

Established
1866

Issued
every Friday
morning

THE

Monetary Times

TRADE REVIEW AND INSURANCE
CHRONICLE

Canadian and U.S. Subscribers, \$2 per year.
British Subscribers, 10s. 6d. sterling per year.
Single Copies, 10 cents.

PUBLISHED BY THE

Monetary Times Printing Co. of Canada
Limited

Book and Job Printers

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TORONTO, FRIDAY, JULY 17, 1903.

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THE HARBOR OF MONTREAL.

The Harbor Commissioners of Montreal did an eminently sensible and business-like thing when they took some sixty members of Parliament and of the Senate around the harbor of Montreal and showed them the improvements that have been made in it. The visitors were also made aware, we doubt not, of what is still necessary to be done for the port before it can be, as so many people desire it should be, a complete and up-to-date seaport, handling a very great proportion—not all, for in spite of Montrealers' boasts she can never handle all—of the exports and imports of the Dominion. Those who know Montreal and have watched, on the spot, the development of its harbor, have much admiration for what has already been done there, and much sympathy with the demands which her citizens continue to make for governmental assistance in building up the harbor and maintaining the channel through Lake St. Peter. But there are many, and members of Parliament among them, who are not aware of the volume of inward and outward trade handled at that important port.

And it is well for such representative persons to see for themselves the needs of a seaport, and to judge how far the facilities at Montreal supply or fall short of them. Here, for instance, is a table showing in a dozen categories, what passed through the port outward :

Cheese, boxes	2,109,171
Butter, packages	539,845
Cattle, head	77,193
Horses, number	548
Sheep, number.....	45,831
Lumber, feet, board measure	240,472,113
Grain, bushels	21,105,080
Lard, tierces	212,376
Meats, cases	114,830
Canned goods, cases	95,564
Apples, barrels.....	483,496
Eggs, boxes	160,344
Hay, bales	691,747
Flour, sacks	938,536
Flour, barrels	132,792
Meal, sacks	33,035

Montreal can boast that she exports sixty per cent. of all the grain that leaves Canada, eighty per cent. of all the cheese and butter, ninety per cent. of all the apples, and a half at least of all the animals and dead meats. She is further entitled to boast that she returns one-third of the custom's revenues of Canada, for out of \$36,000,000 collected in duties last year, Montreal's share was \$11,803,300. A pamphlet supplied by the Commissioners to their guests described the harbor improvement works since 1888: the Hochelaga piers, the piers in front of the centre of the city, the extensions of wharves at Windmill Point, the basin, etc., at that point. It is ten years or more since the Guard Pier was begun, which now stretches its defensive length from the Victoria Bridge to opposite the custom house. It has been named the Mackay Pier, after the Hon. Robert Mackay, president of the commission, and has cost \$355,000 exclusive of the railway tracking. Very important was the work of replacing the old wharves between the entrance to the Lachine canal and the Victoria pier with three high level piers of 300 feet wide by 825 feet to 1,014 feet long, with shore wharves of 210 to 240 feet in breadth. Then there was the widening of Common and Commissioners streets to widths of 80 to 100 feet, and putting a stone wall between the street and the wharves for the protection of the city from floods. The King Edward pier, begun in 1901, was ready to berth ships a month ago. The railway tracks in the harbor, too, have been raised to the modern high level. There remains now the making of roadways, the alteration of Victoria pier, and the erection of permanent freight sheds, with adequate fire protection. The Commissioners' grain elevator, of 940,000 bushels capacity, opposite St. Peter street, is nearly completed, and another, of 1,000,000 bushels capacity, is now being built by the Grand Trunk Railway at Windmill Point wharf, and a new high level wharf of 2,300 feet in length is being built on the southeast side of the basin. It is an unmistakable and urgent proof of the lack of adequate room at the Montreal wharves when we find the Dominion Line of transatlantic steamers this very week notifying the Commissioners that the steamers of that line must be taken to some other Atlantic port unless more berths can be found for them. At the same time there appears to be a lack of resolute supervision of the harbor itself, else the conditions of congestion and confusion complained of could not have lasted for weeks, as has been seen. Granted, that strikes have interfered with the movement of inward bound freight, there are still disabilities in the approaches to the harbor or elsewhere, which energetic action ought to remove.