

... THE ...
ROYAL VISIT
TO MONTREAL
SEPTEMBER 1901

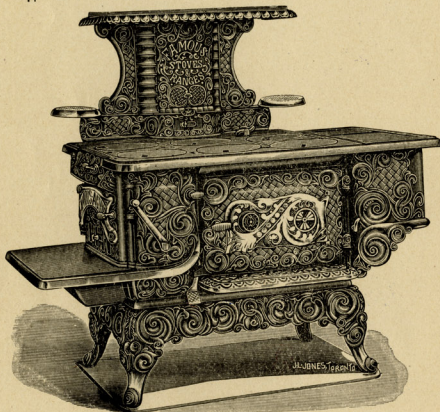


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AND GUIDE TO THE CITY

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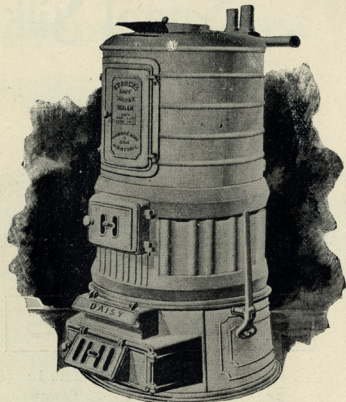
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In Memoriam



QUEEN VICTORIA STATUE.

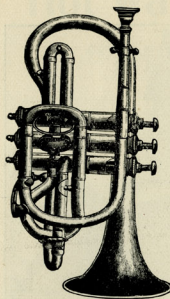
VICTORIA SQUARE, MONTREAL.
January 27th, 1901.

May 24th, 1819.

January 22nd, 1901.

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THE ROYAL VISIT
TO
THE CITY OF MONTREAL
BY
THEIR ROYAL HIGHNESSES

THE DUKE AND DUCHESS OF CORNWALL & YORK



WEDNESDAY, THURSDAY AND FRIDAY,
SEPTEMBER, 18TH, 19TH AND 20TH

1901

SOUVENIR

OFFICIAL PROGRAMME AND GUIDE TO THE CITY
AND ENVIRONS, PUBLISHED FOR THE
ROYAL PROGRAMME
COMMITTEE

BY JOHN PARRATT
MONTREAL.

THE GUERTIN PRINTING COMPANY
1674 NOTRE DAME STREET
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Piano,
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*"To all the loyal hearts who long
To keep our English Empire whole".*

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His Royal Highness The Duke of Cornwall and York
Born January 5th, 1865.



Her Royal Highness The Duchess of Cornwall and York
Born May 26th, 1867.

Married July 6th, 1893.

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OUR ROYAL VISITORS.

Montreal is on the eve of welcoming their Royal Highnesses, the Duke and Duchess of Cornwall and York, who come to see us, on their regal itinerary, as representing their distinguished parents, the King and Queen of England; and from all the great and costly preparations that are being made we may be sure a very hearty and impressive welcome awaits them. From the official programme, here appended, it will be seen that their Highnesses will be fully engaged during their short stay with us and that all the citizens and visitors to the city will have every opportunity of testing their welcome and loyalty to them. The Duke of York is no stranger to Montreal, having visited the city when a Middy on H. M. S. "Canada" and later when captain of H. M. S. "Crescent," and from the high impressions made upon all who came to know him, a renewal of the acquaintance of himself, and now of his Royal Consort, also, are looked forward to with most pleasurable anticipations.

It is now twenty-three years since—Prince George—the Duke of York, entered the British navy and during those years he has steadily advanced in his naval profession and high position—beloved by all who come in contact with him, on sea or land. It was a happy day for the Prince when he married the Princess May of Teck and endless seem the blessings that surround their paths, on their way through life to that highest place in the land, that may be destined for them to grace and govern. Princess May, as we know, was the loved daughter of His Serene Highness and Her Royal Highness, the Duke and Duchess of Teck, both of whom are no more. Her Royal Highness Princess Mary of Cambridge,—(the Duchess of Teck), sister to the Duke of Cambridge, and first cousin to Queen Victoria—was (next to the Queen) the most loved lady in the land, and her lovely and beneficent presence was everywhere hailed with enthusiastic delight; can we doubt, then, that all her charming graces have descended to her royal daughter, who will, in her turn, win our admiration and applause as she journeys on, with the Prince, on their regal tour of love and peace.

Our Royal Visitors may well feel assured that there are none of the communities they have seen, or will see, that are more loyal and devoted to themselves and their Royal Parents than the people of Montreal, and all will hope that their short stay amongst us will be happy and pleasant and that when they do leave us they will carry away the kindest remembrances of our fair city.

EDEN MUSEE 206 St. LAWRENCE ST.
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Besides numerous Wax Figures there are over 1000 Curiosities to be seen, covering 18,000 feet of floor room.

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CAMPING GOODS

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*"God give your Graces, both
A happy and joyous time of day".*

SHAKESPEARE.



HIS MAJESTY KING EDWARD VII

Born November 9th, 1841.



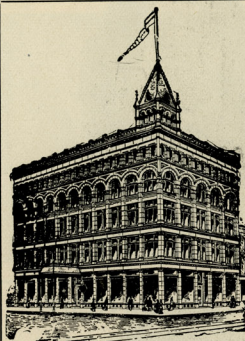
HER MAJESTY QUEEN ALEXANDRA

Born December 1st, 1844.

