

LOVELL'S
MONTREAL DIRECTORY,
FOR 1899--1900.

CONTAINING AN

Alphabetical and Street Directory of the Citizens

TOGETHER WITH THE CITIZENS OF

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

AN

ADVERTISERS' CLASSIFIED BUSINESS DIRECTORY,

AND A

MISCELLANEOUS DIRECTORY,

TO WHICH IS ADDED

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

CORRECTED TO 27th JUNE, 1899.

Montreal:

PRINTED AND PUBLISHED BY JOHN LOVELL & SON

19 TO 31 ST. NICHOLAS STREET.

OTTAWA RIVER NAVIGATION CO.

EMPRESS (Iron)

DAILY

SOVEREIGN (Steel)

Tourists' Steamer Route to Ottawa

CHARMING SCENERY!

PALACE STEAMERS!

MEALS SERVED ON BOAT!

Take 8.00 a.m. G.T.R. Train to connect with Steamer at Lachine for Ottawa. Return Steamer leaves Ottawa at 7.30 a.m. daily, and RUNS THE RAPIDS, reaching Montreal at 6.30.

Cheap Day Trips up the Beautiful Ottawa River to Carillon
Or any of the delightful intermediate points. Round trip from Montreal, \$1.00 Daily, the most pleasant and cheapest of day trips. Take 8.00 a.m. train for Lachine to connect with Steamer.

AFTERNOON TRIPS.

To Lachine and Rapids, 5.00 p.m. train. Round Trip	\$0.50
To St. Anne, through Lake St. Louis and Rapids, 1.30 p.m. train G.T.R. DAILY; and on Saturdays 1.30 p.m. C.P.R. Round Trip	0.80
To Hudson, and through Lakes Two Mountains, St. Louis and Rapids, Saturdays only, 1.30 p.m., C.P.R. Windsor Station. Round trip	1.00

TICKETS at the Ticket Offices, 178 and 138 St. James Street, Grand Trunk Ticket Office, 137 St. James St. Railway Depot, and Windsor and Balmoral Hotels.

SHERRINGHAM PARK.—Saloon Steamer "Duchess of York," available for Charter to Park or elsewhere.

For Charter apply to Head Office, 165 Common St., Canal Basin

Telephone Main 1029.

R. W. SHEPHERD, Managing Director.

G. M. CERINI

ITALIAN CABINET MAKER

(Graduate of the Royal Academy of Fine Art Brera, Milan, Italy)

Is prepared to design and execute all kinds of Antique Work in Art Furniture.

Personal attention given to Inlaid Ivory, Wood and Brass.

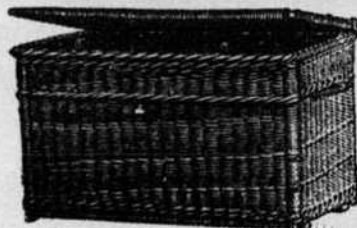
All Wood Work finished in Genuine French Polish. Upholstering neatly done.

Large quantities of Antique Mahogany Furniture in Stock.

Repairing and Restoring Old Furniture a Work of Art.

34 ST. ANTOINE STREET, MONTREAL.

P. PELOSSE BASKET MANUFACTURER



.. AND CHAIR CANER ..

356 ST. JAMES ST., MONTREAL

Half way between Grand Trunk Railway Depot
and McGill Street.

All Orders including Repairing Promptly Attended to.

JOSEPH B. LOVELL

ELECTROTYPYPER

25 ST. NICHOLAS STREET, MONTREAL.

Estimates Given and Satisfaction Guaranteed.

CONTENTS.

Addenda	PAGE
Advertisers' Business Classified Directory	26
Alphabetical Directory of Citizens	107
Index to Advertisers' Names	543
Index to Miscellaneous	24
Index to Streets, Avenues, Squares, Terraces, Places and Lanes	20
Miscellaneous Directory of Benevolent and Religious Societies, Churches, Corporations, Post Office, Railways, &c., &c.	18
Preface	27
Review of the past year	12
Street Directory	13
	173

PLACES IN THE NEIGHBORHOOD OF MONTREAL.

