

# THE PIONEERS AT MONTREAL

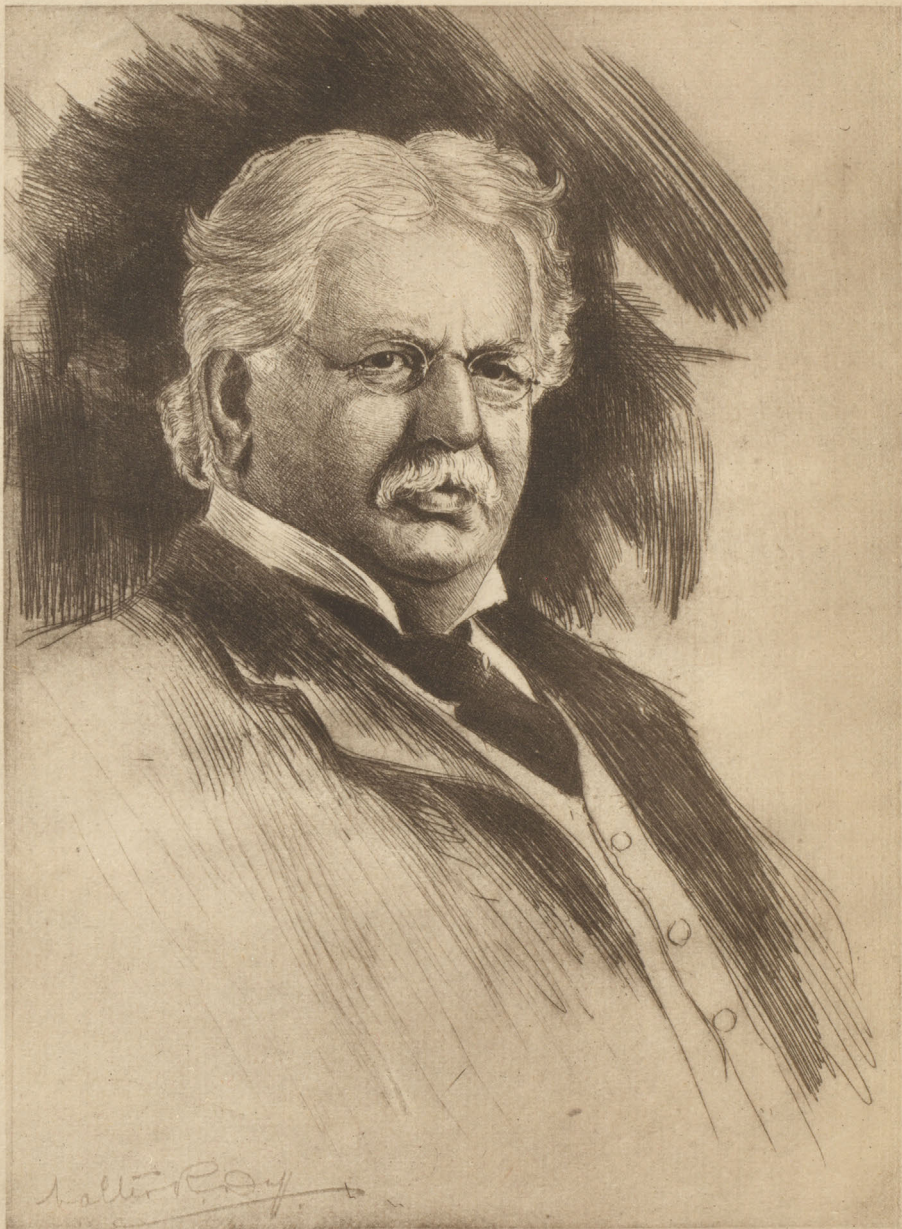




Co

*Compliments of  
The Bell Telephone Company  
of Canada*

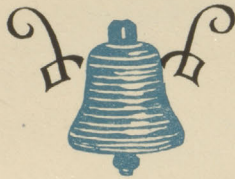




*"He made neighbors of  
one hundred million people"*



The  
Pioneers at  
Montreal



SOUVENIR OF THE  
SEVENTH ANNUAL  
CONVENTION OF  
TELEPHONE PIONEERS  
OF AMERICA

*September 10<sup>th</sup> and 11<sup>th</sup>*  
1920



# CANADA

## *The Land You are Visiting*

ONE of the first things to strike the Pioneers on their visit to the metropolis of Canada is that while they are in one of the most thriving and go-ahead of modern cities, yet all around them are evidences of ancient settlement and civilization.

In Montreal, which now claims to be the fifth largest city on the continent, they will see buildings whose history antedates the era of steam navigation, railroads, and telephones — buildings that formed actual part of a thriving community long before most of the cities in the United States were even thought of.

This concrete evidence of a history that links this old city with the past is one of the things that delights the visitor. But it is apt to lead him astray in his estimate of Canada, unless he regards these memorials of ancient settlement in their proper perspective.

The fact that Jacques Cartier in 1534 (386 years ago) took possession of Canada in the name of France, and the fact that the foundations of the city of Montreal were actually laid in 1642 (nearly 300 years ago) by Maisonneuve, is apt to give the visitor a wrong impression of Canada.

"How is it," he may ask, "that a country settled so long ago still has less than nine million population, while the United States has a population of over 100 million?"

The answer is that while settlements were early founded in Eastern Canada by the English and French, Canada, as we know it, is little more than fifty years of age.

In the early days, the colonies were torn by struggles between the white man and the red man on the one hand, and between the English and the French on the other. The long-drawn-out contest between the



latter came to a close in 1763, when Canada was formally ceded to Great Britain. Later came the disrupting influences of the American War of Independence.

For something like half-a-century after that war, Canada consisted of a series of colonies in the East, which were not only disconnected but actually antagonistic. What is now known as Western Canada was then an unknown wilderness, where there were few white men and Indians held almost undisputed sway.

### *The Beginning of Modern Canada*

THE history of the Dominion began in 1867, when the province of Canada (then consisting of Ontario and Quebec) was united with Nova Scotia and New Brunswick in one Dominion under the name of Canada. Rupert's Land and the North-West were next purchased from the Hudson's Bay Company. In 1870 the province of Manitoba was formed, and admitted to confederation. A year later British Columbia became part of the Dominion and two years later still, Prince Edward Island joined. The Dominion now stretched from the Atlantic to the Pacific.

The Intercolonial Railway, connecting the Maritime Provinces with Montreal, was the first step in cementing the union. This railway was opened in 1876. The next step was the building of the Canadian Pacific Railway from Montreal to Vancouver, a project carried through in the face of tremendous obstacles — physical, financial, political. The last spike in this transcontinental railway was driven in 1885, and then at last Canada began to reap some of the fruits of her boundless heritage of natural resources.

Having now a great railway artery connecting every province in the Dominion, the settlement of the Dominion's vast Western estate began, and that settlement was reflected in the increasing prosperity of the East in commerce and industry.

Canada still had in the United States a great competitor for immigrants, and in addition lost many of her native sons to that country. But as the resources of this country became known, and as faith in the future of Canada began to be established, settlement progressed in ever-increasing strides.



*The Growth of Population*

AT THE close of the nineteenth century the population numbered five and a half millions. To-day, it is officially estimated at upwards of 8,900,000. It has doubled in the last 28 years and, at this rate, children now living will see Canadians outnumbering the present white population of the whole British Empire.

The nineteenth century was the century of the United States. The twentieth century, as the late Sir Wilfrid Laurier once remarked, will be Canada's century. It cannot be doubted by anyone knowing the country that we shall witness here a development unparalleled in history, except by the United States.

The old idea of Canada being a land of rocks and snow, has gone forever. Canada is now recognized for what she is — a goodly land of vast area and incalculable natural wealth; a country whose climate and environment make it a white man's land *par excellence*.

And there is this about Canada that no visitor should overlook. Its population presents a blend of the two greatest civilizations of the Old World — the British and the French. The British laws of liberty and justice prevail — not laws administered by England, but laws administered by Canadians themselves. There are those who think that because Canada flies the British flag and owns allegiance to King George V, it is simply a colonial possession of Great Britain. As a matter of fact, though the form of government is different, Canada, in all the essentials of nationhood, is as completely self-governing as the United States. Canada is the first of the Overseas Nations within the British Empire, and gives every promise of becoming the greatest of them all.

