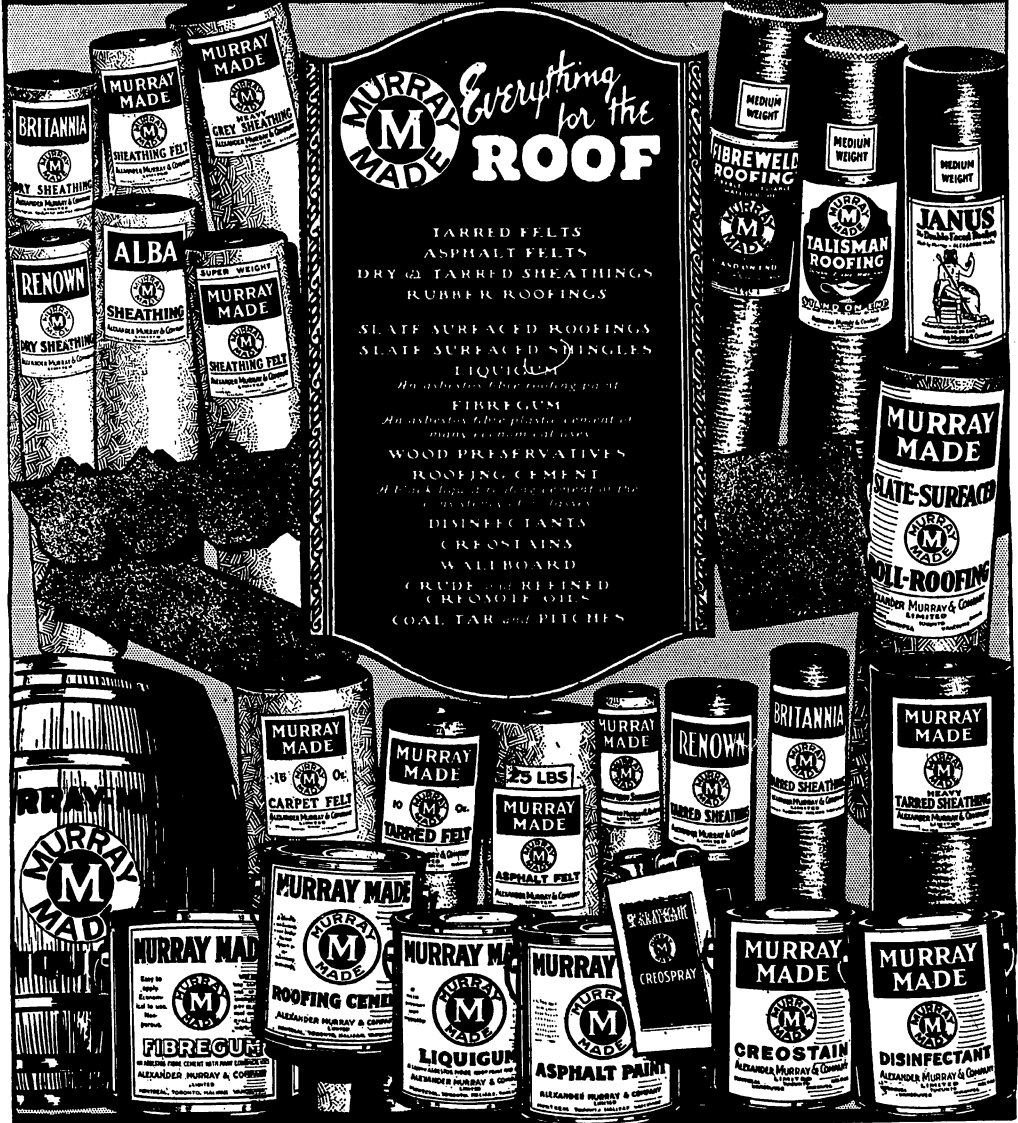


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PUBLISHED EVERY YEAR SINCE 1842

BY

JOHN LOVELL & SON, LIMITED

Established 1835

423 to 429 St. Nicholas Street, MONTREAL

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

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

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

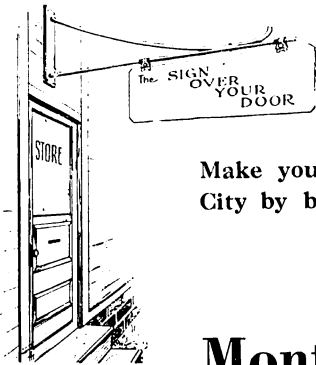
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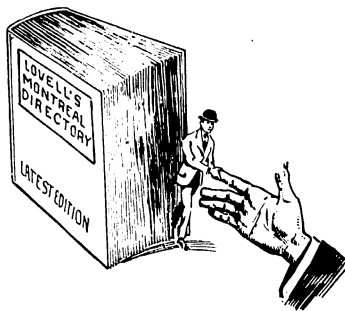
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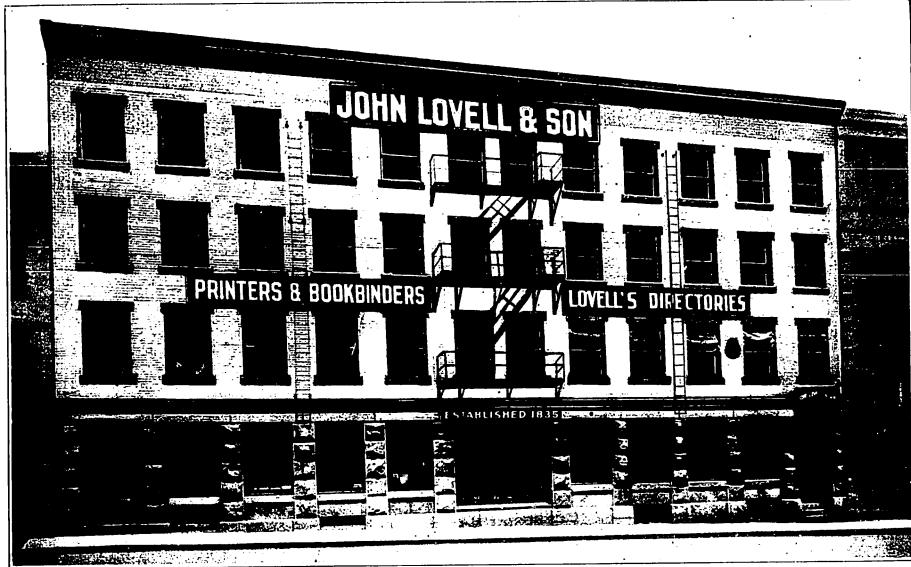
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OF BUSINESS FIRMS AND CITIZENS

