

the harbor respectively. The only trouble was that they got the names mixed up and called the port the harbor and the "harbor" the "port."

The Act provides that the Harbor of Montreal shall be vested in the "corporation," that is to say, the commissioners; and shall be under its jurisdiction, control, and management for the purposes of the Act.

To avoid further confusion I shall have, of course, to adopt the phraseology of Parliament and assume that the Port of Montreal extends from Portneuf to Montreal, but not including the Harbor of Montreal and Three Rivers. Which is which, and which is 't'other is not a matter of much consequence provided we all agree in our applications of the terms; but it is important to avoid the error of regarding them as convertible terms, and for all I know I may have fallen into that error myself. It is difficult to avoid mixing things up when Parliament leads the way. The best way to avoid mistakes is to follow the example of the small boy who expressed his faith in his mother's inerrancy by saying, "It is so, if mother says it is so even if it ain't so."

But the Minister of Customs will

probably draw the line at extending the South Shore Free Port from Montreal down to Portneuf. And so would I.

Some idea of the possibilities of Montreal as a way station on the great water route from the Atlantic to the Western half of the continent, may be gathered from a glance at the port statistics of the last ten years.

From the Maritime Provinces came 381 vessels with a tonnage of 592,388. The great majority was made up of 12,557 vessels from inland ports with a tonnage of 3,695,174.

In 1914 the grand total had increased to 13,141 vessels with a tonnage of 9,044,457. But of these only 551 vessels with a tonnage of 2,039,133 came across the Atlantic; 365 with a tonnage of 716,385 were from the Maritime Provinces; and 12,225 with a tonnage of 6,288,939 came from inland. In that year towards the close of navigation came the war, and there was a considerable falling off in the business of the Port.

In 1906 the total number of vessels arriving in Montreal was 13,377, with a tonnage of 5,068,395. Of these only 439 with a tonnage of 1,380,835 were trans-Atlantic.