Our brothers in the United States may well be thankful that they have north of them a nation like the Canadians with a fine stable civilization founded upon the rock-bottom principles of British law and order. Just think how immensely the problems of the United States would be complicated if they had to the north of them a frontier so potent for trouble as is the frontier of Mexico!



*Bigger Than the United States*

CANADA is larger by 111,992 square miles than the United States, including Alaska. It is as large as 30 United Kingdoms and 18 Germanys; twice the size of British India; almost as large as the whole of Europe; 18 times the size of France; and 33 of Italy. The land area within the organized provinces is 1,401,000,000 acres, of which 31 per cent, or 440,000,000 acres, is fit for cultivation. Of this, less than 55,000,000 acres are under crop. The value of the field crops in 1919 was no less than \$1,448,153,500. When it is remembered that less than half the population of 8,900,000 lives in rural districts, and that in the fertile prairie provinces alone there is still room for 50,000,000 farmers, some idea of Canada's great prospects may be gained.

*Forests, Minerals and Fisheries*

THE forest products of Canada are rapidly increasing, the total value for 1918 being estimated at \$175,000,000. The forest resources of Canada are exceeded only by those of the United States and Russia. The total area of land covered by timber is estimated at between 500 and 600 million acres. Included in this are the largest pulpwood resources in the world. As a result of the large available supplies of pulpwood and the abundance of water power, Canada is rapidly becoming the largest newsprint manufacturing country in the world.

That Canada possesses great mineral riches has been amply demonstrated, but the extent of her resources in this direction can only be guessed, because only the southern and the western fringe of the Dominion has been prospected, and these only in parts. The mineral production in Canada in 1918 was estimated at a total value of \$220,000,000, the principal products being:

Cobalt, copper, gold, lead, molybdenite, nickel, platinum, silver, zinc, asbestos, chromite, coal, graphite, gypsum, magnesite, mica, natural gas, pyrilis, salt, Portland cement, lime.

Canada produces about 87 per cent of the world's needs of asbestos and 65 per cent of the world's nickel.

As regards fisheries, it is conceded that Canada has the most exten-



sive and best stocked commercial fishing waters in the world. These consist of 5,000 miles along the Atlantic coast, and 7,000 miles along the coasts of the Pacific, and 220,000 square miles of fresh water, which, by the way, is half the fresh water area of the world. The fishery production of Canada in 1918 was \$61,368,502.

### *Manufacturing in Canada*

MANUFACTURING in Canada has developed rapidly during the past few years. A census of manufactures in 1917 showed that there were then 341,380 establishments and that the gross value of the products of these establishments was \$3,015,506,869. The cost of material was \$1,602,820,631, so that the net value added by the process of manufacture was \$1,412,686,238. The twenty leading industries in 1917, were as follows:

	<i>Gross Value</i>
Flour and grist mill products . . . . .	\$224,191,735
Steel furnace and rolling mills . . . . .	170,679,000
Slaughtering and meat packing . . . . .	153,279,252
Log products . . . . .	115,884,905
Munitions . . . . .	112,866,838
Pulp and paper . . . . .	96,340,324
Butter and cheese . . . . .	85,731,339
Cars and car works . . . . .	78,564,527
Bread, biscuits and confectionery . . . . .	77,223,581
Sugar, refined . . . . .	73,139,260
Smelting . . . . .	69,262,167
Foundry and machine shop production . . . . .	66,945,483
Iron and steel production . . . . .	59,797,766
Building and contracting . . . . .	54,668,255
Automobiles . . . . .	54,466,273
Slaughtering, not including meat packing . . . . .	53,441,466
Boots and shoes . . . . .	49,170,062
Electric light and power . . . . .	44,536,848
Leather, tanned, curried and finished . . . . .	41,117,128
Electric apparatus and supplies . . . . .	40,204,245



*American Investments in Canada*

IT WILL be particularly interesting to Americans to know that there are 500 branches of American industries located in Canada, and that the amount of American investments in Canada is estimated by the Guarantee Trust Company of New York at the prodigious sum of \$1,272,850,000.

Canada is the second-best customer of the United States. Her imports from the United States in the year 1919 amounted to \$746,920,654, and her exports to \$477,745,659. This compared with exports to the United Kingdom of \$560,839,116 and imports of \$73,035,118.

Canada has 51,359 miles of railroad, which in 1917 carried 53,749,680 passengers and 121,916,272 tons of freight. The fleets of the Canadian Pacific Ocean Services and the Canadian Government Merchant Marine, together with a number of British shipping companies, give Canada an enviable place in the shipping world.

In addition to possessing all the necessaries towards building up one of the greatest nations in the world, Canada possesses scenery of such charm and variety, as to make it worthy of its reputation as "the playground of the continent."

Of course no account dealing with modern Canada would be complete without a reference to the part which Canada took in the great war. Canada raised and equipped, at her own expense, an army of 595,000 men, and her total expenditure chargeable to war account amounted to \$1,752,000,000. The greater portion of that sum was raised by means of Victory Loans floated in Canada itself.

*Montreal, the Canadian Metropolis*

WE HAVE already said that Montreal now claims to be the fifth largest city on the continent. That statement in itself will doubtless cause Pioneers to look around them with more than ordinary interest. But the fact that Montreal has taken such high rank among the cities of the continent is only one of many distinctions. Montreal has an individuality of its own. It has the distinction of being farther inland than any other seaport in the world. It is no less





*St. James Street — Looking West from Place d'Armes*

than 1,000 miles from the open sea, and yet it is nearer to Liverpool than New York by some 150 to 300 miles, according to the route taken.

Montreal is also the financial and commercial centre of Canada. It is the terminus of the great transcontinental railways and the centre of enormous manufacturing interests.

By actual count there are no fewer than 1,400 industries in Montreal, among which are included immense manufactures of locomotives, railway cars, structural iron and steel, electrical appliances, rubber goods, machinery, tobacco, boots and shoes, clothing, sugar refining, silk, cotton, woolens, paints, furniture, carriages and confectionery. The city has the largest flour mill in the British Empire — capacity 6,000 barrels in twenty-four hours. It has the greatest stock yards, abattoirs and packing houses east of Chicago, and some of the biggest railway yards in the world. The locomotive and car building shops are among the greatest in existence.

These things make for distinction and importance as cities go, but



[THE PIONEERS AT MONTREAL]

the fact that Montreal is one of the oldest cities on this continent, and that it was the strategic point in the romantic struggles between the French and English on the one hand, and between the European invaders and the Red Indian aborigines on the other, has endowed it with unique historical associations. These help to make the city of the greatest possible interest to the tourist, as well as to the historian and the antiquarian.

*A Bi-Lingual City*

ANCIENT forts, built to withstand the assaults of the Indians, are still standing here, as well as numerous historic buildings of the early settlers. Old and wonderful churches are to be seen, and there are more monasteries and convents than anywhere else on the continent. Just as the French and English races meet and mingle here, so do the medieval and modern in customs and in institutions. Convents and churches, hoary with age, jostle with ultra-modern skyscrapers, and on the streets multitudes dressed in the latest fashions from New York and Paris rub shoulders with hooded nuns and even at times with monks in sandals.

This diversity of life is eloquent of the city's romantic history, but still more eloquent is the fact that Montreal is distinct from every other city on the continent in that here are to be seen the people of two rival races living in perfect unity and accord—the English-speaking and the French. Each of these races uses its own language, has its own beliefs, and follows its own customs. The result is that Montreal has a distinct advantage over most cities in that it is bi-lingual, the large proportion of the citizens comprehending and speaking English and French with equal facility. Even in the law courts, in the city council meetings, and at public gatherings, each nationality uses its own tongue, French speeches often being replied to in English, and English in French. This duality of language is carried so far that all public notices are printed in the two languages, and even the names of the streets are given on one side in English and on the other in French.

