

THE CITY OF MONTREAL.

THE WONDERS OF THE QUEEN'S DOMAIN

The Picturesque, Historic, and Intensely Interesting City of Montreal.

RECORD OF ITS RAPID GROWTH

Brief Description of Its Cathedrals, Its Bridges, Its Public Libraries, Its Theaters and Its Public Parks, Together with a Glance at Some of Its Singular Social Conditions.

Special Correspondence of The Tribune.

Montreal, Canada, Sept. 26.—A branch of the Canadian Pacific railway extends west to Prescott on the St. Lawrence river, where ferry connection is made with Ogdensburg, N. Y., and rail lines to New England and New York, and also Lake Champlain. From Ottawa to Montreal is 120 miles, a four-hour ride, and the end of the Eastern division of the Canadian Pacific railway. We follow the Ottawa river along the Ottawa valley on its northern bank until it unites with the St. Lawrence, forming the province boundary of the triangular island of Montreal.

The line first crosses a long iron bridge, giving a fine view of Chaudiere Falls, and shortly after, the Catherine river. Soon it crosses another iron bridge over the magnificent falls of the Lavey river, while the striking group of parliament buildings on the high cliff to the right, resembling from our sight, is quite reminiscent of the Capitol of Washington.

At Buckingham, twenty miles distant, is a branch road that runs northward to phosphate, mica, and plumbago mines, from which great quantities of these minerals are shipped. Near Cabanel are the celebrated Canada mineral springs, a noted health resort for the province. Here, too, are extensive saw-mills, which are also found throughout the province. Lachine are large paper mills and wood-working industries. The route is along the Ottawa river, which divides the province of Ontario and Quebec. The valley is divided into long, narrow and well-tilled French farms, mostly devoted to dairy products. There is an air of thrift and content among these old French settlements which is especially noticeable. Streams pour down from the Laurentian Hills and several picturesque villages are noted in quick succession as we near the metropolis, with hills and distant mountains on the one hand and the broad and beautiful Ottawa river on the other, and numerous steamers, lumber barges, and rafts of lumber are constantly seen.

INTO MONTREAL.

At Ste. Rose, seventeen miles from Montreal, is a charming French village and a favorite summer resort. At St. Hubert, six miles from Ste. Rose, a branch of the Ottawa river, ten miles above Montreal, five miles outside of the city is Montreal Junction, a residential suburb, with many handsome private homes. Here trains radiate to the Maritime province, Boston, Portland, etc. Soon we roll along over a viaduct of masonry, with many handsome city spread out before us and enter the commodious, handsome and palatial passenger depot of the Canadian Pacific railway, on the right. Here are some of the most magnificent depots in the world and itself one of the sights of Montreal. It is an imposing stone structure, fronting the city, and is said to resemble a Norman castle. It certainly is a rare combination of architectural beauty, comfort, and elegance, and no expense was spared to ensure its thorough adaptation to the requirements of the company.

This edifice may honestly be called palatial, resembling as it does a palace far more than a railway station. The stairs are the head offices of the company, where the business of the great artery of travel is arranged. Below are the minor offices. Here is the grand general waiting room and ticket office, with its lofty ceiling, its noble arches and massive polished granite columns and the ladies' waiting room, an illustration of how modern skill can blend luxury and comfort, and last, but not least, the large dining room, also baggage, freight, etc., all a fitting illustration of the enterprise of this great road. From this Windsor street station we take the train running direct to New York, Boston, Portland, and all Canadian cities east, and also the through trans-continental trains west for the Pacific coast. Reaching the city at early evening and the atmospheric conditions being favorable, the electric display throughout the city was magnificent. The lights seemed like a section of the sky, with twinkling stars above reflected in the deep, clear waters of the St. Lawrence river and harbor below. This is our introduction to the metropolis of the Dominion. What of its early history, its present condition and future prospects?

MONTREAL IN HISTORY.

