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LOVELL'S MONTREAL DIRECTORY

PUBLISHED EVERY YEAR SINCE 1842

BY

JOHN LOVELL & SON, LIMITED

Established 1835

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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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OF

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JOHN LOVELL & SON LIMITED

Established 1835

Publishers of Directories Since 1842

MONTREAL

PREFACE

TO

LOVELL'S MONTREAL DIRECTORY

This is the 1927-28 edition of Lovell's Montreal Directory, the 85th 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 20) gives a brief outline of the history of Montreal and statistics of its trade and commerce.

The names of the residents of Montreal West, Outremont, 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, Town of Mount Royal, Ville St. Laurent and Ville St. Pierre, starting at page 1541.

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 be pleased to have any inaccuracies brought to their attention, that they may be corrected in succeeding editions.

LOVELL'S MISCELLANEOUS DIRECTORY (pages 21 to 33) contains a fund of valuable information respecting the Government, Public Institutions, Courts, etc.

LOVELL'S MONTREAL STREET DIRECTORY (pages 41 to 547). 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 in this Directory.

LOVELL'S MONTREAL BUYERS' GUIDE (pages 555 to 586). 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 587 to 1,539.

LOVELL'S MONTREAL BUSINESS DIRECTORY follows the Alphabetical section, and on pages 1583 to 1826 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 989,835, and, adding the population of the following places: Lachine, La Salle, Longueuil, Montreal East, Montreal South, Montreal West, Town of Mount Royal, Outremont, St. Lambert, Ville St. Laurent, Ville St. Pierre, Verdun and Westmount (139,948). GREATER MONTREAL has a population of 1,129,783.

JOHN LOVELL & SON, LIMITED,
PUBLISHERS.
ESTABLISHED 1835.

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PLACES IN THE NEIGHBOURHOOD OF MONTREAL

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INTRODUCTION

TO

LOVELL'S MONTREAL DIRECTORY FOR 1927-1928

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 2,970 miles, thus making the journey 300 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 20,447, and the Canadian National Railways, with a mileage of 22,746. Montreal is reached from the United States by the New York Central and the Delaware & Hudson Railways. Montreal, being the centre of a system of good roads, is a parking place for the automobiles of North America.

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

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

The first colonists, about fifty, arrived at Place Royale on May 18th, 1642. Near by a fort was built and within it all lived in deadly fear of the Iroquois. It was thought the colony would have to return to France, but a reinforcement in 1653 gave it a new birth, and from that time on, the little colony grew into a fortified town and became the home or starting place of the explorers, missionaries, fur traders, and war leaders of the French regime. The names of some of those who lived here—LaSalle, Duluth, Cadillac, LeMoyne 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, two miles long, now in course of construction, will also be a great boon to the transportation facilities between Montreal and the South Shore of the St. Lawrence River. It will be one of the greatest highway bridges of the world.

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 1926 there was expended upon the grain elevator system of the port upwards of \$677,000, while the entire expenditure on improvements was approximately \$2,310,013. This brought the total capital expenditure on the port to the vicinity of \$50,000,000, and the total elevator storage capacity to 12,162,000 bushels. Elevator No. 3 is presently being enlarged by the addition of 3,000,000 bushels additional storage.

In the year 1926, a total of 135,000,000 bushels of grain were handled through the port, of which 91,700,000 bushels was wheat, which placed the port, for the sixth successive year, in the leading place among the ports of the world.

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 and an auxiliary fleet of floating elevators, the Commissioners have installed car dumping mechanism which operates in a most satisfactory and promising 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.

TRADE OF THE PORT

In the following table, it will be seen that while the value of merchandise imported and exported is again showing increases, it is still low as compared with the high price period of some years ago. The value of foreign goods in transit through Canada is not included. The recorded number and tonnage of steamships does not include inland vessels, the number of which, in 1926, was 6,197, the tonnage being 12,445,594

