

Why the Free Port Should be on the South Shore

MONTREAL HAS TWO GREAT OPPORTUNITIES FOR DEVELOPMENT ACCORDING TO THE STEPHENS COMMISSION REPORT.—ONE DUE TO IT'S POSITION AND CANAL FACILITIES, THE OTHER DUE TO IT'S NATURAL SUITABILITY FOR A FREE PORT AREA. —WHY THE FREE PORT SHOULD BE LOCATED ON THE SOUTH SHORE.

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Mr. George Washington Stephens and Mr. Cowie, in their report on British and Continental Ports, with a view to the development of the Port of Montreal and Canadian Transportation, recognize five distinct types of port business, specially prominent in the ports visited. These five types are as follows:

- (a) Ocean ship to coasting ship;
- (b) Ocean ship to railway direct;
- (c) Ocean ship to warehouse by vehicle;
- (d) Ocean ship to warehouse by lighter;
- (e) Ocean ship to canal barge;

The (c) type were found most marked in Liverpool, Antwerp and Montreal. The necessary requirements for its development are convenient and good roads to warehouses; facilities for loading and unloading, convenient to the ship; concentration of business and the proximity of large warehouse accommodation, with railway access to and from terminals and warehouses."

Of the (d) type, ocean ship to and from warehouse by lighters, he found

special examples in London, Hamburg, and Antwerp, where numerous warehouses are accessible from the water direct. He says delivery by lighters of from 50 to 200 tons capacity is the cheapest mode of transfer.

This must be particularly true of the Thames, where the lighters are moved up and down by the tide so that an immense area is served without any expense whatever. When the tide turns, the barge is steered to the bank and moored; and the captain and the crew—the latter generally composed of one boy, go ashore until the tide turns again and the voyage is continued. Many of the barges go down the Thames from London and up the Medway to Maidstone and Rochester, and the cost of the transportation is may be imagined, trifling.

He found the best examples of the (e) type to be Antwerp, Hamburg and Montreal, with the advantage to Montreal in the depth of the Canadian canal system.

Montreal's Great Opportunity.

Mr. Stephens points out that Montreal has splendid possibilities of developing (a) and (d); (a) by way of the 14 feet Canadian canal system, to