

## THE FREE PORT QUESTION

to suit the customer has been of in- Harbor of Hamburg has room for estimable advantage to the merchants 500 sea-going vessels and consists of of Hamburg. In the free harbor ships a series of tidal basins, which, together with the remaining area of may be repaired, using duty-free material and home labor. As a consequence, Hamburg has the greatest advantage of all the ports of Europe in the trans-shipment business. water in the harbor available for sea-going vessels, cover a superficial area of 330 acres more or a total of 1,308 acres. In addition the use of water berths or dolphins double the berth accommodation of the port. One of the special features of the scheme of development of Hamburg is the existence of an auxiliary port, Cuxhaven, 56 miles down the river, for the accommodation of the big Atlantic liners whose size prevents their coming up the river without first discharging a portion of their cargo to reduce draft. The tide at Hamburg has a range of only 6½ feet.

"Because of these great advantages an extensive warehouse business is done in the free harbor. Large factories are also there established, and the largest shipbuilding plants in Germany are within its limits."

Hamburg, which has the largest tonnage of any port on the continent of Europe (excluding therefore the British ports), is 65 miles from the sea up the River Elbe. The city is the farthest inland ocean navigation point of the river. Meeting the ocean traffic is a canal and river system of water distribution. Main lines of railway running through the German Empire, also converge at Hamburg. In 1888 a well-defined scheme of harbor extensions was entered upon; 2,500 acres of acquired property were used for the provision of adequate water and pier areas, equipped with transit sheds, cranes and warehouses.

Up to 1914 about \$115,000,000 had been expended on the port. Development was still in progress, a sum of \$11,350,000 having been appropriated by the Senate in 1914 for the construction of several sea and river basins at Ross-Neuhoff and Waltershof, which on completion, it is expected, will supply all the demands of modern navigation. The fact that the River Elbe is tidal and of sandy nature, with varying channel depths, makes continuous dredging compulsory. The

#### Montreal's Advantages as a Free Port.

Montreal has enormous advantages over Hamburg as a site for a Free Port, although it has spent less money on harbor development than any of the big ports of the world. The expenditures of the fourteen chief ports have been as follows:—

London	\$200,000,000
Liverpool	155,000,000
Hamburg	115,000,000
Manchester	100,000,000
Newcastle	90,000,000
Antwerp	60,000,000
Glasgow	50,000,000
Rotterdam	50,000,000
Bristol	40,000,000
Marseilles	40,000,000
Havre	30,000,000
Southampton	30,000,000
Genoa	25,000,000
Montreal	25,000,000