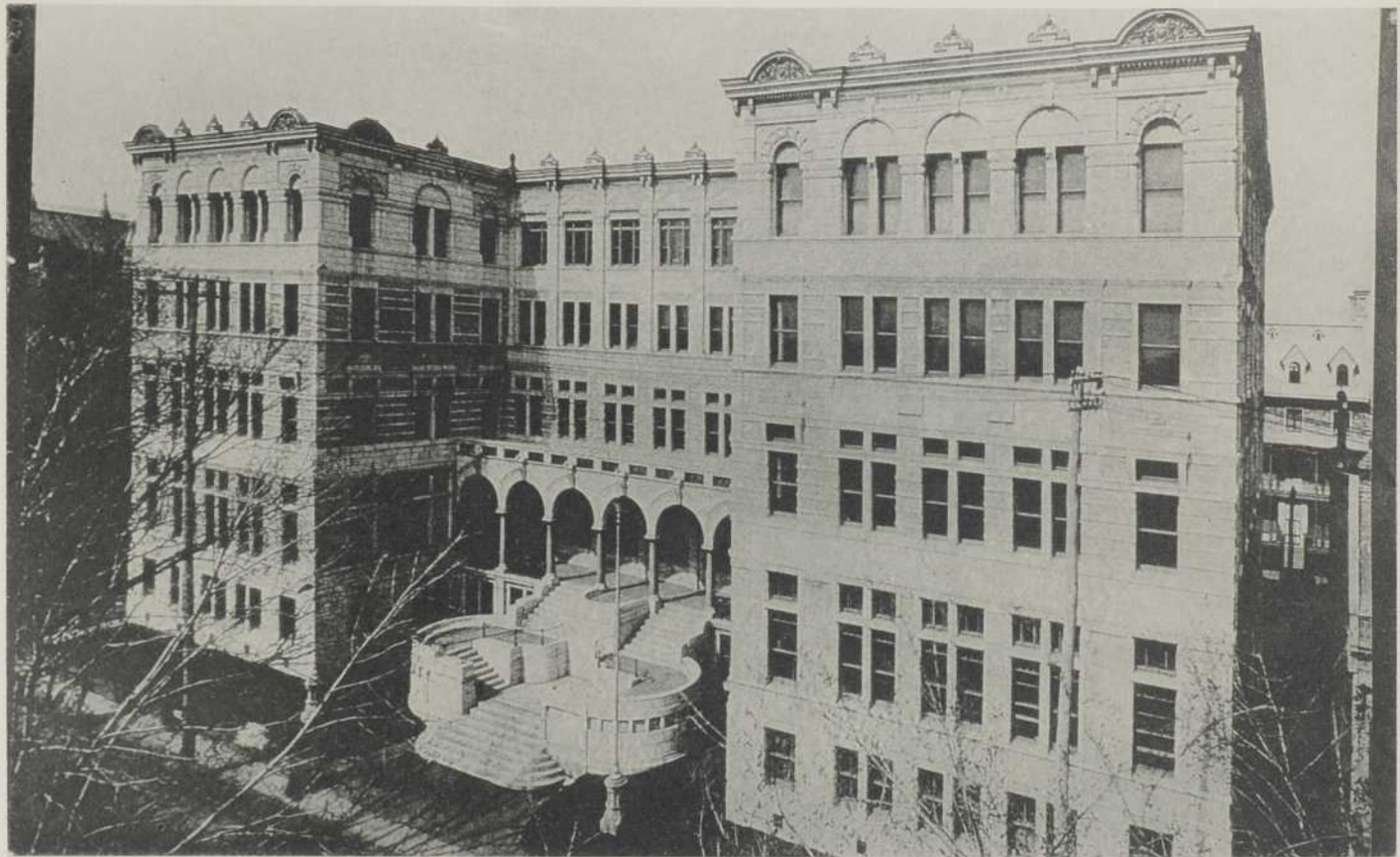
PLACE D'ARMES, N. Y. LIFE AND IMPERIAL BUILDINGS.