MARRIED MARCH 10TH, 1862.

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THE ROYALTY OF GREAT BRITAIN.

REIGNING KING AND EMPEROR.

Edward VII., born November 9, 1841, son of Queen Victoria and Prince Albert of Saxe-Coburg and Gotha; married March 10, 1863, to Princess Alexandra, eldest daughter of King Christian IX. of Denmark; succeeded to the crown on the death of his mother, January 22, 1901.

CHILDREN OF THE KING.

I. George Frederick, Duke of Cornwall and Duke of York, the heir apparent, born January 3, 1865; married July 6, 1893, to Victoria Mary, daughter of the Duke of Teck. Offspring: (1) Edward Albert, born June 23, 1894; (2) Albert Frederick, born December 12, 1895; (3) Victoria Alexandra, born April 25, 1897; (4) Henry William, born March 31, 1900.

II. Princess Louise, born February 20, 1867; married July 27, 1889, to the Duke of Fife. Offspring: (1) Alexandra Victoria, born May 17, 1891; (2) Maud Alexandra, born April 3, 1893.

III. Princess Victoria Alexandra, born July 6, 1868.

IV. Princess Maud Charlotte, born November 26, 1869; married July 22, 1896, to Prince Karl of Denmark.

BROTHER AND SISTERS OF THE KING.

Her Royal Highness Victoria Adelaide Mary Louisa, Princess Royal of England and Prussia, born November 21, 1840, and married to His Royal Highness Frederick, the late Emperor of Germany, January 25, 1858, and has issue living, three sons and four daughters.

Her Royal Highness Alice Mary, born April 25, 1843, married His Royal Highness Prince Frederick Louis of Hesse, July 1, 1862, died December 14, 1878; issue living, four daughters and one son.

His Royal Highness Alfred Ernest Albert, Duke of Cobourg and Duke of Edinburgh, born August 6, 1844; married the Grand Duchess Marie of Russia, January 23, 1874; died, July 30, 1900; has issue two sons and three daughters.

Her Royal Highness Helena Augusta Victoria, born May 25, 1846; married to His Royal Highness Prince Frederick Christian Charles Augustus of Schleswig-Holstein Sonderburg-Augustenburg, July 5, 1869, and has issue living, one son and two daughters.

Her Royal Highness Louisa Carolina Alberta, born March 18, 1848; married to the Marquis of Lorne, eldest son of the Duke of Argyll, March 21, 1871.

His Royal Highness Arthur William Patrick Albert, Duke of Connaught and Strathearn, born May 1, 1850; married Princess Louise Margaret of Prussia, March 13, 1879, and has issue one son and two daughters.

His Royal Highness Leopold George Duncan Albert, Duke of Albany, born April 7, 1853; married April 27, 1882, Princess Helen of Waldeck; died March 25, 1884; issue, a daughter, born February 25, 1883, and a son born July 19, 1884.

Her Royal Highness Beatrice Mary Victoria Fedore, born April 14th, 1857; married to His Royal Highness Prince Henry of Battenberg, July 29, 1885; died January 20, 1896; issue, three sons and a daughter.

JAS. H. HAMILTON

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and RUBBERS,
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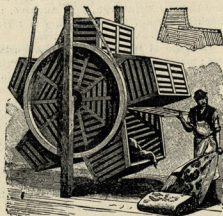
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Head of Cote Street.

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His Excellency the Right Honorable Sir Gilbert John Elliot Murray, Earl of Minto, G.C.M.G., born July 9th 1842, succeeded his father as fourth Earl 1891; sworn in as Governor General of Canada Nov. 12th 1898.

To Canada's honored Governor General, the Earl Minto, has fallen the high position of directing all the programmes, functions and arrangements for the visit of T. H. R. the Duke and Duchess of Cornwall and York to this country.

The cares and magnitude of these duties must be very great indeed, but in Major Maude his Excellency has found a strong right hand and with the Governor General's innate powers of direction and tasteful arrangement nothing has been left undone to give every satisfaction, in both military and civil affairs, at the several Cities and points of call their Royal Highnesses will visit during their regal tour of our fair Dominion, to the executives who are carrying out the arrangements, to give hearty and loyal welcome to their Royal Visitors.

Montreal can be congratulated upon the strong and influential Committees—with the Hon. George Drummond, president, and Mr. James Crathern, treasurer—that have been arranged and brought together for the carrying out of the Royal Programme of this important City and all may be sure, from the vast preparations that are going on around us, that Montreal will even excel her high reputation of princely demonstrations of loyalty, from all classes, creeds and races, to our King and country, through the worthy and distinguished representatives of the Crown, who come to see us.

PERRIN'S GLOVES

For Ladies, Men and Children.



If you want stylish and good fitting gloves, ask for **PERRIN'S GLOVES** they are the best.

THEY ARE KEPT BY LEADING STORES.

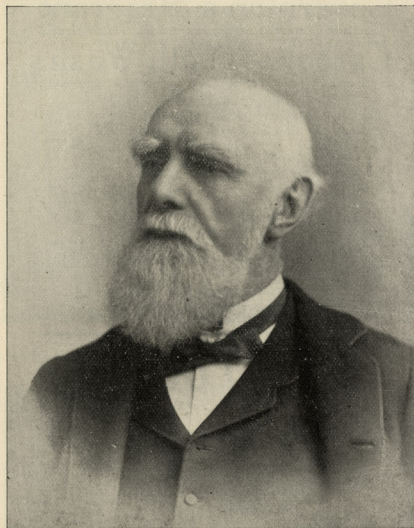
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at the fine Hats and Furs in the American Hat and Fur Store, 27 St. Lawrence Street.

