

The fourteen ports have spent over a billion dollars on providing facilities. Montreal has the great advantage over Hamburg of being farther from the sea than any port in the world available for ocean navigation, 960 miles. It also has the advantage of being at the foot of an inland navigation system extending more than half across the continent and including the Great Lakes.

In 1907 the channel was opened to traffic with a depth of 30 feet. As a matter of fact the lowest depth that season was 31 feet 10 inches; and the whole has a magnificent system of lights, buoys, signal service and swept channel.

President W. J. Ross, accompanied by Chief Engineer F. W. Cowie and Assistant-Secretary M. F. Fennell, jr., during February, March and April, 1914, visited London, Marseilles, Genoa, Hamburg, Rotterdam, Antwerp, Bristol, Liverpool, Manchester, the Clyde, Glasgow, Edinburgh, Leith, Rosyth, Hull and Southampton to study developments in these harbors. They collected much valuable information and picked up some good ideas regarding harbor development; but unquestionably the most radical novelty which came under their notice was the Free Port of Hamburg; the steady growth of which has been one of the wonders of the world.

Across the border they have awakened to the importance of the Free Port idea, recently suggested by the "South Shore Press," for the South Shore. In the House of Representatives at Washington, Representative Hulbert has introduced a resolution:

"That the Secretary of the Treas-

ury, the Secretary of War and the Secretary of Commerce be, and they are hereby directed, to report to Congress, on or before December 15 next, as to the advisability of the establishment of free ports within the limits of the established customs districts of the United States and the Panama Canal zone.

"There is hereby appropriated for the purpose of defraying the expense of conducting the investigation herein authorized, out of any money in the Treasury of the United States not otherwise appropriated, the sum of \$10,000."

The subject was touched upon when the Underwood Tariff was under discussion, and although naturally shocked at being confronted with anything so startling as a new idea Congress went so far as to permit the manufacture of cigars in bonded warehouses. What we want is one big bonded warehouse extending from St. Lambert to Longueuil, where cigars or anything else can be manufactured in bond. Even Mr. Bickerdike would admit that a man might as well be hanged for a sheep as for a lamb; and Canada long ago admitted the principle of manufacture in bond. If it is good to manufacture cigars in bond, why would it not be good to build locomotives, steamships, automobiles or pianos in bond? Why would it not be good to store all kinds of European and foreign produce in bond so as to ensure prompt delivery to all parts of this great continental market? Congress having taken up the question this is no time for timid half-hearted experi-