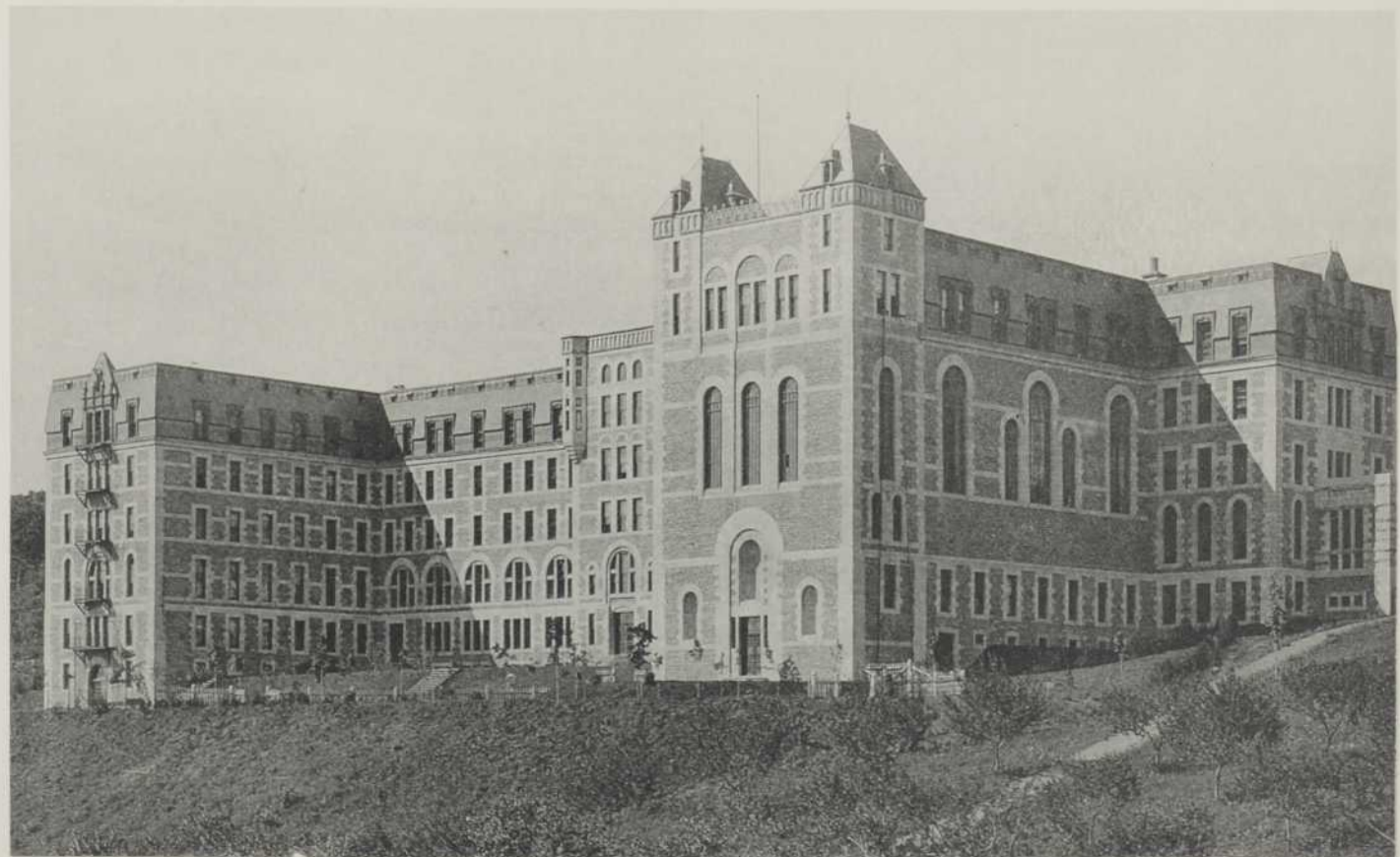
PARK AVENUE.



STANLEY STREET.



LAVAL UNIVERSITY.



SEMINARY OF PHILOSOPHY.

induce the Canadians to secede, the business venture was successful, and the paper, passing through various hands, is still virile, dignified, if partisan, entirely cured of its hereditary taint, and a staunch supporter of British institutions. Other newspapers are The Star, the Daily Witness, The Herald, established in 1803, and an Extensive French press, chief amongst which is La Presse. The newspapers of Montreal are much more decent than those of New York or Chicago, public opinion being still fortunately strongly averse to sensationalism. On the other hand they cannot compare with the press of some cities of a smaller population. The reason is probably that Montreal is one of the very few cities where the one cent rate obtains. Commercial weekly papers abound in Montreal, the most important being the Journal of Commerce.