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Covernton's Fragrant Carbolic Tooth Wash.

Is highly
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*For Hardening the Gums,
Preventing Decay of the Teeth.
Sweetens the Breath.*

Those having false teeth will find Covernton's Fragrant
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For sale by all Druggists. Beware of Imitations.

Ask for COVERNTON'S
Price, 25c, 50c and \$1.00.



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For FALL

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*Our stock of Boots, Shoes, Slippers,
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is more complete than ever.
Our reputation for giving the best
possible value will be jealously
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Our prices are invariably the lowest.*

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WHERE THE DUKE AND DUCHESS OF YORK WILL RESIDE DURING THEIR VISIT HERE.



THE STATELY RESIDENCE OF HONORABLE GEORGE DRUMMOND
SHERRBROOKE ST., MONTREAL.

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BEAVER....
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BROILING, TOASTING and CHARCOAL IRONS.

10 Fires for 10 cents



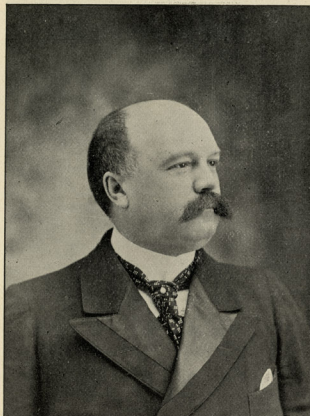
The New Quick Lighting Fuel...

Put up in half bushel sacks at 10 cents. For sale by
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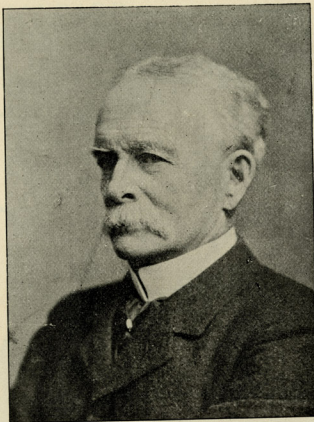
MONTREAL. / / / / TORONTO.



Notman Photo.

HIS WORSHIP JOSEPH RAYMOND FOURNIER PREFONTAINE,
K. C., M. P. P. THE MAYOR OF MONTREAL.

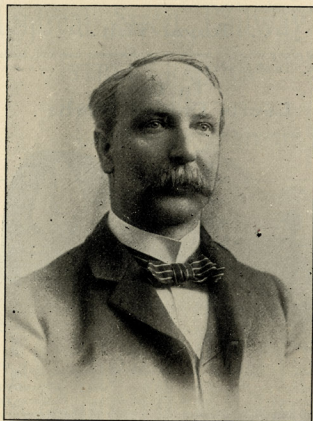
In the Executive Civic Committee, who are working so hard to consummate the elaborate preparations that are being made for the city's worthy reception and welcome to our approaching Royal Visitors, the Duke and Duchess of Cornwall and York, the highest credit and praise must be accorded, but to our worthy First Magistrate. The heartfelt thanks of the whole community must be given for the hearty and influential lead he has taken in matters advancing this great demonstration of loyalty. By his genial influences and broad-minded energies he has disentangled many a knotty and troublesome question and overcome many difficulties that seemed to impede happy progress in the good cause in hand. To all our citizens it will be a pleasure and a pride to see our worthy Mayor receive the royal favor of Knighthood, as some reward for his eminent services to the city and country of Canada at large—and we know with what grace and largeness he will bear the blushing honors, so thick upon him. Mayor Prefontaine belongs to an ancient family that settled in New France in 1680. He was born at Longueuil Sept. 16th, 1850, and after an education at St. Mary's College, and graduating B.C.L. at McGill University, he was called to the Bar in 1877 and is at present head of the eminent and influential law firm of Prefontaine, Archer & Perron. He was Mayor of Hochelaga from 1879 to 1884, since when he has sat in the City Council of Montreal and been the Chief Magistrate of the city for a triple term.



Notman Photo.

THE HON. GEORGE ALEXANDER DRUMMOND

When the series of Committees were formed for carrying out arrangements connected with the visit of T.R.H. the Duke and Duchess of Cornwall and York, in selecting a President for these Committees, the choice seemed to fall, by unanimous consent, upon Senator Drummond, and the experienced manner he presides over these several Committees prove the sound goodness of the selection of Mr. Drummond to the honorable position. He has worked hard to carry out the task that has been allotted to him and assuredly all the success and eclat that will be associated with the Royal Visit will be greatly owing to his energetic work and wise direction. Mr. D. was born at Edinburgh Sept. 1, 1829; educated at that city's high school and university and came to Canada in 1854 for the purpose of assuming the practical and technical management of the extensive sugar refinery, then established by the late John Redpath. In 1879 Mr. Drummond formed the Canada Sugar Refinery Co., of which he became President. He was made a Director of the Bank of Montreal in 1882 and has been Vice-President of that institution since 1887. He joined the Montreal Board of Trade in 1884 and was Vice-President that and the following year, and President 1886. He became President of the Company—owning and developing the Coal and Iron Mines at Londonderry, N.S., and is connected with various other commercial and industrial enterprises. A lover of Art, he is President of the Art Association of Montreal, and owns one of the finest galleries of paintings on the continent. He was called to the Senate by Marquis of Lorne in 1880.