*The Scene from the Mountain*

THERE are two things that every visitor who comes to Montreal wants to do first — one is to visit the harbor, where the great ocean liners meet the freighters from the Great Lakes, and the other is to



[THE PIONEERS AT MONTREAL]

ascend Mount Royal and view the city from the mountain-top. The best plan is to visit the mountain first, for from here a magnificent and unobstructed panorama of the city and the St. Lawrence river can be seen. In fact, it is a scene of such striking grandeur and unequalled splendor that all who see it carry an enchanting picture of the city with them in their minds as long as they live.

When you stand on the beautiful semi-circular mountain "look-out," Montreal is at your feet. Below you are the countless buildings of a population of some 850,000 people. Belfries, domes, great business



*View of the City and Victoria Bridge from the Mountain*

streets, residential districts, parks, are all spread out before you. Over the highest buildings along the river front you see the towering grain elevators, and the masts of numerous Atlantic liners, lying at their berths, one thousand miles from the open sea.

Spanning the St. Lawrence, almost two miles wide at this point, is to be seen the Victoria Railway Bridge. In the river are pretty islands, notably St. Helen's Island, for which the great explorer Champlain bartered his wife's dowry, and to which the Marquis de Levis and his forces fled after the capitulation of Montreal to the English. Here



[THE PIONEERS AT MONTREAL]

Levis burned the French flag, amid the tears and sobs of his trusty followers, rather than have it fall into the hands of the English. On clear days, one can look beyond the valley of the river and see the outlying spurs of the Adirondacks, in the United States, while up the river to the right may be seen the white foam of the far-famed Lachine Rapids, and on the left the Boucherville Islands are visible.

The mountain itself is a charming specimen of characteristic Canadian scenery. It is clothed with typical Canadian trees, including the pine and spruce, the beautiful silver birch, and the world-famed maples. The whole mountain covers an area of some 500 acres. It is set apart as a public park, and is purposely kept as much as possible in a state of nature, which makes it more picturesque than any amount of landscape gardening could do.

*The National Seaport*

THE harbor of Montreal is the national port of Canada during the season of navigation on the St. Lawrence, lasting about seven months in the year, the winter ports being St. John, N.B., and Halifax, N.S. It is a remarkable fact that during the seven months of navigation more trade is done in the port than in any other port on the North American continent during the whole year, with the single exception of New York. The facilities for handling freight are now considered to be superior to those of any other port in the world. There are no fewer than nine miles of wharves, with an accommodation for some 100 trans-Atlantic liners. Twenty ships of 1,000 feet in length can be berthed at one time. The piers are of concrete and the permanent freights are of steel and concrete, and absolutely fire-proof. The sheds are of two stories, with immense capacity for the storage of freight.

A feature of the harbor is that it is the meeting place of inland and ocean shipping. Freight is brought down from the Great Lakes in barges and steel freighters. Vessels up to a length of 255 feet and of a draft of 14 feet can run between the head of Lake Superior and Montreal and discharge their freight here, either direct into the ocean liners, or into the warehouses or grain elevators with which the port of Montreal is abundantly supplied.



*The Grain Elevators*

THE grain elevators in the harbor are of the most modern type and have an aggregate storage capacity of 8,600,000 bushels. Both the grain storage and grain handling facilities are superior to those of any North American port. By means of grain conveyers, the unloading and loading of grain can be carried out with the utmost economy. No fewer than eleven different ships can receive grain simultaneously, each at the rate of 1,500 bushels an hour. It is possible to unload the largest lake steamer coming to the port in three and one-half hours, and to load the largest ocean grain carrier in seven hours.

There is a floating steel crane for handling heavy freight a dry dock for the repairing of ships; a railway owned by the harbor commissioners connecting with every wharf, and, in fact, all the most modern and up-to-date appliances necessary for a great port. The business of the port is limited only by its capacity, and the expansion of its facilities is continuous. Vessels up to 15,000 tons regularly visit Montreal, there being a ship channel of 30 feet draft up to the city. This ship channel is now being dredged to a depth of 35 feet, so as to permit even larger vessels coming to the harbor. A feature of the St. Lawrence river is that once the dredging is done, the channel remains permanent, as there is no sediment to fill up the waterway.

In the year 1918, the number of ocean vessels visiting the port was 644, of a total tonnage of 1,910,621. The merchandise exported was valued at \$406,793,498, and the merchandise imported at \$178,021,111, while the Customs receipts amounted to \$35,125,330. The record year for business was in 1914, when 916 ocean vessels of a tonnage of 2,755,518 visited the harbor.

*The Chateau de Ramezay*

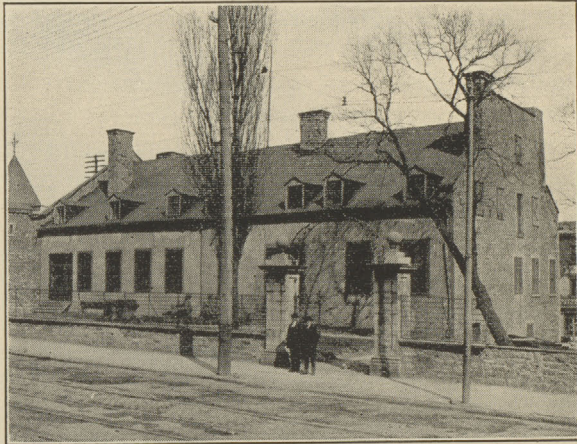
ONE of the most interesting places in the city is the "Chateau de Ramezay," facing the City Hall. This building was erected in 1703 by Claude de Ramezay, on his appointment as Governor of Montreal, and for two decades it was the residence of the Governor and his family, as well as an official centre. From the de Ramezay family, the old stone stronghold passed into the possession of the great French fur



[THE PIONEERS AT MONTREAL]

trading company — the Compagnie des Indes — this becoming the *entrepôt* of the fur trade of Canada.

After the conquest of Canada, the Chateau was bought by the Baron de Longueuil and, in 1770, it was again made the official residence of the Governors under British rule. Sir Guy Carleton was in occupation when the Continental army captured Montreal, making the old building their headquarters for the winter. Franklin, Chase, and Carroll were the American Commissioners in charge, Franklin setting up a printing-press in the spacious cellar-kitchen, where the power of the press was vainly used to woo the inhabitants to the invaders' cause.



*Chateau de Ramezay*

After Montgomery's defeat at Quebec, the British Governors — Haldimand, Metcalfe, Durham, and the Earl of Elgin — were in turn the official occupants of the Chateau. From 1841 to 1849, the old pile was the headquarters of the Government of Upper and Lower Canada under the Act of Union, the cabinet meetings of those eventful days being held in the council-room of the Chateau. With the removal of the seat of government to Toronto and Quebec, respectively, until the Confederation of the Provinces in 1867, the glory of Montreal's Government House in large measure departed, the old palace being thereafter put to a succession of less important uses.



*Valuable Historic Treasures*

THE Chateau now contains many valuable historic relics and treasures. The old bell that hung in Louisbourg Church shortly after the completion of the fortifications in 1720 has an honoured place. The inscription on the bell reads: "Bazin m'a fait." A pair of scales of 1682, used by the Jesuits for weighing iron at the Three Rivers forges, speaks of the long-established iron industry in the country. A hand-organ presented by George III to the Indian chief, Tecumseh, recalls England's diplomatic success in retaining the friendship of the red men during the revolutionary period. The walls of the Chateau are hung with portraits of nearly one hundred of the early French-Canadian explorers, governors, and missionaries, as well as the British commanders and governors, while the series of prints of early Canadian scenes are of inestimable value. No less than eight thousand books, pamphlets and manuscripts, hundreds of coins, and many ancient deeds and other legal documents, not a few bearing the signature of Napoleon, link the present with the past.

The cellar, with the spacious fireplace and ovens, the cool wine-vaults, and the servants' quarters, shows the massive structure of the strong foundations and the stone partitions of castle-like thickness, so constructed that the establishment might be converted into a fortress, the windows still disclosing the loopholes and double bars ready for a siege or attack.