Montreal was discovered and visited by Jacques Cartier in the fall of 1535 and founded in 1642 by the French. A hundred years before the British conquest of Canada, the French battled with the Indians here, and their hardy soldiers, priests, traders, and voyagers explored the vast wilderness around, building forts, establishing missions and trading posts, and planting settlements on all the great rivers and lakes. In 1769 it passed into the possession of the English. Long after the British occupation the wants of the Indians were supplied in exchange for furs and pelts and in this trade Montreal grew rich and important.

When steam navigation appeared on the inland waters, the Indians receded and disappeared; the entire fertile country became settled; towns and cities sprang up about the old outposts of the missionary and fur traders and agricultural products took a place with furs and pelts in the commerce of Montreal. Then came the railways penetrating farther into the interior in all directions, bringing still greater changes and giving a wonderful impetus to the western country. The business of the latter with Montreal grew apace and now we find rising from the broad St. Lawrence to the slopes of Mount Royal and looking out over a densely peopled country, dotted with bright and charming villages—a large and beautiful city "half French, half English; half ancient and half modern," with countless churches,

imposing public buildings, magnificent hotels and costly residences; with long lines of massive warehouses, immense grain elevators and many saw-mill factories; and also miles of dock crowded with shipping of all descriptions from the smallest river craft to the largest ocean vessels.

THE MONTREAL OF TODAY.

It is situated on a triangular island of the same name about thirty miles long and ten miles wide, formed by branches of the Ottawa on the north and the St. Lawrence on the south, and by virtue of geographical position, at the head of ocean navigation, its port may be said to form the connecting link between the ocean commerce and that of the great lakes and rivers which form the St. Lawrence. In fact Montreal stands between French Quebec, 180 miles east and English Toronto, 120 miles west. The island upon which Montreal is situated contains 197 square miles, and from its fertility it has been called the "Garden of Canada."

At Montreal the tourist will hardly fail to stay for a few days, for here are some most interesting of memorials and natural and rare curiosities to attract the student of history. Let us, reader and writer, linger together for a time in and around this "City of the Royal Mountain," which is a veritable connecting link between the days gone by and the days that are.

A CITY OF CHURCHES.

Montreal is pre-eminently a "city of churches," alike together with its convents and colleges are numerous and magnificent structures. The English cathedral, the Jesuit church, St. Peter's church and the French cathedral Notre Dame, are the most important. Here are seventy-nine churches of various denominations, the catholics largely in the ascendancy. Mark Twain says he was never in a city before, when one could not throw a brick but without breaking a church window. In every quarter of the city you will find churches, hospitals, convents, and other places of religious retreat, while on almost any thoroughfare you meet the black-robed representatives, both male and female, of her various ecclesiastical institutions. The real estate owned by both orders of the church in this paradise of the Roman priesthood is of enormous value. This denomination is also rich in many educational and charitable institutions located in various parts of the city. Many of the hospitals and convents supported by this church would well worth a visit, especially, the "Hospital of the Grey Nuns," founded in 1557; the "Hotel Dieu," founded in 1644; and the Seminary of St. Sulpice, founded in 1657. Besides these, there are numerous sisterhoods, asylums, schools, theological and secular, which further manifest the zeal and devotion of this denomination.

MASSIVE CATHEDRALS.

The "Church of Notre Dame" is the handsomest and most expensive and interesting structure on the continent. It is modeled after the "Cathedral of Mexico," 250 feet long, 125 feet wide and 110 feet high, with a chancel window of stained glass 64 by 32 feet in size. The principal towers are 27 feet high and one of them contains a chime of ten bells, the largest 8½ feet diameter, 6½ feet high, weighing about fifteen tons and representing a cost of \$25,000. It is the largest bell in America. This church will easily accommodate 10,000 people. 15,000 often obtain admittance. Its pillars, its double rows of galleries, its pulpit and its altars, are a marvel of decoration. It surpasses in grandeur, beauty and perfection of painting by the most gifted artists, any other structure in the Dominion, if not on the continent.