Calendar Year	Ocean Vessels	Reg'd Net Tonnage	Cus. Duties Rects.	Calendar Year	Ocean Vessels	Reg'd Net Tonnage	Cus. Duties Rects.
1926.....	1,421	4,221,730	\$34,654,122	1915.....	815	2,261,274	21,740,872
1925.....	1,255	5,104,313	32,042,006	1914.....	916	2,755,518	19,653,445
1924.....	1,222	4,096,216	28,775,908	1913.....	820	2,690,535	26,016,631
1923.....	1,082	3,683,720	31,059,293	1912.....	736	2,403,924	24,552,598
1922.....	1,194	3,932,637	32,794,453	1911.....	762	2,338,252	19,407,811
1921.....	964	2,891,956	31,573,095	1910.....	747	2,234,722	17,724,184
1920.....	663	2,036,229	52,855,668	1909.....	670	1,911,413	15,602,145
1919.....	786	2,179,280	42,314,836	1908.....	739	1,958,604	12,911,641
1918.....	644	1,910,621	35,125,330	1907.....	740	1,924,475	16,880,455
1917.....	579	1,984,233	37,974,904	1906.....	820	1,973,223	14,139,522
1916.....	698	2,134,456	32,915,686				

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, Queenstown, 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. During the past season fourteen liners of the Canadian Pacific have been employed on this service, and in the coming year this great fleet will be increased by the addition of two large passenger liners. Nine liners are being built for the Atlantic service of the Canadian Pacific at present—four for passengers and five for freight, representing a total of approximately 110,000 tons. The Company's steamship interests are therefore steadily increasing and with the completion of the new tonnage now under construction, its gross tonnage in ocean, lake and river service will approximate 500,000 tons.

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 of 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.

The Canadian Pacific schedule of winter sailings, released for publication recently, shows that there will be five special cruises operated by the company during the winter months, departure for these being made from New York.

The S.S. Empress of Australia, recently renovated and transferred to the Atlantic Service from the Pacific and chosen by the Prince of Wales on his recent voyage across the Atlantic, makes her first cruise around the world, leaving New York on December 2, 1927. She will be away for 133 days, touching three continents, 19 countries and calling at 25 ports.

The Empress of France will make the first Canadian Pacific cruise to South America and Africa, sailing from New York on January 24, 1928. She steams south to Buenos Aires and touches the isolated island of Tristan da Cunha before calling at Capetown. The cruise will last 104 days, during which the vessel will touch four continents, 15 countries, and will call at 21 ports.

On February 4, 1928 the S.S. Empress of Scotland, flagship of the Canadian Pacific fleet, takes her departure from New York on a 73-day cruise to the Mediterranean, during which she will call at 19 ports in 16 different countries.

The S.S. Montroyal will be employed in making two cruises to the West Indies, the first starting in New York on January 26, 1928 and the second on February 29, 1928.

Vessels to be used on the Belfast, Greenock and Liverpool service to and from Saint John, are: the Montclare, Montrose, Montcalm, Melita, Minnedosa, Metagama and Marloch.

These steamers will make one direct sailing from Liverpool to Saint John, four sailings from Liverpool via Belfast, five from Liverpool via Greenock, and eleven from Liverpool via both Belfast and Greenock.

The first sailing on this service will be from Liverpool on November 18, 1927 and the last from Liverpool on April 5, 1928.

Eastbound there will be one sailing from Saint John direct for Liverpool, one for Liverpool via Belfast and Greenock, eight for Liverpool via Belfast, and eleven for Liverpool via Greenock.

The first sailing on this route will be from Saint John on December 6, 1927 and the last on April 20, 1928.

Vessels to be operated on the Saint John-English Channel service are: the Montnairn, Metagama and Marloch; the last two ships coming off the Liverpool service in February to enter this schedule.

There will be eight sailings from Saint John to Channel ports, one being via Cobh and Cherbourg, to Southampton, five via Cherbourg to Southampton and on to Antwerp, one to Southampton and Hamburg, and the Melita will return to Glasgow. One departure will be made for New York from Saint John, this being the Montroyal, which will proceed south to commence her series of cruises to the West Indies.

Westbound voyages from Channel ports total eleven, of which six will be made from Antwerp to Saint John via Southampton, Cherbourg and Cobh, three from Antwerp to Saint John via Southampton and Cherbourg, and two from Southampton and Cherbourg to New York, these being made by the Empress of France and Empress of Scotland. The S.S. Montroyal and Empress of Australia will each make a sailing from New York to Southampton via Cherbourg, the Montroyal continuing to Antwerp.