*Historical Landmarks*

THERE is an intimate connection between the romantic and the prosaic in Montreal. As the years roll by, and as the octopus of commercialism asserts itself, what little remains of the old and romantic diminishes, but some of the more historical landmarks in the very heart of the business district have been preserved. So, squeezed in among the outbuildings of busy factories and great modern warehouses, are to be found some of the modest but massively built residences of the French regime, with their generous, open fireplaces and elaborately ornamented mantels, built as long ago as 1680.

Quaint old Roman Catholic chapels and convents exist in the very centre of blocks which, at a cursory glance, are given up to twentieth century commercial activity. Back of the ancient Seminary of St.



[THE PIONEERS AT MONTREAL]

Sulpice, on Place d'Armes, is as quaint and sweet a monastery garden as existed in fourteenth-century Europe. But the street fronts in this wholesale district are occupied by great modern warehouses. The show streets of this down-town business section are Notre Dame and St. James. The latter street has, during the past quarter of a century, undergone a marked transformation from the chief retail business street to a banking and general business office street.

*A City of Churches*

CONSPICUOUS features of any view of Montreal, no matter from where obtained, are the domes, spires and minarets of the city's places of worship. Montreal is a city of churches, having one for every



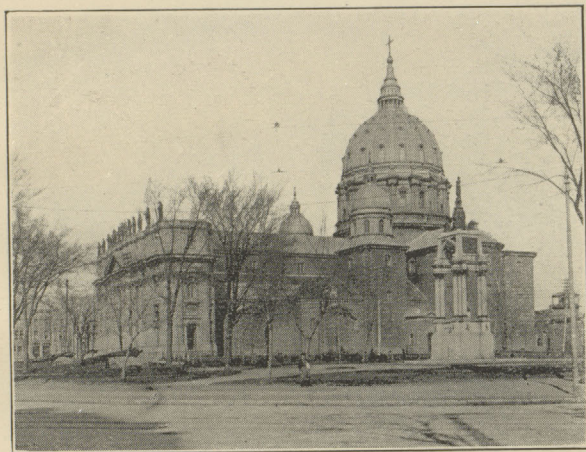
2,500 of the population. The lofty twin towers of Notre Dame Church attract particular attention. Notre Dame is the largest church in America, next to the Cathedral of the City of Mexico, and is built after the model of Notre Dame, Paris. It has a seating accommodation for 10,000 people, and has accommodated 15,000. The two main towers are 227 feet in height, and in one of them is swung the largest bell in America, the "Gros Bourdon," which weighs 24,780 pounds.

*Notre Dame Cathedral, Place d'Armes*



[THE PIONEERS AT MONTREAL]

Another notable church in Montreal is the Cathedral of St. James, more frequently called St. Peters, because it is a reduced copy of the grand Basilica in Rome. The best features of Michaelangelo's work have been obtained in the reproduction of the statues of the twelve apostles over the façade. The top of the cross surmounting this church is 258 feet above the level of the ground.



*St. James Cathedral*

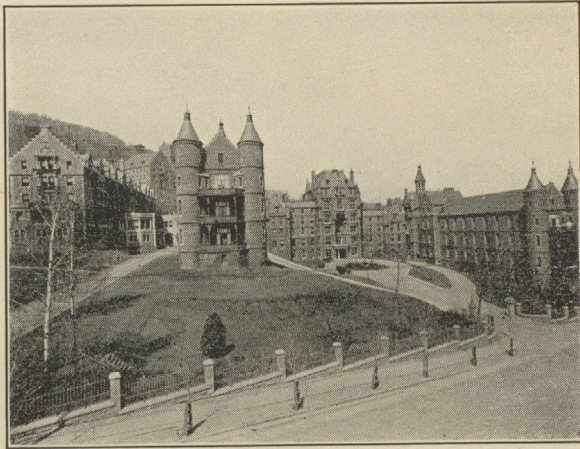
Of the Protestant churches of Montreal, the most noteworthy are Christ Church Cathedral and St. George's, Church of England; St. Paul's and Erskine, Presbyterian; and the St. James Methodist. Christ Church Cathedral is admitted to be the purest specimen of Gothic architecture on the continent of America.

The most ancient place of worship in Montreal is the chapel of Notre Dames des Victoires. This building, though nearly one hundred and fifty years old, is still in a good state of preservation. It was erected in 1781, in commemoration of the disastrous termination of the ill-fated British colonial expedition, under Sir Hovenden Walker, against New France in 1711. The tempestuous weather which the transports encountered in the Gulf of St. Lawrence and which wrecked many of the vessels, caused great loss of life and proved the undoing of the expedition, was ascribed entirely to Divine interposition.



*Other Public Institutions*

ONCE in the city, the visitor is impressed with its solid and substantial aspect. The public buildings are massive and elegant in proportion rather than in detailed ornamentation. And so generally with business structures and private residences solidity rather than decoration is the main characteristic.



*Royal Victoria Hospital*

The visitor cannot fail to be impressed with the number and extent of the city's educational and benevolent institutions. McGill University comprises a splendid group of buildings situated on the higher level. In one building is a museum which visitors will find interesting. Not far from the university on Sherbrooke Street is the Art Gallery, a beautiful marble building containing a fine collection of valuable paintings and sculpture.

*The Monuments*

SOME of the monuments erected in the city squares are worth more than passing notice. The Nelson monument on Jacques Cartier Square was erected in 1809 by the citizens of Montreal, irrespective of race. The movement which led to its being built was inaugurated by French Canadian citizens in December, 1805, when news of the British victory at Trafalgar was received. Another fine monument, perhaps the most artistic in the country, is the monument of Maisonneuve, the



founder of Montreal, situated on Place d'Armes. In Phillips Square is a splendid monument erected to the memory of the late King Edward, and on Dominion Square is another notable monument to the memory of the Canadian soldiers who fell in the South African War.

*Indian Reservations*

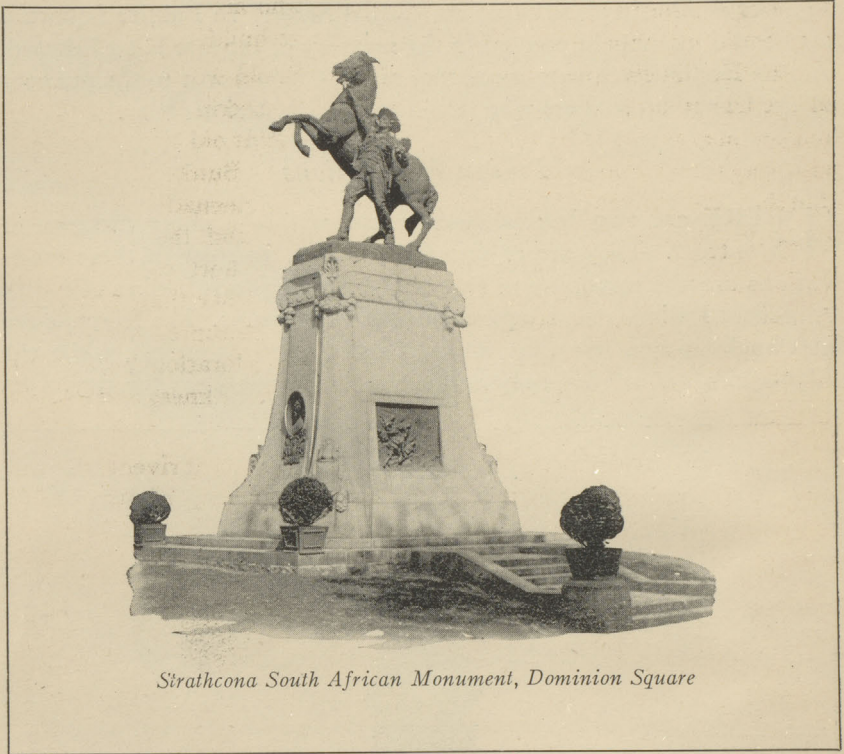
THERE are two Indian reservations within a short distance of Montreal. They are of unusual interest, because in these reservations are the remnants of two of the most powerful tribes of North American Indians, the Iroquois and the Algonquins. The Iroquois are at Caughnawaga, less than an hour's ride from Montreal, while the Algonquins are at Oka, only an hour or two's ride from the city. Oka



*King Edward VII Monument, Phillips Square*



[THE PIONEERS AT MONTREAL]



*Sirathcona South African Monument, Dominion Square*

has a further attraction, in that it possesses a monastery of the Reformed Cistercians, or Trappists, as they are more generally known. This monastery, at which most of the monks are under the vow of perpetual silence, has splendid gardens and magnificent demonstration farms. There is a guest master to look after the wants of visitors, and the proverbial hospitality of the Trappists is extended to all.