The "Cathedral of St. James the Minor" modeled after St. Peter's at Rome, and dedicated in 1894 is large and in some respects more imposing. Its length is 333 feet by 222 feet in breadth. Its height is 258 feet to the top of the cross, which is 18 by 12 feet and weighs 1500 pounds. The dome above this is 168 feet and the circumference outside of the dome is 240 feet. From all sides of the city, the surrounding country this dome can be seen, an object of veneration to the Canadian and admiration to the visitor. Of the Protestant churches, of which there are 18 Presbyterian, 11 Episcopal, 12 Methodist, 4 Baptist, etc., besides three Jewish synagogues, the Episcopal "Christ Church cathedral" and the Presbyterian (St. Paul's church) and St. James (Methodist) are the finest structures and most important, while St. Gabriel Presbyterian church, built in 1792, is the oldest Protestant church in Canada.

ITS FOREIGN ASPECT.

In spite of its nearness to the United States, as a city, Montreal has a thoroughly foreign aspect. The population within city limits is 216,000 souls and with its suburbs amounts to nearly 300,000, seventy per cent. of whom are French Canadian and Catholics, the rest being mainly of English origin. The bright suburban villages are almost entirely inhabited by Frenchmen and the French language is extensively used. Montreal is not only a religious city but a literary city as well, for here are several superior libraries that we visit, namely, the McGill college library, which contains 25,000 volumes; the Advocate's library, with 15,000; the Pres-

byterian college library, with 10,000, and the Montreal college library (Catholic), which contains as many volumes as the three put together, that is to say, 54,000.

If Montreal is a city of churches, a religious and also literary city, is also a city of amusements. As to theatres, there are no end of them—both French and English. It is the grand center of the national game of "la course," and its teams have for years held the world's championship. In winter, Montreal has its tobogganing, skating, and its gymnastic halls and ice caravans. Perhaps the best skaters and snow-shoers in the world are the sons and daughters of Montreal.

OTHER ADVANTAGES.

If banks can give evidence of wealth, Montreal has a profusion of them that are worthy of careful inspection. There are fourteen incorporated institutions, besides a clearing house, whose clearings amount to some \$300,000,000 yearly. Montreal ranks twelfth among North American cities which have clearing houses. As a structure of solid carved stone with huge Corinthian pillars and internally fitted up in a manner in accord with the millions it represents, the Bank of Montreal takes the lead.

THE EXCHANGE FIELDS.

To see the city at its best, the services of a "caterer" should be secured, for a drive in and around the city is charming. The roads are macadamized in all directions, and the ride up and around the mountain to the summit, by the easy grade, brings to view scenery so beautiful and grand as to call forth exclamations of surprise from every visitor. He is ever so indifferent. The climate is a mountain healthy woods over seven hundred feet above the river. The river is one and a half miles wide opposite the city and its front is lined for nearly two miles with lofty and massive walls, quays, and terraces of gray limestone, said to be unequalled in the world except at Liverpool, Paris, and St. Petersburg. The public and the private buildings are built of stone, quarried from the face of the mountain, and the stranger is impressed with their solidity and beauty of architecture.

A BIRD'S-EYE VIEW.

From this outlook on the Mountain Summit let us take a bird's-eye view of the city. What do we see? As far as the vision extends to the right and left, the sparkling waters of the St. Lawrence are seen; a mighty artery of inland commerce dotted with shipping, while over the level cultivated plain to the right in the distance are the Adirondacks, and dimly outlined on the horizon are the peaks of the Green mountains. To the northward runs the Laurentian range, the oldest of the continent, meeting the lovely valley of the St. Lawrence, and in the foreground is the city itself, with its massive public buildings, colleges, convents, etc. Almost at your feet, and excavated from solid rock in the side of the mountain is the storage reservoir of the city water works, which has a capacity of 36,500,000 gallons, supplied by an aqueduct, bringing the water of the St. Lawrence from above the Lachine Rapids, nine miles to a point whence it is dammed up the mountain into this reservoir.

