

other road the use of their piers, or have imposed high switching charges on transfers of freight, or have refused to permit steamers to unload cargo on their piers when it was to be routed over a competing road. Each road necessarily is chiefly interested in building up its own line traffic, but the effect of such competition has been to split the port into as many little ports as there were competing railroads and to narrow materially the range and freedom of its connections with both interior and foreign markets.

Such a division of the facilities of a port is disastrous to its growth, and eventually it must find some means of securing or compelling co-ordination. A partial remedy is afforded by the provision of a belt-line railway intercepting the various main roads and permitting the transfer of freight from any other road to any pier at a uniform charge per car. A number of American ports have already secured such a system. In some cases as at Norfolk provided by the roads themselves. More usually it has been provided and is controlled by public authority, either a state harbor commission, as at San Francisco, or municipal commission, as at New Orleans. The lines at New Orleans, San Francisco and Montreal, are regarded as highly successful. Charges for switching are assumed by the railroads on freight from beyond limited zones, and the lines function admirably in co-ordinating the services of the ports.

New York is unique in that whereas all but one of its important railroads have their terminals on the New Jersey side of the harbor, the major portion of ocean shipping piers are on the South Brooklyn and the Manhattan North River waters-fronts. There is then no belt-line or rail connection between the railroads and the shipping piers. The connection is provided by the lighterage system, by which, within wide limits, freight is floated from any railroad pier to any shipping or other pier in the harbor. This system has provided a highly flexible system of interchange, and since the lighterage charges on the transfer of freight from beyond local territory are absorbed by the railroads and are not imposed on shippers, it has greatly facilitated the growth of the port's traffic. The system, however, is costly. The expense of moving a carload of freight from the rail terminal in New Jersey to the ship terminal in Manhattan has been estimated as at least \$35, as compared with a belt-line charge of \$2.50 at San Francisco or of \$5 a car at New Orleans. A major element in the difference in cost is that no extra handling of the freight is necessary when the car itself is simply switched over interconnecting tracks, while rehandling is

involved in the loading and unloading of the lighter. The fact that the shipper does not feel this expense does not in any sense eliminate it. Increasing costs of terminal services such as this, which have been absorbed by the railways, must eventually find recognition either in the rate structure itself or in the separation of line-haul and terminal charges. In either case, their influence, directly felt, would seriously affect the traffic passing through the port.

Development in Vancouver

By Our Vancouver Correspondent.

The appointment is announced of Mr. B. W. Greer as agent for the South American Pacific line of steamships, consisting of the Meriden, Wallingford, Baja California, Silverada and Sinaloa. These ships all call at Valparaiso, Quayaquil, Callao, Mollendo, Arica, Antafogasta, and will make the Vancouver call on assurance of 250 tons of freight. With this line, Vancouver will have regular sailings for the West Coast of South America.

Vancouver and Seattle will have two sailings each week to Stewart, B. C. and Hyder, Alaska. Hyder is just along the shore from Stewart over the International boundary, and the new dock at Stewart will swing around until it nearly touches the International boundary line, and thus the same dock will answer for both towns. Capt. C. H. Nicholson, general manager of the Grand Trunk Pacific Steamship Company, says that the officials realize that the burden of transportation rests on the shoulders of the G. T. P., and will do everything possible to give efficient transportation facilities.

The Monday boat out of Vancouver will go through Anyox with a connecting boat out of Prince Rupert for Anyox.

Alice Arm will have unusual activity this Spring and one of the most active properties will be the Dolly Varden Mine. Mr. A. J. Taylor, managing director of the Company, returned from a trip to the mine recently, and announced that there was 1,000 tons of ore now awaiting shipment. Additional traffic equipment has been ordered consisting of two locomotives and twenty cars. There is some talk of extending the rail line to the Wolf mine.

Working in agreement with the Board of Commerce wishes, the Pacific Mills plant at Ocean Falls, B.C., shipped, during the week of March 15th, 250 tons of newsprint to the Winnipeg papers. This was accomplished after some negotiations, as this company has long time contracts with other papers, and it was essential that they carry out these contracts.