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AND

BUYERS' GUIDE

OF

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### JOHN LOVELL & SON LIMITED

Established 1835

*Publishers of Directories Since 1842*

MONTREAL

# PREFACE

TO

## LOVELL'S MONTREAL DIRECTORY

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This is the 1930-31 edition of Lovell's Montreal Directory, the 88th Volume.

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

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

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

The names of the residents of Montreal West, Outremont, Town of Hampstead, Town of Mount Royal, Verdun and Westmount will be found in the Street and Alphabetical Directories, the names of those residing in Lachine, La Salle, Longueuil, St. Lambert, Montreal East, Montreal South, Ville St. Laurent and Ville St. Pierre, starting at page 1763.

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

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

LOVELL'S MONTREAL STREET DIRECTORY (pages 41 to 614). Much care has been taken to make this feature of the Directory complete and accurate in every detail. Names of residents are numerically arranged on the streets shown.

LOVELL'S MONTREAL BUYERS' GUIDE (pages 617 to 644). This section of the Directory, printed on tinted paper, includes advertisements of the leading manufacturing, business and professional interests of Montreal. These advertisements picture many interesting phases of the city's activities. They are not display advertisements, primarily; but rather are reference advertising at its best. In a manufacturing city like Montreal the need for this kind of information readily at hand is very great, and the general appreciation of this is evidenced by the patronage the Directory enjoys in many and varied lines of trade.

LOVELL'S MONTREAL ALPHABETICAL DIRECTORY of citizens, business concerns, commercial, professional and industrial organizations extends through pages 645 to 1,762.

LOVELL'S MONTREAL BUSINESS DIRECTORY follows the Alphabetical section, and on pages 1,805 to 2,056 sets forth the various manufacturing, mercantile and professional occupations, compiled in alphabetical order under headings appropriate to the class of industry pursued or profession followed.

## POPULATION

The Publishers' estimate of the population of the City proper is 1,098,409, and, adding the population of the following places: Lachine, La Salle, Longueuil, Montreal East, Montreal South, Montreal West, Town of Hampstead, Town of Mount Royal, Outremont, St. Lambert, Ville St. Laurent, Ville St. Pierre, Verdun and Westmount (158,050) GREATER MONTREAL has a population of 1,256,459.

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EVERY YEAR SINCE 1842.

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# INTRODUCTION

TO

## LOVELL'S MONTREAL DIRECTORY FOR 1930-1931

### HISTORY OF MONTREAL AS A TRANSPORTATION CENTRE

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

Its growth is due to its position as the greatest inland port in the world. It is at the foot of the great fresh water navigation and canal systems of the Dominion of Canada and even of those tributary to the Great Lakes in the United States for about 1,600 miles. It is at the head of the Atlantic Ocean navigation, being about 1,000 miles up the St. Lawrence River from the open sea. The distance from Montreal to Liverpool is 2,773 miles, thus making the journey 237 miles less than from New York. The waterway to New York is by the Richelieu River, Lake Champlain, Lake George and the Hudson River. Thus inland craft, coasting vessels and Atlantic Liners fill the harbour and Port of Montreal.

Montreal is also a great centre of transportation by rail and by automobile highways and highway bridges. The two greatest railway systems of the world have their termini here, the Canadian Pacific Railway, with a mileage of 20,805, and the Canadian National Railways, with a mileage of 23,798. Montreal is reached from the United States by the New York Central and the Delaware & Hudson Railways. Montreal, being the centre of a system of good roads, is a parking place for the automobiles of North America.

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

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

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

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

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

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

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

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

### PROMINENCE AS A PORT

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

## GRAIN STORING AND HANDLING FACILITIES

During the year 1929 there was expended upon the grain elevator system of the port upwards of \$147,000, while the entire expenditure on improvements was \$2,700,915.55, of which \$1,990,000 was on wharves and piers. This brought the total capital expenditure on the port to the vicinity of \$58,000,000, and the total grain storage capacity to 15,162,000 bushels.

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

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

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

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

## CUSTOMS AND EXCISE REVENUE AT MONTREAL

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

Year	Customs Revenue	Excise Taxes	Excise Duty	Sundry Collections	Total Revenue	Ocean Vessels	Net Tonnage
1929-30...	\$47,206,465.33	\$16,520,924.33	\$41,482,209.61	\$129,247.13	\$105,338,846.40	1,283	4,637,800
1928-29...	45,970,896.36	20,155,464.42	39,219,159.37	116,661.06	105,462,181.21	1,607	5,494,062
1927-28...	40,651,452.89	23,466,072.13	35,517,312.47	120,282.18	99,755,119.67	1,610	4,992,686
1926-27...	39,627,296.89	25,338,158.74	30,817,445.25	110,076.35	95,892,977.23	1,421	4,221,730
1925-26...	36,717,038.14	23,405,002.67	27,750,223.53	106,591.16	87,978,855.50	1,255	5,104,313
1924-25...	31,545,755.08	21,840,745.46	25,513,550.91	173,534.46	79,073,585.91	1,222	4,096,216
1923-24...	37,523,006.01	27,035,395.79	26,518,604.08	167,978.77	91,228,163.85	1,082	3,683,720
1922-23...	38,910,982.02	21,178,204.79	26,675,113.67	174,147.19	86,938,452.67	1,194	3,932,637
1921-22...	34,951,236.89	13,720,693.06	28,349,540.67	164,570.20	77,186,040.82	964	2,891,956