McGill University stands easily first among the educational institutions of Montreal. It was founded by James McGill, who died in 1813, bequeathing an estate valued at £30,000 to found a college under the recently established Institution for the Advancement of Learning. Litigation with the heirs expectant followed, and the college was not incorporated until 1821, being opened in Burnside Hall, the residence of the founder, in 1829. The Montreal Medical Institute had been established in 1824 by doctors Holmes, Stephenson, Robertson and Caldwell, and it was at once affiliated with McGill, forming the oldest faculty in the University. A new charter for the university was secured in 1852, since when it has progressed in a wonderful manner under the principalship of Sir William Dawson, and recently that of Prof. Peterson. The Molsons, Redpaths, and quite recently Lord Strathcona and W. C. Macdonald added extensively to the buildings of the University, which has still further been favored by a bequest from William Workman. These benefactors probably gave collectively about five millions to the college which has today a scientific equipment unrivalled on the continent, a medical school universally recognized, a library and museum of rare excellence, and a department for the academic education of women that has few equals. The museum contains the unique collection of the Carpenter shells, Sir William Dawson's Laurentian, Devonian and carboniferous specimens, unequalled in the world, and a fine collection of antiquities from Palestine and the east collected by Sir William Dawson during one of his tours. The anthropological collection is also very complete, which is due largely to Dr. W. Bell Dawson, director of the Geological survey.

Morrin College (Quebec) St. Francis College (Richmond) the Wesleyan Colleges of Stanstead and Montreal. The Presbyterian College, Congregational College and Anglican College are all affiliated with McGill.

Bishops College is also an important educational institution, the medical faculty of which is situate in Montreal. The French colleges are Laval, the Seminary, St. Mary's and the Ville Marie.

The school system of Montreal is under two Boards of Commissioners, protestant and Roman catholic, and excellent work is done in training young men for business or college. There is also a business college.

The libraries of Montreal are fairly extensive. The Fraser Institute is a public library



PART TWELVE.

ART WORK

—ON—



MONTREAL



Canada

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BY
WILLIAM H. CARRE
1898





VICTORIA SQUARE.



WINDSOR STATION C. P. R.



MONTREAL FROM MOUNT ROYAL.

with about forty thousand volumes. The Mechanics Institute has about fifteen thousand. The Redpath Library at McGill is about the size of the Fraser Institute library, but the building is capable of accomodating 150,000 volumes. The medical and science faculties at McGill have some twelve thousand volumes additional in their own buildings. The Courthouse has a law library exceeding 15,000. There is probably 25,000 volumes in the Union Catholique and 15,000 in the library of the Jesuits, many of the latter being rare parchments, valuable records of early Canada, some of which, such as the Relations of the Jesuits, have seen the light.

The large and growing commerce of Montreal centers round the Board of Trade which has sections representing almost every important local industry. Under the French régime it was not considered safe to allow merchants to meet together to discuss their business, and not till 1717 was such a thing permitted. The Board of Trade is the natural successor of the Committee of Trade, established in 1822, with John Forsyth president. This Committee did good work until 1840 when the Board of Trade was organized, and elected Mr. Austin Cuvillier president. The Corn exchange, established in 1862, was affiliated with the Board of Trade in 1886. These two institutions in their time have done much to develop the trade of the city. In 1889 the membership had grown so large that it was decided to erect a new building, the corner stone of which was laid by Sir Donald Smith (now Lord Strathcona and Mount Royal) 19th May, 1892. The Governor General opened the new building 27th September, 1893. The cost of the building exceeded \$500,000, and it contains 106 offices.

The first bank in Montreal was the Bank of Montreal, established in 1817, followed by the City Bank in 1821, La Banque du Peuple in 1835, as Fraser de Witt & Co., the Bank of British North America in 1836, the Molsons in 1853, the Merchants Bank of Canada in 1861, La Banque Jacques Cartier in 1862, the Ville Marie Bank in 1873 and La Banque d'Hochelaga in 1874. The original capital of the Bank of Montreal was only 87,500 pounds currency, or \$350,000, increased during a long term of advancement until it is \$12,000,000, with a reserve fund of \$6,000,000 and other undivided profits of over \$900,000. The total banking capital of Montreal, exclusive of branch banks is \$28,000,000, their public deposits exceed \$85,000,000, their discounts are \$82,000,000, and their note circulation \$13,000,000. All this vast sum is not, of course, used in the city itself. These banks have close upon two hundred agencies scattered from one end of the Dominion to the other, while they lend very materially in the United States in connection chiefly with the southern cotton crop and the western wheat crop.