The following are the Christmas and New Year sailings: the S.S. Montroyal sails on November, 28, 1927 from Quebec for Cobh, Cherbourg, Southampton and Antwerp. On December 6, 1927 the Montclare will sail from Saint John for Belfast, Greenock and Liverpool. On December 9, 1927 the Montrose departs from Saint John for Greenock and Liverpool, and on December 14, 1927 the Montnairn leaves Saint John for Cobh, Cherbourg and Southampton. The Melita sails from Saint John on December 16, 1927 for Belfast and Liverpool and the Montcalm departs on December 22, 1927 for Greenock and Liverpool.

WHARF ACCOMMODATIONS

The extent of wharves and piers in the port last year, which is constantly being added to, was as follows:—

For 30 ft. draught at ordinary low water and over	31,555 lin. ft. or 5.9763 miles
For 25 to 30 ft.	14,355 lin. ft. or 2.7187 miles
Total deep draught	45,910 lin. ft. or 8.6950 miles
For 20 ft. draught and under	1,398 lin. ft. or 0.2647 miles
Total wharfage	47,308 lin. ft. or 8.9597 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.

1912.....	\$1,343,801.09	1920.....	\$1,486,378.87
1913.....	1,302,100.53	1921.....	1,339,596.28
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		

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 300,000 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 Canadian Pacific Railway owns an extensive fleet of steamships, the ocean vessels of which ply to this port. Vessels of the Canadian Government Merchant Marine also ply regularly to port, as do those of most of the large Trans-Atlantic steamship companies.

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. The franchise of the Tramways Co. runs till 1952. A commission is provided to carry out the conditions of the franchise, and, under its terms, to fix the fares to be paid by patrons of the line. The fares were advanced in 1920 to \$3.00 for 50 tickets, 25c. for 4 tickets or 7c. cash, with free transfers and a school children rate of 7 tickets for 25c. Associated with the Tramways Co. are several hydraulic and steam electric generating plants, which distribute electricity to private customers. The Tramways Co. also operate special motor bus services.

The big electric power producer and the only gas producer is the Montreal Light, Heat & Power Consolidated. This company may be said to be an amalgamation of the principal hydraulic plants in the vicinity of the city. Current from these plants and from the Shawinigan Water & Power plant, about eighty miles distant, is distributed to consumers through it.

The district surrounding Montreal contains more available water power, probably, than any of similar size on the globe. The companies supplying the city have a total capacity for immediate service of over 700,000 h.p.

The rate for current for private lighting has been voluntarily reduced many times by the Montreal Light, Heat & Power Co., until few large cities, anywhere, enjoy such an advantageous rate. The last reduction took effect in the first half of 1925 and brought the rate down to 3½c. net per K.W.H., with a monthly meter charge of 15c. The price of gas until 1920 was 85c. per 1,000 cubic feet, with a special "dual" service rate of 80c. In 1920 permission was given to increase the rate to \$1.20 per 1,000 cubic feet, with a discount of 10c. The meter charge is 10c. per month.

TRANSPORTATION PROBLEMS OF CITY

In common with other growing cities, Montreal has serious transportation problems to settle. These include engineering problems, such as tunnels or overhead bridges, to facilitate traffic and avoid congestion in crossing the different railways and canals and also in the matter of rapid transit for passengers to and from different parts of the city. The Montreal Tramways Company, in 1925, introduced a number of automobile buses as a measure of relief.

PUBLIC UTILITIES

Results for year ending December 31—	1925	1926
Waterworks Plant—Revenue.....	\$3,397,082	\$3,582,792
Expenditure, operation only.....	952,277	689,173

GENERAL STATISTICS

	1925	1926
Area of municipality.....	32,155 acres	32,155 acres
Streets opened.....	846.7 miles	848 miles
Streets owned by city.....	646.5 "	646.9 "
Streets paved.....	311 "	335 "
Streets macadamized.....	90 "	69 "
Permanent sidewalks.....	828 "	852 "
Sewers.....	626.7 "	640 "
Public parks.....	73 "	75 "
Area of public parks.....	1,541 acres	1,662.5 acres

The city was incorporated in 1832.

The Roman Catholic School Board has 198 schools with 98,878 pupils; and the Protestant School Board has 50 schools with 30,000 pupils. McGill University has 2,772 students and Montreal University and affiliated colleges, 5,458 students.