Notman Photo

ALDERMAN SADLER

Ald. George W. Sadler, who, as chairman of the civic reception committee in connection with the Duke of York's forthcoming visit, is doing much to carry the various arrangements to a satisfactory issue, has always, notwithstanding arduous business distractions, found time to devote considerable energy to public service. "I think," he said, "that it is every man's duty, no matter how great are the demands of business—and I am an exceedingly busy man—to do something for the populace in general." Acting upon this belief, Ald. Sadler has interested himself in athletics, being a past president of the Caledonia Curling Club and a life member of the M.A.A.A.; in philanthropy, being a life Governor of the General and Western Hospitals, and a member of the Board of Management of the Protestant Asylum for the Insane; in Masonic work, being a past master of St. Lawrence Lodge; and in civic administration, having represented St. Antoine Ward continuously since 1896. Ald. Sadler is the senior member of the firm of Sadler & Haworth, Manufacturers Leather Belting, Montreal and Toronto.

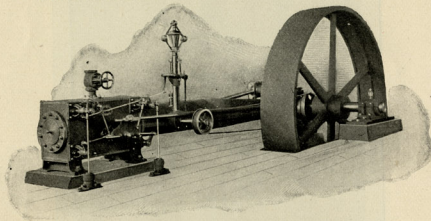
Among the thousands who will be attracted to the City,
on the occasion of the

... Royal Visit ..

will be many who are users or prospective users of steam
power. To all such a visit

To The Laurie Engine Works

cannot fail to be of interest and profit.



STANDARD LAURIE CORLISS AUTOMATIC ENGINE (SINGLE ECCENTRIC.)

To reach the Works from the City it will be necessary to
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Centre, and while listening to the whirr of the Motor, you
will call to mind the fact that the power which keeps the
cars of the Montreal Street Railway moving, is principally
developed in their great Power House, on William Street,
by seven Laurie Corliss Engines; the biggest one,

A MONSTER

of 4,500 horse power, the largest in the Dominion, and
one of the largest on the Continent.

Users of limited horse power should call at the Laurie
Company's Machinery Warehouses, 321 St. James Street,
and 766 Craig Street, just west of Victoria Square, where
they can see a sample of their new class of engines of small
power 5 to 50 H.P., called the

"RIVAL."

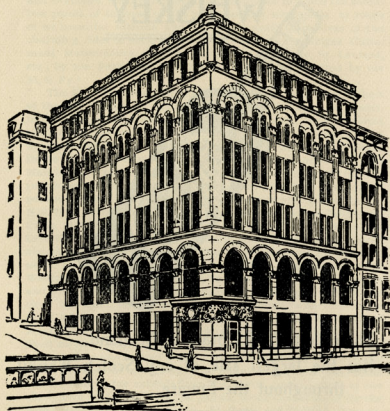
This engine, the designs for which have only just been
completed, has been thoroughly tested under all conditions
and it is certain that the reputation of the Company, as
engine builders, will be fully maintained in their new style
of engines. Call and examine it and enquire the prices and
what work it can do and has done, and you will see that its
name is appropriate, for it is the rival of all.

Users of water power, wood working machinery, pulleys,
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ments can be attended to at the Laurie Engine Company's
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SANDERSON'S
MOUNTAIN DEW
WHISKY



The oldest Whisky brand in Scotland.
Has the largest sale of any Scotch Whisky
throughout the Empire.

SOLE PROPRIETORS
ROBERTSON, SANDERSON & CO., LTD.
LEITH, SCOTLAND.

S. B. TOWNSEND & CO., Montreal
General Agents for Canada.

Send for handsome illustrated booklet, souvenir of the visit of the Duke and Duchess of Cornwall and York, to the Colonies, sent free on receipt of card and address.

THE MONTREAL STREET
RAILWAY

Among its many rich possessions for the enlargement of its trade and the comforts of its inhabitants Montreal enjoys and profits by a Trolley Street and Suburban Car Service, of the best and most perfect order, under management of faultless rule, and is an enormous boon to its citizens and visitors alike. Year by year the Montreal Street Railway stretches out its main lines and branches, making it easy and pleasurable to reach the countless points of interest in the streets of the metropolis, or roads of its beautiful suburbs, and thousands avail themselves of the charming rides to such enticing spots as Cote des Neiges, Outremont, Maisonneuve, Sault au Recollet, Cartierville, St. Laurent, etc., by the Park and Island Belt Lines (lately acquired by the M. S. Ry.)

