

Montreal Witness Describes Model City

(From Montreal Witness.)

MR. FREDERICK G. TODD, landscape architect, has completed the final revision of the plans for the Model City for the Canadian Northern Railway. Three weeks ago they were submitted to Mr. T. S. Darling, general sales agent of the railway, for approval. Some of the lots seemed too small, so the plans were altered to remedy the defect for the Canadian Northern Railway is determined that no lack of foresight shall mar the whole future of the city behind the mountain.

The photo engraving printed to the right gives an accurate impression of the new town. Its area will be about 1,700 acres, while through it there will be constructed sixty miles of streets. It lies north of the Cote des Neiges Cemetery, and the limits of the Town of Outremont. It is west of the C. P. R. line, south of the Jacques Cartier Union Railway, and north of the Atlantic and North-West Railway. The whole slopes back from the Mountain to the Back River, at the fall of about 45 feet per mile—sufficient to ensure the best of drainage, and at the same time the fall is not great enough to make water in the town disagreeable.

As will be seen from the picture above, two boulevards, each 80 feet in width cross the town diagonally. One begins at Rockland Avenue, and runs westward towards St. Laurent; the other runs in an easterly direction from Cote des Neiges. Where the two wide avenues intersect, the main station of the C. N. R. will be erected. By this plan the terminal will be in the very centre of the town, and so, equally accessible to every resident. A square will be laid out at the point of crossing upon which will be erected the public buildings of the city. Another sub-station will be situated where the line crosses the Cote de LaSalle Road, about half a mile from the southern border of the town. The diagonal roads, which will be the principal arteries of trade, and be about 2 1/2 miles long, will be intersected by numerous streets, which will be sixty-six feet in width.

14 Parks

An unusual feature of the plan is the circular driveway which Mr. Todd has designed. It is over five miles in circumference, and on it at very frequent intervals are fourteen parks, varying in size from one to five acres. This will probably prove one of the most popular features of the Model City.

The lots designed for business purposes have a frontage of 35 feet, while the residential ones are 50 feet in width. An effort will be made to confine the commercial interests of the town to the two wide, diagonal streets. The lots vary in depth from one hundred to one hundred and twenty feet. The C. N. R. will insist upon strict building by-laws.

Although the plan of Washington, with its vertical and horizontal streets are crossed by diagonal streets, was followed in very many respects, a change was made so that the small triangular building lot of the diagonal street has been eliminated from the plan. At the intersections in the Model City the diagonals are diverted so that they intersect at right angles. In this way there are no triangular pieces of land on the main streets, which not only gives the street a better appearance, but makes the land more valuable. The diagonal avenues which run from corner to corner of the town make the distances between any two points in the town not on the same vertical or horizontal streets shorter than under the old system of street arrangement. In planning the new suburb, Mr. Todd has kept in mind what he considers is the greatest weakness of Montreal—the lack of diagonal streets, a failure that often compels people to go round two sides of a triangle to reach their destination.

Wide Streets

"With its wide streets, numerous and large parks, and its large residential lots the new town will be one of the most desirable places in Montreal in which to live," said Mr. Darling to a Witness reporter, "and it does not require a very great gift of prophecy to foresee the day when the city behind Mount Royal will have a population of 40,000. Its 7,500 lots, each to be the home of one family, will easily accommodate that number."

The promoters of the town are very optimistic about the future of the place, and believe that with the rapid electric service that has been assured, thousands of the citizens of older Montreal will embrace the opportunity to own a home in the suburb and so escape the confusion and congestion of the city.



C.N.R. OFFICIAL MAP OF MODEL CITY (Mount Royal) AT MONTREAL

Choose First Selections in the Model City---The Beautiful New Residential District of Montreal

IN no other Canadian city is there to be found a real estate opportunity equal to the one provided by the new Model City in Montreal.

For years the fearfully congested City of Montreal has been walled in between the St. Lawrence River and Mount Royal, while behind Mount Royal has existed one of the most beautiful residential sites in America.

This beautiful district only needed direct transportation facilities with the heart of the business section to make it undoubtedly the most desirable residential locality of Montreal. Just how this is being accomplished is fully

explained in the World's interview with Sir Donald Mann, printed on the right of this advertisement.

Just what this means to you depends on whether you grasp the full significance of the remarkable real estate opportunity that now lies before you, or whether you let it slip by never to occur again. Certainly, the same combination of circumstances, that made this Model City opportunity possible, can never occur again. It is an opportunity that is unique in the history of real estate in America.

Montreal A Solid City of 587,756

REMEMBER, Montreal is a solid, old city of 587,756 people—not a boom town that has blossomed forth in a night. Yet, Montreal is adding to its population yearly more people than comprise the present entire population of Calgary, or Edmonton, or Regina, or St. John, N.B., or Halifax, or

London, Ontario. One year's increase in Montreal's population is enough to occupy the whole of the Model City and still leave 10,000 people to find homes in other sections of the city. You see, Montreal has urgent need for the C. N. R.'s new residential district.