Lachine	1287	Sault au Recollet	1312
Laprairie	1299	St. Lambert	1314
Longueuil	1308	Ville St. Laurent	1318
Montreal South	1310	Village Ahuntsic	1317

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

ADDENDA.

See Page 107.

PREFACE.

The Publishers feel confident that in LOVELL'S MONTREAL DIRECTORY for 1899-1900 the public will find that the expense and labor bestowed upon it have not been thrown away, and that in accuracy it is at least equal to any Directory. A work of this kind to be really valuable must be, in all respects, thoroughly reliable, and with a full appreciation of this fact every possible precaution is taken in order to insure the correctness of the information; 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 28th of June, a period of eight weeks. The increase in the number of pages as compared with last year, representing additional names and occupied houses, may be accepted as evidence of the increasing population and growing wealth of the city.

The names of those residing in the outskirts of the city (except those of residents in Lachine, Laprairie, Longueuil, Montreal South, St. Lambert and St. Laurent), will be found in the Alphabetical portion of the Directory.

The Miscellaneous portion will be found as complete as ever before, and in this issue is printed in the front pages of the book.

As usual, the Directory is divided into five parts, (1) The Miscellaneous Directory, (2) The Advertisers Classified Directory, (3) The Street Directory, (4) The Alphabetical Directory, (5) The Outskirts.

The book is respectfully dedicated to its generous patrons—THE PUBLIC.
MONTREAL, June 30, 1899.

REVIEW OF THE PAST TWELVE MONTHS.

The history of the past twelve months has not been as varied as usual so far as Montreal is concerned, but when the historian of the future comes to study it, he will undoubtedly find that it was the beginning of an epoch. The development of intellectual advantages was most marked in the munificent gifts to McGill University by Sir William Macdonald and Lord Strathcona, the city secured a new charter, its harbour improvements were at last decided upon, and the Grand Trunk Railway almost dramatically signalized its changed management by reconstructing the Victoria Bridge, thereby removing one of the wonders of the world, the greatest tubular bridge ever constructed. In many ways, indeed, the alteration of this bridge is symbolic of the twelvemonth, the old order has given place to the new.

The period under review was particularly disastrous as to fires. Renaud, King & Patterson were burned out on July 21st, 1898; the Linotype Company was burned out on the 29th of the same month; on the 3rd August, Peck, Benny & Co. suffered an extensive loss from the same element, and on the following day Greer's Mill was burned. In November, Pillow, Hersey & Co. were burned out, and on December 19th, S. Green-shields, Son & Co. and their neighbors, McIntyre, Son & Co., were alike despoiled. Altogether, according to the Fire Commissioners, some 567 fires took place in the city, destroying \$1,382,753 worth of property, as compared with 558 fires in 1897 for \$579,257. Fortunately, the more important fires were unattended with loss of life, although a comparatively small fire on Chaboillez square resulted in the death of one fireman through the falling of a wall.

Accidents have been more than usually numerous, and the absence of proper fenders upon the street cars rendered a fatal result almost certain in the case of anyone being struck by a car. Bicycle accidents are also to be recorded.

The wreck of "La Bourgogne," by collision with the "Cromartyshire," off Sable Island, on July 4th, 1898, claimed victims from Montreal, the vessel having had thirteen of our citizens on board. The wreck of the "Portland" some months later resulted in the drowning of Mr. Gosselin, assistant city clerk, a gentleman highly respected.

The Spanish-American war was brought to our doors in June and July, 1898, in an amusing as well as anxious manner by the advent of the Spanish ex-attaché at Washington. United States government detectives kept these gentlemen under espionage, and obtained a letter from M. DuBosc, which was published in the United States. The Prime Minister acting probably under advice from the Imperial government, then requested the Spaniards to leave the country.