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

PER CAPITA DEBT OF CITY AND ITS CREDIT STANDING

On a basis of a population of 836,304 in 1923, the net debt of the city, per capita, was \$126 as against \$162 in 1916. If the waterworks debt of \$26,618,261—which is revenue producing and self-sustaining—be deducted from the above the resulting per capita debt will be less than \$100. This is the fairest way of estimating the direct debt burden. The School Boards have assets considerably in excess of their total debts. The harbor is administered by a Commission, at no cost to the citizens save by way of tax exemptions.

The credit of the city is on a level with that of cities in the United States, which have the highest credit rating in the world to-day. The last Montreal Loan at the time of writing was sold on a 5.24% basis in Jan. 1924, which, allowing for income tax exemption on United States Municipal Bonds, is equivalent to 4½% basis on these bonds.

HOW MONTREAL IS ADMINISTERED

The City has an area of some fifty square miles and is divided into 35 wards, each electing one Alderman.

The Mayor is elected by vote of all the electors.

Election day is the third Monday in October.

The Mayor's duties are purely honorary. He 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 \$1,500, to which is added \$3,500 for each member of the Executive, with a further \$1,000 for the Chairman of the Executive, bringing the remuneration of the latter to \$6,000.

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 this Act 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.

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 8½ 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. Churches 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 in pages following completion of these introductory remarks.

PROGRESS MEASURED BY REAL ESTATE TRANSACTIONS AND BUILDING ACTIVITY

In 1905 there were but 2,873 transactions in real estate in the city and surrounding municipalities, the total value represented being \$17,559,925. In 1906 the transactions numbered 3,387, having a value of \$22,497,395; in 1907, number 4,215, value \$23,970,625; in 1908, number 3,496, value \$20,525,453; in 1909, number 4,536, value \$31,809,131; in 1910, number 6,641, value \$43,820,454; in 1911, number 10,491, value \$78,478,729; in 1912, number 16,449, value \$165,237,958; in 1913, number 14,824, value \$131,360,252; 1914, number 11,262, value \$98,018,007; 1915, number 7,974, value \$54,918,610; 1916, number 6,931, value \$35,324,721; 1917, number 6,838, value \$35,590,303; 1918, with Montreal West added, number 7,028, value \$31,631,881; 1919, number 7,977, value \$53,841,159; 1920, number 9,730, value \$83,058,767; 1921, number 9,404, value \$70,317,164, being less than half the record year, 1912. The year 1922 brought a slight increase, the number being 10,199 and the value \$73,134,941, while 1923 gave 9,682 transfers with a total value of \$80,554,323, 1924, 9,797 transfers with a total value of \$86,606,113, 1925, 11,335 transfers with a value of \$92,954,964, and 1926, 11,629 transfers with a value of \$82,988,430. These figures are for the Island of Montreal.

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 and comparing with \$3,651,000 in 1904; \$5,590,698 for 1,694 permits in 1905; \$8,600,300 for 1,484 permits in 1906; \$8,406,136 for 1,472 permits in 1907; \$5,062,326 for 1,807 permits in 1908 and \$7,783,631 for 2,431 permits in 1909.

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 exceeded \$31,000,000.

The first half of 1927 increased by comparison with first half of 1926. The following table will illustrate:

Year	Number full year	Values full year	Values first half-year
1910	3,507	\$15,715,859	\$7,226,880
1911	3,731	14,579,632	7,305,816
1912	3,791	19,406,893	8,065,993
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	5,333,204	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 (first half-year)	2,855	11,689,052

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, 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	840,218,828	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
" 1910	435,562,138	107,527,842	328,034,296
" 1909	327,899,557	68,445,183	259,454,374

Totals: 1908, \$299,157,416; 1907, \$272,761,032; 1906, \$255,013,389; 1905, \$219,047,960; 1904, \$207,338,585; 1903, \$200,622,335; 1902, \$194,045,075.