## HARBOUR OF MONTREAL

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

Year	Opening of Navigation	Closing of Navigation	First Arrival from Sea	Last Departure for Sea	Greatest number of Vessels in Port at one time			
					Seagoing		Inland	
					No.	Date	No.	Date
1920	April 18	December 11	April 25	December 11	43	August 18	43	September 14
1921	March 29	December 14	April 21	December 8	78	September 7	43	July 16
1922	April 13	December 6	April 24	December 2	91	October 24	55	August 21
1923	April 29	December 18	May 3	December 1	63	May 23	52	August 4
1924	April 18	December 12	April 24	December 3	80	November 4	43	June 17
1925	April 10	December 10	April 16	December 8	62	August 19	46	October 6
1926	May 2	December 6	May 3	December 6	60	May 19	66	September 7
1927	April 10	January 4/28	April 12	December 6	80	October 20	44	May 1
1928	April 26	January 6/29	April 26	December 9	61	November 19	43	August 13
1929	April 10	December 10	April 20	December 7	53	July 3	47	October 7

## STEAMSHIP SERVICES

Montreal has direct steamship services to Antwerp, Rotterdam, Hamburg, Bremen, Havre, Marseilles, Genoa, Naples, Mediterranean ports, Black Sea ports, Port Said, Port Sudan, Aden, Indian ports, Straits Settlements and Java ports, London, Liverpool, Newcastle, Leith, Bristol, Avonmouth, Manchester, Hull, Southampton, Glasgow, Belfast, Londonderry, Cork, Dublin, Cobh, Central America, West Indies, Cuban ports, Australia, New Zealand, South America, South Africa; in fact, to practically every port in the world.

During the summer season, from April to November, a passenger service is maintained from Montreal between Canada and Europe by the Canadian Pacific, Cunard Line, Anchor-Donaldson Line and White Star Line.

The majority of the passenger traffic enters Canada through the ports of Montreal and Quebec, by way of the St. Lawrence water boulevard.

The St. Lawrence River is a magnificent waterway, which three hundred years ago was the only white man's route into the interior of the North American Continent and which not only still remains one of the principal gateways to that rich domain but serves now as the chief stage in the route between Europe, the Orient and Australia through the connection it provides with the trans-continental railway services and the ports on the Pacific. While located within the borders of Canada, that waterway has been and continues to be of vital service to the progress and prosperity of the United States. Through it a vast proportion of the immigrant population of the Middle Western States and the farther West has found its way from Northern Europe, following in the footsteps of the old French explorers and pioneers, such as Champlain and La Salle, who, three centuries ago, established outposts on the Great Lakes and the Mississippi.

Direct services between Montreal, Quebec, Belfast, Glasgow, Liverpool, English Channel ports, London, Antwerp and Hamburg are maintained by the Canadian Pacific Steamships during the summer season from the end of April until the end of November. The Atlantic fleet of the Canadian Pacific Steamships, Limited, comprises a total of 22 ships, 15 of which are passenger liners, and 7 cargo vessels. During the winter season, from the end of November to the end of April, the Canadian terminal of the Canadian Pacific liners is the port of Saint John, N.B.

The Canadian Pacific schedule of winter sailings for the season 1930-1931 shows several features of special interest. Six cruises will be operated this winter.

The Round the World Cruise will again be made by the Empress of Australia, which has in three seasons made a reputation as a World Cruise ship. This cruise will leave New York on December 2, 1930, crossing the Atlantic and continuing through the Mediterranean, the Suez Canal and the Red Sea, across the Indian Ocean, and back to New York via the Orient, the Pacific Ocean and the Panama Canal, occupying 137 days. Among the features of this season's cruise are a call at Athens, an included inland excursion from Bombay to Delhi, Agra, the Taj Mahal and Fatehpur Sikri, and a visit to Keelung, Formosa. Countries visited will include: Madeira, Gibraltar, Algeria, Monaco, France, Italy, Greece, Palestine, Egypt, India, Ceylon, Sumatra, Java, Straits Settlements, Malay States, Siam, the Philippines, China, Formosa, Japan, Hawaii, the Panama Canal Zone and Cuba. The cruise will end at New York on April 17, 1931.

The Mediterranean Cruise will be made by the Empress of France, and will leave New York, February 3, 1931, and will occupy 73 days. Countries visited will include Madeira, Spain, Gibraltar, Algeria, Island of Majorca, Malta, Sicily, Italy, Jugo-Slavia, Greece, Turkey, Syria, Palestine, Egypt, Monaco and France, terminating the cruise at Southampton on April 8. The Cruise fare includes return Atlantic passage by any Canadian Pacific steamship, tickets being valid until December 31, 1931.

The Duchess of Bedford will make two cruises to the West Indies and Panama, leaving New York on January 9, 1931, for a 29-day cruise and again in February, sailing on February 11. On both cruises calls will be made at the following places: Bermuda, Porto Rico, Martinique, Barbados, Trinidad, Venezuela, Curacao, Panama Canal Zone, Jamaica, Haiti, Cuba and the Bahamas.

