

Canada gets a preferential entry into the markets of the Allies that the United States will not have, there is bound to be the establishment of many important new industries and a great enlargement of existing ones.

MR. A. G. ROSS APPROVES FREE PORT SCHEME.

Henry Dalby, Esq.,

Editor, "South Shore Press,"

31 Latour Street, Montreal.

Dear Sir:—

Permit me to compliment you on the debut of the "South Shore Press," which is full of information which should be appreciated in Montreal as well as by the resident of the South Shore.

Your article on "Montreal's Free Port," in your issue of Friday, June 16, is one that should be widely circulated, with your permission, in other newspapers.

I enclose the amount of my subscription, and would be glad to have your paper sent to me at the City Hall regularly.

With best wishes for the success and progress of your paper, believe me to remain,

Yours very truly,

A. G. ROSS.

WHERE SHOULD THE FREE PORT BE?

Our esteemed contemporary, "Le Canada," says that: "If a Free Port is to be established at the head of ocean navigation, the logical thing to do is to make the Island of Montreal a free port." That is the first idea that occurs to everybody, and the only objection to it is that it is impossible.

You cannot have a port which shall be under protection and under free trade at the same time. Even Hamburg has its protected area and its free area, but they are absolutely separated from each other. Montreal has hundreds of industrial establishments which have been built under protection, all of whose affiliations and connections are under the protective system and all of which would be driven from Montreal if it were made into a Free Port. When I first advocated this scheme, many years ago, I was so convinced that the manufacturers and merchants of Montreal would never consent to be put outside of the protected area of Canada that I suggested the dredging of the Back River and using that district as a site for a Free Port. Talking with one of the Harbor officials, he said: "The idea is first class, Mr. Dalby, but there is only one place for it, and that is the South Shore."

From a Montreal business point, the South Shore is incomparably the best situation available for a Free Port. The Customs revenues could be as easily and as thoroughly protected there as on the Island of Montreal and there is no place where light-erage to Montreal and the canals would be so cheap.

The very first essential in a Free Port is to cut it off completely from the protected area. The merchants and manufacturers of Canada would never consent to be thus isolated from their established business connections. The ideal spot for a Montreal Free Port is a district near Montreal accessible by ocean-going ships and river and canal craft, and which is little developed industrially.