

## Port of Montreal

THE BEST EXAMPLE OF MODERN SEAPORT ORGANIZATION.—WONDERFUL DEVELOPMENT OF THE LAST TWENTY YEARS. — A SPLENDID FINANCIAL RECORD.

The St. Lawrence system of navigation is one of the wonders of the world; wonderful not only for what nature has done by providing a magnificent waterway half across the continent, but for what man has done in improving this great avenue of commerce. The systematic development of St. Lawrence Navigation and of the Harbor of Montreal dates from the early part of the nineteenth century. M. de Gaspe, describing his first voyage from Quebec to Montreal, says: "It was in October of 1818, at eleven o'clock in the evening, when the "Caledonia," in which I had taken passage, left the Queen's wharf. Between seven and eight o'clock on the following morning, my companion, the late Robert Christie, opened the windows of his stateroom and called out, 'we are going famously.' We were really progressing well for we were opposite Point-aux-Trembles; indeed, by a strong wind we had made seven leagues in nine hours. We arrived at the foot of the current below Montreal on the third day, congratulating ourselves on the rapidity of steamer trips, nor did we feel humiliated in the absence of favorable winds, which did not last more than twenty-four hours to have recourse to the united strength of forty-two oxen to assist us in ascending the current."

In "Hochelaga Depleta," we read: "Formerly much time was lost by vessels from sea, and it was no unusual thing for them to be detained for weeks at the foot of the current of St. Mary, by the want of a favorable wind to bring them up to the town."

For more than a hundred years that current has been a great barrier at the entrance to the Harbor of Montreal, and only now is it being modified to make the entrance to the port easy and safe.

Even at the early period I have mentioned there were men in Montreal who were not afraid of a new idea; and, as now, there was a considerable number who were so frightened of a new idea, that if they met one in the streets of Montreal, they at once took to the tall timber and stayed there until the danger was over.

Fortunately, Montreal, like the rest of the world is, and has been, dominated—in everything except civic politics—by its great men; its men of big ideas; and for whom a new idea has no terrors. It is due to them that as Mr. Calvin Tomkins, Commissioner of Docks and Ferries of the Port of New York says: "I believe, at the present time, while suffering from the disadvantage of ice obstruction in