The Duchess of Richmond and the Duchess of Atholl, each 20,000 tons and sister ships to the Duchess of Bedford, will both make cruises, with Great Britain as their starting point. The Duchess of Richmond leaves Liverpool on January 21, and calling at Avonmouth, will visit ten ports in the West Indies, the Panama Canal Zone and South America, returning via Madeira to Plymouth and Liverpool, where she will conclude her tour on March 6. The Duchess of Atholl will make the cruise to the Isles of the West and West Africa, leaving Liverpool on January 27 and returning to the same port on March 9, after visiting Madeira, Sierra Leone, Dakar, Tenerife, Casa Blanca, Las Palmas, Tangier, Monaco, Palma, Algiers, Cadiz and Lisbon.

Ten liners of the Canadian Pacific Atlantic fleet will be engaged on the Company's winter schedule of crossings between Saint John, N.B., and British and Continental ports during the 1930-1931 season. These are the Duchess of Atholl, Duchess of Bedford, Duchess of Richmond, Duchess of York, Montcalm, Montrose, Montclare, Melita, Minnedosa and Metagama.

Weekly sailings to Liverpool, Belfast and Glasgow will be maintained throughout the season. The first sailing, on December 5, will be that of the Duchess of York. Eight liners will be used. The Duchess of York, Duchess of Atholl, Duchess of Richmond, Montrose, Montcalm, Montclare, Melita and Minnedosa. On the conclusion of her West Indies cruises the Duchess of Bedford will make one voyage, on March 14, from New York to Cherbourg and Southampton before proceeding to Liverpool.

Five ships will be used to maintain a service to the English Channel and Continental ports: The Metagama, Montcalm, Montrose and the Montclare. On the conclusion of her Round the World Cruise, the Empress of Australia will make one voyage to Cherbourg and Southampton from New York, leaving that port on April 18.

The recent addition to the Fleet of largest and fastest steamships across the Pacific is the luxurious Empress of Japan, 39,000 tons displacement, 26,000 tons gross register. This beautiful new steamship together with the Empress of Canada, Empress of Russia and Empress of Asia will maintain a fortnightly service from Vancouver and Victoria to Honolulu, Yokohama, Nagasaki, Shanghai, Hong Kong and Manila, and returning from the Philippines, China and Japan, direct to Victoria, Kobe and Vancouver.

The Canadian Pacific launched on June 11 at Clydebank, Scotland, a 42,000 ton liner for the St. Lawrence route to Europe. This fine vessel, the Empress of Britain, is expected to make a five-day crossing between Quebec, Cherbourg and Southampton. In luxury of appointments the Empress of Britain will be the most up-to-date vessel afloat, and will be expected seriously to threaten the supremacy of the fast New York liners. Her maiden voyage will be made early in 1931 (summer season).

Important factors in the potential supremacy of the St. Lawrence over the New York route as a highway to New York itself are (1) the shorter distance between Cherbourg and Quebec, which is 2,685 miles, as against 3,008 miles from Cherbourg to New York; a difference of 323 miles, or half a day's steaming by the fastest liner; (2) the sheltered two days spent on the waters of the St. Lawrence river; and (3) a rapid railway journey from either Quebec or Montreal.

The Cunard and Anchor-Donaldson Lines maintain a regular weekly passenger and freight service between Great Britain and Europe and Montreal and Quebec during the St. Lawrence navigation season, and Halifax in the winter. The passenger fleet consists of eight large, modern oil-burning liners carrying Cabin, Tourist Third Cabin and Third Class passengers. This represents a total of 111,000 tons gross.

The weekly services to Belfast, Liverpool and Glasgow are maintained by the Letitia, Athenia, Antonia, Andania, and the weekly sailings between Canadian ports and Plymouth, Cherbourg (westbound) Southampton (westbound), Havre (eastbound), and London, by the Ascania, Aurania, Alaulnia and Ausonia. The first Cunard and Anchor-Donaldson sailings to and from Montreal take place about the end of April and the last sailings about the end of November. Special Christmas sailings from Montreal, Halifax and Saint John, N.B., are features of the beginning of the winter service on these lines. These special Christmas sailings are to Belfast, Liverpool, Glasgow, Plymouth, Havre and London.

The Cunard-Anchor Cruise programme for the winter of 1930-31 is very extensive. Cruises are as follows, dates indicating departure from New York:

**AROUND-THE-WORLD CRUISES:**—Samaria, on December 3, 1930—Westbound. Rates from \$1,600 up. Franconia, on January 10, 1931—Eastbound. Rates from \$2,000 up. Both cruises are under the joint management of the Cunard Line and Thos. Cook & Son, and the itineraries include many ports not called at by any other cruise.

**SOUTH AMERICA—AROUND AFRICA CRUISE:**—Transylvania, on January 17, 1931. Rates from \$1,450 up. Under the joint auspices of the Cunard Line and the American Express Company. Itinerary includes: Trinidad, Rio de Janeiro, Santos, Buenos Aires, Montevideo, Triстан da Cunha, Capetown, Port Elizabeth, Durban, Mozambique, Zanzibar, Mombasa, Aden, Port Sudan, Port Tewfik, Alexandria, Naples, Monaco, Gibraltar, Southampton, with optional trips through Africa to Victoria Falls, Mining Regions, Nile Valley, The Holy Land, Pompeii, Rome, and through Europe.

**MEDITERRANEAN CRUISES:**—Four Cunard cruises are scheduled to the Mediterranean with itineraries covering all the most interesting places on the shores of this historic sea. Scythia, January 27, 1931. Rates from \$950 up (Frank Tourist Company). Carinthia, January 31, 1931. Rates from \$1,000 up (Raymond & Whitecomb Co.) Mauretania, February 21, 1931. Rates from \$840 up. Carinthia, April 14, 1931. Rates from \$700 up (Raymond & Whitecomb Co.)