*A Great Agricultural College*

AT STE. ANNE DE BELLEVUE, 25 miles from Montreal, is the Agricultural College built and equipped at a cost of over seven million dollars and presented to McGill University by the late Sir William Macdonald. The institution is held to be the most up-to-date and best-equipped of any agricultural college in the world. It is one of



[THE PIONEERS AT MONTREAL]

the famous sights for visitors to Montreal, who are always cordially welcomed and shown over the farm and college buildings.

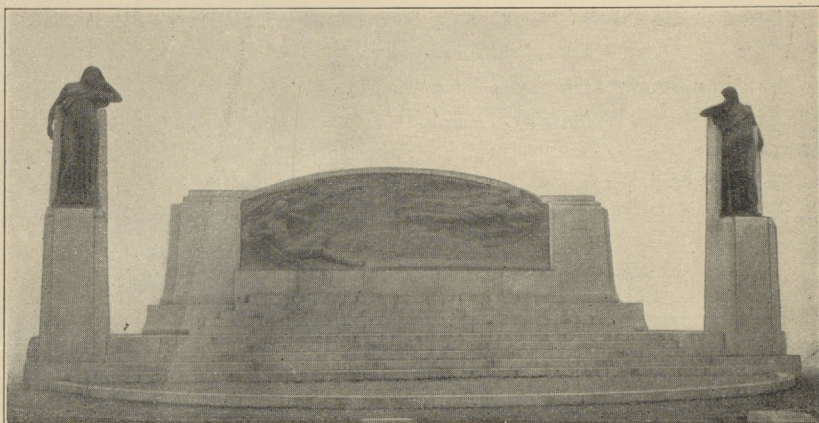
Another lovely trip from Montreal is to the old-world city of Quebec, either by boat or train. It is a five or six hour trip by train, or the journey may be made by boat at night. The quaint old city of Quebec, with its citadel that boasts a cannon captured at Bunker Hill, its old churches and convents, its magnificent terrace promenades commanding surpassing views of the St. Lawrence river and the Laurentian mountains, is of remarkable interest. Within a short car ride from Quebec are the Montmorency Falls (which are higher than Niagara), and the world-famous shrine of Ste. Anne de Beaupré, always the Mecca of pilgrims, who may be seen bowing in adoration before the sacred relics, or mounting the Holy Stairway on their knees and kissing each stair as they climb.

Those who prefer it may proceed by the magnificent river steamers beyond Quebec to the Saguenay river, where scenes of surpassing charm meet the eye as the vessel proceeds up the great cañon, between walls of rock that tower high on either side.



*Steamer passing through Lachine Rapids*





*The Bell Memorial at Brantford, Ontario*

### *The Telephone in Canada*

IT IS not inappropriate that a Pioneer Convention should be held in Canada, for many of the events surrounding the birth and early history of the telephone occurred in the Dominion.

Brantford, Ontario, Dr. Bell's first place of residence on his arrival with his family from Scotland, has an unassailable claim to the title of "Telephone City." In a chronological table prepared by Dr. Bell, the inventor gives as the first item, "Invention of the telephone at Tutela Heights, Brantford, in the summer of 1874." "Here," he asserts, "the telephone was invented, the first draft of the patent specifications prepared, the proper relation of the parts of a telephone to enable it to be used on long lines marked out, and the first transmission of the human voice over miles of telephone line actually accomplished."

### *Early Long Distance Lines*

THE first long distance line test in Canada took place in 1876 when Professor Graham Bell applied to the Dominion Telegraph Company for a permit to test his embryo telephone on its telegraph line between Paris and Brantford. When the formal application was received, the general manager of the telegraph company handed his



assistant the letter with the remark, "Another of those cranks; consign it to the waste-paper basket." But the assistant, scenting a source of profit, suggested that the line be rented for an hour, which was done. Needless to say the rental was never collected as the talking, though possible but one way at that time, was successfully carried out, and it led to the Dominion Telegraph Company acquiring a license to operate the Bell telephone patent in Canada for a period of five years from the 18th of February, 1879.

### *Hamilton Begins Early*

THE first telephone contract secured in Canada was taken at Hamilton, Ont., 18th of October, 1877, and the line, forming part of the local district telegraph call system, was equipped with six telephones and first tested on the 29th of August, 1877. The press of the day announced that this was the first instance in which more than two telephones had been operated satisfactorily on one circuit.

The opening of this line was attended by Professor Graham Bell, his father, Professor Melville Bell, and his uncle, Professor David Bell, all of whom expressed their surprise and delight on the successful operation of six telephones on one circuit.

The satisfactory talking qualities of this line immediately led to the opening at Hamilton of the first exchange in Canada, and the second in the world, by the Hamilton District Telephone Company on its call box circuits. The license to operate was granted on the 28th of May, 1877, and the first line opened on the 18th of October, 1877.

### *Advent of the "Bell of Canada"*

THE Bell Telephone Company of Canada entered the field in 1880, and operated in all the provinces except British Columbia. That company purchased the various competing interests and consolidated the exchanges. But opposition was strong and in the early eighties some isolated Bell exchanges were threatened by the most demoralizing competition.

The late Theodore N. Vail, who had been a director of the Bell Telephone Company of Canada from its inception, saved the day. After a brief study of the Canadian situation, he marked out on a map of Ontario and Quebec a plan of long line construction to various cities and towns within a radius of 300 miles of Montreal.



[THE PIONEERS AT MONTREAL]

"Build long distance lines at once to connect all the exchanges within this territory," advised Mr. Vail.

"But they will not pay," was objected.

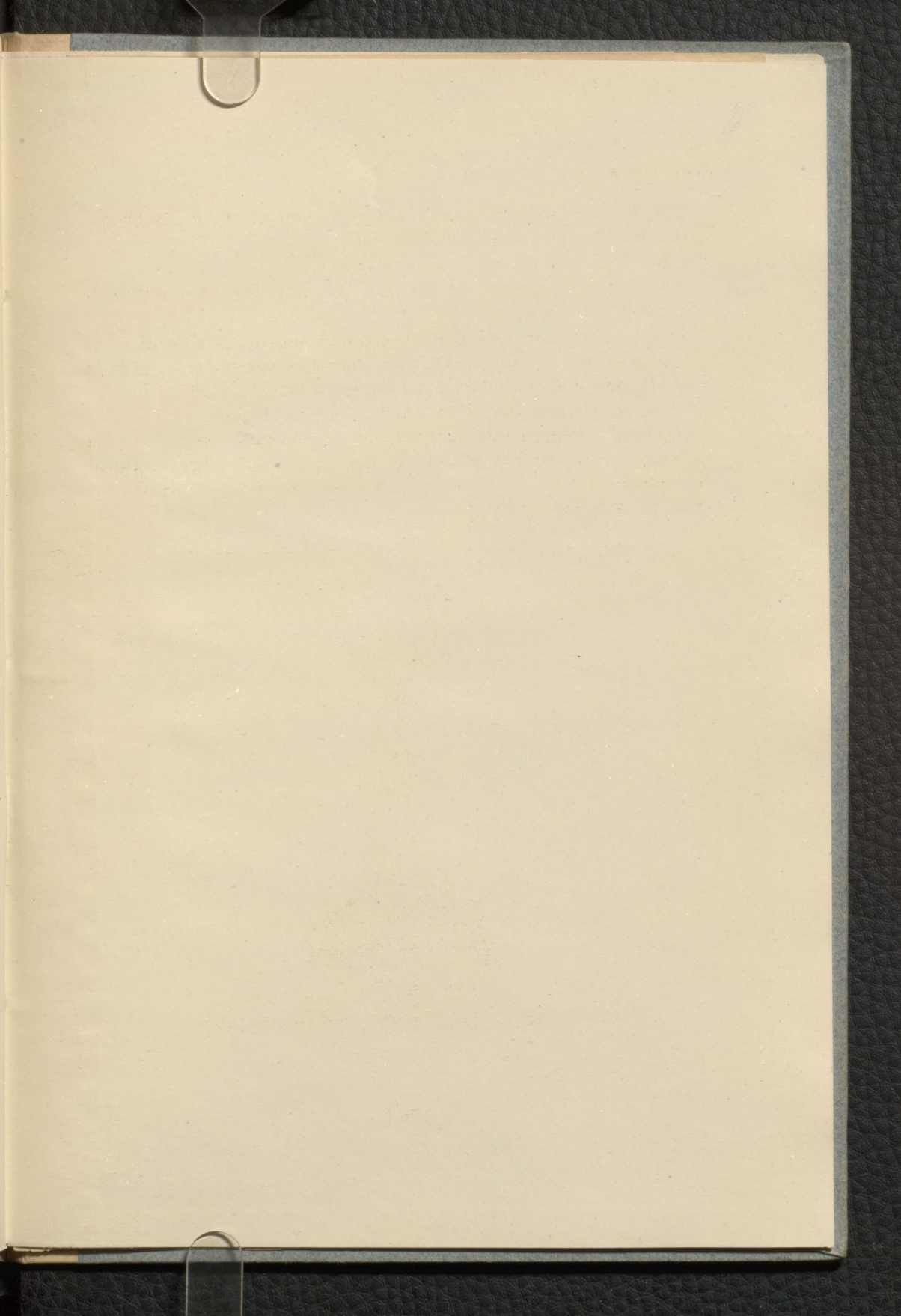
"I did not say they would," replied Mr. Vail, "but they will unify and save your business."

