

NAVIGATION FOR 1913

Season Best in History of Montreal.

The season of navigation, which has just closed, was a highly satisfactory one. The tonnage and the number of ocean going vessels arriving in the port was the largest in its history, while the shipments of grain also constituted a new high record. In addition, the number of passengers to arrive and freight handled were greater than usual. The outstanding feature was the heavy shipments of grain, there being over 54,200,000 bushels of grain shipped out during the year, as compared with 38,900,000 bushels in the previous year and 29,800,000 bushels in 1911. The shipments of wheat increased from 30,900,000 to 33,200,000, while shipments of oats, barley and flax seed all show healthy gains. Altogether 62,500,000 bushels of grain have been received by the local elevators. A portion, however, has not been shipped out.

Up to the present time, the harbor has suffered through the lack of available tramp steamers. This year, however, an unusually large number came to the port and carried out a large amount of grain. During the year, three new steamship services were inaugurated between Montreal and Europe, viz.: The Canadian Pacific Railway Steamship Service between Trieste, Naples and Montreal. The Austro-American Line, a subsidiary of the Hamburg-American Line, also running between Trieste and other Mediterranean ports to Montreal; and the French Line known as The Compagnie Generale-Transatlantique. This company extended its service from Havre to Montreal instead of from Havre to Quebec. The Furness-Withy Company have increased their service to the port by establishing weekly sailings between Montreal and Hull. In addition, the Canada Steamships Line, Limited, with a capitalization of \$25,000,000 has taken over the Richelieu & Ontario Navigation Company and a number of inland companies, as well as the Quebec Steamships Company. This gives the new company a service on the Great Lakes and on the St. Lawrence, as well as connections between Montreal and Quebec with New York, the Bermudas and the West Indies. Altogether 471 ocean liners visited the port during the period of navigation as compared with 405 for 1912, or an increase of 166. The customs returns of the port for the seven months of navigation amounted to \$15,720,436, an increase of \$212,526 over the corresponding period of last year.

It is gratifying to know that the efforts of steamship companies, the Board of Trade and other business organizations as well as the Government in advertising the port and in improving the channels, have proved satisfactory. While it must be acknowledged that a considerable portion of Canadian grain still continues to be exported via Buffalo and New York, it is interesting to know that the exportation of grain from Montreal has been increasing. The plans of the Harbor Commissioners indicate that further extensions and improvements will be made in time to take care of the harvest for 1914 and that the progressive policy, which has meant so much to the port in the past, will be continued by the present commissioners.

The following table shows the shipments of grain from Montreal for the past few years.

	Wheat.	Corn.	Peas.	Oats.	Barley.	Rye.	Buck-wheat.	Flax-seed.	Total Bushels.
Total, 1913	33,252,893	50,821	.....	7,255,622	5,181,484	210,808	.....	8,253,544	54,205,172
1912.....	30,971,057	.....	.....	6,523,969	1,214,934	169,170	.....	39,134	38,819,264
1911.....	18,122,042	5,890,674	9,166	5,783,043	60,707	.....	25,911	16,290	29,893,184
1910.....	20,239,412	2,700,638	28,168	3,304,588	445,319	.....	141,143	.....	26,859,269
1909.....	25,939,705	479,496	57,810	473,048	583,020	67,889	192,651	165,776	27,959,395
1908.....	28,303,982	317,641	273,373	205,647	1,266,067	333,682	65,763	654,563	31,421,082
1907.....	21,148,592	4,804,893	179,677	4,113,459	858,316	144,895	48,903	1,484,283	32,783,018
1906.....	14,469,187	4,602,085	130,335	3,147,268	1,032,586	105,148	150,276	3,175,722	26,812,607
1905.....	10,579,035	5,745,489	47,930	2,661,537	2,276,830	121,023	37,797	.....	13,455,413
1904.....	7,425,308	3,969,028	136,505	1,253,693	836,864	4,972	112,043	.....	13,455,413
1903.....	15,891,946	7,269,171	226,755	1,119,262	295,523	594,799	76,151	115,569	25,588,906
1902.....	16,951,132	237,328	406,543	1,850,005	246,336	895,763	163,452	354,471	21,105,080
1901.....	13,630,801	4,087,964	691,202	2,239,638	597,645	765,422	89,383	670,399	22,923,394
1900.....	10,510,467	11,888,534	1,666,711	4,684,490	1,096,945	554,720	306,621	113,423	30,721,951
1899.....	10,198,927	13,709,538	1,272,701	4,000,986	1,118,115	403,690	168,756	732,916	31,191,551

The past season has been a record one for customs receipts, in spite of the diminution which has taken place during the fall, and which, during November, became a positive slump. The receipts for the seven months of navigation amounted to \$15,720,436.32, an increase of \$212,536.15 for the season. The detailed returns for the several months are appended:

May.....	\$2,396,076	September.....	\$2,133,701
June.....	2,334,887	October.....	2,147,810
July.....	2,529,211	November.....	1,909,079
August.....	2,269,699		