The main lines running through the town, from limit to limit of the city boundaries, are the **Notre Dame Line**, from St. Henri, in the west, through to Maisonneuve in the east; with transfers to all the many important points crossing north and south. The **St. Catherine**, through lines, run north on a parallel with Notre Dame St. from Westmount, in the western limit of the city; to Maisonneuve in the eastern, with the same points of transfer (north and south.) The **Craig and Centre Line** runs through important sections of the town from Delorimer and Rachel in the N.E. limit to Point St. Charles in the S.W.—embracing Delorimer, Craig, McGill, Notre Dame, McCord, Wellington, to the east end of Centre St., Point St. Charles. **Ontario and Wellington Line** runs almost parallel with Craig and Centre, commencing in the west as far as the Lachine Rapids, with Verdun adjoining, through Wellington, McGill, Notre Dame, St. Lambert's Hill, St. Lawrence and Ontario Streets, on to Maisonneuve at the east limits of the city. The chief, important line of the Company's Service—every three minutes—is the **Windsor and St. Lawrence**, from Mount Royal Avenue in the north, (connecting with the "Back River," Sault au Recollet, route) via St. Lawrence, St. James, Windsor, St. Catherine and around Westmount, (connecting with the Outremont, St. Laurent and Cartierville route) in the west. **St. Denis and St. Henri Line** extends from the C.P.R. tracks—north of the city—down St. Denis, Craig, St. James, to the Glen Avenue (in the west) returning via St. Antoine. **St. Denis and Fulford**, from St. Denis Shops, via St. Denis, Craig, St. James, Fulford, from St. Denis, Craig and St. Denis Streets. One of the most interesting city routes is the **Amherst Belt Line**, running the round, both directions, on Amherst, Craig, Bleury, Park Avenue, Mount Royal Avenue, St. Lawrence and Rachel. **Guy Street Line** runs through the western part of the city, north and south, from Cote des Neiges, crossing St. Catherine and Notre Dame Streets and the Seignieur St. Bridge to the west of Centre St., Point St. Charles. In the near future it is intended to continue this line northwards through Outremont—and the further early extensions contemplated are on the Amherst Belt and up and down Beaver Hall Hill. Series of Tickets are sold on all the Company's routes, at commutation rates and include transfers to all points.

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CAPITAL - - - - \$50,000.00

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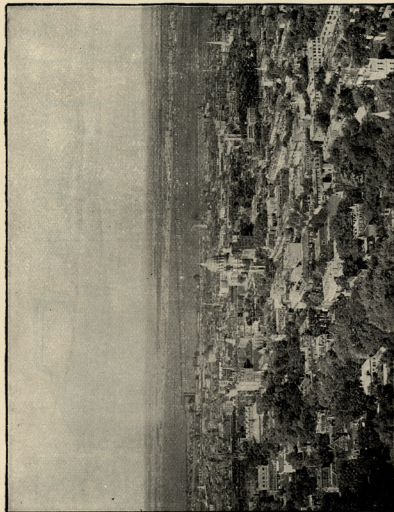
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Ginger Ale
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Apple Nectar

Etc., Etc.

Wholesale only from the Factory.

Please see that our Label is on the Bottle.



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wonders of modern times in point of human achievement and effort. With its suburbs Montreal is now estimated to have a population exceeding 300,000, so that it is probable the city will reach the half million in about another decade, and even at the present rate of increase she will double her manufacturing output in fifteen years.

Behind her she has a vast territory, which has only been partially opened, also immense areas of mineral wealth, and in Canada alone there is still to be found the finest timber in the world.

Ocean steamers and lake crafts of every description ply at the port with the regularity of ferry-boats, and the news of the Old World is as close to us in point of time as if it came from a neighboring town, while through the telephone we listen to the voices of friends hundreds of miles away. Truly has Montreal's march of progress in recent years been upward and onward. Great parks, broad streets, and splendid architecture, schools, colleges, churches, clubs, art-galleries, hospitals, and public institutions, now tell the story of a united race moving onward toward the achievement of the noblest ends in life. What a contrast to 60 years ago! And with the pace now set, to what extent will it reach?

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A Glimpse at Her History.

The vast Canadian Dominion has been won from savagery by the indomitable energies of the French and British. The early tasks of explora-

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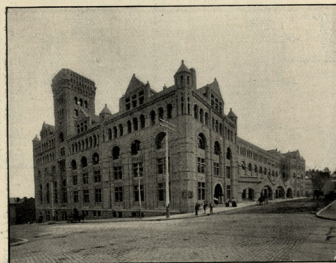
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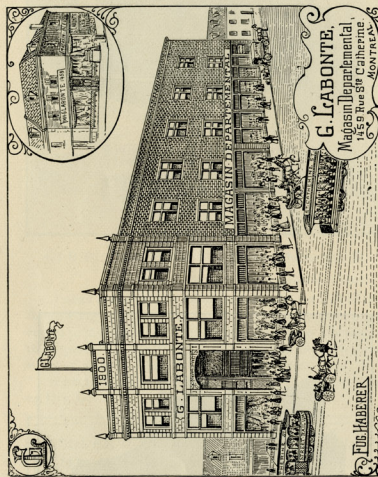
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tion were chiefly accomplished by the French voyagers and travellers, Champlain, LaSalle, Marquette, and others, but eventually the English captured the continent from France, by the assistance of their colonists and the command of the ocean.

During Henry VIII.'s reign, while Francis I. was also reigning in France, Jacques Cartier landed on the peninsula of Gaspé, and heard from the Indians whom he met there a wonderful account of the River St. Lawrence. He eventually sailed up the river and discovered the Indian village of Stadacona, where the city of Quebec now stands. Further up the St. Lawrence he found a larger Indian town, Hochelaga, the present site of Montreal, belonging to the Hurons, and was welcomed by the natives,, who had never previously seen a European.