**WEST INDIES CRUISES:**—Ten cruises to the Caribbean have already been scheduled by the Cunard-Anchor Lines, at the time of going to press. The itineraries include all the high-spots of the West Indies, such as Havana, Kingston, Colon, Curacao, La Guayra, Port-of-Spain, Fort-de-France, St. Pierre, San Juan, Bermuda, Nassau. Franconia, November 18, 1930—12 days, from \$150; Franconia, December 2, 1930—16 days, from \$175; Franconia, December 20, 1930—16 days, from \$2.00; Cameronia, December 24, 1930 (National Tours) \$85; Carinthia, January 10, 1931—16 days, from \$200; Carinthia, January 24, 1931—18 days, from \$200; Caledonia, February 14, 1931—18 days, from \$200; Aurania, March 14, 1931—15 days, from \$140; Aurania, March 31, 1931—12 days, from \$110; Tuscania, April 15, 1931—12 days, from \$140.

Summer cruises to Iceland, North Cape, Norwegian Fjords, Baltic, and to the Atlantic Isles, and to the Mediterranean—

**HAVANA SERVICE:**—Regular service by the Carmania and Caronia, between Havana and New York during the winter, with a special sailing of the Mauretania on February 11, 1931, from New York. Low rates, inclusive of short stay in Havana, quoted.

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

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

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

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

Montreal is also the headquarters of the Canadian National Steamships, operated in conjunction with the Canadian National Railways. Their fleet consists of 51 steamers with a total dead-weight tonnage of 304,346, which operate on the following services:—

#### FROM THE ATLANTIC

UNITED KINGDOM—Ten-day service to London and Antwerp.

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

AUSTRALIA—Three-weekly service to various Australian ports.

NEW ZEALAND—Monthly service to various New Zealand ports.

INTERCOASTAL—Monthly service to Vancouver.

SOUTH AMERICA—Monthly service to South American ports.

#### FROM THE PACIFIC

PACIFIC COAST—Weekly service to San Pedro and San Francisco.

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

The service is seasonal, and in summer is between Vancouver and Skagway, Alaska, while during the winter months the northern terminal port is Stewart.

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

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

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

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

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

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

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

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

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

The other two ships have been placed on what is known as the "Western Route," and during the months of May to November inclusive, sail from Montreal, and for the balance of the year from Halifax, for Jamaica, calling en route, both north and southbound, at Bermuda and Nassau. They turn at Kingston, Jamaica, for the homeward voyage. Connection with Belize, British Honduras, is made at Kingston by a smaller boat of the Canadian National Steamships. At several points these services afford connection, both ways, with New York and other American ports, as well as with Great Britain and the Continent.

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

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

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

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

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

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

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

#### WHARF ACCOMMODATIONS

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

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

or

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

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

### FLOATING CRANE

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

The crane has a length of 200 ft. and a breadth of 43 ft., with a height of lift above water of 100 ft. Several smaller floating cranes are also part of the port equipment.

### HARBOUR RAILWAY TERMINALS

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

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

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

### DISTANCE TO LIVERPOOL

The port of Montreal being nearer Europe than any other large Atlantic sea-port, as is demonstrated by the following distances to Liverpool, offers superior advantages not only to her immediate hinterland, but also to the American States, bordering on the Great Lakes—

Montreal.....	2,773 miles	Baltimore.....	3,324 miles
Boston.....	2,810 "	Panama Canal.....	4,530 "
New York.....	3,010 "	New Orleans.....	4,553 "
Philadelphia.....	3,160 "	Galveston.....	4,730 "

### WAREHOUSE AND COLD STORAGE PLANT

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

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

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

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

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

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

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

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

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

### FREIGHT HOISTS

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

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

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

### COAL UNLOADING PLANTS

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

### FLOATING DRY DOCK

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

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

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

### LABOR

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

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

1914.....	\$1,299,336.66	1922.....	\$1,306,86,245
1915.....	1,024,300.45	1923.....	1,880,935.02
1916.....	858,715.17	1924.....	2,398,606.05
1917.....	1,015,578.09	1925.....	2,502,949.62
1918.....	946,259.71	1926.....	2,341,903.62
1919.....	1,305,900.56	1927.....	2,645,990.89
1920.....	1,486,378.87	1928.....	2,343,020.35
1921.....	1,339,596.28	1929.....	2,254,000.75

### SHEDS

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

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

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

## A TRANSPORTATION CENTRE

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

The Headquarters of the Canadian Pacific Railway Company is located in its Windsor Station. This transportation system, the largest in the world, owns and controls over 20,000 miles of track, owns and operates its own Telegraph System of over 166,000 miles; 25 Ocean Steamships in Trans-Atlantic and Trans-Pacific Services; 26 Coastal Steamships; 5 Great Lakes Steamships; 15 Lake and River Steamships; and constructs its own Sleeping, Parlor and Dining Cars and other passenger equipment in the Angus Shops which are located in this City.

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

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

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

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

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

The Soo Express travels between Montreal, Duluth and the United States Middle West each night.

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

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

The Algonquin Hotel at Saint Andrews, N.B., well known social headquarters in the season, is reached by a daily train service during the summer. There is also daily train service throughout the year to Saint John, with connections there for Digby and other Nova Scotia sea resorts.

