

smoothly and easily. In Glasgow, Leith, Sunderland, Newcastle, Hull, Cardiff and Bristol, the same desire to attract trade and commerce is plainly visible, all kinds of dock accommodation, well paved quays, railway tracks, flag-stone tracks, hoisting machinery suitable for the rapid handling of goods, being there found ready for use, and at the disposal of the vessel.

In all these sea ports, commodious well-planned sheds are built to receive the cargo direct from the vessel, it has however, to be removed very quickly, as these sheds are not used as warehouses except on special terms.

At Antwerp, large, well placed, accessible docks are now being built, supplementing the already large accommodation for shipping at that port, railway tracks are laid between the sheds and the vessel, on these, travelling steam and hydraulic cranes are placed, the goods are lifted direct from the vessel's hold and swung into the shed, there received on trucks, and rolled to any required distance.

In Hamburg, the same carefulness for the goods is noticed, the new warehouses of stone, iron and glass, with every convenience for work, are not surpassed in size, nor completeness, by any port visited by me. Here, as in all other ports, are the most improved graving docks for the repairs of any damage received by vessels frequenting the port, and trade is attracted by offering facilities for having the shipping work done cheaply and speedily, as there is a constant and active rivalry to bring in business, the great importance of the water highway being well understood, on account of the large amount of money expended by the shipping trade.

Taking into consideration the vast importance the port of Montreal is to the whole Dominion of Canada, and how much it has done to build up this great and growing commercial city, it were time that our citizens realized that the welfare of the port and that of the city are identically the same. Heretofore the city has done absolutely nothing for its water highway, although so many of its people obtain their living directly from the port and its advantages, the factories being indebted to it for their existence and maintenance, this season there having been 396,858 tons (equal to about 260 cargoes) of lower port coal landed here, besides about 100,000 tons brought by rail for house use and other purposes, and also many thousand tons of material for manufacture in the city, and distribution throughout the country.

The completion of the work of deepening the channel to twenty-seven and a half feet, opens this port to vessels of the largest tonnage, there is however, much to be done in straightening parts of it and improving the system of lighting it. These are matters of importance, as the fewer dangers there are in the approach to this port, the more likely is its trade to increase.

Many plans have been proposed at different times for the improvement of this port, the most feasible and least costly of which seems to be that of building an embankment from the upper end of Windmill point downwards, on the shoal opposite the city, and erecting on it warehouses and sheds fitted with proper tracks and machinery; as certain portions of this work were completed, alteration might then be made in the present wharves to bring them up to modern requirements.

The citizens must take hold of this matter speedily and in earnest, or they will see, as other ports on the Atlantic and St. Lawrence have done, their shipping trade diverted to places offering increased facilities and accommodation, and they will then realize, when too late, how valuable the trade was to the whole business of the city.

I am, Gentlemen.

Your obedient servant,

JAS. G. SHAW,  
Port Warden.