In 1535 he revisited the island of Montreal, but did not found a town. The fate of the Indian town of Hochelaga is shrouded in the mists of antiquity, the probability being that the Hurons were exterminated and their town destroyed by the Senecas and their Indian allies. Whether this story is true or false, it is certain that when Champlain visited the island of Montreal in 1603 the Indian town was gone and desolation prevailed. In 1611 Champlain founded Place Royale, where stands to-day Custom House Square. Maisonneuve, with a party of forty-five persons, landed at the present site of Montreal, May 18th, 1642. An altar was raised and decorated by Mademoiselle Mance and Madam Peltrie, and the priest Vimont then celebrated the first Mass of Montreal.

For more than 150 years France had now been engaged colonizing and settling her possessions in America. The French census in 1688



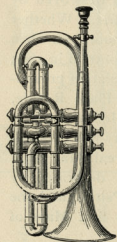
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showed only 11,249 colonists in the country. In August, 1689, a band of 1,500 Iroquois fell upon the island of Montreal at Lachine, massacring 200 colonists and taking captive 200 more.

In 1759 the final struggle for the possession of North America, between France and England, took place, and Montreal, on account of its position, became almost the key to the colony of New France. After the capture of Quebec it was to Montreal that the Governor retreated, and there was made the last stand of the Fleur de Lys in Canada. By the Treaty of Paris, 1763, France ceded to Great Britain all her possessions in North America, except the islands of Miquelon and St. Pierre, which were retained as fishing stations. On the 17th December, 1792, the first Parliament of Lower Canada was held. On January 26th, 1783, was signed the Treaty of Versailles, whereby the independence of the United States was acknowledged, when the boundaries of British America were reduced to their present dimensions ; so that Montreal is now within a few leagues of the frontier.

In 1833 the city obtained its first charter, the first mayor being Jacques Viger, who held office till 1840, being succeeded by Peter McGill. The rebellion of 1837 brought, and was, without doubt, largely the cause of the union of the two provinces in 1841, which led to the selection of Montreal as the capital in 1844. Lord Elgin arrived in Canada as Governor-General in 1847. During his term the Government introduced the Rebellion Losses Bill to recoup those who had lost property through the rebellion, the French as well as the English. The British population, which looked on the rebellion as having been originated by the French, opposed the bill vehemently. It passed both houses by large majorities

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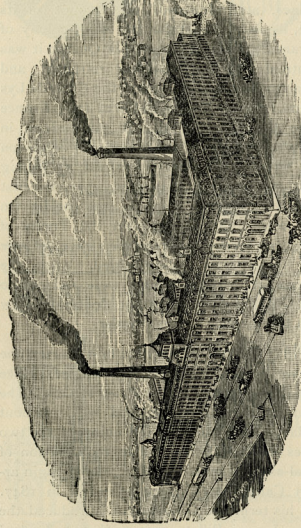
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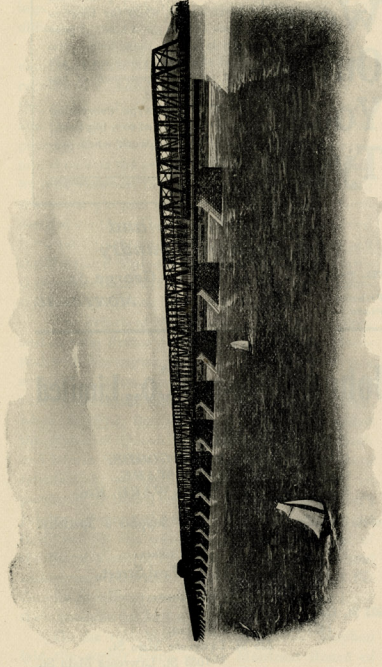
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and was signed by Lord Elgin, who was, on leaving the Parliament House, pelted by a mob, which afterwards set fire to the Parliament Buildings, from which the members escaped with difficulty.


The buildings were entirely destroyed, the valuable library of 20,000 volumes and the public records of Canada being sacrificed to the fury of the mob; only the painting of Queen Victoria and the mace were saved. Parliament afterwards prorogued and never again assembled in Montreal, and thus was the premier city of Canada deprived, by mob violence, of the crowning glory of being the country's political as well as its chief commercial centre. The Trent affair, in 1861, seemed for a time to threaten to involve Great Britain and the Northern States in war, but the United States Government surrendered the Confederate commissioners and the war scare subsided.

The Prince of Wales visited the city in 1860, and in 1869 Prince Arthur was quartered in Montreal with his regiment. The Nelson statue was erected in 1869, and it was not till sixty-three years had elapsed that the citizens erected another, when, in 1872, the Marquis of Dufferin unveiled the statue of Queen Victoria, by Marshall Wood, in Victoria Square. The second North-Western rebellion broke out in 1885, and in 1887 the people of Montreal royally celebrated the Queen's Jubilee. Among the many gifts that characterized that year not one was more humane than that of the Royal Victoria Hospital, for the erection and endowment of which Sir Donald Smith and Sir George Stephen (now Lord Mount Stephen) gave their cheques for half a million dollars each.

On the 19th May, 1892, Lord Mount Stephen laid the corner stone of the Montreal Board of Trade. With everything in her favor, Montreal is now growing at a greater ratio than any city

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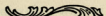
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in British America, while the enormous facilities and resources at her command have not yet been put to anything like a practical test. In short, it may be stated that her "National League," her peculiar situation at the junction of the French and English races in Canada, have made her the birth-place and nucleus of the Canadian nation.