And so it proved. The Bell Telephone Company of Canada, now operating exclusively in Ontario and Quebec, with an investment of over fifty-five million dollars, has in service to-day upwards of 360,000 subscribers' stations and 97,000 miles of long distance wire. It has connecting arrangements for exchange of business with 720 local systems serving 103,000 subscribers, and by careful though progressive administration has built up a business equal to the needs of a wide and growing constituency.



*Maisonneuve Monument, Place d'Armes*







[THE

with

and

oper

over

subs

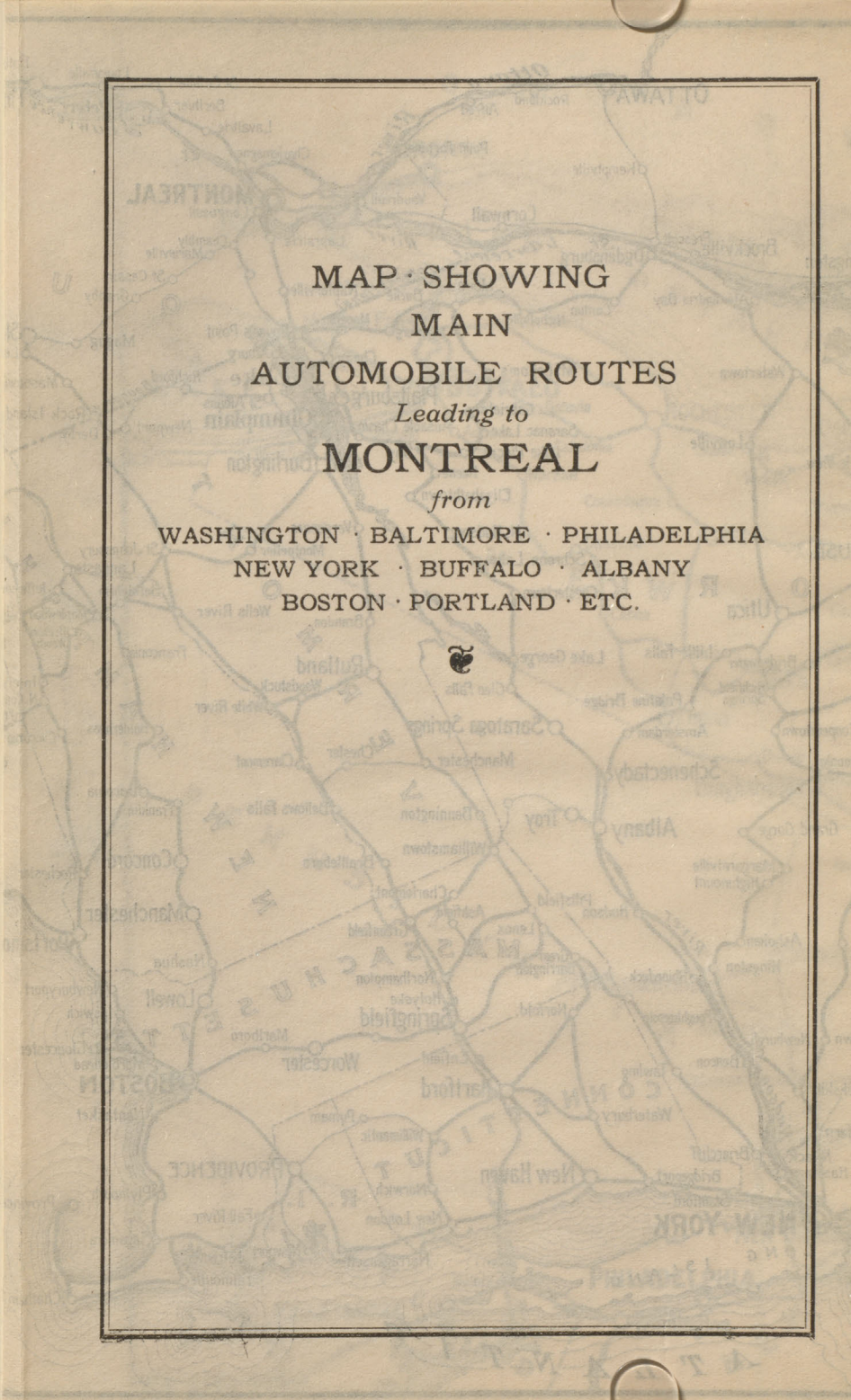
conr

syst

sive

wid



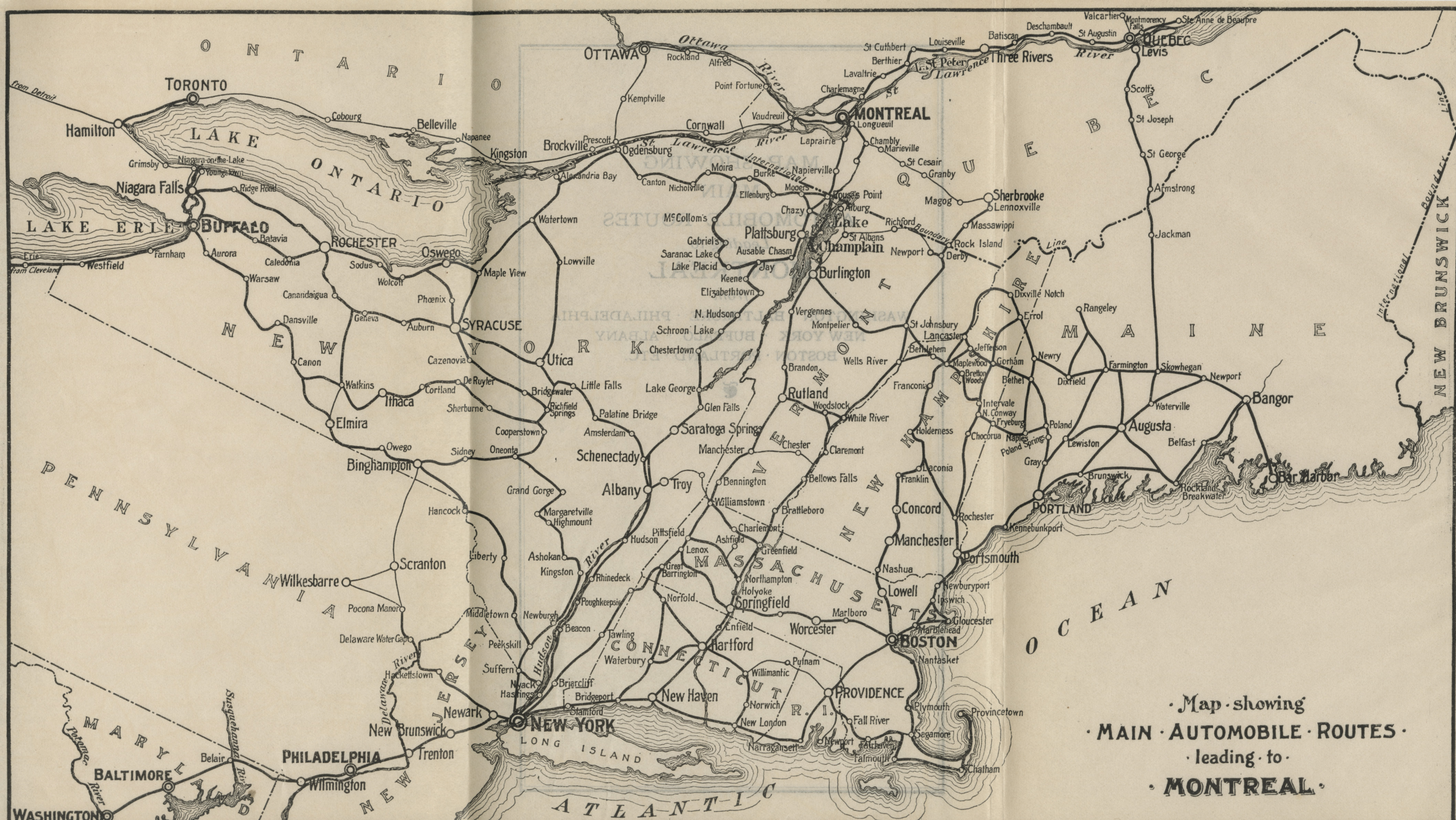


MAP · SHOWING  
MAIN  
AUTOMOBILE ROUTES  
*Leading to*  
MONTREAL

*from*

WASHINGTON · BALTIMORE · PHILADELPHIA  
NEW YORK · BUFFALO · ALBANY  
BOSTON · PORTLAND · ETC.





Map showing  
MAIN AUTOMOBILE ROUTES  
leading to  
MONTREAL



# TARIFF OF FARES FOR MONTREAL CABS AND TAXIS



## AUTO TAXI-CABS

### From point to point within the City limits

First half mile or fraction thereof, for one or two persons.....	\$0.40
Each quarter mile thereafter.....	.10
Each additional person for the whole journey.....	.20

No charge shall be made for children under 10 years of age. Nevertheless if there be more than two children under 10 years of age, a charge equivalent to that of one person will be made for each additional child.

Waiting time shall be paid at the rate of \$2.00 per hour and shall include:

- (a) The time during which the taxi-cab is not in motion, beginning ten (10) minutes after its arrival at the place to which it has been called; (b) The time consumed by unavoidable delay at street crossings or bridges; and
- (c) The time consumed while standing, at the direction of the passenger.

## AUTOS OTHER THAN TAXI-CABS

### 1 to 4 persons

- \$1.00 for a trip of a quarter of an hour or less;
- \$2.00 for a trip of more than a quarter of an hour and of not more than half an hour;
- \$3.00 for a trip of more than half an hour and of not more than three-quarters of an hour;
- \$3.50 for a trip of more than three-quarters of an hour and of not more than one hour.

### 5 persons or more

- \$1.25 for a trip of a quarter of an hour or less;
- \$2.25 for a trip of more than a quarter of an hour and of not more than half an hour;
- \$3.25 for a trip of more than half an hour and of not more than three-quarters of an hour;
- \$4.00 for a trip of more than three-quarters of an hour and of not more than one hour.

## ONE-HORSE VEHICLES

### (BY THE DRIVE)

#### Time allowed — Fifteen minutes

For one or two persons.....	\$ .50
For three or four persons.....	.75

#### Time allowed — Thirty minutes

For one or two persons.....	.75