A PRIVILEGED CHARACTER:

Further down and sloping away from the foot of the mountain, spread out on all sides, are broad paved avenues and a net work of streets intersecting each other, heavily shaded with trees and foliage and adorned with public and private buildings. Also, brilliant squares, vast ware houses, open parks, tall monuments and hundreds of spires, cupolas and domes. The bright-roofed buildings, the glistening church spires, the commodious business blocks, amidst this wealth of shade, delight the artistic sense and presents a picture surpassingly beautiful. For the distance there is the famous Victoria tubular bridge that spans the St. Lawrence, called the "eighteen wonder" of the world, and with a length of a few yards less than two miles, is the longest bridge in the world, being nearly six years in building, and costing \$6,300,000.

THE UNLOADED GUN.

The Lady Knew Its Dangerous Character and Wanted It Removed.

From the Detroit Free Press.

She was rather fussy and evidently given to magnifying mode hills into mountains, and when a man entered a car in which she sat and leaned a gun he was carrying against the door she called out:

"Oh, sir, won't you please point that gun the other way?"

"There isn't the slightest danger, madam," he said; "it is an used to guns."

"Well, I'm not. It would go off in a minute and kill everybody in the car if anything struck the nozzle."

"You mean the muzzle," said the man, laughing.

"It's all the same by any name. Conductor, I wish you would ask men with firearms to stand outside the car."

"He says it isn't loaded," answered the conductor.

"What? Not loaded! Then stop the car quick and let me out! Good gracious, to think I've been riding all this time in the same car with a gun that wasn't loaded. Why, I might have been killed twenty times," and she nearly fell off in her haste to leave the car.

"Excuse me, Mr. Editor, I just dropped in to say that if you've any papers you are going to throw away, I'd feel most mighty gratified if somehow I could get a fairly recent copy of the old Wayback Gazette."

Of course, it ain't a daily, but still it is a paper printed once a week is just the right size, within it all the news I really need. While city papers dish up stuff that no one wants to read.

I've been here now a fortnight with my friend, Manly's folks. Hain't seen a thing worth readin' but a lot of chestnut jokes.

I hope that you'll excuse me if I emphasize my views. But you show most blamed poor judgment in selecting your news.

Who cares about the Sultan of New Jersey anyway? I want to know how Wayback went for a mayor father day.

Who cares for Venezuela, or for Cuba or for Spain? Who cares how many turkeys Abdul Hamid's folks have slain?

We all know that McKinley was elected President. Manly's folks.

But what I want to know now is how Wayback township went.

Who cares how they built the railroads? Has Biffin sold his grocery? Is huskin' ended yet?

I've read your special telegrams from every foreign spot. But they don't let whether Jenkins is a justice now or not.

Why couldn't you just spare a line or two some time to me?

How did Jones run for office? Did the folks vote?

And why not take sufficient space to add upon the side.

That old man Wilkins' brindle cow got well all fat or did she?

Confound your foreign fixin's! Give me the news, you bet!

And don't forget that prints it is the old Wayback Gazette.

—Frank S. Pixley, in the Times-Herald.

the foot of the mountain, spread out on all sides, are broad paved avenues and a net work of streets intersecting each other, heavily shaded with trees and foliage and adorned with public and private buildings. Also, brilliant squares, vast ware houses, open parks, tall monuments and hundreds of spires, cupolas and domes. The bright-roofed buildings, the glistening church spires, the commodious business blocks, amidst this wealth of shade, delight the artistic sense and presents a picture surpassingly beautiful. For the distance there is the famous Victoria tubular bridge that spans the St. Lawrence, called the "eighteen wonder" of the world, and with a length of a few yards less than two miles, is the longest bridge in the world, being nearly six years in building, and costing \$6,300,000.

In sharp contrast is the aerial structure by which the Canadian Pacific crosses the same river at Lachine, the most modern design of the Cantilever principle, whose spans appear like the clusters of great steel columns, offering little resistance to the winds, but combining the greatest strength with the least possible weight at a cost of only \$1,000,000.