On the 18th of September, 1898, the country was visited by a tremendous storm of wind, rain and hail, which did great damage. The velocity of the wind in Montreal was for a time forty-five miles an hour, and the windows of the city suffered severely from the hail, some of which equalled hen's eggs in size. Trees were uprooted and thrown across the streets, while the disarrangement of the electric wires was extensive and resulted in the death of one man. This storm, a continued hot spell in July, and a protracted cold spell in January, during which the thermometer sank as low as 16, 18 and even 20 degrees below zero in the city, mark the extremes of weather of the twelve months.

The 29th September was an important day in the annals of the city and country, the vote on Prohibition being taken. The country gave a majority of 24,090 votes for Prohibition, but Quebec province rejected it, while the total vote polled was so small a fraction of the possible vote that it was realized that prohibition legislation was as far off as ever. The vote in Montreal was 3,724 for Prohibition and 9,694 against.

The war ships "Talbot" and "Indefatigable" visited the port 1st October and the usual routine of entertainment was gone through. A farewell dinner was given to Lord and Lady Aberdeen on 10th November, and the Governor-General left for England the following day, being succeeded by Lord Minto, who had been secretary to Lord Lansdowne in Canada.

Penny postage between Canada and Great Britain and a few of the colonies was inaugurated on Christmas day last, and was shortly followed by the extension of the system to Canada and the United States. The reduction in postage rates has been a great boon to business men.

The great event of the year in educational circles was the opening of the Science Buildings of McGill University, the gift of Sir W. C. Macdonald. The buildings were opened December 20th by the Governor-General, by whom Mr. Macdonald was knighted. The buildings are in point of architecture and equipment among the best in the world. Sir William Macdonald subsequently endowed a chair of Canadian History in memory of Dr. Kingsford, who died during the year, and Lord Strathcona, at the Medical dinner of the same college, announced a gift of \$50,000 each from his wife and daughter to that Faculty.

The Diocesan Theological College received a new Principal in the person of Mr. Hackett, a distinguished alumnus of Trinity College, Ireland, who gave up an important position in India to accept the charge.

In the sporting world the most important event to Montreal has been its preparations for the world's bicycle meet and the successful defense of the Seawanhaka cup. The races began on August 15th last, the competing boats being the Dominion (Canada) and the Challenger (Seawanhaka Club). The Dominion, sailed by Mr. Duggan and belonging to Commodore Ross, won three races and lost one on a foul. The races, however, caused a very serious misunderstanding between the Seawanhaka and the Royal St. Lawrence Yacht Clubs, in which the United Statesians did not exhibit their usual courtesy in sporting matters. Exception was taken to the build of the Dominion, which is all but double hulled. The Seawanhaka Club Committee called her a catamaran, and protested that as such she was ineligible to race for the cup. Partly as a rebuke to this club, and partly, no doubt, with an ambition to win where it had lost, the White Bear Club of Minneapolis challenged the Dominion to a series of races which came off June 12th and three succeeding days of 1899. The Dominion broke her mast in the second race, which was awarded the "Yankee," as the rival boat was named, but in all the races in which there was no accident she came in a comfortable winner.

In 1898 Montreal entered the arena of Base Ball, the old Shamrock grounds being turned into a ball ground, and the home team made a very creditable showing. In the Hockey world a new rink was built at Westmount, called the Arena, where the various league matches took place, and which in summer is turned into a Vaudeville theatre.

The year 1898 will long be noted in the annals of the city for the extensive harbor improvements discussed and decided upon, and the first half of the present year has seen the consequences of this earnest effort in the general acceptance by other cities of the claim of Montreal as the national port of the Dominion. It is, however, unfortunate that the Minister of Public Works and the Harbor Commissioners were not by any means at one as to the plans, and that, at the expense of the port, a dry dock is to be forced upon the city, whereas the consensus of opinion has been that the building of a dry dock while very desirable, is in reality a government duty. So far also, the demand for grain elevators has not been met, although some Buffalo capitalists offered so to equip the port if allowed a virtual monopoly, which was very properly declined. The seagoing vessels using the harbor in 1898 were 868 as against 796 in 1897, an increase of 72 vessels; their tonnage was 1,584,072 as against 1,379,002, an increase of 205,070 tons. Inland trade was represented by 6,911 ships of 1,807,892 tons, as compared with 6,384 ships of 1,134,346 tons.