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

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

## PUBLIC SERVICE CORPORATIONS

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

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

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

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

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

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

## MONTREAL AS A FINANCIAL CENTRE

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

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

	1924	1925	1926	1927	1928	1929
January . . . . .	\$444,600,306	\$460,698,109	\$411,663,291	\$474,437,219	\$634,110,058	\$755,624,464
February . . . . .	407,276,140	339,509,784	414,316,192	417,159,787	573,849,769	572,449,609
March . . . . .	378,424,960	343,905,723	433,275,704	477,826,779	633,871,482	651,452,845
April . . . . .	411,089,943	393,691,945	480,523,707	504,480,586	613,929,191	613,489,301
May . . . . .	467,254,620	425,614,140	480,735,065	580,729,450	832,188,212	704,771,135
June . . . . .	394,298,102	379,018,987	465,322,592	559,136,532	692,999,926	605,822,961
1st half-year . . . . .	\$2,502,944,071	\$2,342,438,688	\$2,685,836,551	\$3,013,770,353	\$3,980,948,638	\$3,903,610,315
July . . . . .	\$445,914,022	\$413,705,600	\$448,554,042	\$526,598,746	\$627,027,841	\$753,447,231
August . . . . .	408,789,470	411,042,747	464,463,790	492,518,250	614,305,313	668,783,816
September . . . . .	425,880,858	399,208,343	436,330,004	546,641,308	540,516,260	633,071,450
October . . . . .	535,459,169	503,011,769	512,363,135	653,718,715	788,284,630	842,924,717
November . . . . .	485,766,041	510,356,034	466,639,645	713,005,433	789,430,280	824,660,681
December . . . . .	548,745,031	563,487,613	552,160,254	825,619,853	732,330,511	652,916,610
2nd half-year . . . . .	\$2,850,554,591	\$2,800,812,106	\$2,960,510,870	\$3,758,102,305	\$4,091,894,835	\$4,375,804,505
Year's totals . . . . .	\$5,353,498,662	\$5,143,250,794	\$5,646,347,421	\$6,771,872,658	\$8,072,843,473	\$8,279,414,820

## FINANCIAL STATISTICS OF CITY

	1928	1929
Assessed valuation of city, for taxation	\$868,542,118	\$920,489,012
Exemption not included above	265,824,309	268,803,402
<b>Tax Rate, 1929</b>		
Municipal Tax, 13.5 mills		
Loan Tax, 0.4 mills		
Paving Tax 0.7 mills		
Schools—Catholic . . . . . 7 mills		
Protestant . . . . . 10 "		
Neutral . . . . . 12 "		
Average School Tax, 9.66		
Total Tax (average)	24.26 mills	
Total accumulated tax arrears of prior years due at end of fiscal year	3,820,146.83	4,044,023.06
(Taxes become arrears three months after they are due)		
Amount of year's tax levy	21,762,367.92	22,739,994.22
Amount of year's tax levy, uncollected	7,012,197.39	7,696,719.59

## ASSETS AND LIABILITIES

	1928	1929
Value of Municipality's Assets at December 31	210,955,838.67	224,199,663.58
Total Debenture Debt	163,156,149.83	173,365,149.83
Total Sinking Fund	16,209,571.80	18,153,406.46
Amount Sinking Fund in arrears	None	None

## ANALYSIS OF DEBT AND SINKING FUND DIVIDED AS FOLLOWS:

	1928	1929
<b>PUBLIC UTILITIES</b>		
Waterworks (Cost)	\$38,986,923.46	
Underground Conduits	3,330,000.00	
<b>LOCAL IMPROVEMENTS</b>		
Ratepayers Share	\$23,692,036.42	
Municipality's Share (In General Fund)		
General Debentures (not included above)	97,147,189.95	
<b>Totals</b>	<b>\$163,156,149.83</b>	<b>\$173,363,333.40</b>
Amount of the total outstanding bonds, as indicated above, issued by the instalment method	None	None
Amount of the total outstanding bonds issued by the Sinking Fund method	\$93,763,385.80	\$104,222,385.80
Amount of unsold debentures included in above	None	None

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

	1928	1929
Loans on School Boards	\$29,152,363.15	\$29,152,363.15
Current revenue	34,240,204.04	35,762,920.17
Expenditure	32,661,383.64	35,042,680.86

## PUBLIC UTILITIES

	1928	1929
Results for year ending December 31—		
Waterworks Plant—Revenue	\$ 5,295,960.26	\$ 6,024,705.97
Expenditure, operation only	928,472.34	1,106,495.75
Underground Conduits Revenue (Rental)	162,458.37	179,857.60

## GENERAL STATISTICS

	1927	1928	1929
Area of municipality	32,155 acres	32,155 acres	32,155 acres
Streets opened	851 miles	891 miles	900 miles
Streets owned by city	646.9 "	649.9 "	688 "
Streets paved	392 "	432 "	423 "
Streets macadamized	69 "	66 "	55 "
Permanent sidewalks	887 "	904 "	937 "
Sewers	655 "	669 "	694.9 "
Public parks	79	83	92
Area of public parks	1,667 acres	1,709.5 acres	1,728.2 acres

The city was incorporated in 1832.

The Roman Catholic School Board has 225 schools with 110,000 pupils; and the Protestant School Board has 51 schools with 36,033 pupils. McGill University has 2,982 students and Montreal University and affiliated colleges, 7,288 students.

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

## HOW MONTREAL IS ADMINISTERED

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

The Mayor is elected by vote of all the electors.

Election day is the first Monday in April.

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

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

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

The Council must appoint a Director-in-Chief, who will work under the orders of the Executive Committee and be the link between it and the heads of departments.

The term of office of the Council is two years.

The Mayor receives a salary of \$10,000 per annum, each Alderman receives \$2,000, to which is added \$5,000 for each member of the Executive, with a further \$3,000 for the Chairman of the Executive, bringing the remuneration of the latter to \$10,000, also the Leader of the Council receives an additional \$3,000.

#### ISLAND OF MONTREAL METROPOLITAN COMMISSION

Largely for the purpose of facilitating the financing of municipalities on the Island of Montreal, "The Island of Montreal Metropolitan Commission" was formed under Act dated March 19, 1921.

The Commission is composed of fifteen members, one of whom shall represent the Department of Municipal Affairs of the Province of Quebec, eight shall represent the City of Montreal, and one, each, the following cities: Westmount, Outremont, Verdun, Lachine, and one each, the Towns of La Salle, St. Pierre, Hampstead, Mount Royal, St. Laurent, Montreal West, Montreal North, Montreal East, St. Michel, Pointe-aux-Trembles and Laval de Montreal.