On this mountain is a lake of remarkable purity and clearness, which supplies "boily water" for the Catholic church of the city. On this mountain also are the Protestant and Roman Catholic cemeteries.

There are other points of interest of which we would like to make mention, such as the hotels, the public parks, the elegant statues and monuments, etc. If time and space permitted, but we must hasten on to Quebec, the end of our trans-continental trip, of 12,000 miles through the "Wonderlands of North America." This we shall describe in our next and last letter.

J. E. Richmond.

THE UNLOADED GUN.

The Lady Knew Its Dangerous Character and Wanted It Removed.

From the Detroit Free Press.

She was rather fussy and evidently given to magnifying mode hills into mountains, and when a man entered a car in which she sat and leaned a gun he was carrying against the door she called out:

"Oh, sir, won't you please point that gun the other way?"

"There isn't the slightest danger, madam," he said; "it is an used to guns."

"Well, I'm not. It would go off in a minute and kill everybody in the car if anything struck the nozzle."

"You mean the muzzle," said the man, laughing.

"It's all the same by any name. Conductor, I wish you would ask men with firearms to stand outside the car."

"He says it isn't loaded," answered the conductor.

"What? Not loaded! Then stop the car quick and let me out! Good gracious, to think I've been riding all this time in the same car with a gun that wasn't loaded. Why, I might have been killed twenty times," and she nearly fell off in her haste to leave the car.

Excuse me, Mr. Editor, I just dropped in to say that if you've any papers you are going to throw away, I'd feel most mighty gratified if somehow I could get a fairly recent copy of the old Wayback Gazette."

Of course, it ain't a daily, but still it is a paper printed once a week is just the right size, within it all the news I really need. While city papers dish up stuff that no one wants to read.

I've been here now a fortnight with my friend, Manly's folks. Hain't seen a thing worth readin' but a lot of chestnut jokes.

I hope that you'll excuse me if I emphasize my views. But you show most blamed poor judgment in selecting your news.

Who cares about the Sultan of New Jersey anyway? I want to know how Wayback went for a mayor father day.

Who cares for Venezuela, or for Cuba or for Spain? Who cares how many turkeys Abdul Hamid's folks have slain?

We all know that McKinley was elected President. Manly's folks.

But what I want to know now is how Wayback township went.

Who cares how they built the railroads? Has Biffin sold his grocery? Is huskin' ended yet?

I've read your special telegrams from every foreign spot. But they don't let whether Jenkins is a justice now or not.

Why couldn't you just spare a line or two some time to me?

How did Jones run for office? Did the folks vote?

And why not take sufficient space to add upon the side.

That old man Wilkins' brindle cow got well all fat or did she?

Confound your foreign fixin's! Give me the news, you bet!

And don't forget that prints it is the old Wayback Gazette.

—Frank S. Pixley, in the Times-Herald.