In addition to the local institutions there are branches of eleven other banks in Montreal, making a total of eighteen banks represented at the Clearing House, which is the ninth largest clearing house in America, its daily average for 1897 having been \$1,920,000. On exceptional occasions the day's clearings have exceeded \$4,000,000.

The more important industries of the city are sugar refining, cotton mills, rolling mills, hardware, dry goods, shoe making, wholesale clothing, flour milling and shipping. The shipping trade is a very extensive one including a number of important steamship lines for transatlantic



VIEW NEAR STE. AGATHE.



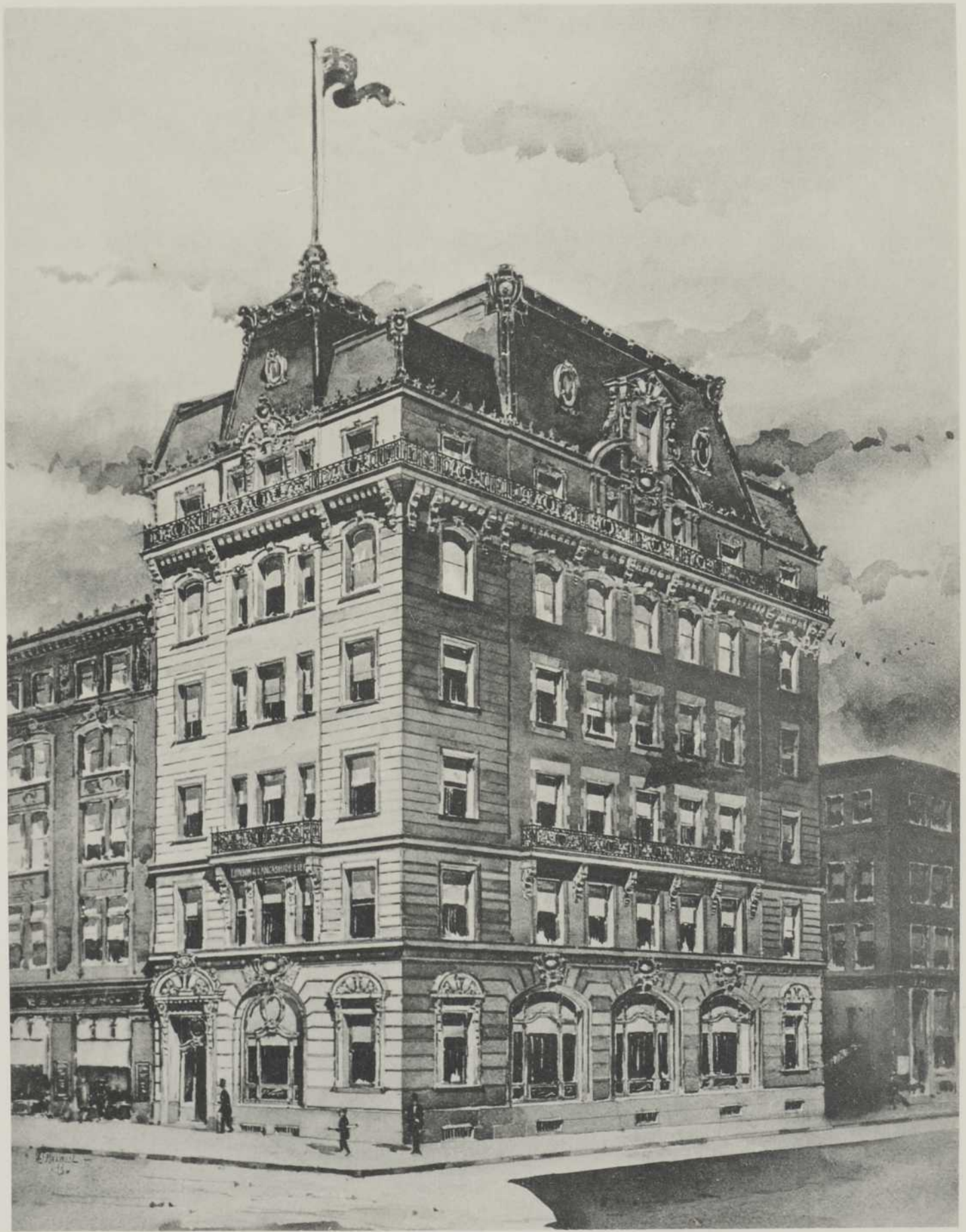
VIEW RIVER ST. LAWRENCE.