"No municipality subject to the action of the Commission may contract a loan or issue bonds unless it be specially authorized by a resolution of the Commission; but if a municipality obtain such authorization, the loan shall be subject to the provisions of the acts governing it. Such municipalities may, however, contract temporary loans in anticipation of the collection of their annual revenue as well as the loans not yet effected, but legally authorized before the coming in to effect of this Act."

"The Commission shall apportion among the various municipalities subject to it the charges resulting from the loans, and especially the interest and the contribution to the sinking fund, and the expenses which it may incur for such loans, in such manner that the charges and expenses shall be borne entirely by the municipalities for whose benefit they have been incurred."

"Save as to its responsibility as being jointly obligated with the other municipalities under the control of the Commission, for the expenses incurred and debts contracted by the latter, the City of Montreal is not submitted to its control, and the jurisdiction and powers of the said City shall not be affected by this Act."

#### HOW TAXES ARE LEVIED IN MONTREAL

In Montreal, the rate of taxation is \$1.35 per \$100 on the assessed value of land, buildings and attachments, exclusive of machinery, and on pipes, poles, wires, tunnels, conduits and similar apparatus used by public service corporations.

It is important to remark that there are no personal property taxes in Montreal such as are levied in most cities of the United States. Thus, the population is spared one of the most objectionable of all taxes.

Because of deficits in the revenues for the years 1916 and 1917, a special tax of 37c. per \$1,000 is imposed on the value of immovable property in the City of Montreal, and an additional 13c. has been necessitated by reason of financing following the destruction of the City Hall by fire.

Snow cleaning—The assessment for cleaning snow from sidewalks is 10 cents per foot frontage.

Special Taxes—Special Taxes are imposed on immovable property under By-laws Nos. 595, 610 and 784, to provide annually for the interest and the sinking fund for the loans of \$2,000,000, \$1,400,000 and \$1,500,000, authorized by said By-laws.

The rate imposed under By-law No. 595 is \$0.18, under By-law No. 610 \$0.13 and under By-law No. 784 \$0.09, making a total yearly rate, for the three taxes, of \$0.40 per \$1,000 valuation.

Water pipes—A special tax not exceeding six per cent. per annum of the cost of laying water pipes in front of vacant lots.

Special paving tax—An annual special tax is imposed on all immovable property in the City to cover the cost of the paving laid since the 1st of January, 1919, not chargeable on frontage.

Under the terms of its franchise the Montreal Tramways Company pays the city \$500,000 per annum as rental.

A school tax is levied on the property basis, amounting to 7 mills per \$100 in the case of Roman Catholics, 10 mills in the case of Protestants, and 12 mills in the case of "neutrals" and in the case of companies.

Business tax on the premises of all manufacturers, financial and commercial institutions amounts to 3½ per cent. of the annual value of the premises in which the business is carried on. A special tax is levied on brewers at the rate of \$60 for every \$400 or part thereof of the yearly value of the premises.

The water tax is as follows, based on the annual rental of the premises occupied: 6 per cent. on dwellings, stores, shops, offices, etc., 10 per cent. on hotels, taverns, etc., save in the case of larger hotels, where water is charged by meter. Charolais pay the same rate as stores, and public hospitals having one hundred gratuitous cots pay a flat rate of \$25. In addition to the above, there is a schedule for the use of water in public and private baths, fountains, hose for the watering of animals, etc., etc.

A special tax is levied upon every bank doing business in the city, the tax ranging from \$400 to \$600, according to the paid-up capital. In addition thereto, each bank pays a tax of \$100 for each of its branches. A tax of \$200 is levied on every life, accident or guarantee insurance company, and of \$100 on every marine insurance company, and of 1 per cent. on the premiums collected in the city by every fire insurance company.

A tax for the occupation of the public domain is levied where permits are granted for the construction of cellars and vaults, at the rate of 2½ per cent. on the superficial value of the land occupied for such purposes. Special taxes, based upon foot frontage are levied on cost of sewers, pavements and permanent sidewalks. The snow removal tax amounts to 10 cents per ft. frontage. Licenses are \$5 to \$1,000 on occupations. There are dog and horse taxes, and taxes on motor trucks weighing over 10,000 lbs.

For official details concerning taxation in Montreal, see statement on next page.

#### PROGRESS MEASURED BY REAL ESTATE TRANSACTIONS AND BUILDING ACTIVITY

In the year 1913 building permits were issued at the City Hall for buildings with a total value of over \$27,000,000, this being the largest figure until 1924. The figures for the year 1921 increased enormously over those of the previous few years, largely by reason of the commencement of a large new hotel. Another jump took place in 1923 when the erection of several large buildings established a new high record at \$27,125,863. This, however, was exceeded in 1924, when the figures stood at \$31,000,000, to be again exceeded in 1926, and a new high record set for 1929, as the following table illustrates.

Year	Number full year	Value full year	Values first half-year
1913	3,794	27,032,097	9,942,555
1914	3,629	17,638,446	8,521,910
1915	2,081	7,486,221	3,429,319
1916	1,880	5,332,204	2,463,324
1917	1,579	4,387,638	2,466,659
1918	1,481	4,883,673	2,039,565
1919	2,133	10,033,901	2,887,424
1920	2,699	14,067,609	8,554,244
1921	4,573	21,310,472	7,420,178
1922	5,238	21,132,586	9,142,774
1923	5,433	27,125,863	15,274,862
1924	5,935	31,013,419	11,248,115
1925	5,602	25,520,523	11,484,558
1926	5,594	31,720,049	13,672,239
1927	6,211	45,183,317	11,689,052
1928	6,639	36,284,181	15,344,016
1929	5,755	46,065,924	27,299,816

## FLUCTUATIONS IN PROPERTY VALUATIONS

The assessed value of property in Montreal rose in a number of years preceding the war. During the war there was a slight decline, but values have again started upwards and are now at a new high record. The city has been expanding and taking in outside municipalities, so that the areas included in the present valuations are greater than those of ten years ago.