The continued increase in the tonnage of vessels frequenting the port has resulted in a number of accidents, which has injuriously affected the credit of the route and led the underwriters to increase their premium risk. Several of these accidents were due in reality to careless pilots or vessels with defective steering gear, and the whole route was rendered more subject to risk by unusually low water, which, however, was not as marked in 1898 as in 1897. At the same time the reports that have gone abroad were much more alarming than the facts, as the ships materially injured on the route in 1898 were only three out of the very large number frequenting it. The stranding of the Gallia, which has created a great stir, was due to the defective steering gear and the neglect of the pilot to act accordingly and proceed at slow speed.

From a business point of view, the past year has been remarkably advantageous to Canada, and to Montreal, in consequence. The death list for Canada, as the record of failures is inaptly termed, was as follows:—

	No.	Realized assets.	Liabilities.	Nominal assets.
Bradstreets.....	1,470	\$4,194,927	\$9,825,554	
R. G. Dun & Co... ..	1,334		9,993,143	7,798,719

Of these failures, according to Bradstreet, Montreal's share was as under:—

	No.	Liabilities.
Montreal failures.....	240	\$2,468,746

The clearing House Returns show clearings of \$732,260,000, an increase of \$131,000,000 over 1897, bringing Montreal up the ninth place among American cities.

TOTAL RECEIPTS OF PRODUCE AT MONTREAL DURING THE YEAR 1898, WITH COMPARATIVE FIGURES FOR 1897.

	Wheat. Bush.	Corn. Bush.	Peas. Bush.	Oats. Bush.	Barley. Bush.	Rye. Bush.	Flaxseed. Bush.	Flour. Brls.	Meal. Brls.	Butter. Pkgs.	Cheese. Boxes.	Lard. Brls.	Hams, Bacon & Meats, Pkgs.	Eggs Cases.
Per Grand Trunk Railway.	1,705,011	1,288,170	597,795	2,73,947	68,033	67,351	100,146	600,753	7,694	169,160	1,013,723	85,624	92,645	187,892
Per Canadian Pacific Ry.	489,447	1,353,916	746,991	3,214,172	274,688	169,991	662,392	194,858	19,917	194,858	888,497	27,585	74,694	108,457
Via Machine Canal.	8,372,380	16,860,224	568,843	1,682,448	323,808	896,367	754,987	253,092	8,193	8,193	151,339	11,946	4,062	6,943
Per River Boats.	.....	.....	.....	.....	.....	.....	.....	.....	11,036	11,036	65,818	.....	.....	.....
Total 1898.	10,966,788	19,490,310	1,843,569	7,269,867	467,308	1,073,642	855,138	1,516,237	27,036	417,247	2,118,877	125,155	171,241	390,292
Total 1897.	11,855,611	9,929,226	1,967,007	6,133,600	271,302	913,398	130,992	1,344,247	34,857	454,651	2,546,692	56,253	149,432	322,476
Increase or Decrease.	888,823 Decrease.	10,161,084 Increase.	143,448 Decrease.	1,136,177 Increase.	196,006 Increase.	160,244 Increase.	724,141 Increase.	171,990 In crease.	7,821 Decrease.	37,404 Decrease.	497,715 Decrease.	68,902 Increase.	21,809 Increase.	22,184 Decrease.

TOTAL SHIPMENTS OF PRODUCE FROM MONTREAL DURING THE YEAR 1898, WITH COMPARATIVE FIGURES FOR 1897.