For three or four persons.....	1.00

#### Time allowed — Forty-five minutes

For one or two persons.....	1.00
For three or four persons.....	1.25

### (BY TIME)

#### By the hour

For one or two persons.....	1.25
For three or four persons.....	1.50



# TARIFF OF FARES FOR MONTREAL CABS AND TAXIS

## AUTO TAXI-CABS

From point to point within the City limits

First half mile or fraction thereof for each two persons ..... \$0.10  
 Each quarter mile thereafter ..... 0.05  
 Each additional person for the whole journey ..... 0.05  
 No charge shall be made for waiting under 15 minutes or for waiting less than 15 minutes under 10 cents in any one direction, inasmuch as that of one person only is allowed for each direction.  
 Waiting time shall be noted at the meter. If the car has not been called for, it is not to be taken into account. If the car has been called for, it is to be taken into account. If the car has been called for, it is to be taken into account. If the car has been called for, it is to be taken into account.

## AUTOS OTHER THAN TAXI-CABS

1 to 4 persons

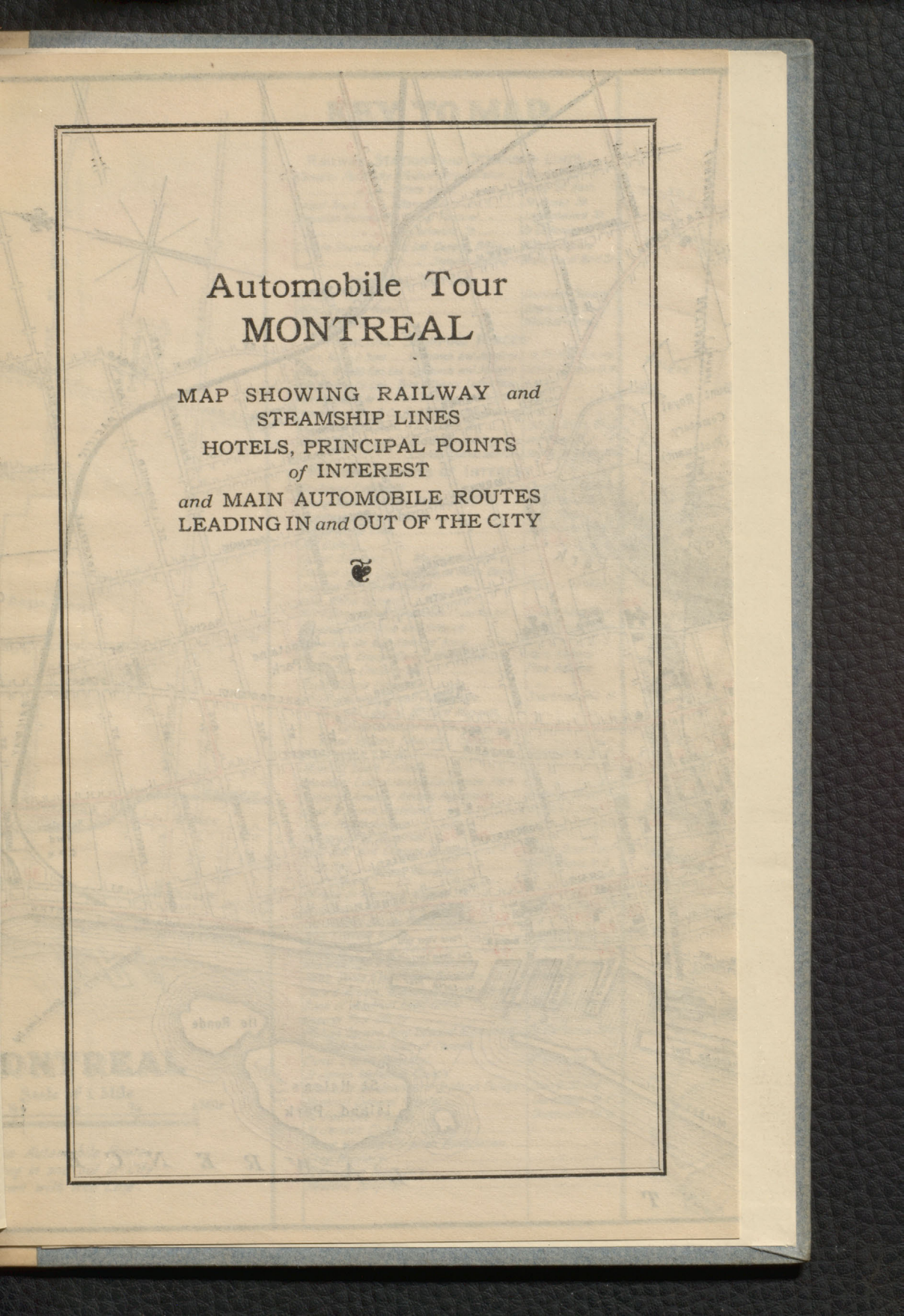
\$1.00 for a trip of a number of an hour or less  
 \$1.50 for a trip of more than an hour and of not more than two hours  
 \$2.00 for a trip of more than two hours and of not more than three hours  
 \$2.50 for a trip of more than three hours and of not more than four hours  
 \$3.00 for a trip of more than four hours and of not more than five hours  
 \$3.50 for a trip of more than five hours and of not more than six hours  
 \$4.00 for a trip of more than six hours and of not more than seven hours  
 \$4.50 for a trip of more than seven hours and of not more than eight hours  
 \$5.00 for a trip of more than eight hours and of not more than nine hours  
 \$5.50 for a trip of more than nine hours and of not more than ten hours  
 \$6.00 for a trip of more than ten hours and of not more than eleven hours  
 \$6.50 for a trip of more than eleven hours and of not more than twelve hours  
 \$7.00 for a trip of more than twelve hours and of not more than thirteen hours  
 \$7.50 for a trip of more than thirteen hours and of not more than fourteen hours  
 \$8.00 for a trip of more than fourteen hours and of not more than fifteen hours  
 \$8.50 for a trip of more than fifteen hours and of not more than sixteen hours  
 \$9.00 for a trip of more than sixteen hours and of not more than seventeen hours  
 \$9.50 for a trip of more than seventeen hours and of not more than eighteen hours  
 \$10.00 for a trip of more than eighteen hours and of not more than nineteen hours  
 \$10.50 for a trip of more than nineteen hours and of not more than twenty hours