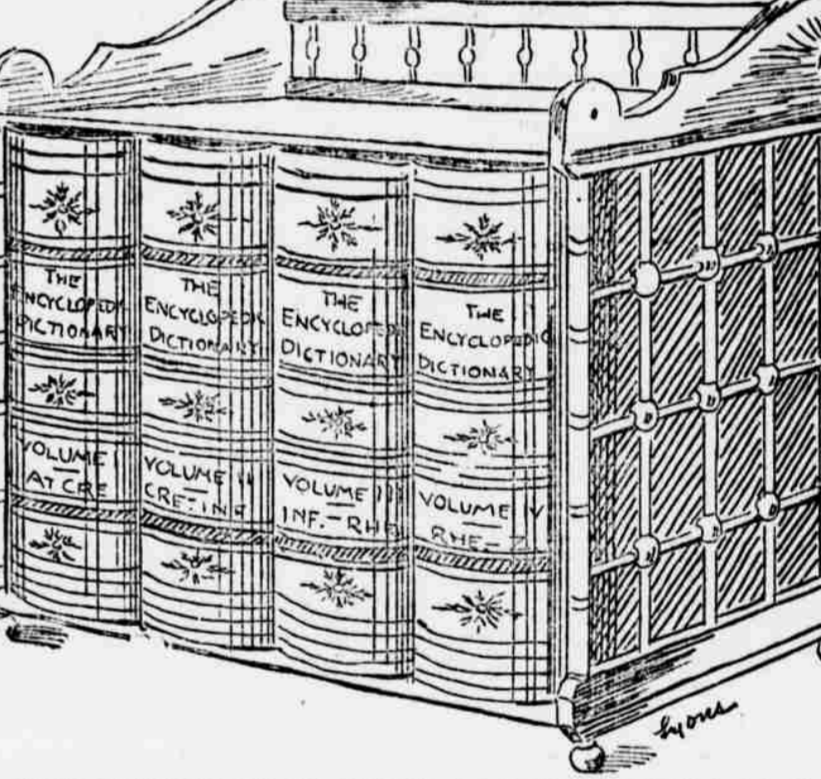
EVERY ONE WANTS IT.

Although the announcement was but recently made, there is already much inquiry made regarding that great Reference Library.

The Encyclopaedic Dictionary.

Many who have heard of the high value of the work through friends who possess it, or, better still, have examined the splendid volumes, send in their application and remittance at once, and to these the complete set of volumes (over 5,000 pages, with 3,000 explanatory illustrations), is delivered immediately, at the rate of about 5 cents per day. If not found precisely as represented, the volumes may be returned any time within 10 days, thus giving you ample time to critically examine the work.

AT ONCE A DICTIONARY AND AN ENCYCLOPAEDIA. PRODUCED AT A COST OF \$750,000.



Four Massive Volumes, 5,337 Pages, Weight About 40 Pounds. Superbly Illustrated with Magnificent Full-Page Colored Plates and Reproductions from Photographs.

5 CENTS A DAY PAYS FOR IT. WHOLE SETS DELIVERED AT ONCE.

Others who can scarcely credit so remarkable an offer, write for further information, which is promptly forwarded, together with descriptive matter, sample pages, etc., but all these should remember that the Limited distribution of the work on the untraced of terms, 5c a day is Limited. This special limited offer is made for the sole purpose of introducing and advertising the work, and acquainting intelligent people with its manifold merits.

A Dictionary of Dictionaries.

Contains all modern English words, foreign words and phrases now current in this country as a part of our common language, a complete vocabulary of technical words and recent scientific terms and a rich mine of Encyclopaedic matter on all subjects. It is in fact,

(125,000 more words than Webster's New International)

AN ABSOLUTE AUTHORITY,

And accepted as such by schools, literary men, colleges and universities wherever introduced. It is within

Mechanically Perfect, (131,000 more words than Worcester.)

Being set from new type manufactured expressly for the purpose, and printed on a fine quality of book paper. It is profusely illustrated with explanatory engravings, magnificent, new, full-page colored plates and numerous photographic reproductions, and is handsomely and durably bound in four sumptuous volumes. The publishers are well aware that

Seeing Is Believing.

(5 volumes at about the price of one volume.)

Every one is invited to call and inspect the work, or sample pages will be furnished on application at the New York Newspaper Syndicate's Headquarters, 708-9 Mears Building, Scranton, Pa. Or if you have not time send this coupon to The Tribune and full information will be furnished.

Fill Up This Blank and Send to THE TRIBUNE.

Tribune Inquiry Blank.

It is only necessary to send your name and address, as below indicated, and full particulars regarding this remarkable opportunity will be promptly sent.

Name _____ Address _____



A PRIVILEGED CHARACTER: The Post: I would have made a strong protest, but you know you can't quarrel with a riot. The editor's Wife: Oh, I don't know that.—Life. (Copyright, 1896, by Mitchell & Miller.)