Montreal of To-Day.

The aim of this volume is to present to the reader the results attained by the people of Montreal in commerce and general advancement. Necessarily in a work of the size to which this must be restricted, it is impossible to set forth in detail all the manufacturing and mercantile establishments comprehended in a general view of the prosperity of the city. Suffice it to say, in these few preliminary remarks, that Montreal is essentially and distinctively a modern city, though the early recollections of its discovery teem with romance and aboriginal tradition. To-day, however, from whatever point approached, and from any standpoint viewed, it presents perhaps the finest roads in the city. They wind up the mountain side in such manner as to display to the spectator fine views of the city and neighborhood, while from the summit a view is had which is declared by Montrealers to be unrivalled, and which even Edinburgh cannot surpass. The Adirondacks and Green Mountains can be seen in the blue distance, while nearer at hand mountain peaks, similar to those at Montreal, diversify a scene of river, meadow and woodland. The city itself is spread out below, seeming of endless extent, while the harbor and shipping and the low

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bulk of the Victoria Bridge strike the observer with admiration for the enterprise of the inhabitants. An incline railway takes the tourist to the top of the mountain for a few cents, and electric cars ply between the elevator and various parts of the city.

The St. Helen's Island Park is reached by steamer in a few minutes, and is much frequented by the laboring classes, to whom it is a great boon. The Montreal Swimming Club has quarters on the Island. It is well wooded and has more amusements than are to be found on the Mountain. This Park, like the other, is rigorously supervised by policemen, and closed at an early hour each evening. Efforts have been made to throw it open at night, but the Island is Government property and the site of the powder magazine and a small fort, so that such a course has been hitherto deemed inexpedient.

Montreal has several excellent musical organizations, notably the Philharmonic and Mendelssohn Societies. Some of its church organs and choirs are unexcelled, while of individual musicians it has several who rank among the highest class. There are several schools of design and painting, and the Art Gallery, established in 1860, under the presidency of the late Bishop Fulford, has just been enlarged to double its extent, and contains many paintings of rare merit. There are also enthusiastic private collectors of paintings, whose galleries it is a treat to see. "The Communicants," in the possession of Lord Mount Royal, is one of the great pictures held in Montreal. The Natural History Society rooms and Museum on University street belong to one of the oldest of Montreal organizations. The society was organized in 1827, the Museum in 1832, and the present building in 1858. The Antiquarian

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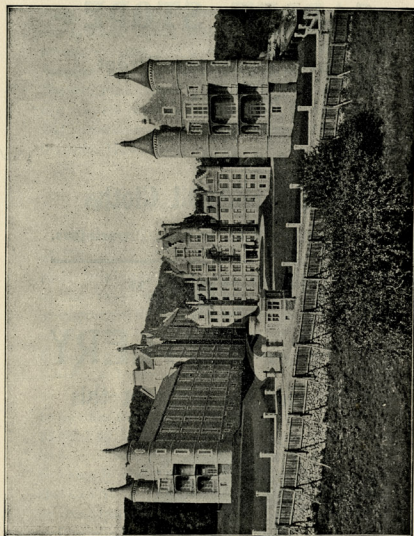
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Society has also been an active association. Other societies are the Société Historique, Society for Historical Studies, etc., etc.

The city is noted for the athletic proclivities of its young men. There are numerous snowshoe and lacrosse clubs, skating rinks, curling rinks, tennis, racquet and bicycle clubs. Of theatres, the city has The Academy of Music, Proctors', Theatre Français, The Royal. The Sohmer Park is a notable place of amusement. Many concerts and entertainments are held in the Windsor Hall, the Kärn Music Hall, the Arena, Victoria Rink, etc.

Her Excellent Location.

So far as the Province of Quebec is concerned, Montreal is its natural metropolis, and, as such, is always in the van in all movements designed to benefit the Province and encourage immigration, while its popularity as the gateway of the great North-West and the solidity of its financial and commercial institutions has become a national by-word.

Where about half a century ago nothing was to be seen but vast primeval forests or plains inhabited by wild animals and Indians only a little less ferocious, all has been entirely changed by the steady march of civilization. The people of the Old World, confined to traditional grooves, contemplate with astonishment the remarkable strides of some of our Canadian cities, and speculate on what the end is to be, or whether there will be an end to the onward march of our national prosperity and happiness.

Nowhere in British America is this extraordinary growth and progress more marked than in Montreal, whose *excellent location, superior railway and river facilities* and *vast natural resources* have



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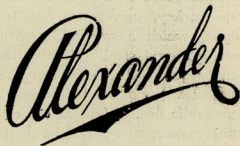
The erection of superior buildings of every description is continually going on in Montreal, and, indeed, the splendid structures that have lately been erected have brought the city prominently before the public all over the country. A word of praise is due to our Montreal architects, several of whom have secured a national reputation for the variety, correctness and beauty of their designs, which have been crystallized in brick, stone, iron and steel. Nothing impresses more strongly the visitor to any city than the appearance and merits of the buildings which are devoted to public use. Montreal is richly endowed in this respect, and few cities of its size in the world can point out so many handsome and substantial edifices, the list including the Board of Trade building, Temple and Guardian buildings, City Hall, Post Office, Canada Life building, Canadian Pacific Railway Station, Grand Trunk Railway Station, Royal Victoria Hospital, Royal Insurance building, Bank of Toronto building, Bank of Montreal, Street Railway building, Windsor Hotel, New York Life Insurance building, Liverpool and London and Globe building, McGill University buildings, St. Peter's Cathedral, Notre Dame Church, the English Cathedral, Crescent Street Church, St. James' Methodist Church, Y.M.C.A. building, etc.