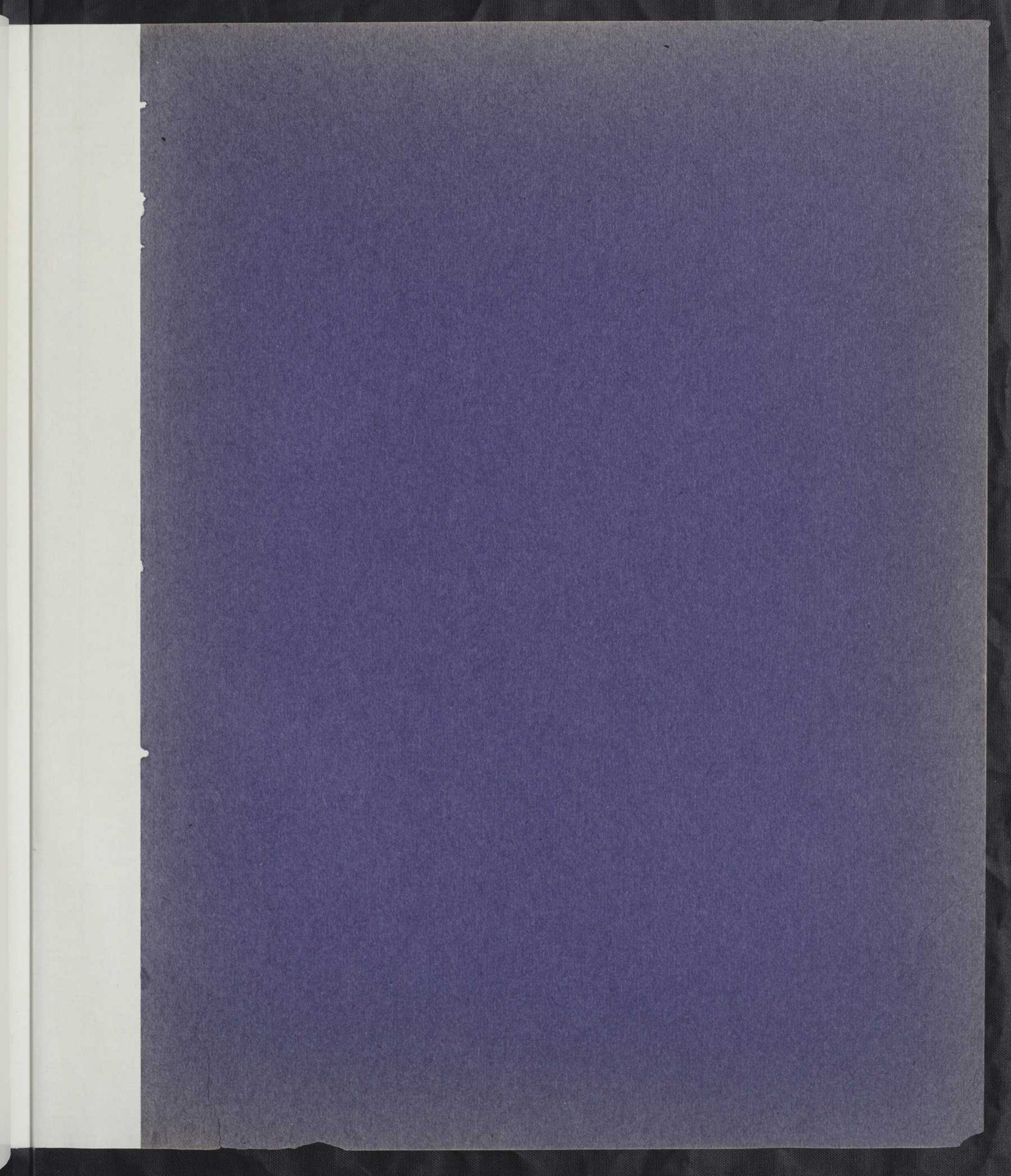
MONTREAL COLLEGE.



HOME FOR THE AGED.



LONDON & LANCASHIRE LIFE ASSURANCE BUILDING.











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