Montreal Increasing at Rate of 50,000 Yearly

THE Model City is planned to hold about 40,000 people, whereas Montreal is adding to its population at the rate of 50,000 yearly. Model City real estate is therefore a sure, safe, high-grade proposition—and one that will prove highly profitable, as property in the Model City is sure to double and treble in value with the rushing of the tunnel to completion and the influx of home-hungry dwellers from the congested districts.

Those who secure Model City lots at to-day's prices will make the most money. Their margin of possible profit will be the greatest. And those who choose first selections of Model City lots will be in the most favorable position.

You can secure first selections through Oliver, Reid & Co., Ltd. Only one other syndicate had an equally wide selection of Model City properties. The lots we offer are certainly choice locations, as you will see for yourself from the map we will send you.

Greatest Real Estate Opportunity in Canada

WE hardly need to urge you to act promptly. Business men will understand that they will need to move quickly if they are to make the most of this great opportunity in Canada's leading metropolis.

Fill in, clip out and send by first mail the coupon attached to this ad. Let us send you maps, booklet and further particulars. You can depend upon getting straightforward, accurate and reliable information from us. We have been right in touch with the C. N. R. since the inception of their project. We know the situation thoroughly.

Lots go on sale on the morning of April 8th. So you've just got time to get fully posted on the Model City real estate opportunity.

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Sir Donald's Story of Their Big Project

(From The Toronto World.)

SIR DONALD MANN was asked by The Toronto Sunday World to give some idea of the methods adopted by the Canadian Northern in securing railway terminals at tidewater, in Montreal. Everybody had predicted that it would be impossible for the Canadian Northern to get into Montreal on anything like equality with the Canadian Pacific or the Grand Trunk.

According to Sir Donald the real key to the situation presented itself when he and his associates saw not only how difficult it was to get into Montreal, but how difficult it was to enlarge Montreal as a city. It had as difficult a housing and dwelling problem as the railway had to get into the city, and to the waterfront. The harbor was big enough and the docks were magnificent, but there was a lack of freight yard sites and there was lack of space to run a railway line, and apparently lack of place for a big station. And there was a congested city. But engineers can do almost anything if they have the money and a place whereon they can work, and it was by taking advantage of daring engineering work and by taking advantage of the scarcity of building room in Montreal, and putting the two schemes together that a solution of both problems was found in the one project.

Daring Scheme

Accordingly, they calculated that if they tunneled Mount Royal Mountain from its north, or back, side three miles into the heart of the city, they could add the beautiful district that lay just at the back side of the mountain, and MAKE IT WITHIN TEN MINUTES OF THE CONGESTED CENTRE OF MONTREAL. This would give the city additional space for homes, and it would at the same time give the railway an unacquainted approach to the heart of the city.

They set engineers to work and in a short time they confirmed Sir Donald's suggestion that it would be possible to tunnel the mountain from the direction of the Back River right into the centre of the city, and to get to tidewater, and to have at the same time a large new district for settlement. Thereupon the company bought 5,100 acres of land near the north point of the tunnel, and bought a large block on Dorchester St. at the heart of the city for a station.

Congested City

But this is only one advantage of a big policy adopted by the Canadian Northern in this respect. If there is one city in America that has to solve the street car problem in winter, it is Montreal because of its narrow streets and the quantity of snow that often blocks the street car tracks. But here will be a tunnel, to start with three miles long, that will carry thousands of people to the centre of the city every day and be absolutely weather-proof and away from the congestion of the streets. Many persons in Montreal are obliged now to spend 40 to 60 minutes each trip between home and business, because of the congestion and crowded street cars; hereafter they will be able to get from all the country behind the mountain into the city in less than 15 minutes, in well-lighted cars, beyond all exposure to the weather, and through a well-ventilated shaft. The public, for the first time, will become acquainted with the comfort and convenience of rapid traveling in tubes instead of fighting their way through congested streets, wet weather, and snow blockades, coupled with loss of time and often failure to reach destination.

And the passenger trains of the company in and out of the city will be handled with the same rapidity, the same absence of weather impediment, as the city and suburban traffic, in winter and summer, snow or storm. No streets to cross, express speed in and out from the city terminal. Nor will there be any smoke in the tunnel, every car and every train will be handled by electric traction!

C. P. R. and G. T. R.

For years now the Canadian Pacific and the Grand Trunk have been planning to get away from the level crossings getting in and out of Montreal, and have only done so in part. The Canadian Pacific at the present moment is carrying on a great big station building and improving its elevated track approach to its Windsor terminal. The Grand Trunk have in hand the idea of raising the level of their Bonaventure Station and an elevated track that will cost millions and even this, when built, will be more or less of an obstruction to street traffic. The Canadian Northern have a tunnel approach to a modern station and at the same time is giving Montreal more territory for purposes of expansion within 15 minutes comfortable ride from the business centre. This is the greatest thing that has come to Montreal in the past 50 years of its history.