

THE HARBOR AND PORT OF MONTREAL

The first steamer built in Montreal, and the second built on this continent, started to run between the city and Quebec in 1809, and from that year might be marked the advance of its commercial prosperity. To-day, though a thousand miles from the sea, Montreal is one of the largest shipping centres and finest ports in the world. As is natural in a land of great distances, the problems of transportation and transportation facilities have ever been uppermost in the minds of Canadians who are proud of their national waterway and the national Port of Montreal—two glorious products of a young country's vitality—and the men who made their dreams of yesterday facts to-day. Some twenty years ago the Port accommodation was little better than many of the crude calling places on the African coast. To-day the Harbor of Montreal is one of the finest in the British Empire, comparing favorably with Liverpool or Southampton; but the wonder of this marvellous development of national life is in the comparative small cost of it all. For a capital expenditure of \$29,500,000 easy accommodation is found for over the eight million tonnage of shipping which enters the Port of Montreal during the seven months' season. What wonderful reading such progress would make in the annual report of any other port (European or American), when one finds, for instance, that the Port of London, to cater to 32 millions tonnage of shipping annually has piled up an expenditure of approximately \$250,000,000. A further concrete example of practical economics is shown in Montreal's handling charges. In 1907 the revenue of the Port was \$350,000; last year, though the charges have been reduced one-half, the revenue of the port reached close on to two million dollars. Most ports, even the best, are developed to meet the requirements as they eventuate year by year. Not so the port of Montreal. The present port is the result of a deliberately formed scheme comprehensive enough to take in all the possibilities of the future of Montreal's shipping for many years to come; or, in other words, the Harbor Commission had a vision that if they made the port attractive enough, it would—in spite of the short season—attract the world. How well the Commissioners succeeded is best exemplified in the fact that Montreal, though only open to traffic for eight months, is the second largest port on the North American Continent—only New York beating it. In their scheme for perfecting the harbor and the port, the Commissioners, with the aid of their engineers, not only planned wharves, elevators and warehouses (and they are the finest of their kind in the world), but they are so built as to assist every railroad on the Continent in the trans-

shipping of their freight direct to the steamers by converging their rails to the harbor rails.

Some Interesting Facts Regarding the Port of Montreal.

The Harbor of Montreal is the second port in the continents of North and South America and the seventh in the world as to the value of foreign commerce passing through the port, as the following figures show:

	Imports.	Exports.	Total Com'ce.
New York	\$1,251,386,000	\$2,613,049,000	\$3,864,435,000
Liverpool	1,813,488,000	1,091,743,000	2,905,231,000
London	1,643,434,000	818,045,000	2,461,479,000
Hamburg (1913)	1,084,325,000	817,275,000	1,901,600,000
Antwerp (1912)	623,164,000	588,181,000	1,211,345,000
Marseilles (1915)	518,756,000	304,290,000	823,046,000
Montreal	204,818,000	524,365,000	729,183,000

The Port of Montreal has attained its present high position on a much less cost than any of the other leading ports of the world, and has proved probably the most profitable investment Canada ever made.

The Harbor of Montreal represents a capital expenditure of \$29,500,000 on which in 1919 the Commissioners paid in interest \$911,320.

The total receipts for 1919 were \$1,990,594.

The total cost of operation, maintenance, etc., \$1,203,335.

The Port of Montreal was open in 1919 from April 14 to Dec. 12, a period of not quite eight months.

During the season of 1919 the number of vessels entering the Port were as follows: 702 trans-Atlantic; 7,499 inland and 84 from the Maritime Provinces, making a total of 8,280 vessels, with a tonnage of 13,074,028.

During the season of 1919 the two grain elevators belonging to and operated by the Harbor Commission handled or transferred 35,509,323 bushels of grain. The average annual shipment of grain being approximately 75,000,000 bushels.

A SPLENDID FIRE BRIGADE.

To be a fireman is the ambition of every lad who is a lad, and the feeling of admiration for the fire-fighters is never eliminated from any of us, however old we may live to be, and no doubt it is this sentiment for the heroic that makes the fire brigade so popular with the recruit. But when these sentiments are put into practice every hour of the twenty-four hour day, as in the case of the larger cities, the gloss begins to wear and the hard fact of duty well done is recognized only. Then comes the real test to the fireman's makeup, and it is here where the experienced officer comes in. He inculcates the finer spirit of manhood, which gives that standard of morale which we admire so much in the personnel of fire brigades. The Montreal Fire Brigade has been particularly fortunate in its officers and men, because of this spirit of discipline. The recruit sees in his officers' examples not only the glory of action, but the daily grind of long sleepless nights—men who have risen to their present ranks through the continuity of the enthusiasm begotten by the sense of duty, rather than by the spectacular in rushing to the fire.

The Fire Brigade of Montreal is reputed one of the finest in the world, both in men and equipment—a reputation largely secured by the enthusiasm that permeates all ranks.

THE BIRTH OF MONTREAL.

(Continued).

West and its future has greater promise still. The race of Jacques Cartier and Champlain and Maisonneuve still lives there. Since La Nouvelle France became in 1760 a part of the British Empire, it has been joined by people of Anglo-Saxon, Gaelic and Celtic blood, who together have built up a great bi-lingual city of the western world. The story of Montreal has been, therefore, a "A Tale of Two Cities"—of a dual civilization of two main racial origins, two tongues two mentalities and two main creeds. It is fast becoming a cosmopolis. But its past story has been that of two dominant races, growing up side by side under the same flag, zealously preserving their identities; at some times, mistrusting one another, but, on the whole, living in marvellous harmony, though not always in unison, except on well-defined common grounds of devotedness to Canada.

"In all things we are sprung from earth's best blood,

Have titles manifold."

Owing to lack of space the continuation of the article on "Bilingualism in Canada," by Mr. J. A. Thaddeus, has been left over until our February issue.