NET VALUATION BY WARDS AS PER ASSESSMENT ROLLS OF 1926

Wards	Original Valuation	Exemptions	Net Assessed Value	Total Amount Collectible
Ville Marie	\$79,362,095	\$45,681,050	\$33,466,515	\$823,808.41
St. Ann.	47,439,635	9,452,205	37,297,880	942,670.81
St. Joseph	23,299,750	1,878,050	21,370,550	521,495.13
St. George	184,786,682	37,974,531	146,421,251	666,518.34
St. Lawrence	39,580,520	4,937,850	34,560,770	837,250.84
Cremazie	29,937,050	6,052,000	23,765,650	564,768.86
St. James	25,264,535	4,540,050	20,619,885	465,135.16
Bourget	16,247,670	3,622,300	12,591,720	278,130.45
Papineau	14,935,840	2,445,540	12,475,150	288,654.02
St. Mary	18,907,400	5,005,600	13,827,700	339,009.29
St. Gabriel	13,059,575	2,737,600	10,316,825	246,664.95
St. Cunegonde	15,154,300	1,432,400	13,686,900	314,284.36
St. Andrew	97,708,279	39,997,870	57,366,929	1,379,210.96
St. Louis	28,263,400	5,784,600	22,449,300	519,770.38
Lafontaine	14,839,100	6,806,200	8,024,350	173,601.76
St. Eusebe	11,275,660	1,908,240	9,327,660	217,122.94
Prefontaine	9,040,570	736,710	8,266,410	229,541.24
Hochelaga	17,111,500	6,000,850	11,079,450	253,194.75
Maisonneuve	33,786,160	8,108,700	25,570,460	595,948.64
Mercier	19,489,285	3,317,805	16,103,320	412,897.59
St. Paul	19,552,251	5,349,880	14,106,421	354,250.75
St. Henry	25,641,280	4,308,930	21,300,950	507,741.96
Notre Dame de Grace	59,013,920	7,088,250	51,698,570	1,207,937.16
Mount Royal	12,057,000	4,110,980	7,830,890	192,342.75
St. Jean Baptiste	25,772,435	2,878,280	22,757,355	513,658.22
Laurier	15,326,090	1,313,950	13,981,490	311,634.07
St. Denis	14,632,120	2,149,800	12,476,120	278,431.70
Delorimier	27,142,861	3,153,721	23,957,490	534,685.38
St. Michael	26,508,820	2,272,100	24,143,920	547,851.04
St. John	15,662,820	943,500	14,687,420	347,699.68
St. Edward	21,746,470	2,864,550	18,798,970	420,976.65
Montcalm	5,490,980	482,390	4,984,940	123,567.28
Rosemont	15,433,385	3,109,710	12,292,125	296,892.85
Villeray	23,180,375	3,504,520	19,584,135	453,615.71
Ahuntsic	20,288,957	7,132,690	13,038,447	317,361.60
Totals	\$1,066,938,770	\$249,083,402	\$814,228,218	\$19,478,325.68

COMPARATIVE STATEMENT OF REVENUE COLLECTIONS FOR THE YEARS 1925 AND 1926

	1925	1926
Real Estate Taxes, Current	\$12,924,987.71	\$13,377,127.56
" " Arrears	5,559,029.88	5,708,690.09
Water Rates, Current	2,510,409.11	2,557,745.16
" " Arrears	163,302.26	178,933.99
Meter Rates, Current and Arrears	723,370.47	799,527.32
Business Tax, Current	1,990,622.83	2,059,981.99
" " Arrears	95,785.86	102,232.06
Licenses	720,602.39	687,992.66
Amusement Tax (Net)	336,725.35	379,589.60
Recorder's Court	136,446.65	131,449.58
Markets	223,983.85	194,515.45
Permits and Certificates	94,227.43	86,280.67
Rents and Privileges	17,622.26	18,936.84
Sale of Materials	9,190.12	6,735.06
Miscellaneous	119,289.53	140,421.50
Interest	1,378,159.78	1,501,455.18
Insurance Companies, Contribution	65,688.56	68,121.18
Montreal Tramways Co.:		
Franchise Rental and Arrears	833,560.07	500,000.00
1918 Percentage Account		125,000.00
Snow Settlement and Interest		111,678.23
	\$27,903,004.11	\$28,736,414.12
Less Refunds	50,094.48	37,307.55
Total General Revenue	\$27,852,909.63	\$28,699,106.57

Further information concerning the City of Montreal will be found on following pages.