## GROWTH IN MONTREAL PROPERTY VALUATION

	Total Value	Exemption	Taxable
Total, 1929 .....	\$1,189,292,414	\$268,803,402	\$920,489,012
" 1928 .....	1,134,366,427	265,824,309	868,542,118
" 1927 .....	1,102,266,500	265,393,080	836,873,420
" 1926 .....	1,063,234,320	249,006,102	814,228,218
" 1925 .....	1,037,379,187	246,221,146	791,158,041
" 1924 .....	1,011,360,176	239,942,634	766,698,616
" 1923 .....	970,363,238	235,043,380	735,319,858
" 1922 .....	939,632,543	230,308,074	709,324,469
" 1921 .....	924,911,781	229,682,641	695,229,140
" 1920 .....	889,912,137	226,379,963	663,532,174
" 1919 .....	855,978,406	224,513,871	627,114,570
" 1918 .....	850,474,841	226,652,882	623,820,959
" 1917 .....	819,450,897	206,312,849	613,138,048
" 1916 .....	816,106,632	204,812,377	611,294,255
" 1915 .....	831,815,084	216,477,676	615,337,408
" 1914 .....	840,218,823	215,327,021	624,891,807
" 1913 .....	793,547,008	180,757,496	612,789,512
" 1912 .....	638,081,015	132,690,564	505,390,451
" 1911 .....	501,291,812	120,110,964	381,180,848

## VALUATION OF PROPERTY IN THE CITY OF MONTREAL, FROM ASSESSMENT ROLLS OF 1929.

Wards	Taxable value	Exemptions	Total value
Ahuntsic .....	\$13,147,131	\$6,973,045	\$20,120,176
Bourget .....	13,406,660	3,693,300	17,099,960
Cremazie .....	25,343,360	5,923,050	31,266,410
Delorimier .....	26,625,000	3,161,580	29,786,580
Hochelaga .....	14,932,450	6,460,350	21,392,800
Lafontaine .....	8,447,500	7,400,650	15,848,150
Laurier .....	14,692,980	1,565,850	16,258,830
Maisonneuve .....	25,761,200	9,437,600	35,198,800
Mercier .....	16,828,740	3,512,955	20,341,695
Montealm .....	6,823,320	608,050	7,431,370
Mount Royal .....	9,805,570	6,232,910	16,038,480
Notre Dame de Grace .....	71,200,165	7,109,585	78,309,750
Papineau .....	12,585,670	3,116,010	15,701,680
Prefontaine .....	9,814,390	3,959,680	13,774,070
Rosemount .....	18,149,620	3,584,990	21,734,610
St. Andrew .....	66,502,780	40,187,858	106,690,638
St. Ann .....	38,826,300	11,966,950	50,793,250
St. Cunegonde .....	13,414,790	2,696,060	16,110,850
St. Denis .....	15,496,860	2,193,000	17,689,860
St. Edward .....	22,176,110	3,396,420	25,572,530
St. Eusebe .....	11,438,270	1,988,250	13,426,520
St. Gabriel .....	10,077,825	3,593,900	13,671,725
St. George .....	169,705,483	38,747,320	208,452,803
St. Henri .....	22,074,650	4,778,680	26,853,330
St. James .....	21,179,355	4,844,460	26,023,815
St. John .....	17,086,190	1,541,500	18,627,690
St. Jean Baptiste .....	24,013,285	3,369,750	27,383,035
St. Joseph .....	21,292,500	1,920,050	23,212,550
St. Lawrence .....	38,682,521	5,509,750	44,192,271
St. Louis .....	24,446,450	6,299,150	30,745,600
St. Mary .....	14,487,400	4,357,000	18,844,400
St. Michael .....	25,711,730	2,298,050	28,009,780
St. Paul .....	16,250,366	5,324,590	21,574,956
Villarsy .....	29,153,706	4,520,119	33,673,825
Ville Marie .....	30,249,925	47,189,700	77,439,625
Total .....	\$919,830,252	\$269,462,162	\$1,189,292,414

## COMPARATIVE STATEMENT OF REVENUE COLLECTIONS FOR THE YEAR'S 1927 AND 1928

	1927	1928
Real Estate Taxes, Current.....	\$13,930,105.77	\$14,750,170.53
"    "    "    Arrears.....	6,059,431.84	5,980,720.06
Water Rates, Current.....	2,069,020.15	4,054,858.32
"    "    "    Arrears.....	179,114.12	194,523.54
Business Taxes, Current.....	2,157,346.75	2,253,932.75
"    "    "    Arrears.....	93,599.48	94,088.15
Meter Rates, Current and Arrears.....	906,317.35	1,055,980.15
Licenses.....	717,929.82	718,797.35
Amusement Tax (Net).....	396,949.04	490,033.03
Recorder's Court.....	146,011.67	191,538.72
Markets.....	192,700.61	192,925.96
Permits and Certificates.....	100,594.57	108,965.39
Rents and Privileges.....	17,339.45	15,646.48
Old Materials Sold.....	5,500.78	22,097.64
Miscellaneous.....	262,077.19	345,829.75
Interest.....	1,297,895.02	3,126,548.76
Insurance Companies Contribution.....	72,714.18	72,270.69
Montreal Tramways Co.:		
Franchise Rentals.....	500,000.00	500,000.00
1918 Percentage Account.....		
Snow Settlement and Interest.....		
Underground Conduits-Rentals 1926.....	111,883.14	
Underground Conduits-Rentals 1927.....	132,308.45	162,458.37
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Less Refunds.....	\$29,948,840.28	\$34,338,386.24
	76,770.26	98,182.20
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	\$29,872,070.02	\$34,240,204.04

(At the time of going to press with this publication, 1929 figures were not available.)

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