

Hamburg. Of special interest to Americans is the fact that it is planned to provide storehouses for goods passing through the Panama Canal, particularly oil."

Montreal's Facilities and Opportunities.

Both in existing facilities for shipping and in, so far, undeveloped opportunities for trade, Montreal is a long way ahead of both Hamburg and Marseilles. So far as the proposed Free Port of Montreal is concerned, that is to say, the South Shore Free Port, it will be in no way a rival to Marseilles. Rather will the two ports be of the greatest benefit to each other. There can be no rivalry between Marseilles and Montreal.

From the "Montreal Herald," June, 1916:—

"In the 'South Shore Press,' Mr. Henry Dalby has a long article advocating the establishment a free port opposite Montreal, extending from St. Lambert to Longueuil. A free port is not a place where there are no shipping dues, but a port where no customs taxes are collected. The idea is to carve out a large area of land around a port and treat it as a separate country in the matter of tariff. Within this area manufacturers would be allowed to import raw materials absolutely free of duty, and export the finished product unhampered by tariff imposition. Goods would also be allowed to be stored in the warehouses for any length of time and re-shipped without payment of

duty. If shipped to any place in Canada, duty would only be paid at the time of delivery from the free harbor.

"Mr Dalby quotes reports from the Harbor Commissioners to show that such a free port covers about seven-eighths of the harbor area of Hamburg, and has proved a great success, resulting in an extensive warehouse business being done, in the establishment of important manufacturing concerns, and in the fostering of the largest ship-building plants in Germany. Canada long ago admitted the principle of manufacture in bond, and if, he asks, it is good to manufacture cigars in bond, why would it not be good to build locomotives, steamships, automobiles or pianos in bond? Why would it not be good to store all kinds of European and foreign produce in bond so as to ensure prompt delivery to all parts of this great continental market?

"London, Liverpool, and Glasgow are free ports, and Marseilles is now to be made a free port, in competition with Hamburg. Furthermore, the United States Congress is considering a proposition for the establishment of several free ports in the United States. It will be seen therefore, that the issue is a live one, and it would certainly appear that if any port in the world can reap advantages from such a policy it is Montreal, the meeting place of half a continent's inland and ocean navigation. The question is one well worth consideration by the authorities."