## ONE-WAY TRIP

For one or two persons

1.00 for time of four minutes  
 1.25 for time of five minutes  
 1.50 for time of six minutes  
 1.75 for time of seven minutes  
 2.00 for time of eight minutes  
 2.25 for time of nine minutes  
 2.50 for time of ten minutes  
 2.75 for time of eleven minutes  
 3.00 for time of twelve minutes  
 3.25 for time of thirteen minutes  
 3.50 for time of fourteen minutes  
 3.75 for time of fifteen minutes  
 4.00 for time of sixteen minutes  
 4.25 for time of seventeen minutes  
 4.50 for time of eighteen minutes  
 4.75 for time of nineteen minutes  
 5.00 for time of twenty minutes





Automobile Tour  
MONTREAL

MAP SHOWING RAILWAY *and*  
STEAMSHIP LINES  
HOTELS, PRINCIPAL POINTS  
*of* INTEREST  
*and* MAIN AUTOMOBILE ROUTES  
LEADING IN *and* OUT OF THE CITY





# KEY TO MAP

## RAILWAY STATIONS AND STEAMSHIP LINES.

- 3 Canadian Pacific Ry. Windsor Street Station..... Windsor St.
- 35 Place Viger..... Craig St. East.
- 4 Grand Trunk..... Bonaventure..... St James St.
- 4 Canadian National Pys Tunnel Terminal..... Logacheviere St.
- 36 St Catherine St..... St Catherine St. E.
- 54 Canada Steamship Lines Ltd. General Office..... Victoria Square
- 4 Steamer Berths..... Wharf, foot of Barri St.

## PRINCIPAL HOTELS.

- 6 Windsor Hotel..... Dominion Square
- 17 Ritz-Carlton Hotel..... Sherbrooke St. W.
- 2 Queen's Hotel..... Windsor Street.

## PRINCIPAL SHOPPING PLACES

- 13 Birks, Henry & Sons..... Diamonds and Jewelry..... 14 Phillips Square
- 13 Mappin & Webb Can. Ltd. Diamonds and Jewelry..... 353 St. Catherine St. W.
- 11 Holt, Renfrew Co. Ltd. Furs, Millinery, Ladies Wear..... 401
- 10 Fairweathers Ltd. Furs, Millinery Ladies Wear..... 487
- 8 Henderson, John & Co. Furs, Millinery, Hats & Gloves..... 517
- 27 Desjardins, Chas. & Co. Furs, Hats & Co..... 130 St. Denis St.
- 31 Marks, Henry..... Mens Furnishings..... 148 Peel St.
- 9 Case..... English Clothes and Furn..... 507 St. Catherine St. W.

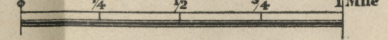
## PRINCIPAL POINTS OF INTEREST

- 5 St James Cathedral..... Dominion Square
- 17 Young Men's Christian Association..... Drummond St.
- 13 Montreal Amateur Athletic..... Peel Street
- 10 Mount Royal Club..... Sherbrooke St. W.
- 18 Art Gallery.....
- 19 Grand Seminary..... Martello Towers
- 20 Convent of the Congregation of Notre Dame.....
- 21 Hospital for the Incurables..... Decarie Boulevard
- 22 Villa Maria Convent.....
- 23 Notre Dame College, St Joseph's Chapel on hill..... Queen Mary Road
- 24 Montreal Hunt Club and Kennels..... St Catherine Road
- 25 Convent of the Holy Name of Mary.....
- 26 Sir George Etienne Cartier Monument..... Park Avenue
- 27 Hotel Dieu (Hospital)..... Pine Avenue
- 28 Royal Victoria Hospital.....
- 29 McGill University Faculty Buildings..... Sherbrooke St. W.
- Readpath Library, Mc Cord Museum.....
- Conservatorium of Music.....
- Royal Victoria (Women's) College.....
- 30 Bon Pasteur Convent..... Sherbrooke St. E.
- 31 Mont St Louis College.....
- 32 Montreal Civic Library, LaFontaine Park.....
- 33 National Amateur Athletic Association..... Cherrier Street
- 34 Deaf & Dumb Institute..... St Denis Street
- 35 Ecole Polytechnique.....
- 36 University of Montreal.....
- 40 Drill Hall and Champs de Mars..... Craig Street East
- 42 City Hall..... Nelson Monument..... Notre Dame St. E.
- 41 Court House.....
- 43 Chateau de Ramezay Museum.....
- 44 Bonsecours Church and Market..... Commissioners St
- 46 Old Custom House, Place Royale.....
- 47 New Custom House..... Mc Gill Street
- 48 Board of Trade Building..... St Sacrament St
- 49 Montreal Stock Exchange..... St Francois Xavier St
- 50 Notre Dame Church and Seminary..... Notre Dame St. W.
- 51 Place d'Armes, Maisonneuve Monument.....
- 52 Bank of Montreal Head Office..... St James Street
- 53 General Post Office.....
- 55 Phillips Square, King Edward Monument..... St Catherine St. W.
- Automobile Club of Canada.....
- 56 Christ Church Cathedral..... St Catherine St. W.
- 57 St James Methodist Church.....
- 58 Church of the Jesus and St Mary's College..... Bleury Street
- 59 Montreal General Hospital..... Dorchester St. E.
- 60 St Patrick's Church..... Dorchester St. W.
- 61 St James's Club.....
- 62 Young Womens Christian Association.....
- 63 Grey Nunnery.....
- 64 Franciscan Monastery.....
- 65 Western Hospital.....



# MONTREAL

Scale of 1 Mile



Main Automobile Routes leading in and out of City shown with Red Line.