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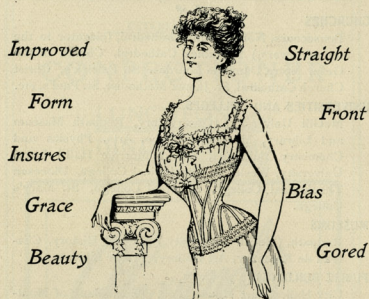
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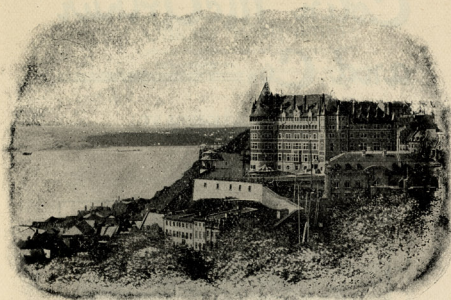
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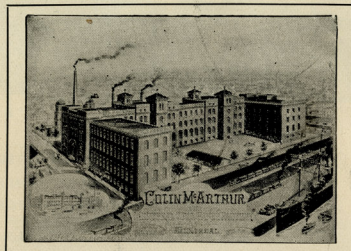
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Royalty" *~*

Official Programme

The order of the Royal Procession, on making its official entry into the several Canadian cities, that are to be honored by a visit, will be as follows:

THREE MOUNTED POLICE.

INTERVAL OF 25 YARDS.

TWO TROOPERS

INTERVAL OF 50 YARDS.

ONE SERGEANT.

INTERVAL OF 50 YARDS.

ONE STAFF OFFICER AND NO. 1 TROOP OF ESCORT.

INTERVAL OF 50 YARDS.

CARRIAGES OF ROYAL SUITE.

NO. 2 TROOP OF ESCORT.

INTERVAL OF 50 YARDS.

STAFF OFFICER HEADQUARTERS STAFF CANADIAN MILITIA
(WHEN PRESENT)

INTERVAL OF 50 YARDS.

DUKE OF ROXBURGHE, ROYAL CARRIAGE, CAPTAIN, THE

VISCOUNT CRICHTON.

THE ESCORT TRUMPETER

NO. 3 TROOP OF ESCORT.

INTERVAL OF 50 YARDS

NO. 4 TROOP OF ESCORT.

INTERVAL OF 50 YARDS.

ONE SERGEANT.

INTERVAL OF 50 YARDS.

TWO TROOPERS.

INTERVAL OF 25 YARDS.

THREE MOUNTED POLICE.

This will give a procession of more than a quarter-mile in length. Though not yet definitely settled, it is highly probable that the following will be the programme as finally approved:—

Wednesday, September 18th.—3 p.m.—Arrival of

Their Royal Highnesses at the Place Viger Station.—

Reception, at the station, of the royal visitors by the

Mayor and Corporation of Montreal.—Address by the

Mayor.—Presentation of South African war medals by

His Royal Highness.—Procession up St. Denis Street,

along Sherbrooke, down Peel and along Dorchester

Street to Lord Strathcona's residence.—Evening—Civic

reception to their Royal Highness, by the Mayor and

Corporation, at the City Hall.—Fireworks on the Mountain,

at Lafontaine Park, and on Sherbrooke Street,

at the head of Atwater Avenue.

Thursday, September 19th.—Morning—Conferring

of the degree of LL.D. on His Royal Highness, by

McGill University.—Opening of the new medical building

at McGill, by His Royal Highness.—Visit to Laval

University.—Visit to the Anglican Synod.—Visit to the

Victoria Hospital.—Visit to the Villa Maria Convent.—

Drive over the Mountain.—Visit to the baseball game

between Montreal and Toronto.—Evening—Fireworks

from the top of the Mountain, at Lafontaine Park, and

on Sherbrooke Street, at the head of Atwater Avenue.

Friday, September 20th.—9 a.m.—Departure from

Montreal for Ottawa, from the Windsor Street Station.

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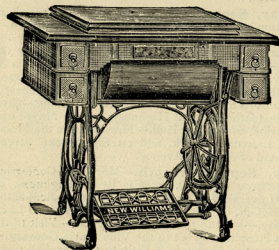
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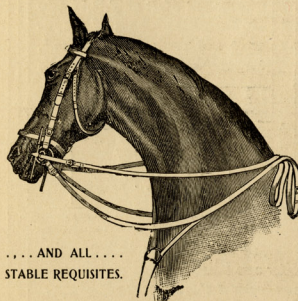
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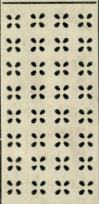
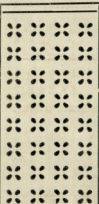
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The Royal Visit of T.R.H. The Duke and Duchess of Cornwall and York, to Montreal, September 18th, 19th and 20th



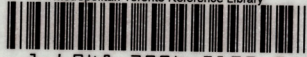
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