	Wheat. bush.	Corn. bush.	Peas. bush.	Oats. bush.	Barley. bush.	Rye. bush.	Flax- seed bush.	Flour. brls.	Meal. brls.	Butter. pkgs.	Cheese, boxes.	Lard, brls.	Apples, brls.	Hams, Bacon, & Meats, pkgs.	Cattle, head.
European via River St. Lawrence	8,989,669	19,214,299	1,638,435	6,781,239	321,297	983,979	777,074	857,658	34,911	290,961	1,636,261	45,455	389,508	148,745	189,573
Lower Ports via River St. Lawrence	17,673	22,069	11,969	582	281	3	.....	163,042	6,075	2,916	1,402	994	3,635	5,642	332
Via Machine Canal.	125,424	16,467	22,923	16,956	21,423	4,362	.....	32,967	1,910	31,297	370,779	1,079	6,334	10,486	5,058
By Rail .....	.....	.....	.....	.....	.....	.....	.....	538,574	36,638	.....	.....	.....	.....	.....	.....
Total 1898.	9,132,771	19,252,825	1,673,327	6,798,817	943,001	988,384	777,074	1,589,141	79,499	334,174	2,308,412	48,448	393,477	164,873	194,963
Total 1897.	9,924,029	9,224,364	1,794,721	5,231,903	201,782	860,078	113,018	1,397,103	55,455	245,947	2,287,422	30,393	175,194	125,281	173,413
Increase or Decrease.	791,258 Decrease.	10,028,461 Increase.	121,394 Decrease.	1,566,914 Increase.	141,219 Increase.	128,256 Inc se.	664,056 Inc'se.	192,038 Increase.	94,044 Inc'se.	88,827 Inc'se.	78,980 Decrease.	18,055 Inc'se.	224,283 Inc'se.	39,592 Increase.	21,550 Inc'se.

The Banks of Montreal enjoyed unusual prosperity during the last twelve months, as the following partial statements will illustrate :

BANKS	NET EARNINGS		DEPOSITS.	DISCOUNTS.
	1898-9.	1897-8.	1898-9.	1898-9.
Montreal.....	1,350,582	1,265,300	46,442,085	42,836,211
Merchants.....	417,819	440,437	15,434,914	15,125,128
Hochelaga.....	120,691	115,067	4,942,406	4,697,258
Jacques-Cartier.....	50,448	45,397	4,413,991	3,937,069
Ville Marie.....	37,698	36,220	1,488,688	1,373,333
*Molson's.....	259,191	259,177	11,458,497	11,706,971

* Year ending 30 September, 1898.

An active and firm stock market characterized the year, recently becoming dull and weaker.

In the railroad world a long continued war in the passenger rates was a characteristic of the past year, and so great was the traffic induced thereby that the rival line probably lost very little. The Grand Trunk had a threatened strike among its telegraphers and a strike among its trackmen to contend with, and in both cases made reasonable concessions. It also, as already mentioned, accomplished the conversion of the Victoria Bridge from a tubular to an open structure, and made arrangements for the removal of its head offices from Point St. Charles to the heart of the city, Montreal donating the land at the foot of McGill street. In the same term the Canadian Pacific completed its magnificent hotel and station known as the Place Viger, at Dalhousie Square.

The Legislature of Quebec had its hands full at the last session in considering the Civic Charter. Many unwise provisions were struck from the Charter through the efforts of the various industries sought to be unduly taxed, while added safeguards were thrown about the revenues and expenditures of the city which past providence, if not worse, had landed in a mire of debt. So serious had the situation become that when the aldermen were at last checked in extravagances by stringent legislation they found themselves in 1898-99 unable to carry on the scavenging of the city, while the chief of police found the uniforms of his men so worn that he sought authority to permit the police to wear plain clothes. At the same time there was exposure after exposure in the daily press as to minor or serious leakage of public funds and property, which ultimately resulted in a petition being presented to the local government asking for a Royal Commission to enquire into the management of civic affairs.

Rev. Dr. Chiniqy died January 16th, 1899, and his funeral was very large, while thousands lined the route of it. Sir Wm. Van Horne resigned the Presidency of the Canadian Pacific Ry. in June, 1899, and was appointed Chairman of the Board, Mr. Shaughnessey succeeding him as President.

ARTHUR WEIR.

Montreal, June 30, 1899.