J. P. Anglin, B.Sc.
President

H. J. Gross,
Vice-Pres. & Treas.
C. D. Harrington, B.Sc.
Vice-Pres. & Manager

ANGLIN-NORCROSS LIMITED

CONTRACTING ENGINEERS & BUILDERS

RECENT CONTRACTS:

Halifax Shipyards, Halifax	Offices & Power House
Crane Company, Montreal	Large Industrial Building.
Ames, Holden, McCready Limited, Montreal	Factory.
Ames Holden Tire Company, Kitchener	Factory.
Childrens Memorial Hospital, Montreal	Hospital.
Steel Company of Canada, Montreal	Nut & Bolt Works.
Canadian Cottons Ltd., Cornwall	Weave Shed & Warehouse.
Canadian Cottons Limited, Milltown, N.B.	Weave Shed.
Canadian Cottons Limited, Marysville, N.B.	Dam.
Canada Amusement Company, Montreal	Lost Building.
Merchants Bank, Toronto	Bank Building.
Belding, Paul Corticelli Co., St. Johns, Que.	Factories.
Belding, Paul Corticelli Co., Montreal	Factory.
Dougall Varnish Company, Montreal	Factory.
Canadian Hart Accumulator Co., St. Johns, Que.	Factory Extension.
Montreal Abattoirs Ltd., Montreal	Rendering Building.
Henry Birks & Sons Limited, Halifax	Jewellery Store.

MONTREAL TORONTO HALIFAX

Howard S. Ross, K. J. C.

Eugene R. Angers

ROSS & ANGERS

BARRISTERS and SOLICITORS

Coristine Building, 20 St. Nicholas St., Montreal

Dominion Textile Company, Limited

Manufacturers of

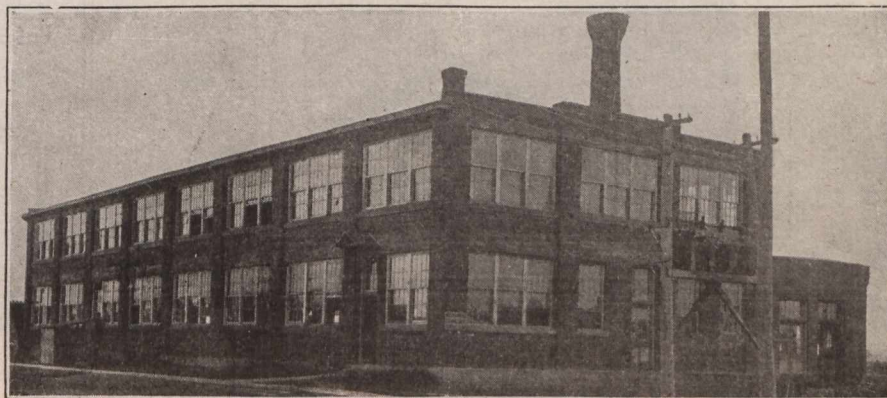
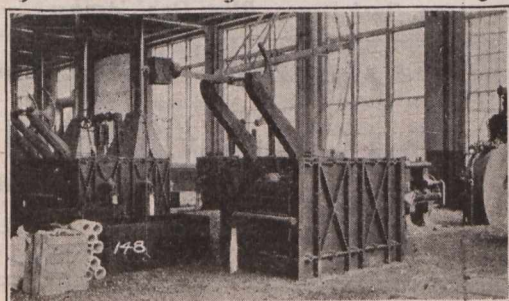
COTTON FABRICS

MONTREAL
TORONTO WINNIPEG

FOR ALL HEAT TREATING

It will pay you to dispense with coal, stokers and chimneys—ash piles, soot and smoke—and to use instead

OIL-BURNING MECOL FURNACES



In the first place, the initial cost of a Mecol oil-burning Furnace is only half the cost of a coal-burning Furnace.

In the second place, a Mecol Furnace exactly suited to your requirements is the best furnace obtainable for efficiently heat-treating metals.

In the third place, your Mecol Furnace will save you hundreds of dollars in fuel.

Let us explain how Mecol Furnaces can improve your product economically.

MECHANICAL ENGINEERING CO., LTD.
THREE RIVERS, Quebec.